



DRC QUARTERLY CLUSTER LOGISTIC REPORT

LOGISTICS FOR EVERYBODY, FOR EVERYTHING, FOR EVERYWHERE

JANUARY-APRIL 2007

REPORT N°2



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Port of Kalemie

Since September 2006, WFP, as lead agency of the Logistic Cluster, set up a team to coordinate logistic activities in the Democratic Republic of Congo (DRC).

This team, composed of a « senior logistic coordinator » and a « reporting officer » based in Kinshasa, and a « field logistic cluster officer » based in Lubumbashi, defined logistic interventions, in coordination with the various partners and NGOs,, to meet the assigned objectives :

- assist the return of IDPs and refugees to their place of origin,
- facilitate, in a cost effective manner, humanitarian access (goods and people) to areas of interventions by proposing the implementation of relevant logistic solutions.

This report's objective, following the one of December 2006, is to assess progress. It is composed of two sections.

The first section will focus on the procedure of last resort, as defined by the recommendations of the I.A.S.C. in New York. This procedure can be defined as WFP's obligation, as lead agency of the Cluster, to implement, in last resort, logistical solutions agreed on by members of the Logistic Cluster.

The second section will focus on partners' own description of their logistics projects that obtained funding, with the help of the logistic cluster, through the first allocation of the Pooled fund, 2007.

Before discussing the accomplishments of the Cluster, the report will review the different logistic bottlenecks and potential solutions identified by the members of the Logistic Cluster.

1. Identified Logistic bottlenecks

In 2006, WFP, as lead agency of the Logistics Cluster, organized a series of meetings with partners. Together, the group identified the following logistics « bottlenecks » as priority areas for intervention in 2007, notably :

- over reliance on expensive air transport caused by the lack of ground and river infrastructure.
- Insufficient availability of commercial road transporters.
- lack of information about available transporters.
- insufficient capacity or the necessity to rehabilitate specific river transport axis.
- Shortage of locomotives and wagons from the Congolese National Railroad Company (S.N.C.C.) due to the high demand for wagons from the mining companies.

2. Solutions recommended by the Logistic Cluster

To respond to the identified logistics problem areas, the Logistics Cluster planned the following actions for 2007, including:

- The rehabilitation of 1247 km of certain secondary roads in eastern DRC (North Kivu, South Kivu and Katanga Provinces), judged as critical for humanitarian operations. The work would be done in partnership with UNOPS, NGO's and the National Road Office (Office des Routes – OR).

The Cluster discussed the interventions with key donors (World Bank, European Union), who finance the main and primary road rehabilitation projects, to avoid duplication and to optimize the humanitarian objective of these projects.

- An interagency road transport service in Katanga Province, composed of a fleet of 25 trucks, implemented by WFP.
- In Kalemie, the setting up of a logistic platform, including a road transport service replicating the Haut Katanga model.
- Rehabilitation of barges, on the sector Ubundu-Kindu.
- Rehabilitation of a dock at the port of Bukavu to facilitate lake transport for humanitarian organizations working in the region.
- Build the capacity of the Congolese National Railroad (SNCC) by rehabilitating 50 wagons and leasing two locomotives. This would improve the service of the SNCC to humanitarian actors.

As lead agency of the Logistic Cluster, WFP has the duty to be the implementer of last resort of recommendations of the cluster. As such, WFP decided to implement certain activities within the expansion of its ongoing Special Operation until 31 August 2008. The activities are as follows :

- The fleet of 25 trucks in Katanga, managed by WFP, to ensure an interagency transport service.
- The installation of 20 mobile storage structures for interagency storage .
- The rehabilitation of roads (480km) in Katanga and South Kivu in collaboration with UNOPS and other local partners .
- Set up a multimodal transport logistic platform called FFLOAT (rail, river, lake, air, taskforce), to service the humanitarian community .

- Reinforcement of rail transport capacity by leasing one locomotive and repairing 50 wagons .
- River beaconing of a section of the Congo river .
- Positioning of a ferryboat in the areas of return and IDP's and refugees, in Tanganyika district of Katanga province .
- Rehabilitation of local airstrips in Tanganyika and South Kivu allowing the humanitarian community to use air transport to quickly reach distressed communities .

These new activities will allow :

- To improve access and provide humanitarian assistance to disaster stricken communities .
- To allow for the start of local economic activities .
- To improve food security by providing humanitarian assistance faster .
- To reduce logistic costs by using the least costly modes of transport .
- To have reliable humanitarian transport options and avoid sudden inflated transport prices .
- To improve the capacity for joint logistics management .
- To encourage local capacity building by working with government institutions like Office of Roads (OR) the River Transport Authority (Regie des Voies fluviales – R.V.F.).

As of 20 May 2007, **USD\$ 7,770,000** out of a total of **USD\$ 15,480,759** have been resourced, particularly through the CERF funding mechanism.

The different interventions planned in the WFP Special Operation are detailed below.

2.1. Inter agency truck fleet

The 25 WFP's trucks that arrived in Katanga at the beginning of January are managed by the international NGO « ALBA ». WFP has delivered approximately 1,400 MT in three months. The upcoming dry season should further increase WFP's capacity.

This truck fleet will also increase the capacity of interventions by the various agencies in Katanga. Already the trucks have helped to save 30 percent to an average cost of US\$200 per MT as compared to private commercial transport that cost US\$300 per MT. This allows a more sustained presence and has given the local population new confidence in humanitarian assistance.

Logistic Cluster meetings also identified the need for 6x6 trucks to improve access to areas with especially difficult terrain. The cluster partners requested WFP to proceed with a similar intervention in North and South Kivu.

WFP will deploy these trucks (DAF 6X6) in Bukavu, Goma and in Ituri. The NGO Danish Church Aid (DCA) will manage them. This will improve response capacity with their deployment in 24 hours in case of emergency.

