



SOMALIA

GAPS AND NEEDS ANALYSIS

ASSESSMENT AND RECOMMENDATIONS REPORT

March 2024

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EXECUTIVE SUMMARY

The Logistics Cluster Gaps and Needs Analysis (GNA) is a collaborative effort conducted by the Logistics Cluster and its partners to identify common logistics gaps hindering the efficient and cost-effective delivery of humanitarian aid in Somalia. The GNA aims to highlight the current and anticipated needs of existing partners within the identified logistics gaps. The goal is to determine the necessary support required by the humanitarian logistics community for effective aid delivery in Somalia.

The recommendations arising in this report form the basis for joint advocacy initiatives and collaborative efforts between the Logistics Cluster, the government, and the humanitarian community. They are in line with the objectives outlined in the East African Community (EAC) Disaster Management framework, which include enhancing preparedness, promoting coordination, fostering resilience, facilitating risk reduction, fostering capacity building, promoting information sharing, and fostering cooperation.

To conduct the GNA, the Logistics Cluster gathered data using an online survey and conducted face-to-face interviews with its partners. The participants in these surveys and interviews represented diverse profiles, including individuals from national and international NGOs, as well as UN agencies.

Throughout the GNA, we provide background information to the current humanitarian context, the scope and methodology of work, an overview of key findings, and a detailed overview of gaps and needs identified.

The results from the GNA highlights prominent logistics challenges and proposed corresponding mitigation strategies. Please see below the main challenges highlighted within this report:

- Security and access
- Customs clearance
- Infrastructure (road and air)
- Coordination with key stakeholders
- Emergency preparedness
- Information management
- Funding

I. KEY FINDINGS AND RECOMMENDATIONS

The following is a summary of the key findings from the GNA:

- **Security and Accessibility:** Security remains the foremost challenge for humanitarian operations in Somalia, notably characterized by the influence exerted by non-state armed forces, particularly in the Central South Regions of the Republic of Somalia. The impending withdrawal of the African Union Transitional Mission in Somalia (ATMIS) forces by December 2024 introduces uncertainty and raises concerns about increased inaccessibility, particularly in Hirshabelle, South-West, and Jubaland. The Logistics Cluster will continue monitoring airstrip and road section accessibility, ensuring quick and adaptive responses as required.
- **Customs clearance:** Import and customs clearance challenges continue to persist, causing delays and demurrage costs for humanitarian cargo, especially at the Mogadishu seaport and airport. To address these challenges, the Logistics Cluster, in collaboration with Import and Customs Clearance Together (IMPACCT), continues to lead the technical working group on import and customs clearance in Somalia. This group meets bi-weekly with partners to discuss challenges, providing recommendations and solutions for the humanitarian and development community. Furthermore, the Logistics Cluster, in collaboration with IMPACCT, actively works with the Government to review current import and customs clearance procedures, offering guidance on strengthening these processes for humanitarian cargo. Additionally, at least one workshop per year is facilitated by the Logistics Cluster and IMPACCT to bring together humanitarian partners and government entities, fostering collaboration and enhancing communication between the government and humanitarian partners. Simultaneously, the Logistics Cluster, in collaboration with IMPACCT and its technical working group members, conducts ad-hoc and regular meetings with various authorities on customs clearance. These meetings aim to streamline clearance processes, address bottlenecks, and ensure smooth logistics operations, further enhancing coordination and cooperation between humanitarian actors and government authorities.
- **Limited logistics capacity and knowledge of the Logistics Cluster operation in the field:** Limited knowledge about the Cluster Approach poses significant challenges to the effectiveness of the Logistics Cluster operations in Somalia. The operational landscape is marked by challenges in understanding the Logistics Cluster approach. Local NGOs often face difficulties in navigating the complexities of logistics operations and context, which hinders seamless coordination and response efforts where the Logistics Cluster can support as per its mandate. To address this challenge, there is a crucial need for capacity-building/training initiatives and knowledge-sharing programs supported by the Logistics Cluster and partners. The Logistics Cluster, in collaboration with relevant stakeholders, will inform and/or advocate the availability of partners training programs to enhance the logistics capabilities of local partners and organizations operating in the field. Strengthening this foundational knowledge is key to support the overall efficiency and impact of logistics operations in Somalia. Additionally, the Logistics Cluster will facilitate trainings such as Logistics Cluster Induction (LCI) to raise awareness of its mandate and the support provided to partners in the field.

