SAVING
LIVES
CHANGING
LIVES

WFP

Gaps and Needs Analysis

Nepal National Logistics Cluster

December 2020

GAPS AND NEEDS ANALYSIS REPORT
Nepal National Logistics Cluster, December 2020

Table of Contents

1.   METHODOLOGY

In the context of the COVID-19 pandemic, the National Logistics Cluster performed a remote Gaps and Needs Analysis (GNA) for Nepal to assess the current logistics constraints faced by humanitarian responders in-country. This initiative was the product of a decision between the National Logistics Cluster and WFP Nepal Country Office following the strong impact of COVID-19 and subsequent lockdowns on humanitarian activities and operational needs. The detailed methodology of the GNA was shared in the Concept Note of the exercise (see Annex 1).

Due to the exceptional measures affecting movements of staff in-country and the time constraint, the GNA was conducted remotely in October and November.

An email invitation was sent to more than 90 humanitarian organizations and the members of the National Logistics Cluster, including the Ministry of Health and Population (MoHP) and Covid-19 Crisis Management Centre (CCMC). A total of 7 organizations participated in the interviews conducted in October and November. The overall response rate, interest and participation from actors was low.

Based on the feedback from the GNA interviews, including findings from a user satisfaction survey[1] conducted in August 2020, key information on humanitarian activities in-country[2] and research on private sector capacities, the analysis formulates recommendations on the way forward to continue strengthening humanitarian logistics response in Nepal.

The exercise was conducted both in Nepali and English, but the final analysis is produced in English to facilitate information sharing at national and regional levels.

---

[1] User Satisfaction Survey of the National Logistics Cluster Common Services during the Covid-19 response, Oct 2020

[2] Reliefweb, Nepal: https://reliefweb.int/country/npl, United Nations Nepal: http://un.org.np/resources/reports

2. BACKGROUND

2.1. Humanitarian Context

Nepal remains a priority country for emergency response preparedness within the Asia-Pacific region given its high risk to natural hazards. The country's mountainous terrain poses significant logistical challenges to access and deliver relief to remote areas.

Since 2005, around 35 disaster events (floods, landslides and earthquakes) affected about 7.8 million people and caused over 10,000 deaths, mostly by the 2015 Gorkha earthquake. Nepal is also vulnerable to slow-onset disasters. In 2016 the Karnali region experienced drought resulting in 150,000 people requiring food assistance.

COVID-19 and a 120-day national lockdown (March 24th - July 22nd) plus a second 22-day lockdown in Kathmandu valley (Aug 19th - Sept 10th) caused disruptions to national and international transport systems, affecting the ability of government and humanitarian workers to respond. Although the lockdown was partially lifted, a significant rise in COVID-19 cases since July resulted in local movement restriction orders and constraints for humanitarian staff to access project sites.

To support Nepal Government and humanitarian organizations in responding to COVID-19, the National Logistics Cluster (LC) was activated in April 2020 with the main purpose to provide common logistic services like storage and transport of medicine, medical goods, and medical equipment mandated by the Ministry of Health and Population (MoHP) for prevention of COVID-19 transmission, control and treatment to hospitals and primary health care facilities.

The LC provides storage services at three Humanitarian Staging Areas (HSAs) at Kathmandu Airport, Nepalgunj Airport and Dhangadhi Airport, and provision of free transport to the users[1] from Kathmandu to provincial capitals and from the provincial capitals to district headquarters.

The challenges of accessing those in need due to the mountainous terrain in Nepal and the precautions needed as a result of the virus, are likely to be exacerbated when COVID-19 cases will be rising.

2.2. Humanitarian Operational Response to COVID-19

Under the joint leadership of the UN Resident Coordinator's Office and WHO, the Humanitarian Country Team (HCT) continues to respond to the ongoing COVID-19 pandemic in support of the Government, along with contingency planning and preparedness for a scaled-up response.

The HCT National COVID-19 Preparedness and Response Plan (CPRP) and government Health Sector Emergency Response Plan for COVID-19 are in place, yet both documents shall be revised by December 2020. The revised CPRP will be based on the planning figure of 148,000 active cases identified by the Government of Nepal for the period of November 2020 to February 2021, and the worst-case scenario caseload of 300,000 active cases.