The cost of use of these trucks will be moderate because they would only be used when the supply of commercial transport is insufficient, when the requirements necessitate the mobilization of all available capacity, or when the price of transport is too high.

The budget for this activity is USD\$1,015,644 for one year, of which USD\$650,000 has already been allocated by the Pooled fund. The different partners involved are UNICEF, SCF, WVI, FAO, BOAD, LWF, CONCERN, AAA, MSF-H, and CARITAS.

2.2. Inter agency activities for IDP camps

With the help of the Logistic Cluster, WFP investigated the current storage situation. Ten mobile tents, of large and small capacity, are awaited. Some NGO's in Katanga and Maniema have already requested WFP assistance (CONCERN, BDOM, ADRA for Kalima, Kasongo, Punia etc.).

The budget of this activity is USD\$125,000 and has been approved by the Humanitarian Coordinator, as part of USD\$650,000 recently allocated by the Pooled Fund.

This joint activity will utilize funding more efficiently for a common service generating economies of scale.

Seventy percent of the tents will be deployed in the next 4 months and one half used as interagency storage.

2.3. Road Rehabilitation

The Logistic Cluster has identified the following priorities for road rehabilitation: 5,733km (USD\$38 million) except : Katanga 1,133km (USD\$13million) and South Kivu 1,679km (USD\$12million).

Overall, USD \$35,000,000 are required to rehabilitate destroyed bridges and impassable sections of non-primary roads. Katanga and South Kivu Provinces will be prioritized to facilitate the return and reintegration of refugees and IDP's. The different sections of roads needing repair have been identified.

Thanks to this limited intervention, it will be possible to open around 700kms of secondary and tertiary roads in areas where humanitarian assistance is less than optimal. This will make several communities accessible faster (6 days instead of 12 between Likasi and Mitwaba in the Haut Katanga).

All the urgent sections identified will be repaired during the 2007 dry season to allow the convoys to continue running during the coming rainy season (Likasi-Mitwaba 270kms ; Pweto-Dubie 80km and in South Kivu : Bwegera-Lemera-Runingu 110kms) (see annexes 1 & 2, pages 23 & 24). The remaining identified sections will be repaired in 2008.

In Katanga , the main operational partners will work with WFP who has joint project partnership with UNOPS.

In South Kivu, NGOs would be the main partners (i.e. Malterser, Atlas, etc.). In addition, a civil engineer will be hired to monitor the technical aspects of the partners' activities.

2.4. Implementation of F.F.L.O.A.T (Taskforce for rail, river, lake and air operations)

To respond to the needs expressed by the humanitarian partners of the Logistic Cluster, WFP is setting up logistic platform that will propose solutions to deliver humanitarian assistance in DRC.

WFP has already provided services to Lubumbashi by rail, to Kinshasa by ferry and air and to Bukavu by air. Many requests are made regularly by both UN and non-UN Agencies (see annex 7, p.29) .

The project, which can be considered as part of the UN reform, was presented and approved by the Humanitarian Coordinator, A total amount of USD\$1,352,000 was budgeted for the first year and USD\$850,000 has been granted through CERF for the implementation of this project.

This project has also received the technical clearance of WFP's «ALITE» as well as the support of a number of donors.

2.5. Reinforcement of rail transport capacity

With the goal of accomplishing its mission to assist disaster stricken communities in Southern and Eastern DRC and taking into account the enormous challenge of improving the transport sector in the second largest country in Africa, WFP has budgeted USD\$800,000 to respond to the needs of the rail sector.

This intervention will decongest the rail network allowing easier and less costly delivery of humanitarian assistance, beneficial to WFP and other humanitarian actors. It will also allow the increase of commercial traffic as well as food security.

This investment will prioritize :

- the leasing of a locomotive for the immediate transport of food assistance to locations in Katanga/Maniema for one year as well as the repair of 50 rail wagons.

- a rail technician for 180 days to oversee the repair of the equipment. The technician will also help WFP and SNCC to order and replace the necessary spare parts.

A Letter of Understanding (LOU) will be signed with SNCC that details the use of the funds and the modalities and tariffs of transport.

Of special interest is SNCC's indicated readiness to reduce its transport fees for WFP. These savings would be deposited in a rolling trust fund and be used to fund either an extension in time of the locomotive lease or to repair more wagons, depending on arising priorities.

WFP may prepare another Special Operation that could include another investment in this sector. This new operation in the rail transport would be based on a cost recovery mechanism. The World Bank has been consulted and supports WFP's approach.

2.6. Beaconing of the Congo River

The CICOS (Commission Internationale du bassin Congo-Ubangi-Sangha), currently subsidized by the French Cooperation, asked WFP to assist the River Authority (Régie des Voies Fluviales - R.V.F) to beacon a small portion of the Congo River for which the Authority is responsible. The RVF already had raised 80 percent of the required budget for this operation.

The commercial and humanitarian traffic on the main river of the region will give this investment a high return, especially if one takes into account the need to transport humanitarian assistance to the Central African Republic beginning in June 2007, which could be done by the river. The objective of WFP is that the beaoning is finished before the water level drops to avoid negative consequences for all users for the rest of the year, as in 2006.

This project reduces the transport time on the beaoned sector by four days and will therefore decrease fuel consumption, to enable cost recovery for the USD\$ 30,000.

This activity will also allow enhanced cooperation of the RVF vis-à-vis neighbouring countries members of CICOS.

Beaconing of the small portion of the Oubangui delta and of the Congo River will be completed by RVF before end June 2007.

2.7. Positioning of a Ferry Boat on the Luvua

WFP was mandated to proceed with the positioning of a ferryboat in Pweto on the Luvua River and to assist in the crossing of the same river at Kiambi.