- **Transportation Infrastructure:** Somalia continues to face significant logistics challenges due to its poor-to-very-poor road conditions. A World Bank report from 2022 estimates that only 13% of the country's 21,830 kilometers of roads are paved, with most of these paved roads reported to be in poor or very poor condition. This deficient road network contributes to a substantial accessibility deficit in rural areas, where only 31.2% of the population has access to all-season roads, leaving the majority without reliable connectivity. The situation is further exacerbated by extensive damage caused by El Niño floods in 2023 to critical transport infrastructure in Jubaland, South-West, and Hirshabelle State. With the anticipation of more rainfall in 2024, the challenges in road transport are expected to worsen. Additionally, numerous airstrips require rehabilitation to safely accommodate landings by fixed-wing aircraft. In response to these challenges, the Logistics Cluster is committed to collaborating and engaging with other stakeholders to facilitate coordination efforts among the various stakeholders. Additionally, the Logistics Cluster will provide support to the humanitarian community through air cargo transport to hard-to-reach areas.
- **Commercial air services:** Road access, particularly in South-Central Somalia, continues to present significant challenges due to security concerns. As a result, air services remain crucial for reaching people in need in Somalia. However, the humanitarian community faces ongoing challenges with commercial air services, including extended waiting times and occasional tax-related issues. Notably, in September 2023 at Mogadishu airport, commercial actors and humanitarian partners were informed of the implementation of a new fee structure, which mandated that all entities including humanitarian partners have to pay a fee of 1.05USD per kilogram for cargo transported from Mogadishu airport, regardless of the cargo type. This directive led to the suspension of humanitarian cargo flights in September and October 2023, which were operated by commercial actors. In response to these ongoing challenges, the Logistics Cluster has established an Air Cargo Technical Working Group. This group aims to facilitate the exchange of ongoing challenges with commercial transporters among organizations, share best practices, and encourage the exchange of experiences among private air cargo users. The swift sharing of information will enable the Logistics Cluster to advocate and coordinate, seeking both immediate and long-term solutions on behalf of the humanitarian community. Additionally, it provides an opportunity for the cost-effective use of air assets to effectively share the cargo load.
- **Subnational coordination:** Enhancing coordination with partners in the field emerged as a critical priority. The need for heightened coordination at the subnational level was underscored to maintain a proactive approach to addressing logistics challenges and the concerns of partners in the field. Moreover, ensuring smooth ad-hoc information exchange with the Logistics Cluster and upholding its visibility in the field was deemed essential. To meet these objectives, the Logistics Cluster is actively establishing a sub-national coordination structure, initially focusing on Kismayo, Dollow, Beletweyne, and Baidoa. Regular meetings, facilitated by an NGO or international organization, are being facilitated, with the Logistics Cluster Coordinator participating online.
- **Warehouse capacity:** The Logistics Cluster has been conducting warehouse assessments every six months for the past two years. The results of these assessments, coupled with

continuous monitoring, indicate that there is currently no need for common storage capacity provided by the Logistics Cluster in Somalia. Nevertheless, the Logistics Cluster remains committed to regularly monitoring critical warehouse capacity every six months. Additionally, in an effort to optimize the cost-effectiveness of cargo transport, a humanitarian hub has been established in Baidoa. This hub acts as a transit point for the temporary storage of cargo before its onward transport to various locations in Jubaland and the South-West regions.

- **Coordination and collaboration between the Logistics Cluster and the Government:** Strengthening collaboration between the Logistics Cluster and the Government is crucial to enhance the Governments emergency preparedness and response capacity. As per the Cluster approach, the government has a key role in co-leading the Logistics Cluster. In 2024, the Logistics Cluster aims to provide tailored training sessions aimed at supporting the Government in logistics, information management, and emergency preparedness and response for seasonal disasters (including floods and drought). The trainings are tailored to support the Government in the implementation of the Disaster Management Strategic Plan (2024-2029) at both the national and subnational levels. This effort also includes organizing collaborative workshops on various topics, including import and customs clearance. These initiatives aim to facilitate information exchange between the humanitarian community and the government, enabling swift and effective responses to emergencies. The establishment of regular communication channels and mechanisms for information-sharing is essential to foster a seamless and coordinated approach in emergency planning and response.
- **Emergency preparedness and response:** These findings suggest that there is a need for organizations to enhance their contingency plans for emergency preparedness and response. Therefore, the ongoing focus of the Logistics Cluster will be on reinforcing the logistics capacities of partners through tailored trainings, emergency preparedness and response simulations, and the sharing of best practices and transition to field-based preparedness (FBP) in collaboration with national authorities. This includes a specific emphasis on seasonal and natural disaster such as drought and flood emergency preparedness and response. Concurrently, the Logistics Cluster actively engages in post-emergency response evaluations and contingency planning sessions facilitated by OCHA. The outcomes of these initiatives are shared with the Logistics Cluster partners, supporting them in fortifying their own organizational contingency plans and contributing to overall community resilience.
- **Information management:** There is a clear imperative to enhance the management of logistics information in Somalia. To address this, the Logistics Cluster is committed in 2024 to facilitate training programs focused on information management. Additionally, the Logistics Cluster aims to collaborate with the government, on the adoption of tools that could enhance logistics data collection and analysis. This concerted effort seeks to promote the overall efficiency and effectiveness of logistics operations in Somalia.
- **Funding:** There is a strong need to advocate for increased funding to strengthen logistics operations in Somalia. Currently, these operations lack financial support, posing challenges to humanitarian efforts in Somalia. The Logistics Cluster remains dedicated to advocating for logistics in Somalia, addressing existing gaps, and ensuring an effective humanitarian response to support the people in need.

