Background

The economic, social, and security situation in Haiti continues to deteriorate. According to the 2025 Humanitarian Needs and Response Plan (HNRP), 5.5 million people are currently facing acute food insecurity, representing an 11% increase compared to March 2024[1]. Haiti also remains highly vulnerable to climate-related shocks, ranking fifth globally in the list of most affected countries by extreme weather events of the long-term Climate Risk Index which spans 1995-2024[2]. As of 10 September, 2025, 1,412,199 persons have been internally displaced, marking a 34% increase since December 2024, according to the latest Displacement Tracking Matrix (DTM) from the International Organization for Migration (IOM)[3]. This surge is primarily driven by escalating violence in the Port-au-Prince metropolitan area, as well as in the Centre and Artibonite departments.

Access to critical infrastructure remains severely restricted, with the main port terminal in Port-au-Prince still inaccessible due to insecurity. This has significantly disrupted the flow of fuel, imported goods, and humanitarian cargo, creating major operational challenges. Humanitarian partners continue to face difficulties, including delays in retrieving containers and limited mobility. As a result, many organizations have relocated their operations to the North, particularly in Cap-Haïtien, where they now receive their supplies via the port of Cap-Haïtien. This shift has made response efforts in Port-au-Prince increasingly complex.

Logistics Gaps and Bottlenecks

The implementation of humanitarian programs in Haiti continues to face severe disruptions, primarily due to the deteriorating security situation and restricted access to key infrastructure. As of mid-2025, escalating violence—particularly in the Port-au-Prince metropolitan area, the Centre, and Artibonite departments—has led to widespread displacement and operational paralysis for humanitarian actors

As illustrated on the Gaps and Need Analysis (GNA) conducted in March 2025, the Logistics Sector has identified several critical gaps and bottlenecks:

- Coordination in hard-to-reach areas remains limited, with few regional and sub-national meetings due to ongoing access constraints.
- Storage capacity in the Sud and Grand'Anse is inadequate, with no regional temperature-controlled facilities available.
- Import regulations are unclear and difficult to access, causing delays in the delivery of humanitarian goods.
- The Dominican Republic suspension of commercial air operations for passengers and cargo from and to Haiti has severely limited air access. However, humanitarian flights could be allowed with authorisation from the Dominican Republic.[4]
- Toussaint Louverture International Airport remains operational, handling cargo, domestic flights, and irregular international flights—excluding those from the United States.
- Toussaint Louverture International Airport remains operational, handling cargo and receiving domestic, and limited and irregular international flights (none from the United States).
- Customs procedures are inconsistent, which affects the timely delivery of aid shipments, and specific insurance requirements apply to passenger flights.

[1] Haiti: Humanitarian Needs and Response Plan Executive Summary (February 2025) [EN/HT] | OCHA

[2] Global Climate Risk Index 2026 | Germanwatch e.V.

[3] Haiti — Report on the displacement situation in Haiti — Round 11 (September 2025) | Displacement Tracking Matrix

[4] Civil Aviation Council of the Dominican Republic – Resolution 46-2024.

- Access to the International Port of Port-au-Prince (APN) is highly restricted due to insecurity, making it unreliable for consistent cargo delivery.
- Road access across departments is severely limited, with many routes controlled or blocked by armed groups, making overland transport unpredictable and dangerous.
- Maritime and road transport services are becoming increasingly difficult to operate due to security-related access constraints, leading to a significant rise in operational costs.

In response to these challenges, the Logistics Sector underscores the urgent need for regional prepositioning of humanitarian stocks to ensure rapid response capacity. However, this strategy is hindered by several structural limitations, including:

- Weak regional logistics infrastructure and coordination mechanisms.
- Lack of standardized and reliable local transport services.
- Inadequate storage capacity in key operational hubs.
- Persistent insecurity, which continues to threaten supply chains and humanitarian personnel

These constraints not only delay the delivery of life-saving assistance but also increase operational costs and reduce the overall efficiency of humanitarian interventions.

Objectives

The World Food Programme, as co-lead agency of the Logistics Sector together with the “Direction-Générale de la Protection Civile” (DGPC), aims to continue providing coordination and information management support, to ensure that information on logistics access constraints is shared timely with all stakeholders.
In addition, the Logistics Sector will monitor the need for improved access to sufficient and reliable logistics services where common logistics gaps have been identified.