The reopening of the axis Pweto - Dubie (see annex 1, page 23) will immediately help all IDPs of Mitwaba, Dubie, Sampwe coming from Moba and will help their reintegration. It will also allow restarting commercial trade between Moba (cereal producing area) and far away sites such as Lubumbashi and/or Likasi.

It will also allow delivering food assistance from Zambia where WFP may open a transshipment point to reduce substantially transport costs..

This ferryboat, to be managed by a partner, will be positioned in Pweto, between Lake Moero and the river Luvua .

A specialist is awaited to evaluate the technical requirements and identify the potential supplier of the equipment in the region (Zambia, Burundi, Tanzania, Democratic Republic of Congo, etc.).

The cost of operation for the management of the ferry will be included recovered through invoicing to UN agencies and NGOs.

2.8 Rehabilitation of district airports.

Rehabilitation of the runway in Bukama has been highlighted as a priority to allow personnel to travel by air from Lubumbashi to different logistical points.

This will allow UN and NGO's to appropriately monitor their activities. (WFP shipped approximately 1,000 MT per month by rail to Bukama. This quantity is temporary stored in Bukama, then shipped for distribution by different partners).

The reopening of the landing runway is expected in August 2007.

UNOPS, in collaboration with the competent airport authorities (Régie des Voies Aériennes – RVA), will be the principal partner to undertake this task.

It has also been judged necessary to repair the airstrip in Uvira to facilitate monitoring of UN and NGO activities in this area.

2.9. Rehabilitation of the warehouse dock at WFP Bukavu.

WFP will quickly rehabilitate the dock that gives direct access from a warehouse used by both WFP and CICR, to Lake Kivu.

This rehabilitation will allow direct discharge of humanitarian cargo transported by barge from Goma, saving approximately USD\$ 9/MT. This saving will pay for the investment of USD\$50,000 in 9 months on the basis of 650 MT per month.

The rehabilitation of the dock will be completed by October 2007.

The Logistics Cluster 2007 has identified urgent logistic projects for 2007 worth a total of USD\$ 25 million, of which USD\$4.5 million have been allocated to WFP and USD\$ 4 million to NGOs members of the logistic cluster. In 2006, with WFP's support, USD\$ 12 million was allocated by various funding mechanisms for the most important logistics projects.

For 2007, the logistic cluster will be tasked to monitor the implementation of projects and facilitate the logistic coordination between partners. It will also regularly identify arising logistic needs.

Therefore, it is proposed that the logistic cluster management cell be extended until August 31, 2008.

To mainstream Logistic Cluster Activities, the next PRRO has included the post of the senior logistic cluster coordinator.

3. Logistic rehabilitation projects of Cluster partners funded by the first allocation of the Pooled Fund

The second section of this report informs on the projects of cluster partners funded by the first allocation of the Pooled Fund in 2007. The Cluster hopes that giving equal opportunity to partners will facilitate information exchange with donors and encourage the latter to fund their current and future efforts.



Opening of the Salamabila Health District by the rehabilitation of the road section Kilembwe-Salamabila (68 Km), Maniema, DRC

The health district in Salamabila, Maniema Province was selected as a priority in the 2007 Humanitarian Action Plan. CPIA selected Salamabila because of several factors : its isolation, recent fires that left 5,000 people homeless, and in the coming 12 months an expected influx of 2,331 refugees and 12,993 IDPs (BCZS estimate), its current critical sanitary situation (lack of drinking water, inexistent sanitation), rising malnutrition from Salamabila in the neighboring area of, Kilembwe, and the total lack of infrastructure, Surveys conducted by ACTED in September and November 2006 documented that roads are dilapidated and impassible, even during the dry season, making it very difficult to transport people, commercial goods and all humanitarian aid.

This 6-month project aims to provide global and lasting improvements in the living conditions of the population of the Health district of Salamabila, by rehabilitating the Kilembwe-Salamabila road. The objectives of opening up the health district are as follows :

- facilitate humanitarian access and the return of refugees and IDP's.
- Increase access to healthcare and the provision of medicine and food products.

This project is in line with the 2007 strategic plan as It will have a positive impact on the common humanitarian strategy for Maniema. It will contribute to saving lives and reducing the vulnerability of at-risk populations.



Urgent rehabilitation of the Kalonge rural access road, Heath district of Kalonge and Bunyakiri , territory of Kalehe, Province of South Kivu (see annex 4).

The main roads were rehabilitated to facilitate the return of IDP's in South Kivu Province . However many agricultural areas remain inaccessible by road. Their isolation impedes the marketing of agricultural products and the supply in the areas where there are large numbers of returnees. Therefore, the rehabilitation of the rural access roads is necessary to bolster the economy in these rural areas and facilitate the circulation of goods and people. Opening these roads will also contribute to fighting malnutrition and food insecurity.

The rural access road of Kalonge, between the Bunyakiri-Kalonge fork and the Rambo fork is in a state of advanced deterioration (five hours are necessary to travel the 17 kms), The road goes through the protected park of Kahuzi, sanctuary to mountain gorillas and more recently a haven for Rwandan Democratic Liberation Forces (FDLR). This road is essential for reestablishing security, providing access to basic social services (education and health care), facilitating the return of IDP's, delivering humanitarian assistance, marketing agricultural products, and bolstering the local economy.

This 3-month project aims to :

- Rehabilitate Kalonge's rural access road.
- Facilitate humanitarian access and the return of refugees and IDP's.
- Contribute to the economic improvement.

This project is in line with the 2007 humanitarian strategy for South Kivu as it saves lives and reduces the vulnerability of at-risk populations.



