SAMOA

LOGISTICS PLANNING OVERVIEW

Identified Gaps & proposed Solutions & Logistics Planning

GLOBAL LOGISTICS CLUSTER – WFP

PROGRAM FUNDED BY:

EUROPEAN COMMISSION
Humanitarian Aid

FA'AVAEI LE ATUA SAMOA
A. LOGISTICS PLANNING OVERVIEW

a. IDENTIFIED GAPS & PROPOSED SOLUTIONS

Storage at all levels (entry points, intermediate dispatching hubs, affected areas), immediate availability of relief items (in quantity and in quality) and of transport assets (for large scale scenarios), are the main identified logistics gaps.

Regarding the HR, recruitment still needs to be done at DMO level. The identification of agencies representatives to join the Logistics & Support Unit of the NEOC, their training and to ensure that the turnover will not impact their efficiency will also be a significant issue.

All actors agree that logistics may be a bottleneck in large scale disasters.

LOGISTICS RELATED GAPS/BOTTLENECKS IDENTIFIED:

Supplies
- Current stockpiles in country insufficient → import (shelters kits, Mosquito nets, tarpaulins, water treatment systems, etc.)
- Availability of relief goods
- Availability of clearing materials/ vehicles
- Unsolicited items sent that could impact the already restrained storage and handling port capacities.

Transport
- Insufficient transport assets available for major scenarios

Coordination & Preparedness
- The logistics coordination needs to meet before the wet season to prepare for potential emergencies, revise everybody’s roles and responsibilities, etc.
- Stand-by agreements / protocols need to be established and agreed upon prior to emergencies with key emergency actors, including customs, private companies, etc. Formalize transport options ahead of the cyclone season. Sectors concerned are: customs, transport (land, sea, and air), and storage, dispatching and tracking.
- Need to involve private companies in the preparedness phases, stand-by agreements, dispatching & commodities tracking, coordination
- Some NGOs, businesses and other charities are implementing emergency operations alone and on their own priorities, resulting in potential duplication of relief effort.

Human Resources
- DMO is insufficiently staffed
- Strong turnover in representatives from governmental agencies to the DAC as well as to the operational units / sub-committees, linked with an insufficient capitalization of logistics activities during emergency responses, has negative consequences:
  - new comers are less experienced
  - incomplete knowledge of existing mechanisms, of past experiences
  - increased gaps in the necessary capitalization
  - gaps in networking
- Emergency responses training sessions are recommended for Logistics. Those trainings should include GoS, UN and NGOs agencies

Baseline Information / Capitalization
- No reliable baseline logistics data available at local level (transport capacities, availability of assets for relief operations and transport, storage options ...). Logistics Capacity Assessments need to be done at local level.
**Storage**
- Insufficient storage capacities at entry points for significant disasters
- No storage capacities at intermediate hubs
- No storage capacities known in affected areas

**Commodities tracking**
- Need to implement efficient tracking systems for the recording of receipt, delivery, and distribution of relief items. This tracking system needs to be linked with the dispatching centers.

**Operational and access challenges**
- No appropriate wharves for big shipment landing in remote locations. Transshipment operations necessary in main logistics hubs
- Likelihood that entry points / intermediate hubs (wharves and airstrips) could be badly affected or destroyed.
- Insufficient equipment available for some governmental agencies. Backup facilities (generators, water tanks, etc.) are needed.

---

**Solutions Proposed**

- Customs facilitation for registered agencies
  - During emergencies, set up a Customs Clearance coordination cell, composed by one representative from the Ministry of Finances + Customs. In addition, a volunteer support from one of the major Freight Forwarding / Shipping / CC brokers companies should be a significant added value.

