
LOCATION	Online/held remotely
DATE	29 September 2020
CHAIR	Logistics Cluster
PARTICIPANTS	Catholic Relief Services (CRS), HALO Trust, International Medical Corps (IMC), International Organization for Migration (IOM), Polish Humanitarian Action (PAH), Save the Children, United Nations Children's Fund (UNICEF), United Nations High Commissioner for Refugees (UNHCR), United Nations Office for the Coordination of Humanitarian Affairs (OCHA), United Nations Population Fund (UNFPA), World Food Programme (WFP), World Health Organisation (WHO).
ACTION POINTS	<ul style="list-style-type: none">• Partners to send the Logistics Cluster and OCHA feedback on the time taken to obtain tax exemption for their cargo.• OCHA to share a template with partners via Logistics Cluster mailing list for gathering tax exemption information.• Interested partners to reach out bilaterally as soon as possible for a consolidated cargo flight from Mogadishu before the flood season begins in October.
AGENDA	<ol style="list-style-type: none">1. Action points review2. Cold Chain / Health Overview Logistics Discussion3. Situation Update - <i>Flood Response & COVID-19</i>4. Flood Preparedness planning and cargo consolidation discussion5. AOB

1. Action Points Review

- The Logistics Cluster to send out Transportation Requirements document via the mailing list by the end of the week. Partners to submit additional feedback bilaterally. – **ongoing. This is a live document and will be updated as and when additional relevant information is received.**
- Partners to contact UNHAS bilaterally via unhas.somalia@wfp.org with any further queries on how to use its services. – **ongoing. Please reach out to Logistics Cluster if any issues with contacting UNHAS.**
- Partners to contact the Logistics Cluster with cargo details for potential cargo flight from Mogadishu to Beletwyne, Baidoa and Jowhar for pre-flood prepositioning – **ongoing.**
- Partners to send any further questions on the Access Tool to OCHA (Edward.melotte@un.org) bilaterally – **ongoing. A presentation was given at the last Logistics Cluster Meeting. OCHA continues to work on this**

Tool and are mapping access throughout Somalia. It was noted that the Logistics component will be a complementary element to the overall tool – the Logistics Cluster continues to work on this.

2. Cold Chain / Health Overview Logistics Discussion

- IMC gave a presentation on temperature-controlled health logistics in the context of Somalia. The concept of cold chain was explained: cold chain storage is required for certain medical commodities to maintain their integrity or shelf life and usability. Standard temperature-controlled storage is normally defined as: Room temperature – below 25° C, Refrigeration (Cold Chain Storage) – between +2° C and +8°C and Frozen – below -15° C.
- Issues around cold chain are usually based around the following:
Sourcing cold chain items from pre-qualified suppliers that have Good Storage Practices (GSP) and Good Distribution Practices (GDP).
Transport in appropriate cold boxes allowing to preserve temperature during transit time including indicator of cold chain temperature range was breached during transit. Availability of cold storage at Customs facilities on arrival of international shipment to properly store shipments prior to import clearance. And the availability appropriate cold chain transport vehicles. It was noted that in Somalia there is a lack of cold-chain storage facilities.
- A partner noted that its cold chain supply is as follows: the vaccines are delivered from global suppliers into Nairobi, and then stored in cold chain facilities. The vaccines are repackaged into smaller consignments in the Nairobi cold chain facility and then airlifted to Mogadishu, Hargeisa and Garowe by UNHAS or commercial airlines.
- A partner asked about the scale and capacity of the Mogadishu cold chain facility – it was noted that the storage facility has sufficient capacity. However, the issue is the delivery into Somalia as commercial airlines are not willing to import vaccines into Somalia as it is considered a high risk.
- The presentation gave an overview of the in-country storage at appropriate temperatures and the availability of appropriate equipment and supplies to maintain cold chain: One is Cold Room and Freezer Rooms (for large quantity of cold chain items); others include Refrigerators and Freezers (for small quantity of cold chain items) – dual power is recommended for these facilities. Additionally, Cold Boxes (short-term temporary storage) which are powered by battery and have no power supply. An example was given of moving from the warehouse to the field for distribution of the vaccines. Others include temperature monitoring devices (Thermometers, Cold Chain Monitor Cards, Freeze indicators etc.) and backup generators for cold chain storage.
- An overview was also given on the availability of transportation equipment in Somalia for these health items - Vaccine Carriers (short term transport); Foam Pads for Vaccine Carriers; Ice Packs for Vaccine Carriers and Temperature range monitoring.
- Partners were encouraged to contribute their challenges to this discussion – the Logistics Cluster noted that it has a few temperature-controlled facilities around Somalia used for nutrition supplies and maintained at room temperature (up to 25 degrees Celsius). If this is an area on which partners require support the Logistics Cluster may be able to facilitate it.