The Nepal National Logistics cluster is working closely with the COVID-19 Crisis Management Center (CCMC), Ministry of Health and Population, the UN system and NGO community, providing supply chain services where commercial capacity has been disrupted, ensuring that critical health and humanitarian staff and supplies can be delivered to where they are needed most.

The partners who participated in the GNA exercise are implementing activities through a wide range of sectors (each minimum in 3 sectors) with a focusing on WASH activities. The logistics component of their activities is very limited as organizations rely directly on the private sector or private implementers for their logistics needs as illustrated by the profiles of the interviewees: the majority of staff interviewed were programme staff rather than logistics staff.

---

[1] Nepal Government, UN Agencies, International Humanitarian Organizations and International or National NGOs operating in Nepal are eligible to use Logistics Cluster's services.

2.3. Humanitarian Presence and Programming.

The humanitarian and development community have a wide geographical coverage in Nepal. Most of partners who participated in the GNA exercise have programmatic presence in 5 or more provinces, implementing activities through a wide range of sectors, with a focus on WASH (43%) , followed by Risk Communication and Community Engagement (14%) and Education (10%). Considering the geographic coverage, even some of the most remote and isolated communities in the country have contact with one or more humanitarian or development actor.

The logistics component of their activities is limited as organizations rely directly on the private sector or private implementers for their logistics needs as illustrated by the profiles of the interviewees.

2.4. Scope

This GNA was focused on assessing the current logistics and supply chain gaps and needs of government and humanitarian agencies as part of the ongoing COVID-19 response operation, rather than on general in-country logistics capacities of infrastructure and private sector logistics providers, which are described on the Logistics Capacity Assessment website, available at: https://dlca.logcluster.org/display/public/DLCA/Nepal .

3. PARTNERS LOGISTICS CAPACITIES, GAPS AND BOTTLENECKS

In general, organizations have shown a high level of adaptability facing the COVID-19 crisis and continuing operations. They have reoriented their activities and programmes and have also altered the modality of their interventions to respond to the most urgent needs encountered by their beneficiaries.

3.1. Humanitarian and Private Sector Logistics Capacity

The humanitarian community in Nepal relies to a great extent on the private sector to meet their supply chain needs. The country has a strong commercial sector with competitive service providers, wholesalers and importers. The market for supplies is strong and with a few exceptions, most goods required by the humanitarian community could be procured locally. Most organizations contract their transportation and storage needs to private companies. In fact, many suppliers can produce kits, provide temporary storage, primary transportation and, often, secondary last-mile transportation. Given the strength of the private sector, and the strategy of the humanitarian organizations to move to cash transfer modality, fewer organizations have invested in maintaining transport and storage capacity, particularly before COVID-19.

3.2. Humanitarian and Logistics Cluster Needs

3.2.1 General

The general perspective among the partners is that significant challenges lie ahead for the humanitarian community given the sharp increase of COVID-19 cases in Nepal forecasted in January and February, with infections exacerbated by increased social interaction due to festivities and the influenza season, putting more pressure on health system and testing capacity.

Based on feedback from LC users we can differentiate three periods with different levels of disruption to private sector logistics services and increased gaps and needs, which can serve as a guide to making adjustments to logistics cluster service provision:

1. Period of country-wide lockdown
2. Period of partial lockdown
3. Period without lockdown

During **period of complete country lockdown**, all GNA respondents agreed that Logistics Cluster services were vital in supporting the Government and humanitarian actors in responding not only to COVID-19, but also for monsoon response. They also agreed that the humanitarian agencies and Government departments would require the Logistics Cluster common services, especially transport and storage, if country faces another complete lockdown.

During **period of partial lockdown**, though some agencies stated that they relied on private sector, yet they faced issues about timely delivery and compromised standards (inadequate trucks, stolen items, low adherence to COVID-19 measures, etc.). To overcome such issues, they partially relied on private sector and partially on the National Logistics Cluster services.

