LOCATION: **Kathmandu, Nepal**

DATE: **26 February 2016**

Situation Overview

- According to the Government of Nepal, close to 9,000 fatalities resulted from the 25 April and 12 May 2015 earthquakes that destroyed 602,592 and damaged 284,482 houses.

- In the six months following the 25 April earthquake, the overall humanitarian situation in Nepal is reported to be improved. The frequency of aftershocks decreased, and the country slowly began to move towards recovery and reconstruction. However, a number of factors led to the need for the extension of the Logistics Cluster's phase-out date from 31 December 2015 to 30 April 2016. Factors included:

    o **Fuel crisis:** The Shortage of fuel and essential commodities in the country, since the end of September, negatively affected the activities of the whole humanitarian community. Many organisations continued to access the Logistics Cluster service facilities through the critical winter months of January and February, as the fuel crisis had delayed their winterisation aid distributions.

    o **Winterisation plans:** The Logistics Cluster services proved to be crucial in supporting organisations to provide relief items to the earthquake-affected people, so that they could better withstand cold winter weather;

    o **Border crossing:** The volatile security situation in the south of the country hampered the movement of trucks across the border with India. The uncertainty of the situation required constant monitoring and guidance from the Logistics Cluster.

- There is no need for further extending the Logistics Cluster operation in Nepal after the current extension date – 30 April 2016:

    o The organisations winterisation plans will be completed by the end of February;

    o The number of service requests has decreased since January;

    o Birgunj border point reopened on 5 February and the fuel situation in the country has resumed as normal. The number of requests for fuel from the organisations has decreased to less than three requests per week.

Customs and Entry Points

Customs

- A Customs Snapshot (20 July) is available at: http://www.logcluster.org/document/nepal-customs-snapshot-20-july-2015
- Organisations can apply to receive duty exemption on importation of relief and recovery items, which are included in the following government-approved list: http://www.logcluster.org/document/government-approved-list-humanitarian-relief-items-nepal

- To receive duty exemption, organisations should obtain a letter of recommendation from the relevant Ministry, which will be then submitted to the Ministry of Finance. If approved, the Ministry of Finance will then issue a letter to the relevant Customs Office granting a tax waiver.
- The duty reduction from 30% to 15% for importing Corrugated Galvanised Iron (CGI) sheets is still active.
- Organisations with the official documentation for relief items held at customs, were invited to come to the Humanitarian Staging Area (HSA) so that the Logistics Cluster government liaison focal point can provide support in the release process. Items will then be dispatched in coordination with the government to the affected areas.

Entry points

- Birgunj, the main entry point from India, reopened on 5 February.
- All other Nepal-India border points remain unobstructed.

- Organisations facing issues with truck/containers being held at the border with India can contact the Logistics Cluster for assistance.

Air

- As of 31 December, UN Humanitarian Air Service (UNHAS) ceased operations in Nepal.
- Mission Aviation Fellowship (MAF) operations will continue until the end of March 2016. MAF currently has the capacity to accept additional requests for transportation to areas inaccessible by road. Priority is given to humanitarian air transport distributions, but if a need for air transport for assessment and reconstrusction activities arises, they can perform these services as well.

Logistics hubs and storage

- The Logistics Cluster teams have officially started the hubs decomissioning process on 15 February:

  o Dhading (Dhading Besi District) and Bidur (Nuwakot District) hubs were handed over from Handicap International and they are now closed;

- Current total storage capacity offered in country to the humanitarian community amounts to 7,440m^2 in Kathmandu, Deurali (Gorkha District), Chautara (Sindhulpachok District), Bharatpur (Chitwan), Dhulikhel (Kabhrepalanchok District) andCharikot (Dolakha District).

Kathmandu

- The Humanitarian Staging Area has seven Mobile Storage Units (MSUs) for a storage capacity of 2,320 m^2 available for short-term storage for humanitarian cargo.
- The Kathmandu Humanitarian Staging Area is due upgrading and re-construction starting in March and hence its capacity will be reduced.

Dhulikhel

- Dhulikhel hub, was officially handed over from Handicap International on 15 February, however the hub is still operational with three MSUs and a storage capacity of 960 m^2.

Chautara

- Four MSUs, with a storage capacity of 1,120 m^2 are available for common storage to position cargo for local operations. Due to the rough terrain of this location, no additional space is available to increase storage capacity.