- Storage
  - There are clear storage / commodities management issues at all entry points.
  - As emergency operations are likely to happen during the wet seasons, open storage is not an option
  - The commodities should - as much as possible – be directly routed to the final delivery points. This concerns only the small / medium scale scenarios.
  - For larger scale scenarios, among the options to consider:
    - Procurement of MSUs that can be set up quickly everywhere in the country. Sites should be pre-identified for this purpose
    - Humanitarian community, through the PHT or bilateral donors, to get the funding for the procurement of “Logistics Kits for entry points”. Those kits include a MSU, one prefab for office, power generation and lightning equipment. Information about the kits for entry points are in annex.
    - Stand-by agreements with private companies, for the temporary use of part of their storage capacities during emergency operations. *This option being only for a very short time, before finding a longer term solution.*
  - Storage and dispatching at intermediate hubs (for large scale scenario) / final destination points are also an issue.
    - Among options to consider:
      - Each district to identify temporary storage facilities (governmental buildings, private companies ...) or to select – floods safe - areas for the setting up of tents.
Governmental agencies to provide smaller tents for temporary storage

For large scale scenarios, MSUs will probably be the only option for intermediate dispatching centers.

Coordination & Preparedness

- The issues related to preparedness: (i) local / national databases, (ii) stand-by agreements with private companies, customs, etc and (iii) preparedness meetings and processes before the wet seasons; will all be addressed in a “logistics preparedness work plan” that will be owned by the DMO and the Logistics Coordination Group (see here under).

- In order to ensure sustainable progress related to emergency logistics preparedness, a Logistics Coordination Group (LCG) needs to be set up, to support the newly established Logistics Department of the DMO

  • Composition:
    - One representative from the DMO – the head of the Logistics Unit
    - One representative from Volunteers Organizations - the coordinator of VERTS
    - One representative from the Red Cross – the Logistics Coordinator of SRCs
    - One representative from the Ministry of Works, Infrastructures and Transport
    - One representative from the UN – from UNDP
    - One representative from the Ministry of Finances – AID Department?
    - As observer, one representative from the Donors?

Commodities tracking

- Many transport / logistics / dispatching private companies are present in the country. All of them having developed efficient operational tracking systems (DHL, shipping companies, etc.)

  → Rather than developing a new commodities tracking system for emergency operations, it is recommended asking private companies to join in at the initial stages of emergency operations, to operate the dispatching centers and set up / implement commodities tracking systems. This recommendation will require that prior stand-by agreement – even basic – is signed between DMO and the pre-identified private companies.

Operational challenges

- Many operational challenges linked to the supply chain may be addressed by an improved emergency preparedness:

  • Comprehensive and updated databases of logistics capacities available in the country: equipment, human resources, transport companies, transport assets, etc. These databases need to be set up at national, divisional and district levels

  • Stand-by agreements with key stakeholders, all along the supply chain:
    - With customs for quick clearance of all relief items entering the country (+ support from private CC agents and Fiji’s procurement department)
    - With private transport companies and governmental agencies benefitting from transport assets
    - With logistics companies (courier, transport, industries) for supporting logistics operations (dispatching center + tracking systems)

  • Systematic setup of dispatching centers at entry points / logistics hubs (depending on the specific ConOps), operated with the support of private companies (tracking)

  • Improved seasonal preparedness:
    - Specific Logistics preparedness & coordination meetings being organized before the wet season (in October), revising the SoPs in place for Logistics
operations, and including key Logistics infrastructures: ports, airports managers, private companies, etc.

- Once a year, a simulation exercise should be organized at divisional level, including all agencies (UN, government, private sector) involved in logistics operations

- Nevertheless, some challenges cannot be addressed only by improving logistics preparedness, as those challenges need additional equipment / improved infrastructures capacities and have significant financial requirements.
  - Access problems, together with logistics preparedness and storage, are identified as the main problem in Samoa for emergency operations.
    - For example, if the entry points’ infrastructures (International Airport, Apia Port) are severely damaged, there are nearly no “plan B” available, leading to severe operational problems.
    - The responses to those problems are beyond the capacities of an improved preparedness as it will require significant infrastructure development plans and significant financial support (from development agencies).
SAMOA GENERAL LOGISTICS AND PLANNING MAP

SAMOA’s Logistics & Planning Organisation
ENTRY POINTS

Main entry points:
- Air – Faleolo International Airport
- Sea – Apia Port

Both locations offer all logistics services:
- Customs facilitation
- Open Storage and Warehouses
- Operations Rooms
- Centralized Information for Transport and Deliveries

Nevertheless, congestion issues exist for both facilities.

