

GAPS AND NEEDS ANALYSIS

CONTEXT

Cabo Delgado Province was seriously affected by the category 4 Tropical Cyclone Kenneth that hit Mozambique on 25 April 2019. The infrastructure was considerably damaged in the center of the province, in the Macomia and Quissanga districts, and in particular on the islands of Ibo and Matemo, leaving the population without shelter, food and basic necessities.

Since mid-December 2019, Cabo Delgado Province has suffered considerable damage from rain and strong winds and the bridges, some of which were destroyed by Cyclone Kenneth, have suffered seriously.

On 28 December, the orange alert was declared by the government for all provinces in the country in order to accelerate the mobilization of resources to assist the affected population - and considering that the rainy season will end only in April. The infrastructure, already weakened since the passage of Cyclone Kenneth, was seriously damaged, closing the access routes to the center and the north of Cabo Delgado Province. According to the National Institute for Disaster Management (INGC), nine bridges were destroyed and the main roads were interrupted, creating various challenges for the movement of people and cargo.

Humanitarian access is also affected by security problems, especially in the Muidumbe, Macomia and Quissanga districts, where a high number of attacks have taken place.

The local government expressed its concern about stockouts of staple products and other products (fuel) in the district of Macomia and the northern districts of the province.

According to the recent government report of 5 February 2020, the province registered about 3,075 families (corresponding to 14,961 people) affected. There are about 20 humanitarian organizations (UN agencies, IONGs and NGOs) working in the province to provide humanitarian assistance.

The emergency preparedness project in the area of logistics was started in September 2019 in Mozambique with the main objective of strengthening national logistics capacity through the establishment of a coordination and information sharing mechanism with government institutions and key humanitarian actors.

In this context and in response to the emergency situation, a Cabo Delgado logistics working group was established in Pemba on 17 January. Since then, INGC has worked together with the Logistics Cluster, under the leadership of the World Food Programme (WFP), on the implementation of this coordination mechanism in order to facilitate information sharing between key partners. WFP has mobilized additional resources to support the planning and execution of logistics operations, improving coordination and collaboration between key government partners and humanitarian partners.

SUMMARY OF MAIN FINDINGS

From the meetings held with key partners, the logistics gaps and needs evaluation workshop organized in Pemba on 6 February, as well as the collected reference documents (including a map of physical access constraints), the challenges affecting the operational context seem to be more linked to the lack of transport services and security problems.

Need for sectoral coordination or support for information management: Coordination between humanitarian organizations needs to be maintained. The Logistics Working Group, based in Pemba and led by WFP, was created with the presence of key humanitarian organizations with logistics experience and presence in Cabo Delgado Province. There is a working group led by INGC and government institutions that started discussions with the humanitarian community to solve the challenges related to transport and infrastructure.

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The mailing list and WhatsApp group must be maintained. The online page dedicated to the Mozambique Logistics Cluster will continue to be an active platform to access important information and logistics updates. WFP will continue to raise awareness of d-LCA and other available tools.

There is no need for common transport and storage logistics services: There are logistics service providers available in Cabo Delgado and Mozambique that are able to meet the current operational needs of humanitarian partners to implement their response plans in terms of both storage and transport to respond to the growing needs of the affected population of Cabo Delgado Province.

METHODOLOGY

I. Purpose of the exercise

In order to meet the expectations of the Cabo Delgado Emergency Operational Centers (COE), a logistics Gaps and Needs Assessment (GNA) exercise was carried out in the first week of February with government institutions and humanitarian partners. The main objective was to develop a series of recommendations in partnership with the provincial authorities and the humanitarian community, and allow other humanitarian actors to contribute to an effective and efficient emergency response in Cabo Delgado Province.

The exercise, carried out in Pemba, is part of the logistics preparedness project that started in Mozambique in September 2019 and is supported by the Global Logistics Cluster.

The following specific objectives were defined:

- ✓ Strengthen the coordination mechanism with the INGC provincial delegation and the sharing of logistics information between key actors;
- ✓ Identify existing operational gaps and constraints that could undermine the humanitarian response;
- ✓ List common needs and appropriate solutions;
- ✓ Develop recommendations to respond to common challenges.