After lockdown measures seized, agencies feel that private sector could meet their demands completely but are more interested in using the National Logistics Cluster services due to convenience (being reliable, free of costs and less worrisome) rather than as of necessity to fill a gap.

3.2.2 Procurement

The humanitarian community demonstrated considerable adaptability in response to the COVID-19 pandemic- finding solutions to the challenges posed by the market conditions and mobility restrictions. Even the organizations without significant logistics experience were able to find service providers that could reach some of the more remote locations. The national market for critical health supplies eventually managed to keep up with demand from the humanitarian sector, although often with much longer lead times for specific items in high demand, such as Personal Protective Equipment (PPE).

While the private sector has generally managed to support the humanitarian community, the prices of goods and services have increased notably. This was particularly true in the market for PPE and hygiene products. Due to the spike in demand, the costs of medical supplies and PPE rose, and the national market struggled to meet demand and maintain enough stock. The wait times for supply of critical goods was also of concern to many organizations, who had to delay their response efforts in some cases to deliver the goods they needed. Recently the prices have stabilized, but several organizations have expressed concerns over the quality of the products that have entered the market and if they meet the requisite minimum specifications.

3.2.3 Storage Services

KPI: 7,400 m^2 storage space provided (23 MSU's). **Actual:** 2,560 m^2 storage space provided (8 MSU's). The reason the space provided was less as planned was due to 8 MSU's used by regular KTM HSA users were not included and 4 MSU's instead of 8 MSU's were loaned to Government of Nepal. Less storage space was required by the Government due to global supply shortages of PPE and after 3 months more local level procurement was done by Provinces and municipalities.

The National Logistics cluster provided 2,560 M² of storage space at the Humanitarian Staging Areas (HSA) in Kathmandu, Nepalgunj and Dhangadhi. During Apr-Oct the LC 2020 stored in total 1,032 M³ of critical medical supplies for GoN and humanitarian agencies. The user satisfaction survey revealed that only 21% of agencies have used LC's storage services and in parallel, relied on their own and commercial storage facilities[1]. Although all agencies have their own storage space, only few have proper warehouse facilities, while the rest are utilizing a spare rooms/premises within their office compound with a very small capacity.

A few agencies stated that finding a commercial storage facility was less an issue of acquiring required capacity, but more of assuring minimum quality standards (i.e. security, warehouse management system, basic warehouse equipment).

The main reasons mentioned for not utilizing LC storage were:
  i. NGOs were unaware of their eligibility for storage service
  ii. no/late respond to their request by the Logistics Cluster
  iii. distant storage location from their operation

Gap 1#: Storage services

MoHP will have a requirement to store about 2,260 m^3 of critical medical supplies & NFIs in period from November 2020 to April 2021, based on the rapid procurement action plan of MoHP, MD.
Proposed solution: To continue providing current storage services up to February to satisfy the need for storage space of MoHP, and in February re-assess the needs for further continuation.

Cold Chain
UNICEF has been supporting the Nepal government with upgrading the national cold chain since 2019 through a global project called the Cold Chain Equipment Optimization Platform (CCEOP) and will be in charge of international supply, logistics and cold chain for the global COVAX Covid-19 vaccination campaign to countries, and will support the government of Nepal for the in-country cold chain and logistics required for distribution of the vaccines.

To provide backup capacity as Logistics cluster lead and provider of last resort, WFP is prepared to augment cold chain capacity as required in the country.

Gap #2: Cold Chain capacity at provincial level
UNICEF believes there will be sufficient capacity for regular cold chain (2-8 degrees °C) but there are gaps at -20 degrees °C and below. There may be a need for additional cold chain storage capacity in Provinces 2, 4 and 6, as indicated by UNICEF.

---

[1] As per GNA survey, agencies' Own storage (36%), Commercial (21%) and Log Cluster (21%).

