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# MOZAMBIQUE CLOSURE REPORT

PHOTO

**Offloading at Chimoio Airport**

-- Logistics Cluster, Mozambique, 2019

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# OVERVIEW

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On the evening of Thursday 14 March, Category 3 Tropical Cyclone Idai made landfall in Beira, Mozambique's fourth largest city, bringing high wind speeds of up to 224 km per hour and heavy rains. The cyclone followed extensive flooding throughout the Mozambique provinces of Sofala, Zambézia, and Manica Provinces in early March, causing significant infrastructure damage and interrupting regular supply routes.

On 25 April, Mozambique was hit by a second cyclone. Category 4 Tropical Cyclone Kenneth made landfall in Cabo Delgado province, bringing wind speeds of up to 200 km per hour and heavy rains. The cyclone left a trail of destruction in the districts of Quissanga, Macomia and Ibo. On Ibo and Matemo islands, 90% of infrastructure was reported to be severely compromised.

Both cyclones caused significant damage to the logistics infrastructure across the affected areas including warehouses, roads and bridges. According to OCHA, Cyclone Idai left 1.85 million people in need, and Cyclone Kenneth an additional 374,000, resulting in over 2.2 million people affected, of which around 2 million were targeted for assistance.

On 20 March, the Logistics Cluster was activated. The World Food Programme (WFP), as lead agency of the Logistics Cluster, was requested to support the government-led response, and provide coordination and information management support, as well as facilitating access to common logistics services to assist the humanitarian community in their efforts to deliver life-saving items across affected areas. WFP as cluster Lead Agency acted as 'provider of last resort', offering common logistics services to fill identified common logistics gaps in the humanitarian supply chain and supplement the response of the humanitarian community through the provision of common logistics services. Overall, the cluster supported 102 humanitarian organisations throughout the humanitarian response.

As the situation improved and national structures had the capacity to meet humanitarian needs, the Logistics Cluster transferred the core cluster functions to the national NDMO and began to phase out facilitation of common logistics services. In its exit strategy, the Logistics Cluster included a transition phase until formal deactivated of the cluster, which comprised the provision of technical support in logistics preparedness to the NDMO. The rollout of preparedness initiatives following the Cyclone Idai and Cyclone Kenneth operation, solidifies the cluster's commitment to strengthening global-regional-local networks, capacities and collaboration, before, during and after emergencies.

# COORDINATION

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The response was led by the Instituto Nacional De Gestão de Calamidades (INGC), Mozambique's National Disaster Management Agency. Following Cyclone Idai, the Logistics Cluster set up coordination cells in Maputo, Beira, and Chimoio. After Cyclone Kenneth, an additional cell was established in Pemba.

From the outset of the operation, the Logistics Cluster held regular meetings across the established coordination cells, providing an information and coordination platform to emergency responders (including INGC, line ministries INGOs and UN agencies) in order to enhance collaboration and partnership, avoid duplication of effort and define a common strategy to implement the Emergency Response Plan.

As lead agency of the Logistics Cluster, WFP also advocated for logistics funding, attended OCHA inter-sectoral meetings, and ensured key logistics issues were taken up in at decision making fora.



*Coordination meetings*



*Organisations supported*

*Daily briefing, Beira airport*

# INFORMATION MANAGEMENT

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The Logistics Cluster supported responding organisations with the collection, analysis and dissemination of key logistics information including access constraints, transportation options, available storage, as well as providing operational links to the various responding actors.

Through a dedicated webpage, the Logistics Cluster enhanced partners' operational decision-making through the publication of critical information. The page served as a central repository for important logistics updates, including: Concept of Operations, access constraints maps, coordination meeting minutes, Standard Operating Procedures and forms to access the common logistics services, situation updates as well as key documents provided by the government and relevant UN agencies such as procedures for customs clearance.

Information was also disseminated regularly through dedicated mailing lists, one for the Idai response and another for the Kenneth response. Towards the end of the emergency phase, and as activities between the two responses aligned, the two lists were merged into a single mailing list.

A total of 94 social media updates were also published in relation to the Mozambique operation across Logistics Cluster Facebook, Twitter, Instagram and LinkedIn, reaching more than 363,000 people.

