

LOCATION: Kathmandu, Nepal

DATE: 18 May 2015

Situation Overview

- Following the 7.8 M earthquake that struck Nepal on 25 April, further damage and landslides have been caused by an aftershock of 7.3 on 12 May. The geographic area affected by the earthquake is extensive, encompassing mountainous regions with disperse rural populations as well as some very densely populated districts and cities.
- Many areas affected by the earthquake remain prone to landslides, causing frequent road blockages, with poor weather and ongoing aftershocks adding to these constraints. The scale of the damage means that road clearance / repairs will take some time. Access to many remote villages remains a major challenge and many locations can only be accessed by helicopter.
- The current focus of the logistics response is on extending the forward hubs and assessing alternative means of transport into remote / hard to access locations such as porters.
- Organisations are starting to transship humanitarian cargo into Nepal via Calcutta, which is currently taking an average of 7 to 10 days. The Nepal Ministry of Home Affairs and the Nepal Consulate in Calcutta are working to expedite the procedures in order to ensure a more streamlined supply chain. A snapshot on customs procedures for cargo from India will be disseminated via the mailing list and made available on the Logistics Cluster website.

Air Transport and cargo handling

Airport and Humanitarian Staging Area

- There is a continuous improvement in the flow of cargo from the airport. The nightly backlog is cleared from the tarmac and taken to the Humanitarian Staging Area (HSA) for temporary storage before onward movement.
- A slot system remains in place for incoming aircraft. A daily meeting takes place with the authorities to coordinate on slot allocation.
- Since the start of the operation, an average of 100 mt a day of humanitarian cargo has been received via the Logistics Cluster at the HSA, which has risen to about 150 mt over the last three days. Approximately another 100 mt of cargo a day has also been received through the various government entities assisting the earthquake response. These figures do not include incoming shipments by ICRC/IFRC.
- With the upcoming redeployment of the US Ospreys, the Indian Army has offered some support to the humanitarian community for cargo delivery.

UNHAS

- The inaccessibility of many of the affected areas means that the humanitarian response in Nepal will remain heavily dependent on airlift for the coming period.
- UNHAS has one Mi8 for cargo transport (maximum 2.5 mt capacity) and one AS 350 for assessment missions and evacuations. A second Mi8 underwent test flights today before beginning rotations.
- A further three Mi8 will be deployed over the next ten days.

- Since the start of air operations on 29 April, UNHAS has flown a total of 199 sorties to 42 destinations, with 275 passengers and 76 mt of cargo.
- The Logistics Cluster is mapping grid points, landing zones and capacity, and an initial map has been published.

Road Access Update

- Most major roads in the country are open. Village Development Committees (VDCs) can currently be accessed by road via the following routes:
 - The Nuwakot / Rasuwa: Trisuli / Bidur to Dhunche road is open. However, only small vehicles (4 x 4 jeeps) are allowed. Caution is advised due to risk of new landslides. It is not advised to travel the route at night. Relief vehicles should register with the police post in Kalikasthan before proceeding to Dhunche.
 - Dhading: The gravel road from Dhading Besi to Darkha VDC via Tripureshwor VDC and Katunje VDC is open. However only small vehicles (4 x 4 jeeps) are allowed.
 - Nuwakot: The gravel road connecting Trishuli Bazar/ Bidur Municipality, Nuwakot district to Darkha VDC via Deurali VDC and Kintang VDC is operational.
 - Gorkha: The road from Gorkha District Headquarters to Arughat (Arupokhari VDC) is operational (43 km). The road from Arughat to Soti Khola (Lapu VDC) is also open.
 - Gorkha: from 10 kilometres, a place in Mirkot VDC-Chhepetar-Bhaluswanra-Warpak VDC section (36 km) is operational. However only small vehicles (4 x 4 jeeps) are allowed. Caution is advised due to risk of new landslides.
 - Dolakha/Ramechhap: The road connecting Charikot, Bhimeshwor municipality, Dolakha district to Manthali Municipality, Ramechhap district, is operational.
 - Sindhupalchock: The Arniko highway connecting Kathmandu to Chautara Municipality, Sindhupalchock district is operational.
 - Sindhupalchock: Araniko highway between Bahrabise and Tatopani road is open.
- The following closures are reported:
 - Rasuwa: Road connecting Syafru Besi, Syafru VDC to Rasuwagadhi, Timure VDC is closed due to debris from landslide.
 - Lamjung: Besishahar-Chame Highway (61.1 km) connecting Besishahar Municipality, Lamjung district to Chame, headquarters of Manang district is obstructed at Taghrin VDC, Lamjung District.
 - Dolakha: Lamabagar VDC, Dolakha district to Singati Bajar, Jhyaku VDC is obstructed due to debris from small and large-scale landslides.
- Road access constraints are being mapped by the Logistics Cluster GIS Officer, who is collaborating with various authorities and the DFID/GIZ Risk Management Office for the collation of data. An access map is being updated on a daily basis and is available on the website at: <http://www.logcluster.org/map/nepal-access-constraints-17-may-2015>.