Rehabilitation of the road section Maimingi – Kigulube (64 km), support to the maintenance from Burhale to Maimingi and special works on bridges

It is proposed to rehabilitate the section of road going from Maimingi to Kigulube, a part of the priority provincial road N502 that connects Shabunda to the rest of South Kivu province. The objective is to make the Mulungu health zone accessible by road and contribute to opening up the Shabunda area.

This project is a follow up to project n° PF/SA/Malteser/S-K/P-030. The intention is to maintain the road between Maimingi and Kigulube (64km) using manual labour. The objective is to reopen the road using local NGO's, to support local toll committees to ensure the maintenance between Burhale and Maimingi (59km), construct the Lubimbe II bridge and three support bridges, and rehabilitate 13 bridges.

This project is in-line with the 2007 Humanitarian Action Plan (PAH) which lists the following objectives for the logistics sector : ensure access by rehabilitating transport infrastructure, transport to areas of return and other areas of humanitarian interventions.

The territory of Shabunda, and more precisely Mulungu's health zone, is the largest in South Kivu and are currently accessible only by air due to their isolation.

Shabunda area was affected by regular displacements following the recurrent insecurity caused by armed groups : Mai Mai militia, FDLR, RAI MUTOMBOKI, etc.

Today several humanitarian actors already work in the Shabunda area and hope to intensify their work in 2007. This area is one of enormous need because it has gone so long without humanitarian assistance.

Malteser International is today the only international NGO intervening in the Mulungu health zone with 6 health centers, 3 in the north and 3 in the south. In total, there are 20 health centers in the area. This assistance is possible only by air transport out of Bukavu via Kolula. With only one air transport company, SWALA, currently willing to land on the Kolula. The runway rehabilitation project n° PF/LOG/MALTESER/SK/P-087, funded by the Pooled Fund is

important for the area. The shipment of medicine to the health centers is dependant on the improvement of the runway.

During 2007, Malteser International in collaboration with UNICEF and IPS managed a vaccination campaign in three phases in the southern part of Mulungu health sector. This is the first campaign since 1999. For the north, this campaign was blocked by an inability to find a air transport company able and willing to land on the Nzovu runway.

The morality rate for children 0-5 years old, according to a 2006 survey conducted by Malteser International, was 6.55/1,000 per month for the period September 2005-September 2006. The average in the four other areas (Walungu, Kaniola, Mwana, Mubumbano) was 2.34/1,000. Routine vaccination restarted after a 10-year lapse. With the cold chain, transfusions are now possible in reference health centers. Even with this intervention, the health situation in Mulungu remains a priority. The key to improving the overall health situation is consistent support to all the health zones and improved road access.



FOOD FOR THE HUNGRY INTERNATIONAL (FHI) - CONGO

Rehabilitation of the Lubile-Pangi road, Pangi territory (see annex 6).

Opening the Lubile-Pangi route is a high priority in the action plan for Maniema Province. Despite the populations' large needs, the district capital of Pangi has long been without humanitarian assistance because of its isolation. Opening this road section will increase access, allow for delivery of humanitarian assistance, and therefore improve living conditions of the population.

The health problem, the food insecurity, etc, are linked to the lack of road infrastructure and Pangi and the surrounding areas have become totally isolated. All the basic manufactured products like soap, sugar, salt, milk, medicine, clothes, school supplies are supplied by air transport via Kalima and Kindu and then brought to the area by bicycles or by foot. This triples the price of goods making purchasing very difficult for these impoverished agricultural communities. The agricultural sector has also been hurt by this isolation as farmers are not able to meet the areas production needs or to supply their goods to the major commercial areas.

Road infrastructure rehabilitation is a major part of the solution to these problems.

Comprehensive rehabilitation work of the 86 kms will include land clearing, weeding, road reconstruction, rebuilding bridges, culverts and underground passages, Because of the state of deterioration, a total rehabilitation of this section is necessary.

The rehabilitation of this section of road will allow delivery of humanitarian assistance, recovery of agricultural activities, production and sales in commercial areas.

FHI's rehabilitation work of the Shabunda-Lubile axis will also connect the district capitals of Shabunda and Pangi.



International Foundation for Education and Self Help (IFESH)

Rehabilitation of Nyunzu Lwaba road and construction of 3 bridges (see annex 5)

The Nyunzu-Lwaba road connects Nyunzu and Manono. The road, which is in bad condition, necessitates an urgent intervention to allow humanitarian workers to come and assist the disaster stricken population between Nyunzu and Kiambi.

Today, a humanitarian intervention to respond to the population's needs in this area of Tanganyika is not possible because it is inaccessible by road.

The road has been reduced to a simple trail, often flooded due to the drainage problems, leading to erosion in the area.

The road rehabilitation will allow humanitarian activities to save lives threatened by conflicts and other emergency situations. It will also allow access and transport of IDPs to the areas of return.

The community approach remains our preferred intervention strategy to reach our objectives.

Community mobilization capacity building in management and peaceful conflict resolution are all necessary to ensure the maintenance and durability.

The standard strategy for this road renovation includes : drainage system rehabilitation, refilling with laterite in certain places, land clearing and construction of concrete bridges.

The NGO, Equilibrium, will rehabilitate the LWABA-KIAMBI section.



Reopening the DEKESE priority access road in Western Kasai, (see annex 3)

The project aims to support the efforts of humanitarian actors and create favorable condition to access the population in Dekese.

Reopening this road route also gives a bolster the local economy by creating more favorable conditions for commercial exchange. This will help reduce vulnerability and poverty in this isolated area.

Principal project activities:

- Reopening 80 km (Domiongo -Lodi Lake) to access Dekese.
- Rehabilitation of 4 bridges.
- Reconstruction of Lodi motor ferry (20 T) on the Sankuru river on the border of Dekesse and Mweka territories, which will give access to the Dekese territory by road.
- Training of road workers.
- Sensitization of beneficiaries (25,000), the creation and training of 3 local road maintenance committees (CLER). The CLER will be equipped and trained to take over the road maintenance.
- Monitoring and evaluation with Road Authority (Office des Routes) and the Directorate of Rural Access Roads (Direction des Voies de Dessertes Agricoles (D.V.D.A.)).