The focus of the exercise was on the proposal of operational decisions and a logistics response strategy appropriate to the current context of Cabo Delgado Province.

II. Expected results

- ✓ The identification of existing operational gaps and constraints that may delay humanitarian assistance in the area of logistics coordination, information sharing, logistics services and other support;
- ✓ The identification of proposed solutions to address the crucial operational gaps;
- ✓ Reinforced coordination/cooperation mechanisms between humanitarian agencies;
- ✓ Defined recommendations for responding to the humanitarian emergency.

III. Methodology used

Before carrying out the GNA exercise, several meetings were held in order to obtain a better understanding of the operational context, to identify the logistics challenges faced by key partners and to collect logistics information regarding needs and potential transportation services:

- ✓ Individual interviews with humanitarian organizations and authorities: CARE, OXFAM, Save the Children, MSF, Caritas, OCHA, INGC, CFM, DPIC, DPTC;
- ✓ Constitution of the LWG - Cabo Delgado Logistics Working Group with humanitarian partners (17 January);
- ✓ Meetings of the Cabo Delgado LWG on 21 and 28 January, led by the WFP.
- ✓ Coordination meeting on 22 January, led by the INGC Delegation of Cabo Delgado and WFP with the following Provincial Directorates: Industry and Commerce (DPIC), Transport and Communications (DPTC), Public Works (DPOPHRH), Energy and Mineral Resources (DPRME), Ports and Railways of Mozambique (CFM), Customs, and representatives of the humanitarian community (WFP, OCHA and IOM).

The information was collected through:

- ✓ Individual interviews with five humanitarian partners and four coordination meetings (above listed).

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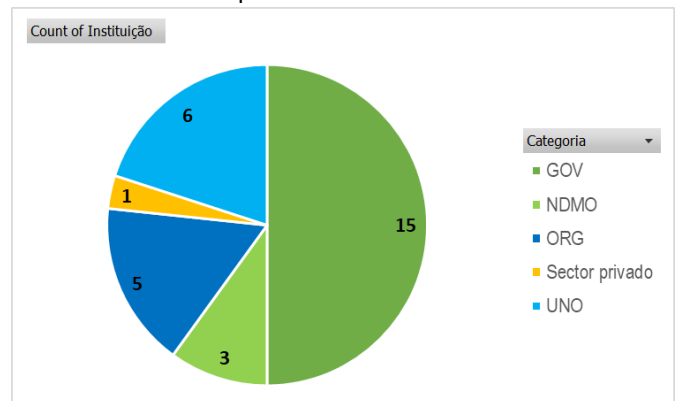
Cabo Delgado Province



- ✓ Meetings with companies providing air, sea and land transport and fuel services. This information will enable the update of the Logistics Capacity Assessment (LCA) of Cabo Delgado Province.
- ✓ Review of key documents: Leadership Forum meeting minutes and situation reports.

The GNA exercise carried out in Pemba allowed to gather 24 institutions and 29 participants from Cabo Delgado Province to analyze the gaps and challenges identified in order to propose appropriate solutions to facilitate humanitarian logistics operations to respond to emergency response needs.

The table below shows the institutions represented:



