

PAKISTAN LOGISTICS CLUSTER - MEETING MINUTES

Islamabad

18th October 2010

Acting Chair: Kirstie Campbell - Information Management Specialist /Alternate Logistics Cluster Coordinator

Participants: Logistics Cluster, US Embassy, Merlin, UNICEF, Malteser, WFP, USAID, Handicap International, UNHAS, DFID, Save the Children, IRD, IOM, FAO, Red Cross

Action Points

- Logistics Cluster to provide support for access to Supria Band area in Sindh if needed.
- Logistics Cluster participants to send information by next week on foreseen October 2010 to January 2011 NFI airlift requirements for areas with access constraints in Khyber-Pakhtunkhwa (KPK), Gilgit-Baltistan and Sindh.
- Logistics Cluster to circulate road data forms. Participants to encourage field staff to use these forms to verify the status of roads marked in maps. Information to be sent to Claire Halleux (Claire.halleux@wfp.org), Logistics Cluster focal point for road access information.

1. Introduction and General Issues:

- Kirstie Campbell, the acting Chair asked participants to introduce themselves and to state any issues or logistical challenges faced by their organizations, to be discussed in AOB.
- The question raised in the previous meeting regarding Palas Valley (Swat District, KPK) had been followed up with SUNGI Development Foundation directly. Any interested parties can be briefed after the meeting.
- There is a major need for the Logistics Cluster to ascertain NFI delivery requirements for KPK.

2. Logistics Cluster Review Mission:

- Thomas Thompson and Baptiste Burgaud (Global Logistics Cluster Support Cell) introduced themselves and briefly explained the Global Logistics Cluster and their mission. They stated that they were attempting to gauge where the Logistics Cluster is, where it is heading and a possible timeframe for phase-out (including a possible need for extended operations).

3. Air Operations:

- Updated air operations maps were distributed with statistics on quantities dispatched, number of sorties and information on the common storage capacity available at each hub.
- The key priorities and challenges for air operations were discussed, as follows:
 - **KPK cargo deliveries:** There are not enough air assets available for air cargo deliveries. The Logistics Cluster estimates that from now until January the monthly air delivery requirement is 1,200 mt of food (based on requests) and 240 mt of NFIs (based on information from organisations in KPK). Currently not enough cargo is being uplifted and with the weather deteriorating there are concerns that targets will not be met unless additional rotary assets are assigned to the area. In light of this, Logistics Cluster participants are urgently requested to send planning information and cargo movement requests (CMRs) for KPK as soon as possible, so that requirements can be communicated to the National Disaster Management Authority (NDMA) and the Joint Aviation Coordination Committee (JACC).
- **UNHAS – current status by location:**
 - Sukkur: Four UNHAS helicopters (three serviceable and operating, one on the ground for inspection).
 - Hyderabad: Five UNHAS helicopters (four serviceable and operating, and one unserviceable).
 - Karachi: One UNHAS helicopter (unserviceable).

- **UNHAS in Gilgit-Baltistan (GB):** UNHAS will re-assign one helicopter from the south to Gilgit by 25 October. A second helicopter is planned to be re-deployed to GB in November.
- **Proposed UNHAS service in KPK:** Approval has not yet been received for UNHAS to operate in KPK, in support of Save the Children, Oxfam and Merlin. Three challenges have to be resolved: (1) NDMA / Government approval, (2) UNDSS security clearance, (3) support facilities for UNHAS (fuel, accommodation, etc).
- **UNHAS in Sindh:** UNHAS helicopters will continue to operate in Sindh throughout October. It is expected that the current October requirement of 1,200 mt will be delivered with the available assets. Next week the Logistics Cluster will assess road conditions and air cargo delivery requirements to meet the continued needs in isolated areas in the south. The assessment will be presented to NDMA and JACC. Participants should urgently give the Logistics Cluster any information they may have on access to vulnerable populations in the south that are expected to continue to need air deliveries, as well as information on planned pipeline of relief items to assist these populations. This will enable the Logistics Cluster to compile a complete presentation of November requirements on behalf of all sectors. Any available planning information is useful, even if figures are still under review.
- **Winter pre-positioning:** Many organisations are concerned about pipeline shortfalls. It is recommended that donors should ensure that sufficient resources are provided immediately to cover needs throughout the winter. KPK should be considered as a priority area.