Proposed solution: LC to supply pharma-grade refrigerated 20-foot containers, as required. High quality, refrigerated reefer containers, certified for vaccine storage, with a power and refrigeration unit, suitable for temperatures ranging from +25 °C to -45 °C. These containers could be used for various vaccine types (regular cold chain 2-8°C or freezing at -20 °C, but not for -70°C, ultra-cold cold chain). A reefer container would need to be installed with a backup generator, or backup clip-on generator, while it can also be connected to mains electricity. The idea behind this cold chain capacity it that it's flexible and mobile. For example, a container could be installed temporarily in one province where vaccination rolls out first, and then moved to another province where it's needed. Or a container could be used on a truck for cold chain transport of vaccines. This needs to be further discussed with MoHP, UNICEF and WHO as there are still many unknowns regarding the Covid-19 vaccine;

Deadline for completion: January 2021

Total required budget: 20ft container and backup generator $42,000 (each), plus transport and installation costs. Possibly three containers needed.

3.3.4 Transport Services

KPI: 1,150 MT/11,500m^3 cargo transported. **Actual:** 947 MT/4,090.9 m^3

During period from April-Oct 2020, the LC transported 4,090.9 m³ or 947MT of critical medical supplies & NFIs on behalf of government and humanitarian partners. In number of truck loads this was 143 trucks from KTM to provinces and 31 trucks from provinces to districts, total 174 truckloads, while 1,181 truckloads were planned. Due to the cargo being 50% less voluminous as forecasted (due to less PPE), more direct delivery from KTM to health facilities and more local procurement, especially the transport leg from provinces to districts was significantly less (25x) as anticipated.

The user satisfaction survey found that 60% of agencies have used LC's transport services and especially transport from provincial capitals to district headquarters was used much less as forecasted. Although the transport services were considered vital during the lockdown, the services were not utilized to the maximum extent possible. When lockdown movement measures were lifted more agencies relied fully or partially on their own and/or commercial transport services[1].

The main reasons for not using LC's transport services were:
  i.   unawareness of a few NGOs of being eligible to use LC's services or transport certain materials (i.e. COVID-19 education brochures);
  ii.   slow response by the Logistics Cluster to their emergency request; and
  iii. small loads for transport per destination (insufficient to fill a truck to capacity).

Based on the GNA results, all agencies feel that the private sector can respond to their demand at present, after lockdown. The main reason for using LC's transport currently is for convenience (free of cost, less worrisome, feel being more reliable) rather than necessity (addressing existing gap).

Gap #3: Transport capacity

During a period of 4 months (Nov-Feb 2021), there will be a requirement to transport total of 2,260 m^3 of the 6 key PPE supplies[2] across the country. (Note: Cold chain transport for vaccines not included)

Proposed Solution: Continue with services for next 3 months until end of February, to maintain operationality and agility to scale up transport services in case of (partial) lockdowns due to a significant rise in Covid-19 cases, as forecasted. Utilize 10MT trucks from KTM HSA-Provinces and 5MT trucks from Provinces-Districts. Coordinate with UNICEF and WHO regarding possible need for support to cold chain storage and storage for COVAX. Reassess the transport needs before end February 2021.

---

[1] As per GNA survey, interviewed agencies have used different transport sources: own (25%), Commercial (44%) and Log Cluster (31%).

[2] Based on MoHP, MD inventory data of 1 Oct 2020 (face shields, goggles, gloves, gown, surgical mask, N95 masks)

Gap #4: Handling Service Request forms (SRF)

Agencies submit incomplete or incorrect Service Request Forms to LC to request storage or transport services, mainly due to a lack of knowledge how to fully and properly fill in the SRF. Sometimes LC's staff responds late to agencies' SRF due to an increased workload caused by incomplete forms.

Proposed Solution: Agencies to appoint a focal person and alternate for preparing SRF's. LC to prepare a short video tutorial and organize an online training for the focal persons.
<u>Deadline for completion</u>**:** January 2021
<u>Total required budget:</u>   Part of current LC staffing

3.3.5 Aviation Services

During complete lockdown and suspension of international commercial traffic due to COVID-19 measures, WFP Global Aviation services conducted 9 return flights Kuala Lumpur-Kathmandu transporting 441 passengers and 62 M³ of critical medical supplies. No medevacs were conducted.

Gap #5: WFP Air Services (if commercial airline services to/from Nepal are suspended)

During the GNA exercise, both Government and humanitarian agencies agreed that support of WFP Air Services will be required if the Government decided to impose another lockdown and suspension of international commercial flights to/from Nepal.

