Meeting Minutes, 22 March 2022
Nigeria, Maiduguri

LOCATION
Maiduguri, Nigeria – online

DATE
22 March 2022

CHAIR
Logistics Cluster

PARTICIPANTS

ACTION POINTS
• Organisations are recommended to release long standing cargo from the common storage warehouses.
• When making cargo movement request to UNHAS organisations are required to copy aircargo.consolidation.nigeriauser@intersos.org (phone: 08069251409).

AGENDA
1. Road Access
2. Cargo Movement Updates
3. Contingency Planning
4. Storage Service(s) update
5. AOB and Questions

1. Road Access

• The north route to Monguno: Transporters have been able to move to Monguno without armed escorts.
• The north-west route: Armed escorts are not required. Challenges in movement along the route have reduced recently.
• The west route to Damaturu is accessible without armed escorts.
• The south-west route to Damboa is accessible without escort. The longer route to Damboa remains the recommended alternative for movement.
• The southern route to Bama and Banki remains accessible without escort, but military is providing support to coordinate movement along the route.
• The north-eastern route is accessible without armed escort to Ngala and with escort to Rann.

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The roads from Pulka to Gwoza and Gwoza to Madagali are accessible. The military carries out regular patrols and escorts along the route (especially between Gwoza and Pulka).

2. Cargo Movement Update

- Escorts to Monguno and Damasak are being organised regularly based on requests.
- Most routes are passable without mandatory escorts. Escort requests are based on each organisation’s risk assessment.

3. Contingency Planning

- Fuel scarcity and the impact on humanitarian operations:
  - The developing situation started with a batch of contaminated fuel entering Nigeria and was then exacerbated by supply chain changes as the Ukraine response began.
  - There is a potential for supply chain disruptions. Nigeria is not expected to be directly impacted, but there is a risk of higher prices and even limited supply as demand for fuel increases in other regions.
  - Partners have started taking various steps to mitigate the risks for fuel supply to be limited or too expensive, including stockpiling contingency quantities of diesel so operations can continue.
- Rainy season planning:
  - Prepositioning is key. Locations for prepositioning include Rann, Damboa and potentially Banki.

4. Storage Service(s) Update

Monguno (Managed by Intersos)

- In the Monguno warehouse, there is five percent available storage in the food MSU and two percent available storage in the NFI MSU. In the period under review, nine partners have been provided with storage services, consisting of 842.977 m3 of cargo received and 72 consignments processed (26 received and 46 released). Currently 397.385 mt and 1,561.556 m3 of cargo is stored.
- The timber shed is full and there is 40 percent available space in the temperature-controlled storage.
- The warehouse was fully fumigated during the period.
- Intersos is appealing to partners to release long standing timber to increase available storage space.

Banki (Managed by Intersos)

- In the Banki warehouse, there is 30 percent storage space available. In the period under review, five partners have been provided with storage services, consisting of 185.322 m3 of cargo received and 56 consignments processed (8 received and 48 released). Currently 134.808 mt and 585.844 m3 of cargo is stored.

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- The timber shed is full and there is five percent available space in the temperature-controlled room.
- The WFP team performed a physical inspection and general management review.

Bama (Managed by Salient)
- In the Bama warehouse, there is 26 percent storage space available. In the period under review, five partners have been provided with storage services, consisting of 228.027 m³ of cargo moved (150.683 m³ received and 77.344 m³ released).
- The timber shed has 80 percent available space and there is 90 percent available space in the temperature-controlled room.
- The warehouse generator was serviced, and warehouse fumigation was performed.

Ngala (Managed by eHealth Africa)
- In the Ngala warehouse, there is 53 percent storage space available in the three MSUs. During the period in review, four partners have been provided with storage services, consisting of 312.341 m³ of cargo moved.
- The open slab for timber storage is approximately 72 percent full, the four MSU slabs are 65 percent full, and the two main timber sheds are approximately 97 percent full.
- A new panel for the generator installed and is working well.
- The fire extinguishers have been serviced and returned to Ngala.
- The external wall of the toilet and store have been painted.
- The generator fuel pump is faulty and need to be replaced.
- Alert levels in Ngala are high and the local curfew remains the same, starting at 17:00 for vehicles and 18:00 for pedestrians.

Dikwa (Managed by eHealth Africa)
- In the Dikwa warehouse, there is 26 percent storage space available. During the period in review, one partner has been provided with storage services, consisting of 2.16 m³ of cargo received.
- The timber shed is full.
- The MoU for January to June 2022 has been signed by 50 percent of partners.
- The security guard toilet roof has been fixed.
- Network connection remains a challenge.
- The curfew in Dikwa and the surrounding area is 20:00 for both pedestrian and vehicular movement.

Maiduguri (Managed by Intersos)
- In the period under review, 15 partners have been provided with storage services in Maiduguri, 30 consignments were stored representing 3.339 mt and 27.42 m³ cargo stored.
- Intersos has provided air cargo consolidation services to 19 partners, moving 5.775 mt and 45.996 m³ and 59 consignments of cargo to various LGAs (Local Government Areas).

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The Logistics Sector Coordinator had a project monitoring visit last week and recommendations are being drafted to improve the services.

5. AOB and Questions

* The Logistics Cluster conducted an assessment on the road network in multiple locations. Some needs for road rehabilitation have been identified and should be addressed in the near future. The roads of interest are those that are passable in the dry season but very challenging in the rainy season.
* Currently movements are limited to Thursdays, Fridays or Saturdays as the letters approving proposed movements are not released in time to allow departure earlier in the week. Partners asked if it would be possible to for the Logistics Cluster discuss the approval process with OCHA so partners can propose early week transport (Monday to Wednesday) the week prior.
* As the platform for cargo request forms moves online, there is expected to be a learning period. Trainings and assistance will be provided to support partners as they adjust to the new system. The Logistics Cluster will look into the possibility of having another refresher course for the platform for anyone that missed the last one.
* The previous cargo forms had two attachments: initial cargo and special cargo. Partners noted that the current form does not have the same special cargo section to indicate fuel or equipment items and were uncertain about whether new forms covering those specifications were still required, in which case they wanted to know how to indicate those items, or whether they were going to be added in the future. The Logistics Cluster will be looking into this area to determine what information will be required.

The next Coordination Meeting is scheduled for the 5th April 2022.

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