The Dekese territory (approximate population 90,000) is located in the north of Kasai Occidental Province. This area was affected by the 1998 war. Today it's main access is cut off from the rest of the province following an incident when two ferries capsized, blocking the way to the administrative town. The humanitarian situation is preoccupying and the humanitarian actors have a very difficult time reaching the territory to help the vulnerable populations. The Dekese area is a priority area for humanitarian assistance in Kasai Occidental Province.

The mostly agrarian population is thwarted by the lack of roads. The current conditions do not allow farmers to transport their goods to major commercial areas. This situation aggravates the most vulnerable populations, who have suffered from years of war, isolation and lack of humanitarian assistance.

In order to solve the isolation problem and facilitate humanitarian access to this area, the first phase of the project includes the following actions :

1. rehabilitate a motor ferry (20T) on the river Sunkuru, at the border of the territories of Mweka and Dekese in order to ensure the junction between the two territories.
2. Open a first section of 80 km (Domiongo – Lodi ferry) of the main route allowing access to the ferry. This work will be based on labor-intensive methodology (HIMO).
3. Sensitization of beneficiary populations on road maintenance, to take over the maintenance of the rehabilitated sections.
4. HIV/AIDS prevention due to the concentration of people living and working along the road.

This group of activities managed in collaboration with the Office des Routes and the Direction des voies de desserte agricole (DVDA), will be implemented by NGOs and small companies, partners of UNOPS.

The project beneficiaries are the population of the territories of Dekese and Mweka, as well as the populations along the road, in total approximately 250,000 people.



DAN CHURCH AID Logistic platform project

DanChurchAid (DCA) began work in DRC in 2003 to develop a Mine Action programme in partnership with the national NGO ECC-MERC. They primarily work out of Kalemie, in Katanga Province, have two sub-offices located in Bukavu (South Kivu Province) and in Kindu (Maniema Province), as well as field offices in each of the three provinces. Logistics has become a programme priority. Transporting demining supplies, including explosives, on Congolese roads demands a certain *savoir-faire!*

To respond to the logistics challenges in these three regions of intervention, DCA has developed a logistics plan adapted to the difficult transport conditions. Mobile teams of awareness raising staff and de-miners, equipped with motorcycles, quads and 4x4 vehicles, roam the project area, quickly establishing temporary camps. In addition, a speedboat positioned on Lake Tanganyika facilitates the link between Katanga and South Kivu (Kalemie-Uvira) and a traditional motorboat, docked on the Congo River near Kabalo, transports the teams and equipment between the different DCA bases.

With the support of the Logistic Cluster and possible funding from the Pooled Fund, DCA is proposing to develop a logistics platform in Tanganyika district, for the benefit of the humanitarian partners working in the area. A fleet of five trucks, of which two 4x4 and three 6x6 with trailers, pre-positioned in the priority areas as defined by the local humanitarian community, should increase the efficiency of transport operations in the district. In addition, a mechanical workshop will be built in Kalemie, under the supervision of a logistics coordinator, for the maintenance of the trucks, minimizing the risks of mechanical breakdowns. With their knowledge of the region and its logistic capacity already operational, DCA has as objective to meet the important transport needs of the region where humanitarian needs remain important, while at the same time reinforcing the operational capacity of its national partner, ECC-MERU.

Upon arrival of the first trucks (expected end of May 2007), the humanitarian partners will be able to indicate their transport needs to the DCA logistic team in Kalemie. Transport will be charged on a cost recovery basis.



CURRENT SITUATION IN THE AREA

○ - Rehabilitation of this road by FHI, financed by USAID (to be confirmed), start of work in April 2007

○ - This section is passable but there is a problem in Niemba where the ferry cannot transport trucks. .

○ - Section to be rehabilitated by IFESH

○ - Section to be rehabilitated by Equilibre

○ - Area evaluated by the national and international Equilibre staff from March 28 – April 2, 2007. The report lists approximately 6300 families who have not received any assistance. The return started in October-November 2006 and each month more returnees arrive.

○ - Kasenga and Nganye areas where there are many humanitarian actors working (COOPI, ACTED, etc.)

To transport goods to Manono, there are 3 current solutions :

* Rail transport from Kalemie to Kabalo, then barge transport from Kabalo to Muyumba and finally road transport from Muyumba to Manono.

* Use rail route Lubumbashi-Bukama-Kamina-Kabongo-Kabalo.

* Rail transport from Lubumbashi-Bukama, barge transport until Muyumba when the water level is high enough, and road transport to Manono.

To date, there are no viable ways to ship goods to Kiambi for the following reasons :

* National road 33 that connects Nyunzu territory to Manono is currently impassable.

* There is no reliable navigation network on the Luvua river.