II. BACKGROUND INFORMATION

1. Humanitarian Context

Somalia continues to experience extreme, widespread, and persistent multi-seasonal prolonged shocks and is among the poorest countries in the world, with more than half (54 percent) of the population living below the poverty line. Continuous displacement driven by disasters, conflict, and seasonal and urban migration have exacerbated the socio-economic vulnerability of the Somali people. Hunger and malnutrition continue to remain high with 4 million people expected to face crisis-level or worse food insecurity between January and March 2024. Furthermore, an estimated 1.7 million children aged 6 to 59 months are expected to face acute malnutrition in 2024, including 430,000 who are likely to be severely malnourished. Worsening the already fragile situation, the El Nino phenomenon from October to December 2023 induced devastating floods across Somalia, affecting some 2.4 million people and displacing over a million. The floods have inflicted extensive damage on critical transport infrastructure in Jubaland, South-West, and Hirshabelle States. Compounding the challenges, further rainfall is anticipated from April to June and from October to December 2024 with the risk of additional flooding. During these flood events, most airstrips in Southern Somalia become inaccessible to fixed-wing aircraft, while crucial overland supply routes remain impassable. Essential bridges, vital for maintaining primary access routes, are either washed away or submerged, exacerbating connectivity challenges.

In addition to climate-related shocks, humanitarian logistics operations in Somalia are consistently affected by security challenges stemming from non-state armed groups that continue to impede air and road cargo deliveries. The ongoing drawdown of the African Transition Mission in Somalia (ATMIS) has heightened the unpredictability of access, particularly in the already challenging regions of Southern Somalia. ATMIS has played a pivotal role in supporting humanitarian flights by providing security, ground staff, and information. However, with ATMIS's drawdown, it is anticipated that air operations will become even more challenging, potentially impeding commercial air service providers' ability to ensure safe cargo transport for the humanitarian community. Presently, among the 400 humanitarian organizations operating in Somalia, only one partner has its own air transport capacity. Other partners rely on commercial air cargo transport, bilateral service provision, or the Logistics Cluster for their transportation needs. Notably, the Logistics Cluster stands as the only entity in Somalia (besides UNSOS) providing helicopter services to hard-to-reach areas.

Furthermore, the imminent risk of cholera intensifies the pressure on logistics operations, demanding swift transport of medical supplies and resources. The ongoing closure of the Kenyan-Somalia border and prolonged customs clearance delays for humanitarian cargo create additional challenges, placing Somalia among the three countries in the world with the lowest Logistics Performance Index (World Bank, 2023). Despite these challenges, with ongoing support from the Logistics Cluster in Somalia, WFP and the humanitarian community has been able to provide much needed assistance across the country. Operational needs remain significant, and WFP and the

Logistics Cluster are committed to sustain operational capacities to support the humanitarian community in providing efficient relief, in light of the ongoing crisis and potential future shocks.

2. The Logistics Cluster Response Strategy in 2024

To address the challenges in 2024 stemming from ongoing floods, conflict, the anticipated ATMIS withdrawal, and the imminent risk of cholera, along with the persistent closure of the Kenyan-Somalian border and delays in customs clearance, the Logistics Cluster will continue to support the humanitarian and development community in Somalia. This support encompasses logistics coordination, information management, and common services (i.e. cargo transport via road, sea, and air), with a specific focus on priority regions like Jubaland, South-West, and Hirshabelle State where humanitarian access is more difficult. In parallel, the Logistics Cluster will closely collaborate with OCHA Access to explore opportunities for transporting cargo by road through facilitated convoys. A combination of both fixed-wing and specialized air assets will be utilized to transport humanitarian cargo to hard-to-reach areas on a free to user basis, depending on the availability of funds. As a last resort, the Logistics Cluster will extend its support to the humanitarian community through road and sea transport.

Furthermore, the Logistics Cluster will persist in advocating for the reopening of the Somalia-Kenya border and will continue ongoing efforts to strengthen and streamline importation and customs clearance procedures, while advocating for the removal of stringent requirements hindering the smooth importation of humanitarian cargo. Regular coordination meetings at the national and sub-national levels will facilitate streamlined logistics information sharing, and the Logistics Cluster will continue to develop and disseminate crucial logistics information management products including assessments, reports, and analyses on its website. Furthermore, the establishment of various technical working groups, such as the Technical Working Group on Import and Customs Clearance and the Air Cargo Transport Technical Working Group, enhances coordination on key logistics topics. Numerous logistics technical working groups will be set up across the field (including Baidoa, Kismayo, Dollow, and Beletweyne) to receive real-time information on logistics challenges in the field. The ongoing focus of the Logistics Cluster is also on enhancing the logistics capacities of the humanitarian community through tailored trainings, emergency simulations, and the sharing of best practices. This includes a specific emphasis on seasonal drought and flood emergency preparedness and response. In line with this, the Logistics Cluster is actively participating in after-action emergency response reviews and contingency planning facilitated through OCHA.

