

## LOGISTICS SECTOR – MEETING MINUTES

### *North Africa Crisis*

### *Djerba (Tunisia)*

*14 March 2011*

**Chair:** Matteo Perrone – Logistics Coordinator (Tunisia)

**Participants:** ACF-E, UNICEF, USAID/OFDA, IFRC, Handicap International, Save the Children, WHO, IMC, UNHCR

**Action Points:**

- Logistics Sector to establish the possibility of importing telecommunications equipment through UNDP in Tunis.
- Logistics Sector to continue adding to transporter list.

### 1. Situation Update

- The reported number of people in the transit camp as of 13 March was between 17,000 and 18,000.
- IOM reported that 3,300 people were repatriated on 14 March, a sharp increase compared to previous days.

### 2. Customs Procedures

- No problems have been reported in importing humanitarian cargo, including drugs. The only items requiring clarification are vehicles and telecommunications equipment.
- The temporary importation of vehicles requires sponsorship from non-Tunisian staff members. Due to the high turnover of staff, this is often not a viable option. Currently the best solution for importing vehicles destined for Libya is to place them in a bonded warehouse. Upon removal, organizations then have 48 hours to take them across the border. Bonded warehousing is available at the port of Zarzis, which has 1,400m<sup>2</sup> of warehouse space available and a one hectare plot of land suitable for vehicles.
- Current information and authorization on importing of telecommunications equipment should be obtained from the ANF (Agence Nationale de Fréquences; Tel: 71 359 373; fax: 71 323 233; website: [www.anf.tn](http://www.anf.tn)). However, it has been reported to be easier for organizations to request UNDP for assistance with importation since they may have existing systems in place. The Logistics Sector will try to establish if this is possible and if NGOs would be eligible to use the same process.

**Action Point:** Logistics Sector to establish the possibility of importing telecommunications equipment through UNDP in Tunis.

### 3. Air Transport and Repatriation Process

- As of 14 March, WFP has been working at Djerba Airport to assess capacity, work on contingency planning and liaise with IOM and UNHCR on repatriation flights.
- Currently, the average has been 3,000 people coming across the border every day. There are 2,000 repatriations occurring per day. The Tunisian authorities wish to raise this to 5,000 repatriations a day as soon as possible.
- Nine flights have been arranged by UNHCR, IOM and WFP to assist with repatriations. Two of these will be to Bamako and seven are to Bangladesh, which currently represents the largest backlog.

- Organizations are requested not to send any flights on Friday afternoons and over the weekend if possible, since the tourist season is beginning and these are the peak days for chartered flights.
- To avoid the current situation of returnees staying at the airport while awaiting flights, a new schedule will be maintained for rotations between the camp and the airport. Two hours will be allotted to gather the returnees at the camp, two hours for transport, and two hours at the airport for administration and boarding. Meals and showers will be made available during this time. WHO will screen all passengers before they leave the camp for illnesses which could prevent them from travelling.

#### 4. Sea Transport

- The port of Zarzis has some capacity for bringing in cargo. It can accommodate ships of up to 8 m deep and accept both bulk and containers (20 and 40 ft.) One crane is available (25 mt) and another can be obtained if needed. However it is still advised that ships should be self-equipped.
- For information on shipping schedules into Tunisia, please see: <http://www.oceanschedules.com/schedules/search.do>.
- Detailed information on Libyan ports can be found at: <http://www.libyaonline.com/business/pages.php?cid=310>. Information will also be posted on the logistics website: <http://www.logcluster.org/ops/northafrica>.

#### 5. Land Transport

- The list of available transporters has been updated and is available on the logistics sector webpage, hosted at: [http://www.logcluster.org/ops/northafrica/transporters\\_in\\_tunisia/view](http://www.logcluster.org/ops/northafrica/transporters_in_tunisia/view).
- A list of transporters in Libya is also on the website. It was suggested that while most Tunisian transporters do not want to cross into Libya, Libyan transporters may be willing to cross into Tunisia to pick up cargo and take it back. Cross-border supply runs are reported to be already taking place.

**Action Point:** Logistics Sector to continue adding to transporter list.

#### 6. Warehousing

- Clearing the land for the installation of the five WFP Mobile Storage Units (MSUs) will begin on 15 March at the Choucha Camp. MSUs are scheduled to arrive by the end of the week and assembly will begin immediately.
- Other organizations providing MSUs can request the Logistics Sector for assistance with assembly if required.
- Two large warehouses have been identified for lease, one in Milita (2 km from Djerba airport and one in Houmt Souk (7 km from Djerba airport). Details are available on request.

#### 7. Mapping

- The Logistics Sector has made maps available for the North Africa Crisis. These are all available for download at <http://www.logcluster.org/ops/northafrica>. Requests for specific maps can also be accommodated.

#### 8. Concept of Operations

- A Con-Ops is being drawn up for the North Africa Crisis response. If organizations have a logistics requirement that is not being met they should communicate it to the Logistics Sector for possible inclusion.

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## 9. Meeting Schedule

- Logistics Coordination meeting will be held every Monday – Wednesday – Friday at 20:00 hrs, *Hotel Oasis Marine, Zarzis*

**Next meeting:** Wednesday, 16 March 2011, 20:00 hrs, Zarzis

### Contacts:

**Logistics Sector Coordinator** – (Matteo Perrone, [matteo.perrone@wfp.org](mailto:matteo.perrone@wfp.org), +216 22 35 60 79)

**Logistics Sector IM Officer** - (Esther Russell, [esther.russell@wfp.org](mailto:esther.russell@wfp.org), +216 22 35 51 26)