

LOCATION: Tunis, Tunisia

DATE: 25 September 2018

CHAIR: Logistics Sector

PARTICIPANTS: ACTED, CESVI, Gruppo di Volontariato Civile (GVC), International Committee of the Red Cross (ICRC), International Rescue Committee (IRC), Mercy Corps, MSF-France, Premiere Urgence Internationale (PUI), UNDP, UNHCR, UNFPA, WHO, WFP

- ACTION POINTS**
- Logistics Sector to draft Concept of Operations and circulate with organisations for comment
 - Logistics Sector to facilitate the assessment of possible storage sites and warehouse options
 - Logistics Sector to compile supplier information from partners into a master vendors list and circulate with organisations
 - Logistics Sector to liaise with Cash Working Group and REACH to obtain indication of main commodity prices for reference and circulate with organisations

- AGENDA**
1. Logistics Sector Activation and ToR
 2. Operational gaps and bottlenecks
 3. UNHAS updates
 4. AOB

1. Logistics Sector Activation and ToR

- Participants were welcomed to the first Logistics Sector coordination meeting for the Libya operation.
- A presentation was given on the sector activation and scope of activities, and there was a discussion about common operational issues. The meeting was also used as an opportunity for introductions between organisations operating in Libya.
- The Logistics Sector has been activated to provide logistics support and facilitate coordination and information sharing amongst the various humanitarian actors as they return to the country and scale up their activities in previously inaccessible areas, and as they operate in an environment that continues to be unstable and unpredictable.
- A Concept of Operations (ConOps) outlining common logistics gaps, bottlenecks and planned activities is currently being drafted and will be circulated among partners for their comments. The ConOps is a live document and as such will be updated as the situation and needs change.

2. Operational gaps and bottlenecks

- Organisations are experiencing different sets of constraints depending on which locations they are operating in. Currently most partners are working around Tripoli, some in Misratah, and a smaller number of organisations in Benghazi and Sabha.

- Warehousing
 - Organisations are reporting that there are limited warehouse capacities near areas of operation. As such, some organisations have been relying on suppliers to store items prior to distribution.
 - In light of the latest security incidents, UN agencies require warehousing next to the office location outside Tripoli to store emergency items. NGOs working in Tripoli have expressed an interest in a common storage facility managed by the Logistics Sector, possibly free-to-user, for pre-positioning and contingency purposes. The need for temperature-controlled storage space for medical supplies was also raised.
 - Warehouse location and security were also discussed. Organisations were advised that any service users of a common storage space would be responsible for insuring their own items.
 - An assessment of possible sites and warehouse options will be facilitated by the Logistics Sector in the coming weeks.
- Importation
 - It was discussed that currently most organisations are importing directly into Libya, and there are differing customs procedures based on whether cargo is imported via air, sea or land, and to different ports of entry.
 - Some organisations advised that they are experiencing delays when importing commodities from Europe, especially medical supplies, with clearance taking up to 4 weeks mainly due to sampling and testing requirements. It was also reported that importation regulations for the eastern part of the country have recently changed.
 - The Logistics Sector will draft Standard Operating Procedures (SOPs) for the importation of cargo based on partners' experience that will be circulated and made available online on the Libya Logistics Sector page: (<https://logcluster.org/sector/lby18a>).
- Logistics infrastructure
 - The Logistics Sector is collecting information on major infrastructure (ports, airports, entry points). This information will be shared with organisations and posted on the Logistics Capacity Assessment portal: <https://dlca.logcluster.org/display/DLCA/Libya>.
 - Organisations expressed a need for investigation into storage and handling capacity for medications and cold chain items. One organisation has completed a medical supplies assessment of the Benghazi airport and will circulate the findings with other organisations.
 - Participants requested that a supply roads assessment is completed in the south of the country. Due to access issues, the Logistics Sector will request support from partners already operating in these areas conduct the assessment.
- Fuel
 - There are reports that fuel availability is currently an issue in Tripoli, with some actors forced to rely on the black market to ensure they have adequate supplies to cover daily activities. In other areas, such as Benghazi, there have been no reports of fuel shortages and prices remain stable.

- Some organisations have opted to install fuel tanks in their office compounds while others have signed agreements directly with local companies.
- The Logistics Sector is currently exploring the possibility of facilitating the provision of fuel as a common service on a cost-recovery basis and will provide further information to partners as it becomes available.
- **Suppliers and Markets**
 - Most organisations are relying on the capacity of local markets and suppliers with only specialised items being imported. Although markets in the main cities seem to be working, there is general concern amongst humanitarian actors regarding payments and lack of liquidity. The majority of suppliers are requesting payments made in Euros or USD, completed outside the country, as only a few local banks provide the ability to make and receive transfers in USD. In most remote areas, such as Sabha or Kufrah, only cash payments are possible. Some organisations advised that they are looking into other options for money transfers (e.g. Western Union) to be able to make payments in USD directly in Libya.
 - Participants also discussed security screening and post-qualification verification to vet vendors. Some organisations have requested that suppliers provide tax payment records, certified by Government Tax Offices, to legalise contracts.
 - Organisations expressed concern about the possible rise in the official exchange rate for the Libyan dinar that will inflate prices for local commodities.
 - Participants agreed to share information regarding their validated suppliers. The Logistics Sector will compile and consolidate this into a master vendors list that will be circulated amongst organisations. The Logistics Sector will liaise with the Cash Working Group and REACH on their market assessment initiative for an indication of the prices of main commodities to serve as a reference for local purchases.

3. UNHAS updates

- An UNHAS focal point provided an update on the flight schedule and answered questions related to registration procedures and destination options.
- It was advised that delays encountered at the start of the operation were due to the requirements for official authorisations from the Civil Aviation Authorities, and due to the closure of Mitiga airport in Tripoli.
- The first UNHAS flight of the Libyan operation was conducted on 24 September, from Tunis to Zwara. Zwara will continue to be used as the main hub, as Mitiga Airport remains closed. It was advised that direct flights can also be carried out from Tunis to Misratah, Al Abraq and Tobruq; other destinations, like Benghazi and Sabha, can be reached by departing from one of four Libyan hubs.
- The current flight schedule is available [here](#), and is currently only available for the transport of UN and NGO personnel. Cargo is not being transported at this time. Based on the needs of and requests from the humanitarian community, this schedule will be adjusted. Please note that authorities require two weeks' notice before authorising flights.
- In the case of an emergency situation or medevac, authorities should grant a special permit for a flight to operate.
- UNHAS bookings need to be submitted at least 72 hours in advance, with tickets issued 24 hours prior to the flight. To allow as many users as possible and ensure balanced usage of the air service, agencies are unable

to book more than three staff members per regular flight. The remaining passengers will be placed on stand-by and may be confirmed after the closure of flight bookings, subject to seat availability.

- Any requests for information can be sent to mattia.bugatto@wfp.org

4. AOB

- As suggested by participants, meetings will be organised on a monthly basis and will be held in either Tunis or Tripoli, depending on the security situation inside Libya.
- To be added to the Skype group, please contact pui.lby.logco.

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