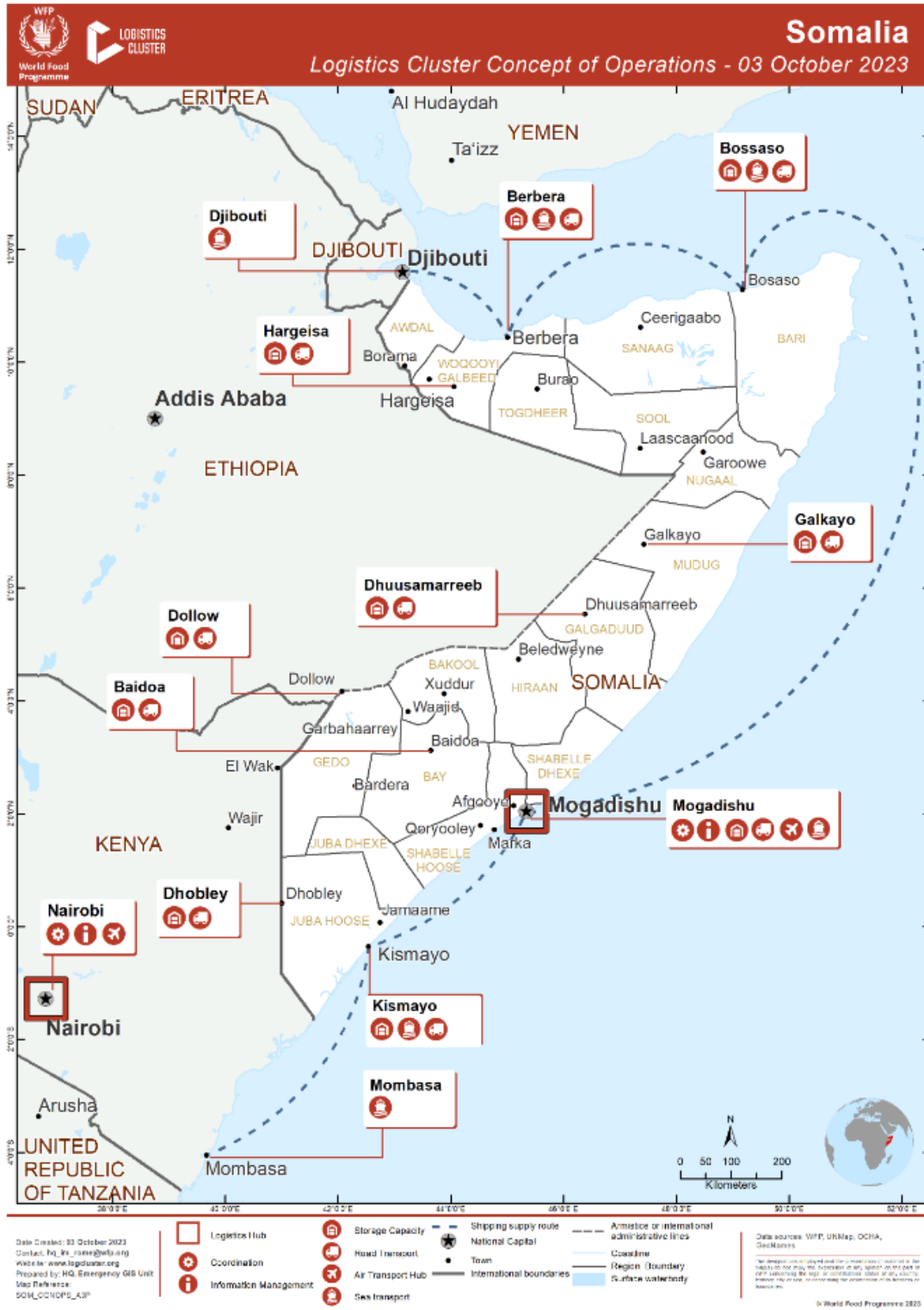
3. Contextual changes and event leading to the GNA

Specific objectives of the GNA report:

- Evaluate and recommend the most suitable logistics coordination mechanism and platform for use by the humanitarian community.
- Research, collect, and analyze information and common data to identify logistics gaps and needs that hinder partners from delivering effective and efficient logistics support as per planned operations.