Secondary entry points - First B plans if the main entry point are non-operational for whatever reason
- Air
  - Fagali’i - Five minutes from the centre of Apia is the airstrip of Fagali’i,
  - Mo’ata - Located on the southern coast of Savai’i about 10 minutes drive from the wharf at Salealoga, this is the main airport on Savai’i.
  - Asau - this airfield is located on the north western coast of Savai’i.

- Sea
  - Mulifanua,
  - Saleloga
  - Asau

Notes:
- Air:
  - The only airport sufficiently equipped to operate significant emergency operations is Faleolo
  - All other airports will only operate ATR42 or Hercules and have no equipment
- Sea:
  - Apia port is equipped for containers operations.
  - All other ports, even if having adapted wharves, are not equipped to operate containers transshipment operations required for all operations.

EXISTING OPERATIONAL CORRIDORS IN SAMOA

Main existing corridors
- Land
The road corridor linking the Port of Apia to Vaitele industrial area, and then to Faleolo Airport and the inter-island ferry terminal is the economic backbone of Samoa. It provides access to many key economic and social activity nodes. In future, this key transport corridor may extend to Aliepata as it develops as a transport hub.

- **Air**
  - **International:**
    - Virgin Samoa, Air New Zealand and Air Pacific operate international services to Samoa from New Zealand, Australia, Fiji and the United States of America.
    - Polynesian Airlines, Inter Island Air and South Pacific Express (SPEX) operate services between Samoa and American Samoa.
    - Samoa’s national airline Polynesian Airlines also operates charter services from Faleolo to Maota on the island of Savaii.
  - **Domestic:** There are no schedule domestic air services in Samoa

- **Sea**
  - **International** – Samoa is connected to the main regional and international sea transport hubs. Most of the biggest international shipping companies operate in Samoa, either directly or through partnership with local / regional companies. Shipping operations from Australia will take 5 (Brisbane) to 6 (Sydney) days, while from New-Zealand, 4 days will be necessary.
  - **Domestic** – Samoa Shipping Corporation operates regular inter-islands sea cargo. Of course, during emergencies, the vessels used for inter-islands operations will be requisitioned for emergency relief operations.
STORAGE:

INTRODUCTION:
- There are clear storage / commodities management issues at all entry points.
- As emergency operations are likely to happen during the wet seasons, open storage is not an option except in containers.

CURRENT SITUATION:
- Private companies (land transporters, FF & Shipping companies, sugar and garments factories, flour mills) have storage capacities that may temporarily be used during the initial phases of emergency operations (first 72 hours, until a longer term solution is developed).
- Main ports and airports have limited storage and warehousing capacities.

PLANNING:
- Locations have been identified in Apia and Faleolo for the setting up of logistics hubs.
  - In Apia port
  - In Faleolo Airport - 13°49'52.37"S 172°0'7.82"W
  - In Apia NEOC / Fire Division Compound - 13°50'30.35"S 171°48'36.47"W
- Each district should identify temporary storage facilities (governmental buildings, schools, private companies …) or select floods safe areas for the setting up of tents.
- For large scale scenarios, MSUs (Wiik / Rubber Halls) will probably be the only option. Samoa government / UN agencies / donors should assess this option.
- Logistics Hubs kits have been developed by WFP. Those kits include a MSU + Prefab office + power generation and lightning equipment. If financial means are available, 2 or 3 kits could be bought for Samoa operations and stored under Samoa DMO responsibility. Deployment could be anywhere as transportation of the kits is easy.
Dispatching:

Current Situation:
- Usually, during Emergency Response operations, Samoa Disaster Management authorities are used to set up a dispatching center; all the commodities transiting through the dispatching center before being sent to distribution areas.
- As all operations in remote locations will require repackaging and transshipment operations, this need to be considered when designing the initial Concept of Operations (an additional hangar, linked to the dispatching centre, need to be specifically designated to this purpose).

Planning & Improvement:
- During emergencies, the Customs Clearance coordination cell, composed by representatives from Ministry of Finances, Customs and CC companies should be operating from the dispatching center.
- During emergencies, the dispatching center should be operated by / with the support of private companies bringing their professional experience for dispatching operations and commodities tracking.