
LOCATION	Virtually and in-person in Baidoa
DATE	14 September 2022
CHAIR	Logistics Cluster
PARTICIPANTS	Action Against Hunger (AAH), Gargaar Relief Development Organization (GREDO), Medicines Sans Frontiers (MSF), Save the Children (SCI), United Nations High Commissioner for Refugees (UNHCR), United Nations International Childrens Emergency Fund (UNICEF), United Nation Population Fund (UNFPA), and World Food Programme (WFP)
ACTION POINTS	<p>Key requests which are from the Subnational Coordination Meeting in Baidoa are for the Logistics Cluster to:</p> <ul style="list-style-type: none">• Hold regular Subnational Coordination Meetings in Baidoa• Assess the need to establish a storage hub in Baidoa• Assess the need to position air assets in Baidoa for last mile delivery to hard-to-reach locations including Yeed , Berdale and Qansaxdhere.• Ensure that information management products are shared with logistics officers in the field• Provide regionally-focused fuel price monitoring• Organisations to share a list of local suppliers of various commodities
AGENDA	<ol style="list-style-type: none">1. Introduction to the Logistics Cluster in Somalia2. Reference Map: Bay and Bakool3. Transport Operation Overview4. Fuel Prices5. Logistics Gaps and Challenges6. Helicopter Deployment7. AOB

1. Introduction to the Logistics Cluster in Somalia

The following range of activities and services are not intended to replace the logistics capacities of individual agencies or organisations, but rather to fill identified gaps in the humanitarian supply chain, advocate for the humanitarian community's needs, and supplement the response of the community through the provision of common services,.

- **Coordination:** to address identified logistics gaps, minimise duplication of efforts, and ensure logistics efficiencies, the Logistics Cluster coordinates activities in collaboration with partner organisations and key stakeholders across Somalia (for more information please consult the [Logistics Cluster Concept of Operations](#)).
- **Information Management:** to support operational decision-making and improve the efficiency of the overall logistics drought response, the Logistics Cluster collects, analyses and

disseminates information management products (for more information please consult the [Logistics Cluster Concept of Operations](#)).

- **Common Logistics Services:** the Logistics Cluster does not intend to replace the logistics capacities of the agencies or organisations, but rather to supplement them through access to common logistics services. Access permitting, such services may be coordinated at no cost to the user, or be referred to on a partial/full cost-recovery basis, depending on the availability of funds. Services are provided by available service providers, or by WFP as the provider of last resort. Partner organizations can access common logistics services through the [Service Market Place](#) webpage and all inquiries are to be directed to the somalia.clustercargo@wfp.org e-mail. Common logistics services can take the shape of storage, air transport, road transport, and sea transport services. For more information on common logistics services, please consult the [Logistics Cluster Concept of Operations](#)).

2. Reference Map: Bay and Bakool

- Bay and Bakool are the highest affected areas of the drought in Somalia: all nine districts are classified under Operational Priority Area (OPA) 1. Currently, there are over one million people affected by the drought, including 109,680 people who are facing catastrophic levels of food insecurity and 145,931 people who have been displaced.
- The Logistics Cluster presented a comprehensive supply chain route map for the two regions to provide a clearer vision on routes for the transportation of in-kind supplies by road and air.
- The roads to and from Xuddur are inaccessible (Reb Dhurre – Xuddur, Ceel Berde – Xuddur, Tayeeglow – Xuddur and Baidoa – Wajid – Huddur).
- The roads from Baidoa to Diinsor and Baidoa to Qansaxdhere are also inaccessible.
- Cargo movement can be facilitated with commercial transporters from Mogadishu to Berdale, Buur Hakaba and Baidoa as well as from Ceel Berde to Reb Dhurre and from Beletweyne to Tayeeglow.
- There are functional airstrips in Huddur, Ceel Berde, Baidoa, Waajid, Buur Hakaba, Qansaxdhere, Diinsor and Berdaale.
- There is a warehouse storage facility in Huddur (48mt) and Baidoa (1220mt).

3. Transport Operation Overview

- Thus far in 2022, the Logistics Cluster:
 - The Logistics Cluster has supported 12 organizations (CESVI, United Nations High Commissioner for Refugees (UNHCR), HAPPEN, IOM, Action Against Hunger (AAH), Ministry of Humanitarian Affairs and Disaster Management (MOHADM), Gargaar Relief Development Organization (GREDO), Global Resilience Research Network (GRRN), UNICEF, Concern Worldwide, Save the Children (SCI) and Ministry of Health (MOH)).

- As result 400,88 mt of supplies were transported (Nutrition, WASH, Health, Education, Food Security and Livelihood (FSL) and Shelter/Non-Food Items (NFIs)) to 6 locations (Baidoa, Diinsor, El Berde, Huddur, Qansaxdhere and Wajid) on a free of user (FTU) basis.
- Under a Bilateral Service Provision (BSP) agreement, the Logistics Cluster can transport supplies which do not fall under the Logistics Cluster drought response mandate.

4. Fuel Analysis

- Compared to other regions, fuel prices are the highest in Bay and Bakool.
- In Bay and Bakool region, the fuel prices have been increasing since January 2021 from 0.77USD in January 2021 to 1.44USD in August 2022.
- Partners mentioned that one of the reasons driving these price increases is the monopoly sustained by the limited number of permitted suppliers in the Bay and Bakool regions.
- The Logistics Cluster will carry out more assessments to understand the situation better

5. Logistics Gaps and Challenges

- Accessibility by road is very limited in the Bay and Bakool regions. Most roads are not tarmacked which makes it in particularly challenging to travel during the rainy season. In addition, most roads are controlled by non-state actors which makes access to different routes very difficult.
- Partners have mentioned that unbranded supplies are easier to transport in the regions than branded supplies.
- Partners have mentioned that the Bay and Bakool authorities are strongly encouraging the purchase of food and non-food items locally, rather than importing those items. Partners also support this perspective and wish to purchase supplies locally if feasible, making it easier and cheaper to transport them to final destinations. Partners discussed how the Logistics strategy needs to focus on sustainability.
- Partners are expected to share a list of Bay and Bakool suppliers of various commodities.
- Partners mentioned that, prior to 2018, convoys were being organised from Mogadishu to Baidoa and reckon that it could be cost efficient to investigate the possibility of revitalizing these convoys for the coming months to reduce transportation costs from Mogadishu to the Bay and Bakool regions.
- Partners mentioned that there is currently a lack of storage space for humanitarian supplies in the Bay and Bakool regions. Partners have requested for the Logistics Cluster to explore the possibility of establishing a temporary storage space on a free to user basis.
- Partners store most of their cargo in Baidoa; however, there is currently no direct flight from Baidoa to Berdale. To use the road from Mogadishu to Berdale is sometimes more expensive due to the security arrangements that need to be put in place.
- Partners to share transportation needs from Baidoa to Berdale and Qansaxdhere.

6. Helicopter Deployment

- WFP deployed a helicopter which is now operational in Mogadishu for an initial period of two months with a focus on delivering supplies to locations where fixed wing aircraft cannot land.
- The need to maintain the asset will be reassessed based on needs. Partners to share transportation needs to hard-to-reach locations currently not reachable by fixed wings aircrafts.
- Partners have requested the facilitation of helicopter flights from Baidoa to Yeed and to Qansaxdhere.

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