Bridge rehabilitation in Maroantsetra
-- Logistics Cluster

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OVERVIEW

Intense Tropical Cyclone Enawo, a category 4 on the Saffir Simpson scale, made landfall in north-eastern Madagascar’s Sava region on 7 March and then moved southward across central and south parts of the country while declining to a tropical depression before exiting the country on the morning of 10 March 2017. As of 17 March, the National Office for Risk and Disaster Management (BNGRC) reported around 433,985 people affected by the cyclone, including 247,219 people temporarily displaced. Severe wind damage was reported in Antalaha district (Sava Region), where the cyclone came ashore. Widespread but largely temporary flooding was recorded throughout the north-eastern half of Madagascar in the wake of the storm, with waters receding quickly in some areas.

Although the Logistics Cluster was not activated, on 9 March, the Global Logistics Cluster began supporting relief efforts by deploying a member of the Logistics Response Team, following a request of the BNGRC to support the establishment of logistics coordination and facilitating access to common services. A staff of the United Nations Humanitarian Response Team was also deployed one day later to lead the establishment of logistics infrastructure in the affected areas. An Information Management Officer (IMO) was deployed a few days later in support of the response.

The Logistics Sector so established, identified gaps and needs in coordination with the humanitarian community and the BNGRC. Three areas of intervention were identified:

• Logistics Coordination
• Information Management, including GIS support
• Logistics services including sea and river transport, and storage.

The response was consequently outlined in a Concept of Operations document defining the Logistics Sector activities in Madagascar.
After the first wave of emergency deployments (one coordinator and one IMO), one officer covering both positions was deployed to oversee the operation alongside the BNGRC. All services were provided in collaboration with local and national authorities, and with the long-term objective of building the capacity of BNGRC staff in terms of coordination and information management.

In Madagascar, a Logistics Sector Working Group was present even before the cyclone hit, and provided coordination among humanitarian organisations. For the response to the Cyclone Enawo, the BNGRC as the lead of the Logistics Sector asked the Global Logistics Cluster for support in terms of staff to coordinate the provision of common logistics services.

From the beginning of the operation, the Logistics Sector held weekly meetings in the capital Antananarivo led by the BNGRC, that towards the end of the operations became fortnightly. Coordination meetings were also held on a weekly basis in Maroantsetra, whereas in Antalaha they took place weekly at first and then on an ad hoc/bilateral basis. Meetings provided a forum for coordination and information exchange between the Government, NGOs, INGOs and UN agencies involved in the response. WFP, as representative of the Logistic Sector for inter-sectoral meetings ensured representation on decision making forums and advocated for much needed funding through important coordination initiatives such as OCHA intersectorial meetings, flash appeals revisions, donor meetings, etc. The Logistics Sector led 10 logistics coordination meetings in Antananarivo.
A dedicated webpage was created on the Logistics Cluster website to host key operational information relevant to the response, including situation updates, minutes of coordination meetings, service request forms, custom information and infographics.

Altogether, 49 Information Management (IM) products were produced and published on the website - generating 1,524 page views throughout the operation.

![Pirogues used to transport cargo along the river](Photo credit: Logistics Cluster)
The Logistics Sector produced Standard Operating Procedures for accessing common logistics services. Cargo movements were recorded using the Logistics Cluster-run Relief Item Tracking Application (RITA). Relief items transported and stored belonged to the categories of Shelter, Food, Health, WASH, Education, Nutrition, Logistics and Operational Support for a total of cargo handled of 11,138 m³/1,616 mt.

**SEA TRANSPORT**

Sea transport from Toamasina to Maroantsetra and to Antalaha was provided by WFP to the humanitarian community using vessels of a carrying capacity between 180 and 300 mt.

Sea transport was the only way for large amount of cargo to reach these destinations, which are rather enclaved in the north east of Madagascar. Due to poor conditions of the road network, access via land is difficult and sometimes impossible, while air transport is hampered by the limited number and capacity of airstrips.

From March to June, the Logistics Sector coordinated humanitarian cargo dispatches, from Toamasina hub to Maroantsetra and Antalaha, the main towns in the areas affected by the cyclone. The service was made available to humanitarian actors on a free-to-user basis.

Overall, nine rotations were organised between end of March and mid-June; five to Maroantsetra and four to Antalaha, transporting almost 900 mt of relief items (respectively 492 mt and 402 mt) on behalf of 12 organisations: FAO, UNICEF, Medair, Croix Rouge Malgache, ADRA, CARE, Office National de la Nutrition, WFP, Ministère de la Population, BNGRC, and Lions Club.

**RIVER TRANSPORT**

Alongside the BNGRC, the Logistics Cluster established a transportation system through pirogues (dug-out canoes) with capacity of up to 4 mt, to reach over 150 remote and isolated river communities around Maroantsetra. Due to the lack of roads, canoes are the traditional way to move people and cargo along the river.

The service was made available from the end of March until the end of June 2017 on a free-to-user basis.
During this period, over 700 mt were transported to over 100 enclaved communities on behalf of the BNGRC, WFP, Office National de la Nutrition, Lions Club, UNICEF, FAO and Croix Rouge Malagasy. Delivered items belonged to the Education, WASH, Shelter, Nutrition, Food, Logistics and Operational Support sectors.

**RIVER TRANSPORT**

**PASSENGERS**

The Logistics Sector also supported the BNGRC with the movement of passengers accompanying cargo or conducting assessments. Two speedboats of the Corps de Protection Civile were made available to transport humanitarian staff to the affected river communities to assess needs and carry out distributions.

The speedboats were equipped with life-saving vests and satellite phones to ensure safety of the passengers, and a ticketing system was put in place to ensure the tracking and monitoring of passengers. The Logistics Sector also liaised with UNDSS to mitigate any risks arising from river transportation.

**STORAGE**

In response to the need for appropriate temporary storage, the Logistics Sector set up temporary storage facilities and logistics hubs in strategic locations, to facilitate the movement of relief cargo to the affected population.

Storage was made available to humanitarian actors on a free-to-user basis from March to June 2017.

The Logistics Sector supported the Education, WASH, Shelter and Non Food Items (NFIs), Food Security, Nutrition, Emergency Telecommunications and Health sectors by providing storage space (managed by experienced logistics staff) and office spaces at the following locations:

- **Toamasina**: warehouse for a total storage capacity of 3,500 mt
- **Maroantsetra**: one 10x32 Mobile Storage Unit for a total storage capacity of 500 mt
- **Antalaha**: warehouse for a total storage capacity of 350 mt
Rehabilitation works were not included in the Concept of Operations as these had only been envisaged as short-medium term solutions to allow for passage and help the delivery of cargo to the affected communities.

A number of rehabilitation works were conducted in Maroantsetra in order to allow or improve access and cargo delivery, namely:

- Bridge consolidation – Ambodivafaho bridge connecting Maroantsetra to the airport and the river port of Ankompy.
- Dock – Ankompy river port to allow for cargo charging onto the pirogues.
- Jetty – small jetty in front of the interagency warehouse to allow for cargo charging. The small jetty allowed for pirogues to be charged directly in front of the warehouse saving time and resources.

Cargo waiting to be loaded on pirogues on the rehabilitated dock
Photo credit: Logistics Cluster