4. Chaklala Air Base:

- WFP Logistics Officer Tim Allan provided an update on handling services at Chaklala Air Base, outside Islamabad. Tim Allan has been seconded to the NDMA and the Capital Development Authority (CDA) to support the transition of handling of relief cargo at Chaklala from DHL to NDMA/CDA.
- The NDMA warehouse is 75 percent full. The 12,000m² uncovered area (apron) is 40 percent full. The cargo in Chaklala includes tents, water purification units, clothes and medical items.
- The Pakistan International Airways (PIA) free cargo transport offer continues to result in the arrival of in-kind unsolicited bilateral donations from individuals and community-based-organizations. The cargo is stored in warehouses around the world and is flown in based on available hold space. Warehouses in some locations (e.g. Dubai) are now at full capacity and it has become necessary to arrange additional flights to bring the relief items in using other air carriers. The Logistics Cluster now has some NDMA information on incoming flights, which is helping to manage the allocation of workers, storage space and other resources.
- Work is still ongoing to restrict the items being sent, e.g. replacing inappropriate items with items that are priority needs for the population and can endure the logistics supply chain.
- Dispatch of PIA relief cargo to affected areas is mainly undertaken by road. So far 420 mt of food was dispatched by road, compared to 12 mt by air. Dispatches are prioritized to ensure that winterisation items are urgently sent to the north for pre-positioning.
- The Logistics Cluster representative at Chaklala is available to liaise with NDMA/CDA at Chaklala in support of UN/NGO arrivals. Any parties that need further information can contact Tim Allan (Tim.allan@wfp.org) or visit Chaklala Air Base.

5. Road Updates & Mapping

- The Logistics Cluster GIS team distributed updated road conditions maps and provided an update on the road network. Regular National Highway Authority (NHA) updates are posted on the Logistics Cluster website for information on work completed or ongoing. Any questions or comments should be directed to the GIS team (Anna Schemper /Claire Halleux).
- A new map of railway damages in Pakistan was also distributed.
- Logistics Cluster participants requiring specific maps for logistics planning can request them from the GIS team. All new maps are regularly posted on the Logistics Cluster website.

6. AOB

- UNICEF received reports of additional cut-off areas in Suprio Band, Dadu (Sindh). The authorities have requested the humanitarian community to respond quickly to the needs of

around 50,000 people who require food, drinking water, shelter, mosquito nets, hygiene and sanitation items. UNICEF, WFP and WHO are preparing a joint intervention.

- If the need exists and the area is inaccessible by road, the Logistics Cluster can request air deliveries to supply the area with the needed items. CMRs should be sent to the Logistics Cluster as soon as possible. Coordinates should also be provided if possible. Then UNHAS will follow up to support the request.
- Save the Children stated that they still require non-military air transportation and warehousing in Upper Swat (Kalam). The storage facilities in Kalam are already full. Regarding food deliveries, it is not yet clear whether WFP would transport the food for Save the Children as far as Kalam; if not, it will be impossible to deliver the food by road, considering the number of trucks required, the capacity of the roads and the winter conditions. Save the Children also needs to deliver 100-150 mt of non-food items, which can only be delivered by air (using non-military assets) due to donor stipulations. There is limited road access to Upper Swat, but only for vehicles with a capacity of 3.5 mt or less, which is not sufficient to move the required quantities.
- **Save the Children re-iterated the need for civilian air assets to serve this area and requested continued Logistics Cluster /UNHAS follow-up with NDMA to enable UNHAS to operate in KPK.**
- The Logistics Cluster will find out the current WFP storage capacity in Kalam (which is purely for trans-shipment) and will review the possibility of establishing common storage. A Logistics Cluster mission which is due to visit Kalam on 19 October may collect additional information. The Logistics Cluster will follow up with WFP and Save the Children directly.
- Save the Children requested GIS to circulate a road data form that field staff can use to verify the status of roads marked in current maps during their field visits. This will make it easier for them to systematically report changes to the GIS team to update maps.
- Participants agreed that the weekly Logistics Cluster meeting provided very useful tools and information and requested that it be maintained on a weekly basis while the emergency continues (rather than every two weeks). The mapping information and updates on winter planning and air operations are especially relevant to the participants.

The time and location of the next cluster meeting will be communicated by email.

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