* The Luvua cuts the Manono territory in two, and the ferry that formerly operated in Kiambi is

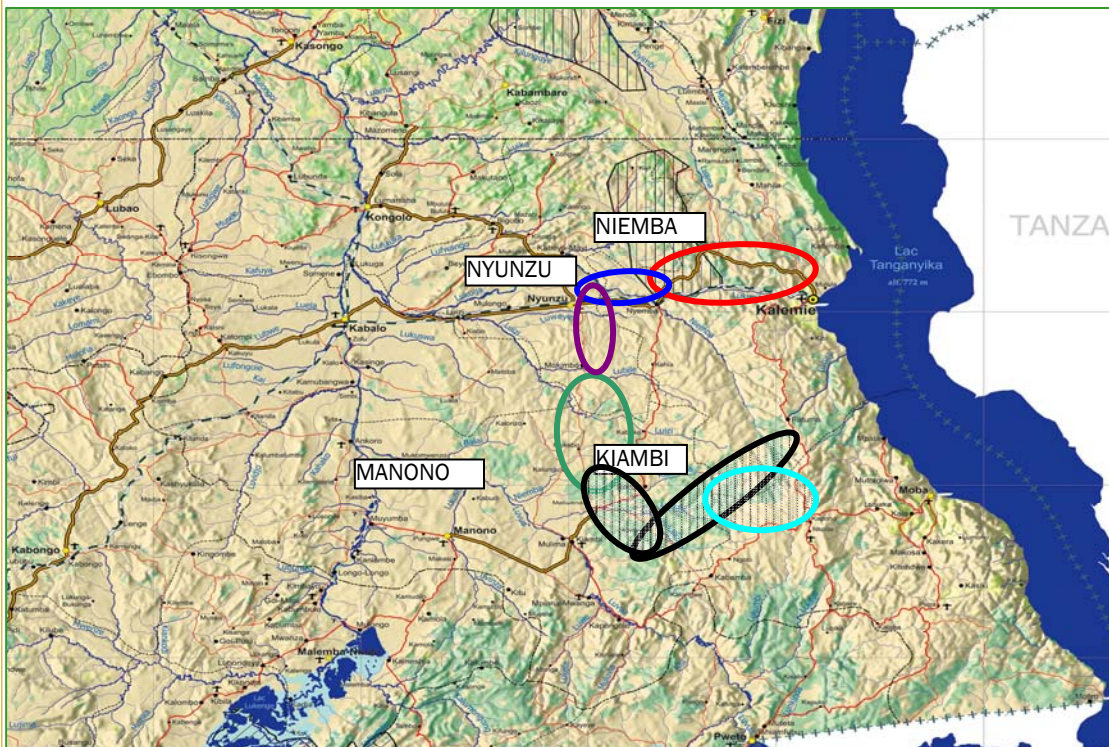
no longer in working condition.

The project aims to connect Nyunzu and Manono by rehabilitating the national 33 road. The project therefore includes : reestablishing road traffic on National Road 33, 200 km of road rehabilitation (Equilibre and IFESH), bridge construction and rehabilitation. It is also expected that a ferry will be positioned on the Luvua, a strong wish of the population, as identified by the evaluation.

IMPACT ON THE AREA:

The impacts on the area are numerous :

- * Reestablish access between Manono and Nyunzu territories.
- * Access to the numerous vulnerable populations (families who returned in 2006 hosted returnees of 2007 but they live in total poverty because of the lack of assistance).
- * Access to health centers and schools



4. Conclusion :

In conclusion the defined objectives of the Logistic Cluster members were the following : rehabilitate 1,247km of roads in the Kivus and Katanga to facilitate the return and reintegration of refugees, the leasing of locomotives and the rehabilitation of 50 wagons, an interagency transport service in Katanga and the district of Tanganika, barge rehabilitation on the middle Congo River, construction of a dock in Bukavu port, reopening river traffic between Ubundu and Kindu, implement the common logistic platform F.F.L.oA. T. It is possible that these objectives will be met if they are funded by the common funds « CERF » and « Pooled Fund ».

These works will have a major positive impact on food security, one of the key indicators of development in DRC, allowing the commercial flow of goods and people. This will give people more opportunity to buy agricultural products at lower prices giving the most marginalized populations more access to basic goods.

The Logistic Cluster elaborated its work plan to meet the considerable challenges facing the humanitarian logistics sector. This explains the important funding needs that will increase humanitarian assistance and bolster the productive sector.

Even if the work is done through a coordinated approach between the United Nations and NGO's, there is still a lot of work to do. It is this remaining work that will engage the Logistic Cluster during the second semester of 2007, The Logistic Cluster will continue its vigorous and active work in road rehabilitation and humanitarian air transport.