 192

*Information updates published*

 14,270

*Pageviews of Mozambique operational documents*



*Coordination cell, Maputo*

# AIRPORT AUGMENTATION

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Following Cyclone Idai, Beira Airport experienced high levels of congestion due to the rapid influx of humanitarian cargo arriving via air. To support with airport augmentation and ensure the rapid offload of critical aid, the following took place:

- The United Kingdom's Department for International Development (DFID) loaned Air Cargo Handling Equipment (ACHE). Allocation of the equipment was coordinated by the Logistics Cluster for common handling, improving the efficiency of operations at Beira airport. It was only with this equipment that wide-bodied aircraft could be operated at Beira airport, which became even more critical once Beira airport became the only option for the landing of wide-bodied aircrafts in Mozambique. The equipment, jointly with trainers to build the capacity of the airport's handling service providers, arrived in Beira on 27 March. As previously agreed with DFID, some heavy handling equipment were repatriated on 19 April while the light equipment was donated to the Airport Authorities.
- The DHL Emergency Response Team leader supported Airport Authorities in Beira to cope with the increased activities of the humanitarian response and optimise the flow of incoming/outgoing aircrafts.
- Airbus staff supported airport authorities with the overall design of air operations.
- A UNHRD Rapid Response team was deployed, supporting with reception and dispatch of cargo at the airport, as well as assessing storage capacity and setting up Mobile Storage Units where needed, supporting warehouse management, and loading/dispatching items for helicopter operations.

During the first month of the **Cyclone Idai response**, the Logistics Cluster facilitated the reception of **81 incoming flights and supported the offloading of 1,832 mt** of humanitarian cargo. In addition, in the aftermath of **Cyclone Kenneth** in Pemba, the Logistics Cluster facilitated the reception of **20 cargo flights, supporting the offloading of 311 mt** of humanitarian cargo.

# LOGISTICS EMERGENCY TEAM

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When Cyclone Idai hit Mozambique, efforts to deliver humanitarian assistance to those in need were challenged by the storm's impact on logistics infrastructure. Prior to the cyclone making landfall, and throughout the Mozambique operation, the Logistics Emergency Team (LET) assisted through their local networks of partners, supporting the logistics response with information provision on infrastructure capacity, access constraints and ocean transit times. The Logistics Cluster was then able to share details on road conditions, vehicle tonnages and expected transit times with partners. In addition, the LET also supported the humanitarian response with storage solutions, lending out containers and moving them between the airport and port.

# COMMON SERVICES

Following both Cyclone Idai and Cyclone Kenneth, significant damage to logistics infrastructure was reported. Access to affected areas was particularly difficult, with several areas only accessible by air. The Logistics Cluster supported the Government of Mozambique, and humanitarian actors, through the facilitation of access to common services as identified through ongoing assessments of available logistics capacity, partners operational needs and the identification of logistics gaps and bottlenecks.



**1,827 mt**

*Cargo transported*



**3,974 m<sup>3</sup>**

*Cargo stored*



**3,238 litres**

*Fuel distributed*



# AIR TRANSPORT

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In the direct aftermath of Cyclone Idai and Cyclone Kenneth, air transport was critical, with the storms causing extensive flooding, and impacting logistics infrastructure such as roads and bridges. The Logistics Cluster coordinated access to common air transport services (air bridges and last mile), allowing humanitarians to supply relief cargo into Beira and Pemba and to reach the hardest-to-access locations in areas affected by the cyclones, particularly the Sofala district in Central Mozambique and the Mucojo district north of Pemba.

WFP Aviation supported the emergency throughout the entire operation providing the necessary resources and expertise to establish an efficient air transport operation.

Based out of Beira airport, the Logistics Cluster coordinated the use of two WFP Mi8 helicopters for the Cyclone Idai response, supporting responding organisations with the transport of cargo to hard-to-reach areas. A C-295 fixed-wing aircraft was also deployed for cargo transport from Maputo to Beira and Chimoio, performing up to two rotations per day. Helicopter operations ceased in mid-May, while the fixed-wing aircraft supported the response until 19 April, assisting in limiting congestion at Maputo airport. The Logistics Cluster also facilitated access to three 40 ft containers at Beira airport for air cargo consolidation.

In addition, USAID operated an airbridge between Maputo and Beira, making two C-130 aircrafts (capacity 12-15 mt) available to the humanitarian community. The Logistics Cluster facilitated access to these aircraft for humanitarian organisations and consolidated cargo movements requests on their behalf. The airbridge was deactivated on 10 April.

At the beginning of May two WFP Mi8 helicopters were deployed to Pemba in support of the Kenneth response, one of which was allocated specifically for the Logistics Cluster operation. By mid-May, due to a decrease in activities only one helicopter was maintained in Pemba, which remained until the beginning of July. In addition, WFP Aviation deployed a Caravan fixed-wing aircraft on 20 May for two weeks to support humanitarian organisations with access to the islands of Ibo and Matemo. The Logistics Cluster, on behalf of UNHAS, facilitated the passenger bookings for this service for humanitarian organisations on the ground.