#	Institution	Complete Name	Category
1	INGC	National Institute for Disaster Management	GOV
2	ARA Norte	Northern Water Regional Administration	GOV
3	INAM	National Institute of Meteorology	GOV
4	ADM	Mozambique Airports Administration	GOV
5	DPASA	Provincial Directorate of Agriculture and Food Security	GOV
6	DPEDH	Provincial Directorate of Education and Human Development	GOV
7	CARE	CARE	Org
8	Caritas Pemba	Caritas Pemba	Org
9	DPS	Provincial Department of Health	GOV
10	MSF	Doctors Without Borders	Org
11	ANE - CD	National Road Administration	GOV
12	ICRC	International Committee of the Red Cross	Org
13	DPTC	Provincial Directorate of Transport and Communications	GOV
14	CFM	Ports and Railways of Mozambique	GOV
15	DPOPHRH	Provincial Directorate for Public Works, Housing and Water Resources	GOV
16	UNICEF	United Nations Children's Fund	UNO
17	DPGCAS	Provincial Directorate for Gender, Children and Social Action	GOV
18	DPIC	Provincial Directorate for Industry and Commerce	GOV
19	CTA-Mueda	Confederation of Economic Associations	Private Sector
20	DPT ADER	Provincial Directorate for Land, Environment and Rural Development	GOV
21	OXFAM	OXFAM	Org
22	IOM	International Organization for Migration	UNO
23	OCHA	United Nations Office for the Coordination of Humanitarian Affairs	UNO
24	WFP	World Food Programme	UNO

LOGISTIC CONTEXT OF CABO DELGADO

Humanitarian partners have provided humanitarian assistance to the population affected by Cyclone Kenneth (about 75,000 people), in particular in the districts of Macomia, Quissanga and the island of Ibo. In total, there were about 10 humanitarian organizations identified as key partners in terms of the volume of cargo handled. OCHA has mapped the location of organizations in Cabo Delgado Province.

Existing access restrictions have a considerable impact on the emergency response capacity of the humanitarian community to continue to assist the affected populations in various districts of Cabo Delgado (Quissanga, Macomia, Ibo, Mocimboa da Praia, Palma, Nangade, Mueda, and Muidumbe). In addition to humanitarian assistance, the same operational logistics challenges impact the government and private sector for the supply of any goods.

I. Road Transportation

Only 20% of roads are paved and 80% are dirt roads. Heavy rains have further aggravated the already critical access situation, cutting off the access to the center and north of the province, which is extremely worrying.

Humanitarian partners find it difficult to reach the affected populations in the central zone, in particular the districts of Macomia and Quissanga, and the northern zone, Mocimboa da Praia, which are inaccessible by land (access through roads N380 and R762 was cut off due to collapsed bridges).

- **Pemba - Macomia (N380) via Sunate:** the collapse of the Montepuez Bridge on 28 December, as seen on the photo on the right, left 9 isolated districts.

INGC provided 3 boats, with a maximum capacity of 12 passengers with life jackets, for the population to be able to cross the river. The detour built next to the broken bridge is not a reliable access to reach Macomia because it was washed away by the river current after heavy rains.

- **Pemba - Metuge - Quissanga (R762):**

The bridge over Montepuez River was damaged last year

with the passage of Cyclone Kenneth. No vehicle can pass; the crossing is possible by boat. An additional assessment was made of the road showing parts in poor condition, in particular at the Metuge level during the rainy season. ANE (National Agency of Roads) intends to build a metal bridge and the execution deadline is end of March 2020.

- **Pemba - Montepuez (N14):** accessible by 30-ton trucks.
- **Quissanga - Bilibiza - Mahate - Macomia:** accessible by trucks with a maximum capacity of 5 tons.
- **Macomia - Mucojo:** access suspended for security reasons.
- **Montepuez - Meluco - Macomia (R767):** Trucks are unable to use this road. The route remains highly challenging for 4x4 light vehicles.
- **Montepuez - Mueda (R698):** The road was interrupted due to recent floods.
- **Mocimboa da praia - Macomia:** It is not possible to get to Macomia because the bridge over the Messalo River collapsed. The government plans to build a metal bridge. The works are still ongoing and the execution was scheduled for the end of February 2020. The districts of Mueda, Muidumbe and Nangade are accessible by land from Mocimboa da Praia. There is a road between Ouasse and Xitaxi that cannot be used for security reasons or under police escort.



II. Air/sea transportation

Cabo Delgado Province has a main airport in Pemba with two intersecting runways, the longest is 1,800 m long and 45 m wide. The parking area of about 20,000 m² can fit six aircraft. There are officially open runways for commercial flights in Mueda (military runway), Mocimboa da Praia, Palma (2.8 km runway) and Ibo. The operated flights or charters available are only for passengers and there are no cargo flights within the province. At least three companies were identified to offer this service.