Planned Activities

The logistics Sector will provide access to the humanitarian community to the following activities, which will be systematically reviewed in line with the evolving national context and the results of ongoing gaps and needs exercises conducted in coordination with other humanitarian organisations in country. These activities and services do not intend to replace the logistics capacities of individual agencies or organisations, but rather to fill gaps in the humanitarian supply chain response. All planned activities are subject to fund availability.

The following services are available to the humanitarian community until 30 June 2026

1. Coordination

The following coordination services will be provided to facilitate an efficient and effective response, and to minimise duplication of efforts:

- A Logistics Sector coordination cell will be maintained in Port-au-Prince to coordinate the inter-agency efforts in collaboration with national counterparts.
- Regular coordination meetings will be held in Port-au-Prince, and in other field locations as required and as possible, to facilitate the exchange of information among actors.

- The Logistics Sector will liaise with authorities and relevant national and international actors on behalf of the humanitarian community to raise awareness around common logistics issues and advocate for solutions.
- The Logistics Sector will coordinate with other sectors and agencies, including through participation in the inter-sector and inter-agencies fora, on strategic planning and pipeline information to enhance preparedness and response actions.
- Logistics Sector will work closely with humanitarian access working group to support advancement of access negotiation and to organise humanitarian convoys.
- **Support humanitarian advocacy efforts:**
    - Identify major and most urgent logistics issues with partners and raise the case to Humanitarian Country Team (HCT).
    - Support the Logistics Sector in Haiti and the national government in logistics strategy and solutions development process and solicitation for financial support.
    - Support operational decision-making and engage in advocacy to address operational challenges.
    - Partners' logistics constraints are collected, analysed, and shared with relevant coordination groups to ensure logistics perspectives are included in broader strategies

2. Information Management

The information management role will be undertaken in the interests of promoting and facilitating the sharing of logistics information among all humanitarian organisations via:

- The collection, consolidation and sharing of logistics information related to ongoing activities, best practices, key infrastructure, customs procedures and available storage, transport capacity, and cargo pipeline across the country.
- The maintenance of information sharing platforms such as a common mailing list and a dedicated Haiti Operation webpage maintained on the Logistics Cluster website to disseminate relevant and up-to date logistics information to the humanitarian community.
- Publication and dissemination of information products, including operational overviews, updates, meeting minutes, etc/ on the webpage and through the mailing list.
- The mapping and assessment of logistics infrastructures (roads, airports, ports, border crossing points), to be circulated and made available on the Logistics Capacity Assessment (LCA) portal: Haiti | Logistics Capacity Assessments .
- Illustration of accessibility constraints maps, including the update of the platform LogIE Haiti
- Consolidation and sharing of updated information on how to access logistics services, including Standard Operating Procedures (SOPs).

3. Logistics Services

The services facilitated by the Logistics Cluster are not intended to replace the logistics capacities of the agencies or organizations, but rather to temporarily supplement them through the access to common services. The following services may be coordinated for a limited period, at no cost to the user or on a partial/full cost-recovery basis, depending on the availability of funds.

Following initial assessments, in the current context and within any framework for implementing future emergency measures, the following logistics services are made available to humanitarian partners at no cost to the user:

Common transport services:

Air transport

- WFP Humanitarian Airbridge: A dedicated airbridge occasionally operated between Panama City and Haiti (Cap-Haïtien and Port-au-Prince) to transport humanitarian cargo.

