

LOCATION: Tunis, and teleconference with Tripoli

DATE: 20 December 2018

CHAIR: Logistics Sector

PARTICIPANTS: ACTED, CESVI, Food and Agriculture Organisation (FAO), International Committee of the Red Cross (ICRC), Internal Medical Corps (IMC), International Organization for Migration (IOM), MSF-Holland, Premiere Urgence Internationale (PUI), UNFPA, WFP

ACTION POINTS

- Participants to share their specific experience with regards to clearance documents for medical shipments, in order to clarify the correct procedures.
- Logistics Sector to follow up with WHO on the list of pre-qualified suppliers.

AGENDA

1. Logistics Sector Updates
2. Import of Medical and Pharmaceutical Supplies
3. UNHAS
4. AOB

1. Logistics Sector Updates

- The Chair provided an update on Logistics Sector activities:
 - The process to secure a common storage facility in Tripoli is ongoing and should be finalised by the end of this month. The location will be Janzour, with an initial capacity of around 2,500 m². Once operational the usual Standard Operating Procedures for storage and release requests will be put in place that will allow for cargo tracking. The storage service will be free-to-user.
 - A dedicated cargo tracking officer will join the team in January and will be the focal point for all incoming requests and warehouse activities. One additional Fuel Operation officer will be supporting the set-up of a fuel provision system (mostly diesel) for organisations in Tripoli. One participant reported facing some difficulties with obtaining benzine. Another organisation enquired about the possibility of fuel being provided in multiple areas of Tripoli; arrangements will be finalised once the dedicated technical staff are on the ground.
 - An assessment report of Al Khoms port has been circulated though the mailing list and is also available online [here](#). An assessment of Misrata port is currently being consolidated and will include inputs from organisations with field presence there. This will be shared once available.
 - All documents will also be posted on the [Libya Logistics Sector page](#).

2. Import of Medical and Pharmaceutical Supplies

- The normal shipping documents required to obtain clearance to import medical and pharmaceutical supplies into Tripoli include a complete packing list, the Certificate of Origin from the respective country for each item, and the Certificate of Analysis. All of these documents are to be submitted to the Department of Pharmacological Equipment and Medical Supplies of the Ministry of Health prior to the arrival of the cargo. The usual processing time to obtain clearance is around 2 weeks.
- An organisation reported that authorities had recently requested that in addition to the abovementioned documents, they also supply a Food and Drugs Administration certificate. It was also reported that the Ministry of Health will soon issue a new directive for humanitarian organisations to refer to the WHO pre-

qualified list of suppliers allowed for importation when procuring medical supplies. The Logistics Sector will liaise with WHO regarding this list. Another organisation reported facing a delay in the clearance of cargo when listing the consignee as the Medical Supply Office as initially advised by authorities.

- The main concern raised by participants is that due to there being no local production of medicines inside Libya, all medical supplies have to be imported.
- Participants agreed to share their specific experiences in relation to clearance documents for medical shipments in order to clarify the correct procedures. In case of bottlenecks, advocacy with authorities will be required to simplify the process for humanitarian commodities.
- On the testing and sampling required for supplies arriving in country, participants reported that the procedure normally takes one week for the results to be released and that only handling fees are usually paid. Testing is done in Tripoli even for commodities arriving into other entry points (e.g. Benghazi, Misrata).
- The requirements for importation through Misrata port and airport will be collected and discussed during the next coordination meeting.

3. UNHAS Updates

- The current UNHAS schedule includes regular flights to Tripoli/Mitiga airport and Misrata. The Benghazi route has been established and will soon become regular to reflect demands from the humanitarian community. The up-to-date schedule can be found [here](#).
- Challenges faced at Mitiga airport were discussed, with Civil Aviation in Libya and the authority at the VIP terminal asked to process passengers not holding a diplomatic passport through the commercial terminal. Two UNHAS staff will continue to be onsite to facilitate all check-in formalities at both the commercial and diplomatic terminals; to avoid issues with the handling of bags in Mitiga airport, a different colour code system has also been put in place.
- The recent UNHAS Steering Committee agreed on an upgrade of the aircraft. This should reduce the flying time and allow the highest fuel economy for flights into Sebha and other southern destinations if need be. The upgraded aircraft is planned to be operational by the end of January 2019.
- During the period 20 December to 30 December, organisations can contact Hibo at hibo.ismail@wfp.org and unhas.libya@wfp.org.

4. AOB

- A participant enquired about the process of contracting suppliers in Libya for construction and rehabilitation works. Organisations need to issue a call for tender nationwide either through their internal online platform or public websites, such as Libya Investment, with all documents translated into Arabic.
- Organisations expressed interest in training and capacity building activities for their national staff; proposed trainings include procurement and supply chain, transport and warehouse management. The Logistics Sector will look into facilitating these activities in 2019 in collaboration with interested organisations.
- A question was raised over the local market capacity for IT equipment. Although main markets are functioning well, participants have reported quality and standards issues as well as higher prices. Some organisations have purchased items in Tunisia and shipped them into Libya using Libyan air cargo carriers.

- Partners interested in receiving the HNO and HRP documents can contact the Logistics Sector. OCHA will soon upload the documents on humanitarianresponse.info. Once this occurs, a link to these documents will also be added to the [Libya Logistics Sector page](#).
- The Logistics Sector is exploring interest from NGO partners in co-leading sector activities as requested by OCHA. Although this is not usual practice in Logistics Sector or Cluster operations, this would strengthen the sector's coordination and IM functions and be based on partner field presence across Libya.

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