Macomia's runway is officially closed and an authorization is required to open the runway. A request was submitted by WFP on 17 January to reopen Macomia runway. The runway was inspected on 5 February and some rehabilitation and cleaning works are necessary.

Two aircrafts with fixed wings, one with capacity of 1 mt of cargo and 9 passengers, and the other a capacity of 7 mt of cargo, were identified locally to provide air transport services (cargo and/or passengers) to the runway of Macomia (reopening ongoing), Ibo, Mocimboa da Praia and Matemo (runway not yet operational). There are routine flights to some of the locations, provided by a commercial airline in Pemba-Palma.



Macomia airstrip

In terms of port capacity, the port of Pemba has a pier of 183 meters in length and a width of 17 meters, with a total area of 3,103 square meters. It has two docking fronts, with different depths (2-5 meters and 7-8 meters). There is also a storage capacity of 20,000 square meters. The terminal is served by a 25-ton gantry, seven forklifts and two tractors.

There is a port in Mocimboa da Praia with limited capacity. It has a crane managed by the LBH company that can be rented (cost per hour + cost of mobilization + port taxes).

The identified means of sea and river transport are as follows:

- ✓ TOTAL vessel *Alpha Transporter* with capacity of 1000 tons, being used by humanitarian partners operating in the northern districts. Rotation from Pemba to Mocimboa da Praia once a week. Free of cost. The use of space is minimal and in the first rotations, only the trucks were loaded, due to the fact that it does not have a crane. However, the space dedicated to humanitarian cargo is very limited and the service offered to the humanitarian community has been varied. In the future Pemba-MdP rotations, 20-foot containers will be used to allow maximizing the vessel's capacity.
- ✓ Rani Resort Mozambique's vessel AMANI with capacity of 50 tons, that can dock on the beach directly, is being used to transport cargo to Ibo and then onwards to Matemo and Quirimba. The other possible destinations are Quissanga and Mucojo.
- ✓ For security reasons, Quissanga beach is currently inaccessible. A large vessel with a capacity of 1,500 mt has been identified to transport essential goods to Mocimboa da Praia and Palma. The mobilization of small boats is necessary to facilitate the transport of cargo and passengers to Quissanga, Ibo, Mucojo and over Montepuez River.
- ✓ Small boats of up to 7 tons are available in Pemba, preferably for short distances.
- ✓ Boats are available in Rio Montepuez and Rio Messalo for the transportation of people and cargo mobilized by INGC and others. Humanitarian partners manage to get cargo transported via boats with some difficulty.

III. Fuel

Fuel is available in the provincial capital of Pemba at the fuel pumps as well as at the Petromoc headquarters, which supplies the other Petromoc pumps in the province.

Macomia has a lack of fuel. The Puma fuel pump has been emptied since the beginning of January. Small quantities in jerry cans of 25 liters are transported with the boats available on Montepuez River.

In Quissanga, there is only one fuel pump supplied by the company Petromoc, which has been without diesel since the end of January, and the gasoline stock is likely to run out as well.

In Mocimboa da Praia, fuel is available, because it was transported by sea from Pemba on the TOTAL vessel, but prices rose considerably from 68 Mzn to 150 Mzn per liter.

IV. Humanitarian access

Humanitarian access is limited for the following reasons:

- ✓ The collapse of the bridges over Montepuez and Messalo rivers caused a reduction in road access due to damage to the infrastructure after heavy rains.
- ✓ The security situation in the center and north of Cabo Delgado Province.