- Map out relevant recommendations for the Logistics Cluster's approach and develop potential strategies for the localization of roles, accountabilities, and responsibilities.
- Serve as a foundation for establishing and/or developing the 2024 Logistics Cluster strategy and/or revising the Concept of Operations for the Logistics Cluster in Somalia.
- What about the services?

Concept of Operations map (Logistics Cluster, Somalia)



III. TASK AND METHODOLOGY

1. Scope of work

This GNA report aims to highlight the current and anticipated needs of existing partners within the identified logistics gaps. The goal is to determine the necessary support required by the humanitarian logistics community for effective aid delivery in Somalia. There was a good engagement, and a total of 15 organizations completed an online questionnaire, and 10 organizations participated in face-to-face interviews, for in-depth analysis. The survey and interviews commenced in October 2023 and were finalized in January 2024. Participants in the survey and interview process included UN agencies, as well as international and national NGOs, ensuring a comprehensive understanding of the logistical landscape.

Areas covered by and included in the (GNA) data collection and in the analysis processes:

- Coordination: coordination mechanisms, strategic planning, standards and guidance, advocacy.
- Operational information: monitoring and reporting, communications flow, logistics related Information sharing mechanisms and products.
- Focused capacity analysis for verification of perceived gaps, review of Logistics Cluster service provision data in previous years.
- Participants responses on organization's logistics capacity, evaluation of current logistics information availability and sharing, perceptions of logistics gaps and needs in-country and possible recommendations on strategies for the Logistics Sector in 2024.

2. Limitations and Constraints

The limitations and constraints in conducting the gaps and needs analysis were influenced by the ongoing emergencies in Somalia, particularly the flood response which started in October 2023. The dynamic and urgent nature of the flood response has posed challenges in collecting data and conducting in-depth interviews. Additionally, the fluid situation on the ground, with evolving needs and responses, may have introduced variability in the data collected, making it challenging to capture a static snapshot of the logistical landscape. Despite these constraints, recognizing the need for adaptability and responsiveness in the face of ongoing emergencies, efforts have been made to gain valuable insights into the logistical gaps and needs.

3. The GNA prOCeSS

a. Request

The GNA process is initiated by the Logistics Cluster, triggered by the need to revisit and reassess the Logistics Cluster strategy in Somalia. The primary goal is to identify optimal ways to enhance support to the broader humanitarian community operating in the region.

b. Planning

The planning process for the GNA was led by the Logistics Cluster in collaboration with participating partners and support from the Global Logistics Cluster.

c. Preparation

The Logistics Cluster preparation involved discussions with the participating organisations (National NGOs, International NGOs and UN agencies) to explain:

- The reason for conducting the GNA
- What the scope of the assessment would be
- The objective of conducting the GNA
- The methodology that would be used in conducting the GNA exercise
- The templates to be used to conduct the GNA

d. Revision and Clearance

Partners and the Global Logistics Cluster engaged in a thorough review and editing process. The revised report was then submitted to WFP in-country management and the Global Logistics Cluster for clearance and approval.

e. Publication

The approved report is published on the Somalia Logistics Cluster website and has been shared through the Logistics Cluster emailing list.

4. Methodology of the Interviews

a. Crediting the Respondent

- Name of the organisation
- Name of the interviewee
- Position of the interviewee
- Estimation of the total years of experience in emergency logistics management
- Knowledge of IASC guidance

b. Mapping the organizations logistics capacity (internal)

- Current projects and activities supported by the organization's logistics infrastructure.
- Overview of the organization's logistics infrastructures and personnel
- Overview of the organization's logistics storage capacity
- Overview of the organization's logistics transport capacity

- Organization’s logistics planning horizon
- General procurement strategy
- Supply chain conception and logistics planning capacity
- Contingency planning and adaptation to contexts
- Evaluation of the organization’s logistics support performance

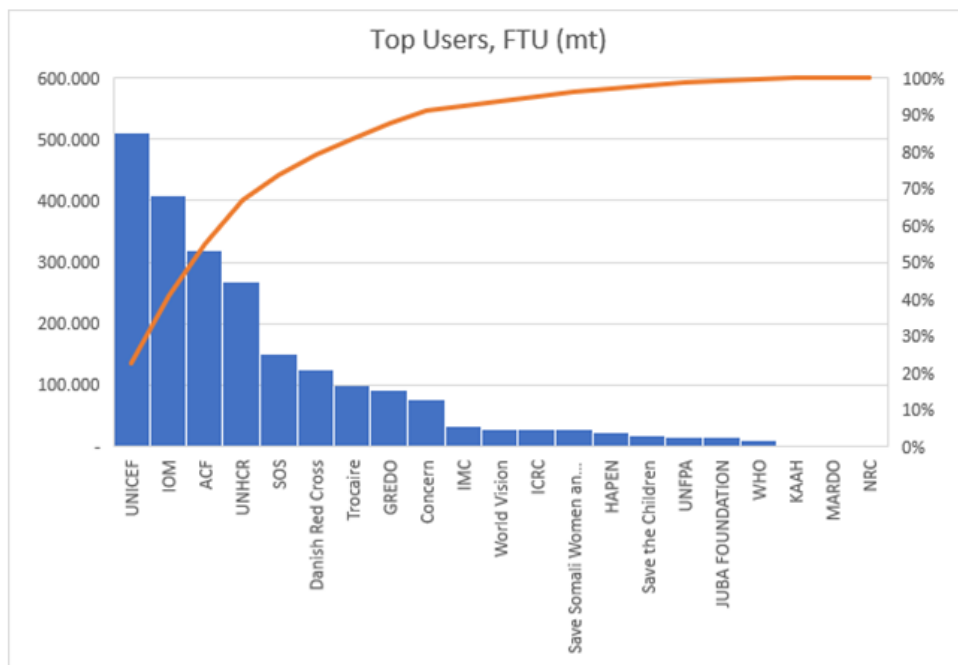
c. Evaluating the strength and the reliability of the national capacity (external)