Proposed solution: LC to monitor situation and re-activate WFP Air Services when required
Total required budget: To be funded through WFP Headquarters (WFP Aviation)

Gap #6: Passenger Manifest management of airline services:

System of handling Manifests and passengers' documentation required for entrance in Nepal and clearance by Ministry of Foreign Affairs, created an excessive manual workload for WFP in Nepal and Kuala Lumpur, prone to human error and causing delay in flight approval when individual passengers' information was incomplete.

Proposed solution: Clarify with WFP HQ what global solution has been identified since passenger booking was outsourced to a private sector agency and train country office staff accordingly.
Deadline for completion: January 2021.

3.3.6   Coordination

KPI: 13 coordination meetings held, 40 organisations participated, 250 information updates provided.
Actual: 12 coordination meetings held, 39 organisations participated, 21 information products provided.

As per the user satisfaction survey, 76% of interviewed agencies are satisfied with the National Logistics Cluster Coordination mechanism, the way it promotes inter-agency and government exchange of information and collaboration. The National Logistics Cluster has held fortnightly meetings and it has regular participation of 39 NGOs and UN agencies, led by MoHA and co-lead by WFP.
The number of information products supplied was lower as planned, because all regular email updates about cargo flight consolidation, PPE suppliers and customs regulations were not counted.

Gap #7: UN/NGO system and government coordination mechanism

Coordination with the authorities presented challenges especially regarding national and international travel authorizations, in the context of strict and formal restrictions on mobility as a result of imposed nationwide curfews/lockdowns and suspension of international flights. Formal, official (written) updates from the Government on customs regulations, scope and procedures to apply for access permits to areas under lockdown, were absent or not updated after their period of validity had expired.

The newly established COVID-19 Crisis Management Center (CCMC) did not have a formal line of communication with the humanitarian cluster coordination system, which led to gaps in communication related to decisions taken in the CCMC and lack of awareness among government ministries of preparedness and response activities undertaken by the humanitarian community.

Individual organizations may engage with government agencies on a bilateral level but there is a strong need to connect the UN/NGO system as a collective to the relevant governmental coordination platforms, to facilitate regular updates on changing requirements. The existing mechanisms intended to ensure smooth collaboration, did not always work effectively due to communication challenges and periodic unavailability of key contact persons due to the pandemic.

Proposed solution:
- LC to coordinate with MoHA/MoF to communicate official updates on customs regulations and access restrictions/permits related to lockdowns, clearly to LC users.
- UN resident coordinators office to agree a formal line of communication with the CCMC.

Deadline for completion: February 2021

3.3.7   Information Management

Although results from the user satisfaction survey indicated that agencies are very satisfied with the quality and timely sharing of information products (IM), yet only 29% stated that they are using it regularly. Comparatively few respondents were found satisfied with the Logistics Capacity Assessment website (https://dlca.logcluster.org/) as well as the information on the Logcluster.org/Nepal website.

Most of these IM products are part of the standard Logistics Cluster IM portfolio for cluster operations. Situation Updates, Operation Overview, Snapshots, logistics assessments, social media and communication pieces are used to highlight activities, achievements, logistics constraints and bottlenecks. They are also used to raise awareness and visibility of an emergency among the public and to donors, which is particularly important in a protracted emergency that progressively loses the high profile on the media and among the public.

Gap #8: Access to Specific Information products on supply chain

Among most required information mentioned were:
   i.   Contact lists of vendors of COVID-19 health supplies, transporters, and warehouse providers;
   ii. Price lists of Covid-19 related items (with regular updates);
   iii. Customs clearance procedures.

Proposed solution:
- LC in coordination with the Federation of Truck Transport Entrepreneurs, Nepal (FTTEN) to create list of transporter contact in Nepal by province, and share with LC's members and on LCA website.
- Promote information sharing among LC users on PPE quality standards and supplier sources.

Deadline for completion: February 2021.

4.   RECOMMENDATION

The results of a user satisfaction survey, GNA exercise and the desk review, shows that the Logistics Cluster in Nepal is very much appreciated and considered as a highly relevant forum to address the country humanitarian requirements.

