

**LOCATION:** Tunis, Tunisia

**DATE:** 27 November 2018

**CHAIR:** Logistics Sector

**PARTICIPANTS:** ACTED, International Organization for Migration (IOM), MSF-Holland, MSF-France, Solidarites International, UNHCR, UNICEF, WFP

**ACTION POINTS**

- Logistics Sector to circulate the consolidated HRP document and RRM Concept Note.
- Organisations to share their import experiences and best practices to establish a guidance note and common approach with authorities

**AGENDA**

1. Logistics Sector Updates
2. Operational Gaps and Bottleneck
3. UNHAS Updates
4. Emergency Telecommunications Sector Overview

## 1. Logistics Sector Updates

- The Chair provided an update on action points from the previous coordination meeting:
  - Guidance and assessment reports on entry points and import procedures are being compiled and circulated through the mailing list, as well as posted on the [Libya Logistics Sector page](#). These documents will be updated as and when the situation changes, and new procedures are applied.
  - Organisations are encouraged to closely follow up every shipment of imports through Tripoli port, and ensure they have the necessary supporting documents to provide to the shipping companies and freight forwarders in order to expedite the clearance process.
- The need to complete an assessment of alternative entry points to establish storage and handling capacity as a contingency measure should main ports or airports become inaccessible was discussed. The Logistics Sector will continue to assess Libyan ports and airports to determine their receiving, handling and storing cargo capacity.
- Assessments to identify a suitable facility in Tripoli to serve as common storage are ongoing. The preferred area is Janzour and the facility should have an initial capacity of approximately 2,500/3,000 m<sup>2</sup>. The Logistics Sector will inform partners as soon as the common storage is operational and ready to receive cargo.
- In Tripoli, the Logistics Sector has four Mobile Storage Units of 320 m<sup>2</sup> capacity each that can be quickly mobilised based on needs across the country. Organisations who need to secure or scale up emergency storage in field locations can request the loan of an MSU, with the Logistics Sector facilitating transportation and installation.
- The 2019 Humanitarian Response Plan (HRP) for Libya has been endorsed by the Humanitarian Country Team; the consolidated version will be circulated among organisations.
- The HRP includes the Rapid Response Mechanism (RRM) as a response modality, and discussions are ongoing among key UN agencies (UNICEF, IOM, UNFPA, WFP) about the drafting of a concept note and the setting of targets for RRM interventions. The RRM will initially be focused on providing first-line, life-saving assistance to people on the move and those recently displaced within the first 72 hours. The RRM will work as a consortium with different organisations being represented based on geographical presence and

implementation capacity. The Logistics Sector will be providing logistics support based on needs. Once finalised, the concept note will be shared through the mailing list.

## 2. Operational Gaps and Bottlenecks

- One organisation reported issues and delays with the import of medical items to Misrata as a pre-clearance is required from the Ministry of Health and Pharmaceutical Department in Tripoli for all medical shipments.
- Organisations agreed to share their experience and best practices in relation to customs and importation of goods.
- Due to some confusion around procedures and rates for the sampling and testing of incoming goods it was suggested that a guidance note be compiled regarding this, and advocacy be undertaken with authorities to request the simplification of the required clearance procedures for humanitarian supplies.
- The need for organisations to establish strong working relationships with dedicated authorities at local level was also discussed, as a means to keep abreast of the specific regulations at each location.
- Discussion moved to the procedure to obtain a tax exemption and franchise for humanitarian commodities. The usual procedure is to submit a request letter to the Libyan Ministry of Foreign Affairs who, once satisfied, will issue an official approval and exemption card to accompany clearance requests for imported commodities.
- A question was raised about shipments between Tripoli and Benghazi. Organisations reported their experience in shipping items via land and discussed that in some circumstances an insurance would need to be put in place to cover the value of the commodities due to the risk of diversion. Organisations also discussed that another option would be to secure an escort for the convoy, in coordination with the various authorities.
- A participant enquired about the procedure to travel to Benghazi. It was recommended by other participants to seek security clearance and verify requirements with Benghazi authorities, in addition to holding a valid visa to enter Libya.
- Participants discussed the capacity of local markets which are reported to be functioning, especially in main urban areas, except for some specific IT, electrical, and medical items.
- Some organisations would be interested in identifying a common procurement strategy based on standard specifications of main commodities. The Logistics Sector shared information regarding the minimum packages being compiled by the Shelter and WASH sectors, that could be used as reference in case of a joint initiative to explore local suppliers' capacity. The Logistics Sector advised that they could also coordinate with REACH Initiative and their monthly Joint Market Monitoring to track reference prices of basic commodities in the different areas of the country if partners requested this.
- An issue identified by many organisations when purchasing locally is the fluctuation and difference in prices with the black-market exchange rate. Some organisations advised that they only accept quotations for both goods and services in US Dollars, while others have agreements with suppliers based on a fixed exchange rate.
- Fluctuation and price differences are also impacting the supply of fuel. Some organisations reported that they have put in place agreements with local suppliers to secure the quantity needed for their daily operations, including some emergency stocks to run generators.

## 3. UNHAS Updates

- The UNHAS focal point provided an update on the strike that is affecting the Libyan Civil Aviation Authority. This is delaying the renewal of the authorisations and could impact commercial flights as well.
- The UNHAS schedule reflects requests from humanitarian organisations; so far, there has been no flight to Benghazi due to lack of bookings, while Misrata continues to be listed as tentative destination for Mondays. Two flights per weeks are currently being operated to/from Tripoli Mitiga, on Sundays and Thursdays. An additional pilot flight to Mitiga will be performed on Tuesday 11th December to facilitate the movement of passengers during the week.
- Since only one internal flight currently takes place between Tripoli and Sebha, organisations are encouraged to communicate in advance with UNHAS their travel plans to additional destinations in order for the necessary permits to be secured.
- It was reminded that humanitarian personnel without a diplomatic passport will be using the commercial terminal at Mitiga airport.
- Any requests for information can be sent to [unhas.libya@wfp.org](mailto:unhas.libya@wfp.org) or [mattia.bugatto@wfp.org](mailto:mattia.bugatto@wfp.org)

#### 4. Emergency Telecommunications Sector Overview

- The Emergency Telecommunications Sector coordinator provided a brief overview of the sector's planned activities in Libya which include the provision of internet connectivity and security telecommunications services for the humanitarian community. In addition, discussions are ongoing with organisations to establish a common feedback mechanism that can serve the beneficiary population.
- While works have started to secure internet services and radio telecommunications networks for the UN hub in Benghazi which is expected to be operational in January, internet connectivity could be facilitated for NGOs prior to this in a shared location based on needs.
- Participants enquired about the use of SAT phones inside Libya which are available in the local markets. These would need to be registered with the dedicated authority.
- Organisations are able to have agreements with local providers to secure pre-paid SIM cards for staff.

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