- Reliability / strength of the existing coordination mechanisms
- Availability Common data and information on Logistics
- Availability of adequate (commercial/governmental) common infrastructures and services
- Perceived logistics gaps and needs category.

4. GNA engagement and participant's profile

Among the organisations which took part in the online survey and face to face interview, there were 5 UN agencies, 10 International Organizations, and 5 local NGOs. It was ensured that top service users participated in the GNA exercise (See Figure 1 Below – Product Category and Top users). The following graphs show visual representations of the top users, key locations where humanitarian cargo was transported, and the types of cargo transported.

Figure 1 - Cluster Category and Top Users



*Please note that the mt transported for partners includes the cross-border transport from Kenya to Somalia

Figure 2 – Cluster Top Destinations

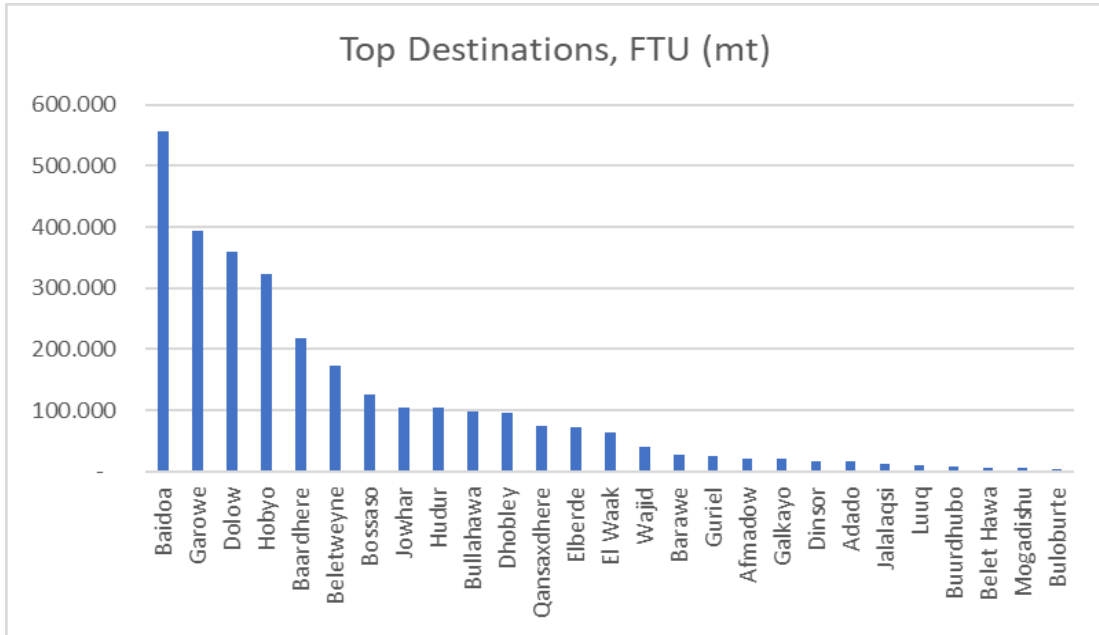
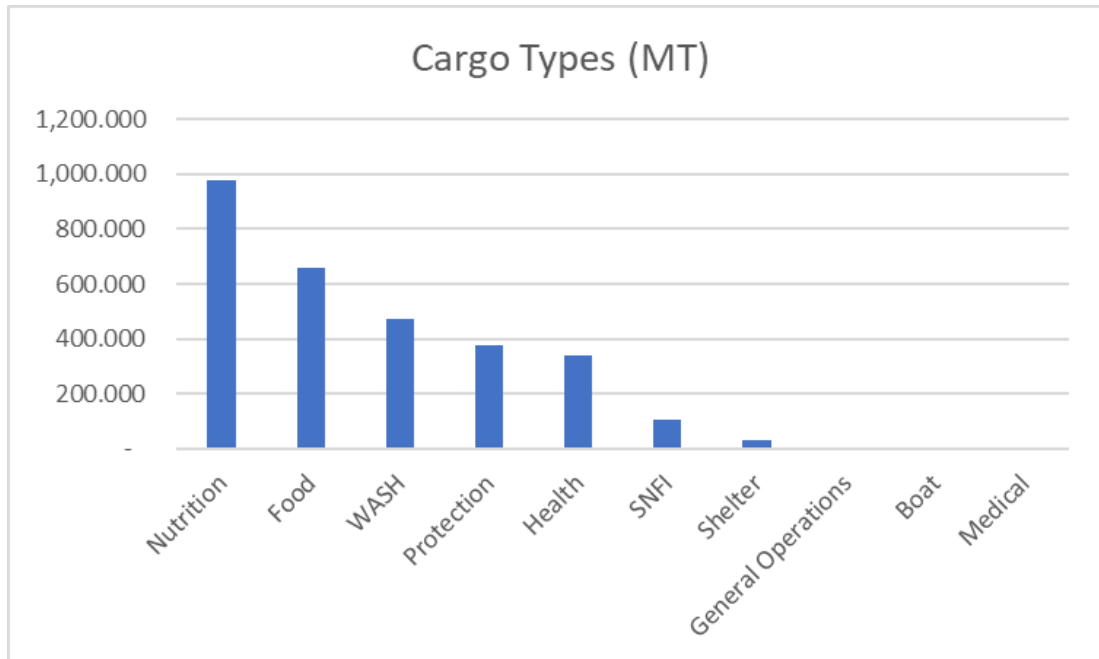