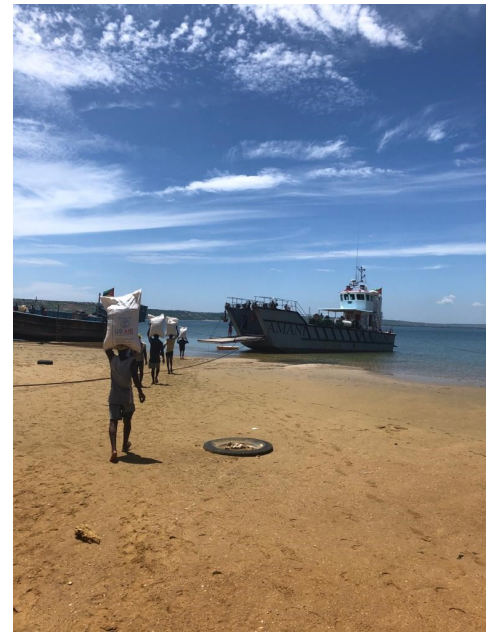
OPERATIONAL LOGISTICS NEEDS OF PARTNERS

I. Air/Sea/Land Transportation

Humanitarian organizations mainly need access to information regarding locally available logistics services: transport by air, sea/river and land, fuel supply and storage.

It was not possible to collect the exact data on the needs of humanitarian partners in terms of the volume of cargo to be moved for the next three months. WFP is the humanitarian partner with the largest volume of cargo to distribute and with its local partners provides food assistance to more than 130,000 people affected by Cyclone Kenneth in the province.

Access to the affected areas by air and sea must be restored over the next three to six months to distribute critical lifesaving items. Considering the current challenges regarding access routes, partners need transport to ensure the movement of passengers and cargo delivery (food, non-food items, and medicines) from Pemba to the central and northern districts of Cabo Province. Many partners are looking for integrated options for shipping cargo by land, air and sea/river.



Sea/river and air transportations are the only transport possibilities from Pemba to the main destinations of Mocimboa da Praia, Macomia, Quissanga, and Ibo. At these entry points, organizations need to have appropriate equipment and staff to unload the cargo in order to allow for fast cargo overflow.

In the case of maritime transport, there is a need to identify service providers in Pemba capable of providing 20-foot containers, and to take care of administrative procedures with the port authorities for shipping cargo on the Alpha Transporter vessel or another barge vessel. Partners also need to have access to different types/models of trucks to transport humanitarian cargo to the affected populations within the province.

II. Warehousing and handling services

In line with the expansion of activities in the province, humanitarian organizations mainly need secure warehouses in Pemba, Macomia, Mocimboa da Praia, and likely in Palma and the islands of Ibo and Matemo. Organizations require the flexibility to choose between direct management, subcontracting or transferring logistics activities to their implementing partners.

At these locations, organizations require access to service providers capable of assisting with handling equipment and qualified personnel to manage loading and unloading of cargo in a timely manner, respecting standards and needs. Partners need additional storage space in Pemba for the needs of Cabo Delgado Province and in the main coastal towns. Storage facilities would also be required on both sides of the Montepuez River (N380).

III. Fuel

Humanitarian organizations need a continuous, reliable and stable fuel supply to be ensured in the main cities of Pemba, Mocimboa da Praia and Macomia.

IV. Access to logistics information

To ensure an efficient and continuous supply chain, humanitarian organizations must have access to reliable and useful logistics information to enable them to ensure an uninterrupted and efficient supply chain. A list of available air, sea and land transport services is being compiled between partners for everyone to have access to information and services available in the Province. There is a need to update the logistics capacity of Cabo Delgado Province (LCA).

LOGISTICS CHALLENGES AND GAPS

The general logistics challenges and constraints identified are as follows:

- ✓ Complex airport and port administrative procedures for handling humanitarian cargo and fees/costs applicable for commercial cargo but not humanitarian cargo;
- ✓ Occurrence of heavy rains upstream of the Montepuez River, increasing the flow in the section of the rehabilitation works;
- ✓ Humanitarian access is limited in general to the central and northern areas;
- ✓ Ensuring a safe working environment;
- ✓ The local market is very fragile: the majority of traders in the districts of Macomia, Quissanga, Palma, Nangade and Mocimboa da Praia face shortages of stock.

I. Air and sea/river transport

The combination of different means of transportation increases the costs of storage and handling in Pemba and Nacala, and at the delivery points in Ibo, Macomia, Matemo, and Mocimboa da Praia.