Prepared by

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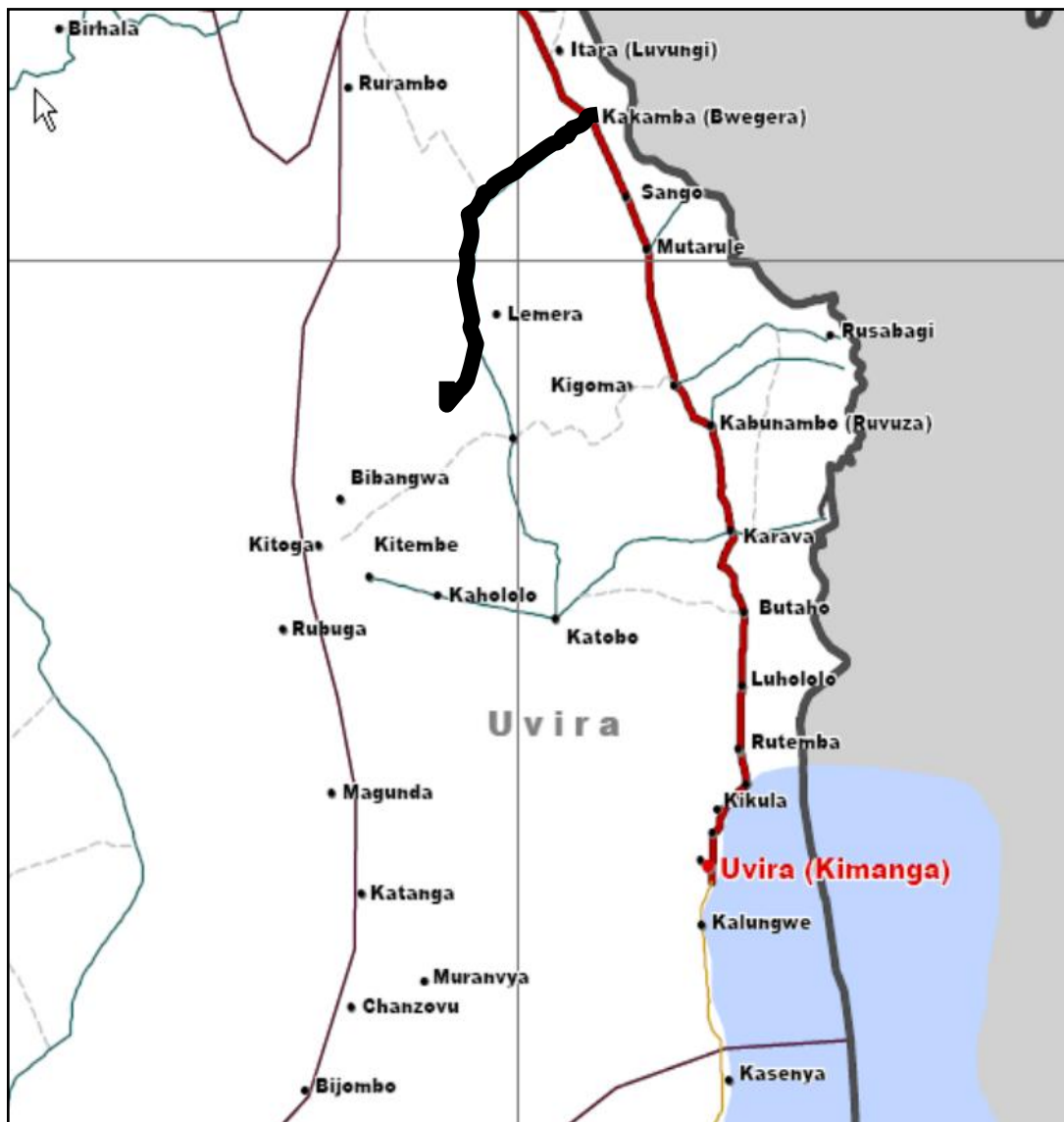
ANNEX 1 : Rehabilitation of the road Likasi-Mitwaba (270 kms) & Pweto-Dubie (80 kms)

United Nations joint programme (WFP-UNOPS)

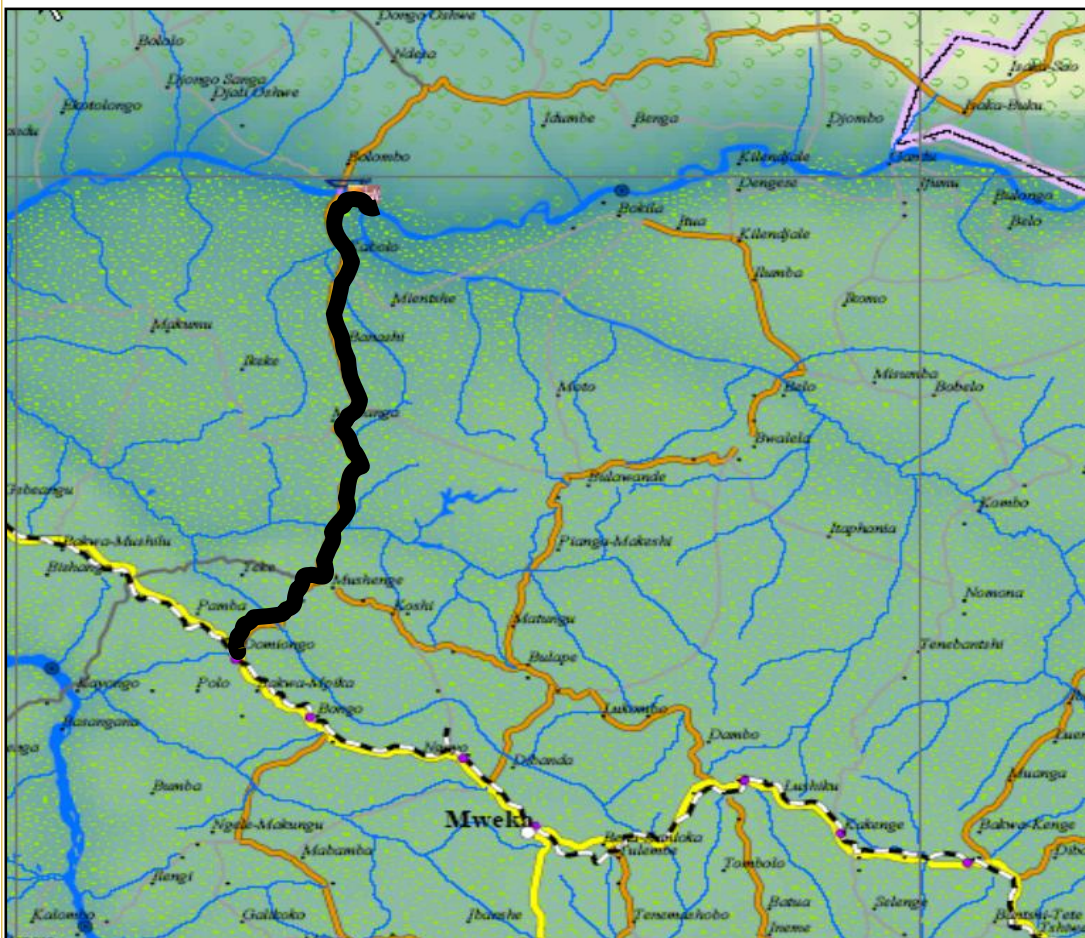


ANNEX 2 : Rehabilitation of the road Bwegera-Lemera-Runingu (110 kms)