Figure 3 – Cluster Type of Cargo Transported

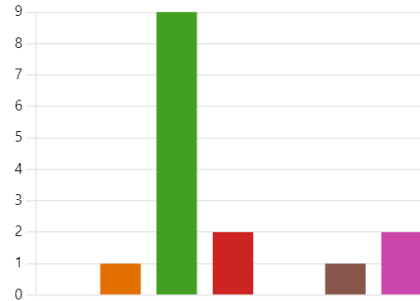


The participants have been invited to review the results and contribute to the report before the final endorsement by the WFP Country Director and the Global Logistics Cluster. The graph below represents the roles of individuals who participated in GNA, along with their expertise levels categorized by the number of years of experience.

3. What best defines your current position?

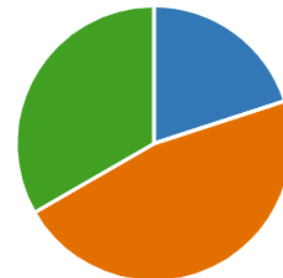
[More Details](#)

● Country Director/Head of Mission	0
● Emergency Coordinator/Head o...	1
● Head/Coordinator of Supply Ch...	9
● Logistics Officer	2
● Head of Procurement/ Administ...	0
● Programme Officer	1
● Other	2



Roughly 50% of the participants interviewed have an average understanding of the IASC guidance on cluster coordination. Notably, 20% of participants stated that they have a very good understanding, while 30% expressed to have a low knowledge of the guidance.

● Very	3
● Average	7
● Little	5
● No knowledge	0



IV. PRELIMINARY FINDINGS: THE GNA SURVEY RESULTS

1. Supply Chain conception and logistics planning capacity

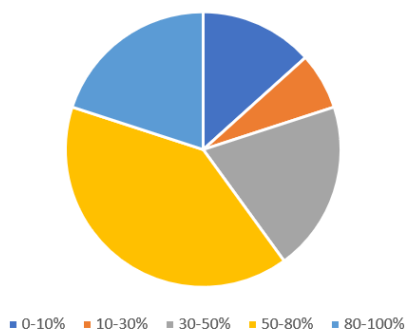
In terms of logistics planning, 97% of organizations have a plan for the next six months, with 73% of them having activities mapped out for a duration of 6 to 12 months. Furthermore, 66% of organizations have plans in place for the next 12 months and beyond. These results underscore the proactive approach organizations are taking in forecasting and strategizing for preparedness and operational foresight.

2. General procurement strategy

The survey results reveal a diverse range of procurement strategies adopted by humanitarian organizations operating in Somalia:

- 13% of organizations lean towards a strategy involving minimal procurement activity within Somalia (0-10%).
- 7% fall within the 10-30% range, indicating a slightly higher reliance on internal procurement.
- 20% of organizations engage in procuring goods within Somalia in the 30-50% range.
- 40% of the organizations procure goods in the 50-80% range internally.
- Finally, 20% of organizations operate at a higher level, with procurement strategies ranging from 80-100% within Somalia.

Organizations internal procurement activities



These findings underscore the predominant reliance of humanitarian organizations on procuring goods within Somalia, with 60% of the organizations ranging between 50-100% of their procurement within the country.