- A question was raised regarding the underlying challenge of cold supply chain. The IMC noted that a major challenge is the flow of supply: it is difficult to find suppliers willing to take on the risk of a - potentially - long lead-time. Often there is a delay in receipt and dispatch of the cargo, and this has a damaging impact on the commodities. This often means that the supplies have to be imported through Kenya which delays the lead time further. Another challenge has also been issues around constant power supply; as well as storage of medical supplies. It was also noted that a lack of temperature-controlled storage facilities in Mogadishu continues to be an obstacle.
- An overview was given of the tracking of shelf life of cold chain commodities in terms of the storage of health commodities, such as pharmaceuticals and medical supplies – which do not require cold chain - also have temperature and humidity control elements to ensure such items are not exposed to temperatures outside range prescribed by manufacturers. An overview was given of important elements such as the implementation of First Expired First Out (FEFO) dispatch system; the Monitoring of Batch/Lot numbers in case of items recall allowing items to be left in isolation as well as reverse logistics and to prevent harm to beneficiaries. Additionally, it was noted that reverse logistics and disposal for expired and damaged items aligned with WHO guidelines and applicable local laws.
- A question was raised regarding the FEFO monitoring – IMC responded that spot checks are often executed. Currently these are being implemented manually however this will be moved to an electronic platform in due course. It was noted that for WFP's operations, automatic alerts, through a database, are generated when the best before date is arriving – this complements the manual spot checks.
- A partner noted that they have warehouse management software which they use, but no temperature-controlled cargo, and offered to demonstrate this software to any interested partners. Another partner uses a data logger temperature monitoring tool which monitors the temperature during transportation of all cargo. It was noted that these were procured internationally and are not available locally.
- It was also noted that in terms of cold chain commodity disposal, this is dealt with at local level with relevant authorities.

3. Situation Update – Flood Response & COVID-19

- All airports in Somalia are open for local and international passenger flights. Abudwak airport is still closed for maintenance.
- The lockdown of Mogadishu Airport (AAIA) has been extended until **03 October**. WFP trucks continue to have access to ensure continuity of air operations. This may be extended further – the Logistics Cluster continues to monitor this.
- All ports remain operational. Partners were requested to email otavio.costa@wfp.org / lucy.wambogo@wfp.org for enquiries re. available space for bookings on Voyage 13 – the time-chartered vessel is currently in Mombasa and the latest schedule can be found on the [Logistics Cluster Somalia page](#). It was noted that all cargo must be containerised due to restrictions on loose cargo.
- The Logistics Cluster is advocating for Somalia Humanitarian Fund (SHF) funding for the flood response; a proposal has been submitted and there have been some positive indications, but no funding confirmed so far. The bulk of the requirement will be for air transport. The Logistics Cluster Coordinator

highlighted that the priority locations in the SHF Allocation Strategy Paper are Banadir, Hiraan, Lower Juba, Lower Shabelle, Middle Shabelle.

- Despite some rainfall in the last weeks, key roads are still accessible although subject to temporary closures – the latest [Logistics Cluster Flood Affected Roads Map](#) dates from 6 July. Marka Road – ex-Mogadishu – remains open physically. The Logistics Cluster continues to monitor the situation.
- The Somaliland–Ethiopia border remains open for commercial trade. The Somaliland-Djibouti border also remains open but strictly for commercial trade.
- The Kenya-South Somalia (Mandera) land borders remain closed for commercial entities. However, informal cross-border trade was observed. South Somalia-Ethiopia borders remain closed but opened intermittently based on an unwritten bilateral agreement between local authorities from both sides. Central Somalia-Ethiopia borders also remain closed; however, certain points may periodically be opened for trade, subject to bilateral agreements between local authorities of relevant border towns. The below crossing points of Somalia-Kenya border remain closed indefinitely:
 - Somalia–Beledhawa - Closed
 - Kenya–Dobley - Closed
 - Ethiopia–Elbarde - Closed
 - Ethiopia–Beledweine - closed
 - Ethiopia-Dollow – Closed

4. Update on Tax Exemption Letter

- It was noted that an official letter (in response to previous correspondence advocating for the expedition of tax exemptions and customs clearance for humanitarian cargo) was received by the Humanitarian Coordinator from the Office of the Prime Minister (OPM) on 23 September. It highlighted that an effort would be made to fast-track customs clearance.
- Partners were requested to send the Logistics Cluster and OCHA any feedback on the time it takes their organisation on average to secure tax exemption for cargo. A template will be shared by OCHA for partners to complete with these details, in order to facilitate the consolidation of these key points for use for further advocacy.

5. AOB

- Partners were asked whether there was any interest in prepositioning of cargo in Beletwyne, Baidoa and Jowhar – as in previous meetings these locations have been mapped as priority. The Logistics Cluster advised any interested partners to reach out bilaterally as soon as possible so that a consolidated cargo flight from Mogadishu may be organised during this window before the flood season begins in October.
- A poll was launched regarding the discussion topic for the next Logistics Cluster Meeting. Partners were asked to choose between flood response planning & cargo consolidation, sea transport options, Logistics Capacity Assessments and supplier database and mapping. The Logistics Capacity Assessments topic had the highest level of interest from participants.

The next Cluster Coordination meeting is tentatively scheduled for 13 October 2020 at 11:00.

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