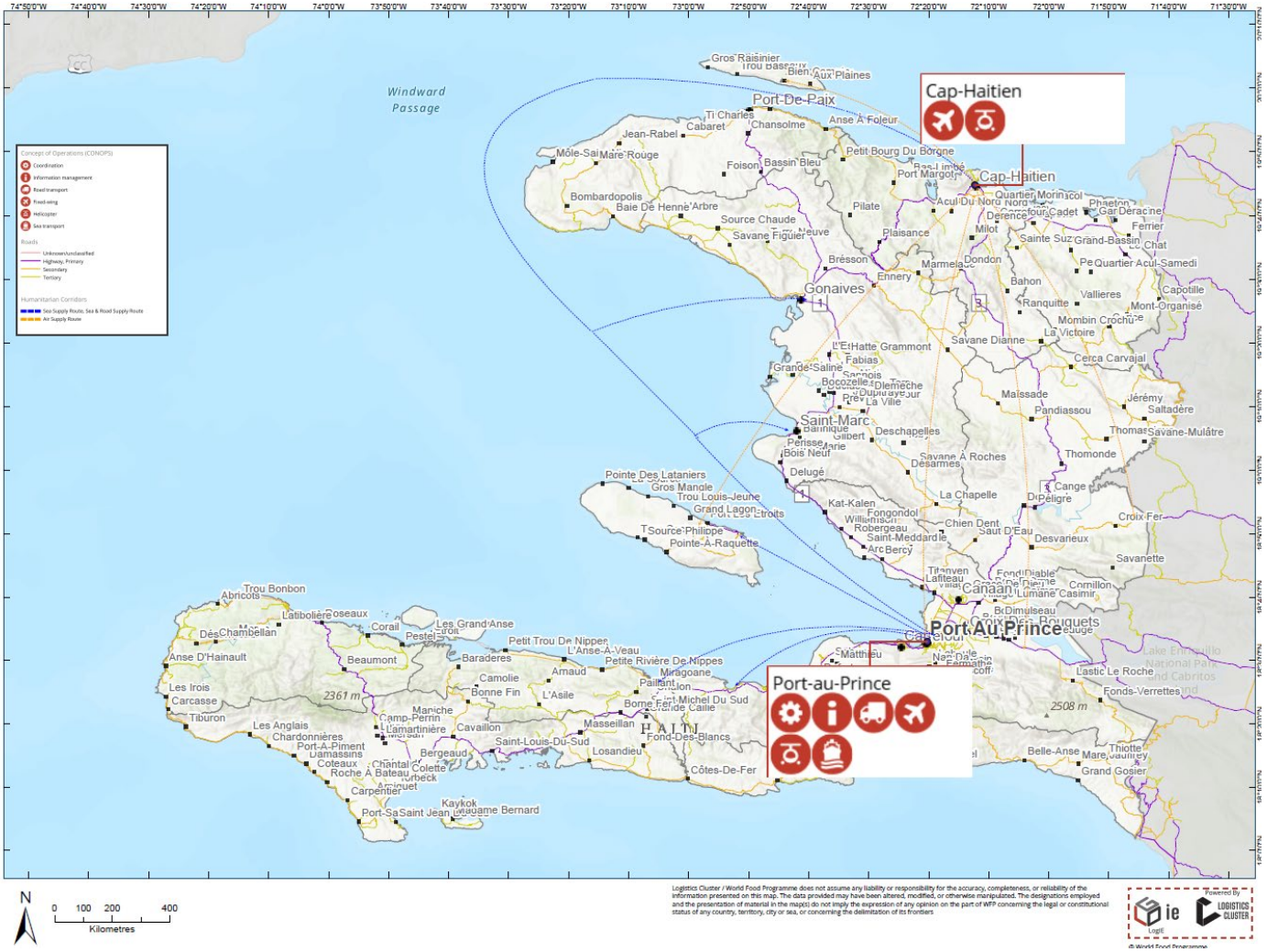
- UNHAS Special Cargo Flights: Targeted air transport to inaccessible and high-risk areas, ensuring the delivery of essential supplies to vulnerable populations. Destinations could include Port-de-Paix, Île de la Gonâve, Île à la Tortue, Belladère, and Ganthier. Destinations may vary depending on identified operational needs and access constraints.

Sea transport

- **Maritime Transport Services:** Coordinated by the Logistics Sector, this service supports the movement of humanitarian cargo by sea from Port-au-Prince to regional maritime entry points to bypass the access constraints caused by insecurity. All sea transport is done using a Roll On/Roll Off (RoRo) vessel, and users of the service will be expected to arrange to have the on-cargo vehicles drive on and off sea transporter at origin and destination. These regional entry points are Miragone, Petit Goave, Saint Marc and Gonaives.
- **Road/Trucking Transport:** This service, coordinated by the Logistics Sector using WFP trucks, enables the transportation of humanitarian goods to the main destinations (non-exhaustive list): Gonaïves, Jérémie, Belladère, Hinche, Cap-Haïtien, Les Cayes, Miragoâne, Petit-Goâve, Fort-Liberté. The road transport service is restricted to urgent and life-saving interventions within the country.

As "Provider of Last Resort" (PoLR) WFP, through the Logistics Cluster, is responsible only to provide logistics services that fill identified gaps in logistics capacity, where access and funding permit and where these gaps limit the ability of the humanitarian community to meet the needs of the affected population.

Annex I ConOps Map



This Concept of Operations is a live document, and the activities will be adapted and revised as the situation unfolds and further assessment results become available, including the possible provision of additional logistics common services as required by the humanitarian community.