The Logistics Cluster in Nepal has been active since April 2020 and based on the feedback, the cluster remains relevant for the COVID-19 response and is not expected to become obsolete in the next 3-6 months. However, this prolonged presence requires proactive and regular review of the set-up, the country strategy and concept of operations to ensure continued relevance. There is also a need to look at possible new activities seeking more engagement from different organizations and the private sector, and not to revert to "business as usual".

Considering the current response activities and the increasing needs of affected populations, it appears critical to continue strengthening existing coordination mechanisms and efforts to streamline information. Additionally, Nepal also appears as a strong case for lessons learned and logistics preparedness activities in the mid-term to ensure the humanitarian community builds strong logistics capacity to face upcoming emergencies and future pandemics.

Taking all of this into account considering the CPRP planning case scenario for the next 6 months, the National Logistics Cluster recommends the following activities:

1. **Priority case load**	148,000 people infected
Priority Activities:	

- Common transport services from KTM to 7 provinces and from provinces to district Headquarters (for up to 1000 MT/ 5000 m3), until end of February.
- Common storage services at 3 Humanitarian Staging Area's: Kathmandu, Nepalgunj, Dhangadhi, until end of February.
- Civ-Mil coordination with Nepal Army and CCMC to support MoHP health logistics.
- Updates on customs waivers, importation, quality assurance protocols for Covid-19 supplies.
- Coordination of national medevacs by air for UN and INGO partner staff.
- Support common international medevac service.
- Augment COVAX cold-chain capacity, as needed (through refrigerated containers).
- Augment Last-mile COVAX cold-chain delivery to remote areas, as needed.
- Train logistics cluster users on accessing Logistics Cluster products.
- Increase coordination with Provinces to improve awareness of Logs cluster services.
- Logistics Cluster lessons learned analysis (February).
- Phase out Logistics Cluster common services (in March, depending on gaps & needs).

2. **Worst-case case load**	300,000 people infected
Priority Activities:	

- Scale up capacity of transport services to 7 provinces and from provinces to districts (for additional 1000 MT/ 5000 m3).
- Expand storage capacity for Provincial Health Directorates in provinces, as needed (4 MSU's).
- Expand storage capacity at the 3 Humanitarian Staging Area's (4 MSU's).
- Coordination of international cargo airlifts of Covid-19 supplies.
- Support international passenger & cargo air services, in case commercial flights are suspended.
- Construct emergency Covid-19 treatment facility with WHO/MOHP (for 60-beds, mild cases).

Remote Gaps and Needs Analysis (GNA)
Terms of Reference (ToR)
Nepal

Background

The National Logistics Cluster (NLC) is providing essential support to the Health Cluster, with the goal of maximizing supply chain capacity and ensuring the timely and uninterrupted flow of essential, lifesaving health supplies and equipment to health facilities and clinics across Nepal. The NLC common transport and storage services are provided to resolve storage and transport constraints for humanitarian agencies caused by the lockdowns, and to increase the supply chain capacity of Ministry of Health and Population (MoHP) and Covid-19 Crisis Management Center (CCMC) to handle the large volumes of COVID-19 supplies required. These services are not intended to replace the logistics capacities of responding organizations, nor are they meant to compete with the commercial market. Rather, they are intended to fill identified gaps and provide an option as last resort in case private sector service-providers are limited or unable to provide services due to the lockdown.

These services are currently planned to be available until 31 October 2020, with the possibility of further extension and may be withdrawn after this date in part or in full, for any of the following reasons:
- Changes in the situation on the ground
- No longer an agreed upon/identified gap in transport and storage
- Funding constraints

The NLC is providing common services at three Humanitarian Staging Areas (HSAs) at Kathmandu Airport, Nepalgunj Airport and Dhangadhi Airport and transport services, provided free-of-cost to the users from Kathmandu to the Provincial capitals and the two provincial HSA's and from the provincial capitals to the district headquarters.