**Overall, 614 mt of cargo was transported to 38 locations on behalf of 20 organisations.**

# ROAD TRANSPORT

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While the initial response focused on airlifts, the Logistics Cluster also put in place a set of road transport services, which allowed humanitarian actors to quickly adapt to the evolution of physical access constraints. As water levels fell and road conditions improved, the Logistics Cluster coordinated humanitarian cargo dispatches to support the distribution of relief items to affected areas. Trucks were dispatched from Beira and Pemba to a total of 35 destinations. Overall, **1,001 mt was transported on behalf of 24 organisations**. Ad hoc road transport services were also offered during the Cyclone Kenneth response.



*Transhipment of partners' cargo at Beira Airport.*

# RIVER & SEA TRANSPORT

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Due to both the isolated nature of some affected communities and Cyclone Idai's impact on road infrastructure, the Logistics Cluster facilitated the transport of 205 mt of relief cargo by boat from Beira to Buzi South, one of the priority locations for humanitarian interventions. The cargo was transported with boats made available by the local private sector, as well as landing craft vessels made available by the French Navy.

In addition, in Pemba the Logistics Cluster facilitated access for the humanitarian community to a WFP-contracted barge, moving 7 mt of NFIs to Mucojo in June 2019 on behalf Care International.

# FUEL PROVISION

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During the onset of the Cyclone Idai emergency, fuel supply was noted as a challenge by responding organisations, especially in affected areas and specifically at Beira airport, where it was required to manage heavy offload equipment. When challenges such as this arise, the Logistics Cluster seeks to provide interim solutions that are not intended to replace existing commercial capacity but rather to fill the gaps when other service providers are not available.

Following a coordination meeting, the Logistics Cluster reached out to Fuel Relief Fund (FRF), an organisation focused on addressing fuel supply challenges in major disasters. FRF's support was requested to provide dedicated fuel resources to both Buzi and Beira Airport.

On 29 March, FRF made the first of three critical fuel donations to WFP and Logistics Cluster airport operations, enabling the humanitarian response to continue at Beira airport. Less than a week later, on 2 April, FRF procured a small fishing boat to travel two and a half hours up the Buzi River, facilitating the transport and distribution of 20 jerrycans and two 200 litre drums of fuel to the people of Buzi Town and neighbouring settlements.

In total, the Logistics Cluster, through FRF and WFP, coordinated and facilitated the provision of 3,238 litres of fuel for the emergency response.



*Transportation of Fuel to Buzi*

# STORAGE

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Due to a lack of available storage capacity and damage to existing infrastructure, temporary storage facilities and logistics hubs were set up in strategic locations on a free-to-user basis, to augment the available storage capacity and facilitate the reception and dispatch of relief cargo to the affected population.

The Logistics Cluster facilitated access to the following common storage facilities:

- For the Idai response: Beira (1,800 m<sup>2</sup>), Chimoio (1,000 m<sup>2</sup>)
- For the Kenneth response: Pemba (2,000 m<sup>2</sup>), Macomia (320 m<sup>2</sup>), Mucojo (320 m<sup>2</sup>) and Ibo (50 m<sup>2</sup>).

In total, 5,270 m<sup>2</sup> of common storage space was made available across eight locations. Cargo stored at each of these eight locations relied on the support of the logistics cargo tracking and reporting tool (RITA), allowing dedicated staff to provide users with receipt, dispatch, and stock reports, greatly facilitating the management of their pipelines.

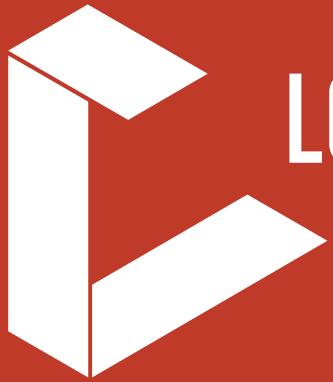
Of these common storage spaces, Buzi, Nhamatanda, Macomia, Mucojo and Ibo were established through Mobile Storage Units (MSUs).

The Logistics Cluster also facilitated access to two containers at Pemba airport, one 20 ft and one 40 ft, to ease offloading operations and loading of helicopters.

Overall, **a total of 3,974 m<sup>3</sup> of cargo was stored on behalf of the humanitarian community** throughout the response.



*Beira airport operations*



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