Macomia has air-conditioned storage access and the existing runway is officially closed. The Ibo runway has a limited capacity with little cargo handling capacity, and there is a military runway in Mueda subject to authorization by the authorities. Quissanga and Mucujo have only limited air-conditioned storage access by sea (docking on the beach); there are no landing strips.

The islands of Ibo and Matemo are accessible by sea. The port of Ibo has a limited capacity.

The port of Mocimboa da Praia has a limited capacity for boats with a maximum of 3 meters and the port is congested due to the low capacity of handling 40-foot containers (a crane is available and managed by LBH) and low or nonexistent handling capacity via dockers. The government has a 150-ton vessel with a mechanic breakdown.

In terms of river transport, the following gaps and challenges were identified:

- ✓ Use of small boats only for the transport of passengers and no boats dedicated only to the transport of cargo;
- ✓ Boats mobilized by INGC need maintenance (engines damaged due to sand banks).

II. Road transport and infrastructure

The lack of paved roads and the routine maintenance of existing roads and infrastructure represents an important challenge. As long as heavy rains continue until March-April, most roads to the central and northern parts of the province will remain interrupted, which prevents the distribution of humanitarian and commercial goods by truck.

Compliance with the timelines for carrying out rehabilitation works is an enormous challenge due to access difficulties, security problems and the occurrence of heavy rains. The assembly of the two metal bridges over Montepuez and Messalo rivers is scheduled for the end of February/March 2020. Some roads will be accessible from June 2020.

III. Storage

Due to the level of insecurity, finding a secure warehouse on both sides of Montepuez River and in Mocimboa da Praia and Macomia is a challenge. However, it is possible to find solutions following a coordinated approach and by sharing among humanitarian partners where the cargo volumes justify such a strategy.

In addition, warehouse management training will be necessary to strengthen management skills and compliance with quality and control standards.

IV. Fuel

Generally speaking, fuel is not available in the central zone because tank trucks cannot use normal land routes and supply the pumps located in Mocimboa da Praia in the north and Macomia and Quissanga in the center of the province. Overall, fuel is not widely available in the north of Cabo Delgado Province.

V. Humanitarian access

Logistics arrangements must be considered simultaneously with security needs. Some road parts require police escort.

KEY RECOMMENDATIONS

I. Access to information on transport logistics services for humanitarian cargo

To facilitate transport by air and sea, mechanisms must be found to facilitate and simplify loading and unloading procedures at the airport and port of Pemba and Mocimboa da Praia. For example, partners found it difficult to understand how loose cargo is loaded at the port of Pemba. Also, there is a need to clarify the procedures with the Port Administration. Formal support from INGC (letter of exemption from fees) is key to having easy access.

- **Sea/river transport**

Besides the vessels and means of transportation available in the province as listed above, there is a need to look for other existing options at the regional (Nacala) and national level.

Humanitarian cargo can be sent directly from Pemba or Nacala to nearby destinations (Ibo and Matemo Islands, Quissanga, Mucujo) using small barges that can dock on the beach, with access limitations due to the tide and the presence of sandbanks increasing the costs of maritime transportation.

To ensure the transshipment operations of the goods at the crossing of the Montepuez River, the repair of the existing boats of the INGC is a good solution to increase cargo transport capacity. Crew and equipment (fuel, engines, safety equipment, etc.) are also needed. In addition, if the volume of cargo transported by boat on the Montepuez River would be increased, a warehouse in Muaguide on both sides of the river should be arranged and positioned to better manage flows.

There is also a project initiated by a partner organisation for the construction of rafts for the transportation of cargo over Montepuez River.

- **Air Transport**

The existing runways in Mueda (military runway) and Mocimboa da Praia could be used to transport humanitarian goods. In addition, other potential leads should be identified with an assessment of required rehabilitation works.

There is a need to quickly identify football fields in each isolated district to facilitate access for helicopters to provide support for last mile cargo movements to isolated areas.

The long-term solutions that have been discussed with partners are to ensure the maintenance of existing runways and the reopening of closed runways to respond to future emergencies. If necessary, the possibility of building another large-capacity runway or expanding one of the existing runways in the center of the province should be evaluated.