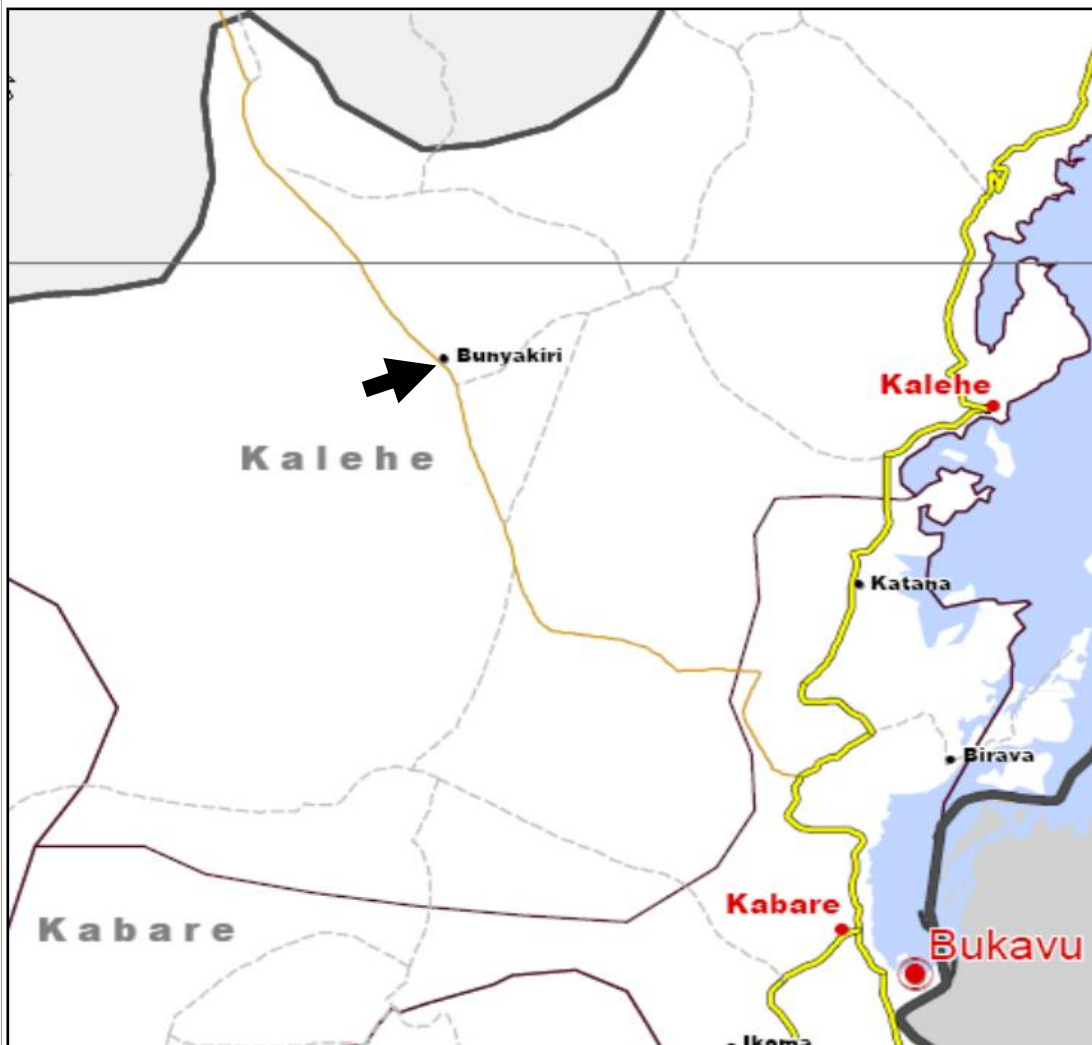
United Nations joint programme (WFP-UNOPS).



ANNEX 3 : Rehabilitation of the Domiongo-Lodi line (80kms)



ANNEX 4 : Rehabilitation of the Kalonge-Bunyakiri line (17kms)



ANNEX 5 : Rehabilitation of the road Nyunzu and Manono (200kms)



ANNEX 7 : Table of NFI conveyed from April to May 2007

| AGENCY | NFI | FROM | DESTINATION | QUANTITIES CONVEYED (MT) |
|--------------------|--|------------|--|--------------------------|
| PAM/KINSHASA | Vélos & access. et fourniture de bureau | Kinshasa | Mbandaka | 2,121 |
| PAM/ LUBUMBASHI | Fuel | Lubumbashi | Kasenga-Mitwaba- Mumbolo-kabangu | 70,00 |
| OIM/ LUBUMBASHI | Ciment | Kilwa | Mumpulu-Lubule- Mitwaba | 50,00 |
| HCR/KINSHASA | Outils aratoires | Kinshasa | Mbandaka | 16,15 |
| PNUD/KINSHASA | Mobiliers de bureau | Kinshasa | Mbandaka | 1,945 |
| PNUD/KINSHASA | 9 Générateurs | Kinshasa | Lubumbashi, Nord- Kivu, Sud Kivu, Ki- sangani, Kindu, Mbandaka, Kananga, Mbuji- Mayi | 14,40 |
| PNUD/KINSHASA | 2 Véhicules | Kinshasa | Mbandaka, Gemena | 4,5 |
| HCR/KINSHASA | 4 véhicules | Kinshasa | Lubumbashi | 10,00 |
| HCR/KINSHASA | 1 générateur | Lubumbashi | Kinshasa | 2,00 |
| OMS | Médicaments | Kisangani | Buta | 0,705 |
| GTZ | Rub Hall | Kinshasa | Gemena | 2,00 |
| OMS | 4 véhicules | Kinshasa | Lubumbashi | 10,00 |
| FAO | Vélos | Gemena | Gbadolite | 2,5 |
| TOTAL | | | | 186,32 |