Deurali

- Five MSUs with a storage capacity of 1,280 m^2, as well as outside storage, are available.

Charikot

- Two MSUs with a storage capacity of 480 m^2 are available.

Bharatpur

- The staging area in Bharatpur has four MSUs in place, for a total storage capacity of 1,280m^2, to handle inbound cargo from India, as well as to provide additional storage capacity for the operationTo access all common transport and storage services, a Service Request Form (SRF) is available at: http://www.logcluster.org/document/nepal-service-request-srf For service requests for storage and transport for Kathmandu as well as for the hubs, a Service Request Form has to be submitted to nepal.clustercargo@wfp.org

Road Access

Cargo Handling services

- Road transport with both origin and destination is provided on a free-to-user basis from Kathmandu Humanitarian Staging Area (HSA) to Ramechap and Okhaldunga and from the hubs of other three priority districts - Gorkha, Sindhupalchok and Dolakha - to final destinations.
- Road transport outside of the above-mentioned priority districts can be provided by WFP on a full cost-recovery basis.
- The Logistics Cluster continues to monitor the status of the roads in coordination with the government's Risk Management Office. An Access Constraint map is regularly updated by the Logistics Cluster's GIS officer and posted on http://logcluster.org/ops/nepal

Trail Access

- In the framework of the Remote Access Operation (RAO), trail rehabilitation and last mile transport to otherwise inaccessible and high altitude locations is being provided in the six districts of Gorkha, Sindhupalchok, Dolakha, Dhading, Rasuwa and Okhaldunga.
- This operation is designed to complement ongoing road and air transport. The overall goal of this project is not only to provide immediate essential supplies to sustain local communities through the monsoon season, but also to help quake-stricken areas recover faster re-establishing access to isolated communities.
- When moving cargo through RAO, a single SRF specifying the origin and destination points has to be submitted, including both the initial road part to the start of the trail and the RAO leg. Logistics Cluster will coordinate the transfer between the two transport modalities.
- When submitting SRFs, detailed information including exact weight and size of the relief items, and GPS coordinates for the final location of the deliveries, should be provided. Writing only the name of the Village Development Committee (VDC) is not sufficient.

- Organisations are responsible for cargo re-bagging or special bagging (e.g. cement and Corrugated Galvanised Iron (CGI) sheets) for RAO transport, ensuring that the maximum load of 30 kg for porters and 60 kg for pack animals is respected.
- Organisations' staff should be present at the RAO transit point to ensure proper re-bagging, and for documentation purposes.
- RAO will focus its activities on trail operations in the following months, unless it receives requests from organisations for remote transport operations.

Coordination/Information Management/GIS

- The Logistics Cluster is in charge of prioritisation of interagency cargo according to the list of priorities approved by the Humanitarian Country Team (HCT) and the Humanitarian Coordinator (HC), in accordance with the mandate of the common services.
  - Sectors in order of priority: 1) Shelter, 2) Food, 3) Health, 4) WASH, 5) Education (emergency components only), 6) Nutrition (emergency components only)
  - Sectors in terms of percentage of cargo to be transported (planned target): Shelter 50%, Food 40%, Other Sectors 10%
  - Geographic coverage: hard-to-reach areas of Gorkha, Dhading, Rasuwa, Nuwakot, Sindhupalchowk, Dolakha, Okhaldunga and Ramechap and areas adjacent to these districts.
- Logistics Cluster Coordination Meetings continue to be held in Kathmandu, Deurali (Gorkha District) and Charikot (DolakhaDistrict).
- Updated logistics information and maps are shared via the Logistics Cluster Nepal Operation website (http://logcluster.org/ops/nepal), and via a dedicated mailing list.

Lessons Learned mission

- A Logistics Cluster Lessons Learned mission was in country at the end of September. Several meetings were held with key stakeholders to receive feedback on the relevance, effectiveness and efficiency of the support provided by Logistics Cluster to the humanitarian community.
- A Logistics Cluster Lessons Learned Report was released in January and it is available at the link: http://www.logcluster.org/document/logistics-clusternepallessons-learned-reportjanuary-2016

Logistics Cluster Exit Strategy

- Currently, there is no need for further extending the Logistics Cluster services in Nepal. Hubs decommissioning process has officially started on 15 February and all Logistics Cluster activities will be terminated by 30 April 2016.

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www.logcluster.org/ops/nepal