- **Road access/transportation**

There are some solutions that could be implemented to allow access to isolated districts. Good coordination with key focal points is necessary to allow sharing of information with humanitarian partners on access to roads, rules and regulations.

There are several focal points of INGC and ANE located in each district that could inform in real time about the state of the roads after rains and the mobility conditions (type of transport and maximum authorized capacity).

For example, the R698 road from Montepuez to Mueda could be used as an alternative road for light trucks (up to 10 tons) to supply the northern area. The road from Mueda to Mocimboa de Praia is a paved road, accessible by 30-ton trucks. Also, the conclusion of the diversion of the N380 road, over the Montepuez River, should be possible if rains have decreased.

Road rehabilitation and bridge reconstruction are long-term activities. The current conditions, associated with security issues, do not allow the execution of works within the defined deadlines. Specialists should be engaged for studies and surveys of the construction of drainage devices and construction of new bridges, giving particular attention to the bridge over the Montepuez, Messalo and Megaruma rivers. Asphaltting of the coastal roads Muepane-Quissanga and Muchara-Mecufi should be carried out. The government may request support from the private sector if it does not have the necessary funds for such repairs.

II. Provision of handling and storage services

Partners must have access to information on the availability of locally identified warehouses and handling service providers.

III. Coordination and information sharing

The weekly meetings of the Logistics Working Group, created in Pemba on 17 January and led by WFP, facilitate the dissemination and sharing of key logistics information on road access, transport options, and available storage. The meetings also allow to discuss logistic gaps and challenges, to work together to optimize the logistics operations of the humanitarian community in the province, and to share logistics information and contacts. The transport of relief goods to the affected areas is being reorganized and is facilitating the joint movement of cargo for the government and the humanitarian community. This coordination mechanism must be kept active, with the sharing of information and the continuation of the Logistics Capacity Assessment (LCA).

WFP is currently supporting INGC in Cabo Delgado as co-leader of the Logistics Working Group, in order to improve the effectiveness of the emergency response based on shared information, optimize the use of available local resources, and establish an appropriate mechanism for coordination with key humanitarian partners and government institutions. This collaboration and support should be extended during the emergency response phase and maintained after the emergency.

The Logistics Gaps and Needs Assessment (GNA) exercise with government institutions and humanitarian partners marks an important step towards ensuring coherent cooperation between provincial authorities and the humanitarian community and gives space to discuss available logistics capacity and needs of operational partners and to analyze gaps and logistics constraints.

The Logistics Working Group should be kept active and proactive in collecting and sharing logistics information. It is important to identify a focal point from INGC and/or WFP, who will report any change in the situation at the national coordination level.

Non-logistics coordination could be achieved by setting up a working group on humanitarian access, led by OCHA or another competent body.

IV. Information management

Communication tools (WhatsApp group, email list) are already used by partners to share information.

Other tools are available on the website dedicated to Mozambique, <https://logcluster.org/preparedness/moz19>, such as maps, Standard Operational Procedures and the digital version of the logistic capacity assessment (d-LCA).

RECOMMENDATIONS

Maintaining of the sectorial logistics coordination mechanism with information sharing about the logistics capacity available in the local market and promote continuous collaboration and partnership between humanitarian organizations and government institutions through regular meetings and the use of logistics information sharing tools.

Mobilization of additional means of transport: helicopter and boats. If the existing capacity in the local market is sufficient to cover the needs of the partners, there will be no need to mobilize more resources - only if there is a common gap identified.

Increasing the storage capacity in Pemba if justified by the needs of partners.

Improving the load handling process (loading, unloading) at the points of entry (Mocimbao da Praia, Pemba, Macomia).

Sensitization and training of partners on the use of tools developed by WFP in order to obtain reliable and useful logistics information (such as LCA website).

Ensuring regular monitoring of the operational context of Cabo Delgado, assessing constraints and gaps over the months.



Participants in the Gap Analysis and Logistics Needs Exercise in Pemba on 6 February 2020.