Objective of the Gaps and Needs Analysis (GNA)

The general objective of the analysis is to assess existing and potential gaps, constraints and needs in order to:
- Make sure that no essential gaps are missed, with regard to the core mandate of the National Logistics Cluster.
- Check the adequacy of the already implemented mitigating activities to address the logistics gaps and needs.
- Support the identification of additional mitigating activities that should be implemented in order to improve the effectiveness and efficiency of the partners' logistics response (within the framework of the Logistic Cluster mandate).

Assessment method

The assessment mission will focus on identifying existing and potential partners' logistics gaps and clarifying potential needs of the wider humanitarian logistics community existing within the respective government agencies, UN agencies, international and national NGOs, in the area of:
- Coordination: coordination mechanism, strategic planning, standards and guidance, advocacy, etc. at federal and provincial level.
- Operational information: monitoring and reporting, communication flow, logistics related information sharing mechanisms and products, etc.
- Access to logistics services within the core mandate of the National Logistics Cluster with MoHA as lead and WFP as co-lead agency and as provider of last resort through the cluster system: storage, transportation, other services and support when applicable.

The National Logistics Cluster (GLC) support team will be tasked with the following:

- Desk review of key documents from the existing humanitarian logistics platforms
- Producing and inventory of the local market logistics capacity and/or available logistics services provided by humanitarian partners to support the humanitarian community
- Interview with the key stakeholders: remote call with partners located in the Country. Collection of partners' information regarding:
    i. Their Humanitarian Response Plan activity
    ii. Their operational supply chain/logistics strategy needs and challenges
    iii. Their logistics bottlenecks and gaps faced to implement their supply chain strategy
- Identify common logistics gaps and bottlenecks
- Provide common solutions - if possible – to address – if identified - common logistics gaps and bottlenecks

Expected results
- Identify existing and potential logistics gaps and bottlenecks in the area of logistics coordination, information sharing, logistics services and other support (where applicable…).
- Propose solutions to solve crucial operational gaps identified. This will also include the possible reorientation of the existing mitigation activities.
- Make recommendations regarding the relevance of continuing with provision of logistics services, or to substantiate a request to de-activate a National Logistics Cluster if sufficient logistics capacities in-country are evidenced.
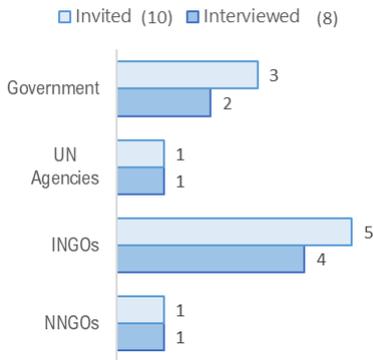
Team composition and start date
The Gaps and Needs Analysis will be undertaken remotely by the two National Logistics Cluster staff.

Reporting
The Gaps and Needs Analysis focal point from the NLC will produce a mission report summarizing the key findings and recommendations from all actor consulted. The final draft will be sent to the WFP Country Office and the National Logistics Cluster before being shared with the humanitarian community in-country.
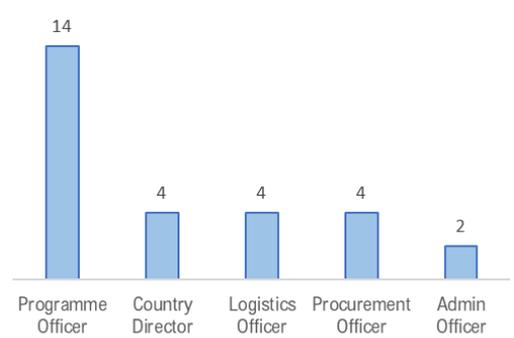
Annex 2: GNA Survey Responses
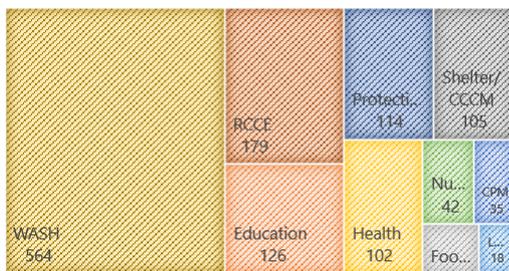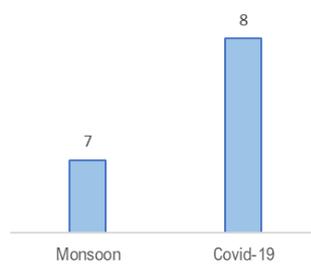
GNA Nepal Participation