Logistics hubs and storage

- Current total storage capacity offered in country to the humanitarian community amounts to over 7,700 m² in Kathmandu, Dhulikhel, Bharatpur, Deurali (Ghorka district), Chautara (Sindhupalchok district) and Bidur (Nuwakot district).
- WFP, as lead agency of the Logistics Cluster, has loaned 8 Mobile Storage Units (MSU) to other organisations and assembled an additional 2 at hospitals to serve as temporary wards.

Kathmandu

- As of 18 May, the Logistics Cluster has handled 11,400 m³ (2,300 mt) of relief cargo at the Kathmandu HSA (8 MSU capacity) for 67 organisations.
- A hub has been established near Kathmandu in **Dhulikhel** with four MSUs made available for medium-term storage, enabling de-congestion of the HSA. The hub is managed by Handicap International through a partnership with the Logistics Cluster.

Chautara

- The **Chautara** forward operating hub is operational. Four Mobile Storage Units (MSUs) have been erected and eight off-road trucks positioned for local operations. This hub has the capacity to receive goods either via secondary roads or by air. Work has begun on the construction of the helipad to support incoming air cargo.

Deurali

- Five MSUs are operational in **Deurali**. However the hub is currently experiencing congestion since there is a continuous influx with insufficient cargo being moved forward.

Bharatpur

- The Staging Area in **Bharatpur** will handle inbound road cargo movements from India. Four MSUs are now in place.

Planned hubs

- The local authorities have requested support in the **Dolakha** district (**Charikot**). Additional small hubs will be established in **Rasuwa** district (**Dhunche**), **Nuwakot** district (**Bidur**) and **Dhading** district (Dhading Besi) with light warehousing support managed by Logistics Cluster partner organisations.
- An MSU has already been erected in **Bidur** to be managed by Handicap International.
- To request transport and storage services please send the Service Request Form (SRF), available at: <http://www.logcluster.org/document/nepal-service-request-srf> to Nepal.cargo@logcluster.org.

Land Transport

- The Logistics Cluster continues to facilitate a fleet of twenty-five 15 mt trucks for transport in and ex-Kathmandu. Some 240 truckloads have been transported to date on behalf of humanitarian organisations.
- There are limitations in place for trucking operators from one area to work in other areas. The Logistics Cluster has made a formal request to the government to address this issue, since increased upload capacity is required from the border into the affected areas.
- WFP has contracted two fleets of smaller 4 x 4 trucks for the regional logistics hubs (Deurali and Chautara) to provide forward transport into less accessible areas. A total of 40 vehicles will soon be in place.

- Alternative delivery mechanisms such as porters are being assessed for locations that cannot be reached by light vehicles and tractors. Discussions have already been held with TAAN (Trekking Agencies Association of Nepal) and the NMA (Nepal Mountaineering Association) to transport humanitarian cargo into otherwise inaccessible areas.
- This deployment will require the establishment of base camps. If these are not accessible by road, they will have to be associated with landing zones so that supplies can be delivered by air. A working group has been established between all interested organisations to discuss the options.

Coordination/Information Management/GIS

- Logistics Cluster Cells have been established in Kathmandu, Deurali (Gorkha district) and Chautara (Sindhupalchok district), with regular coordination meetings.
- So far, over 189 participants from over 97 organizations have attended Logistics Cluster coordination meetings.
- Information Management, GIS, Operation and Cargo Tracking Officers have been deployed to Kathmandu.
- To maximise the use of military air assets in relief activities, the Logistics Cluster has a dedicated Civil-Military Coordinator stationed in Kathmandu airport to facilitate cargo operations and provide logistics support.
- 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.

Other Logistics Gaps or Bottlenecks

- Urgent funds are needed to swiftly scale up the common logistics services ahead of the monsoon season. Expansion of services such as the augmentation of off-road truck and air asset capacity as well as possible alternative delivery mechanisms are crucial in order to ensure the fast transportation of urgent supplies into mountainous and cut-off areas.
- Detailed assessments of roads requiring clearance / repair are required before organisations can consider deploying heavy machinery to begin potential programmes.

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