Invited (10)   Interviewed (8)

- Government: 3 / 2
- UN Agencies: 1 / 1
- INGOs: 5 / 4
- NNGOs: 1 / 1

Organisation

- ACF
- CARE
- CCMC
- LMS
- NRCS
- Plan International
- SCI
- UNICEF

Number of Interviewees by Profile

- Programme Officer: 14
- Country Director: 4
- Logistics Officer: 4
- Procurement Officer: 4
- Admin Officer: 2

Number of Activities per Sector

- WASH 564
- RCCE 179
- Education 126
- Protecti.. 114
- Shelter/CCCM 105
- Health 102
- Nu.. 42
- CPM 35
- Foo..
- L.. 18

Involved in EPR Activities?

- Monsoon: 7
- Covid-19: 8

Work Modality?

- In-kind: 2
- CBT:
- In-kind & CBT: 5
- None: 1

Total Staff Capacity

Total Staff (933)   Logistics staff (125)

- Government: 40 / 35
- UN Agencies: 200 / 5
- INGOs: 641 / 46
- NNGOs: 52 / 39
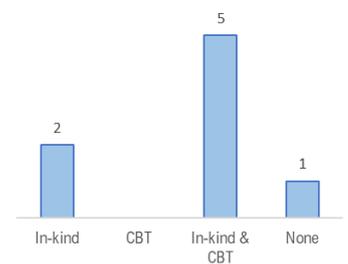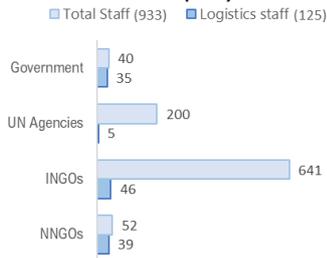
Need of Emergency Logistics or Emergency Telecomunications Training?

- Yes 6
- No 1
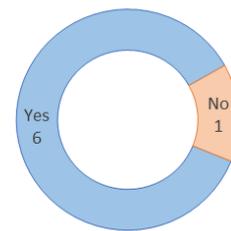
Type of Transport Capacity used

Own   Commercial   Log. Cluster

- 29%
- 29%
- 43%
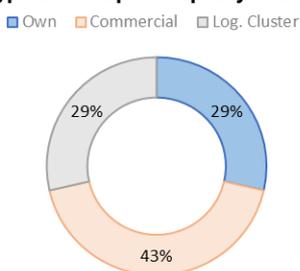
Ready to share the storage?

Yes, free of cost   Yes, cost-sharing   No, capacity small

- 7%
- 14%
- 36%
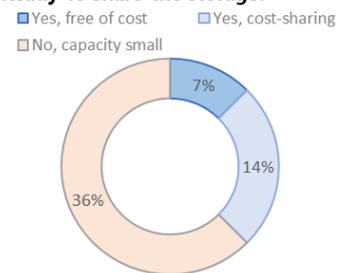
Any disruption of availability of commercial services in the market?

Yes   Partially   No

- Procurement: 7
- Storage: 5 / 1
- Transport: 5 / 1
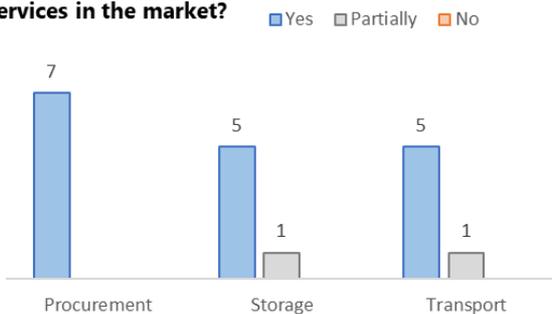
Is Private Sector able to cover your needs?

Yes   Partially   No

- Procurement: 7
- Storage: 5 / 1
- Transport: 5 / 1