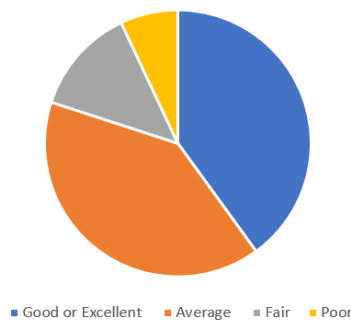
Looking at the different cargo that humanitarian groups import from outside places for Somalia, medical supplies are the most common. The second most common items are food and nutritional items, followed by logistics and transportation materials. The fourth most common item are wash

equipment, followed by NFIs, energy sources, and education materials. The least common items that are bought from outside are shelter materials.

3. Contingency planning

The assessment of organizations' contingency planning for logistics activities in Somalia varies. 40% of the organizations perceive their preparedness level as good or excellent, indicating a commendable level of preparedness. Another 40% consider it average, while 13% find the preparedness level fair. 7% consider the contingency planning as poor. These findings suggest a need for organizations to enhance their contingency plans, with a specific focus on addressing the identified weaknesses and implementing a plan of action. It is crucial for organizations to continuously improve their preparedness measures to effectively navigate logistical challenges in the dynamic and complex context of Somalia.

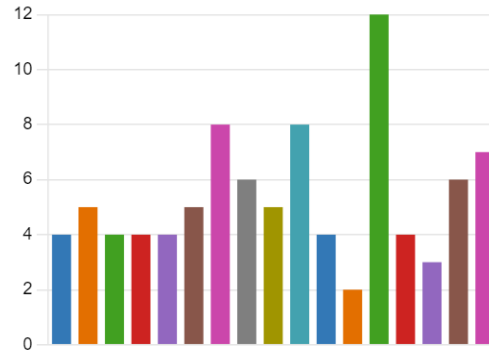
Organizations level of preparedness



4. Organizations logistics staffing capacity

The distribution of logistics officers varies across regions, reflecting the diverse needs and operational demands. In regions such as Bay, Nugaal, and Gedo, where the logistical challenges are significant, a higher number of officers, ranging from 8 to 12, have been allocated to ensure effective coordination and support. Conversely, regions like Shabeellaha Hoose and Shabeellaha Dhexe have fewer officers, highlighting the comparatively lower demand in these areas. Face-to-face interviews with organizations highlighted a crucial need to strengthen the capacity of logistics officers in the field. Organizations expressed a demand for Logistics Cluster induction training due to limited understanding of the Logistics Cluster mandate in the field. Additionally, basic logistics training and emergency preparedness and response training are needed on both the national and subnational levels.

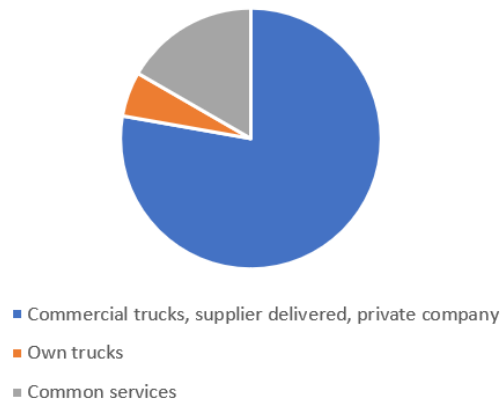
● Awdal	4
● Woqoqi Galbeed	5
● Togdheer	4
● Sanaag	4
● Sool	4
● Bari	5
● Nugaal	8
● Mudug	6
● Galguduud	5
● Hiraan	8
● Shabeellaha Dhexe	4
● Shabeellaha Hoose	2
● Bay	12
● Bakool	4
● Jubbada Dhexe	3
● Gedo	6
● Jubbada Hoose	7



5. Means of transport by road

The survey results indicate that most organizations primarily rely on the truck capacity offered by suppliers, commercial truck services, or private companies. Out of the surveyed organizations, only one currently owns its fleet of trucks, highlighting a limited number of organizations with an in-house road transport capacity. Additionally, a few organizations, in addition to external sources, also rely on common services transport facilitated through the Logistics Cluster. This underscores the prevalent reliance of humanitarian organizations on external sources for the transportation of supplies by road within Somalia.

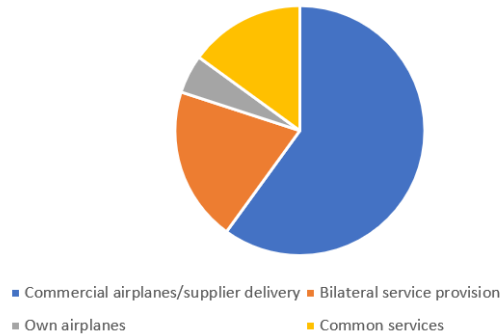
Organizations truck capacity



6. Means of transport by air

Similar to road transport, the majority of organizations primarily rely on the commercial capacity offered by air transport companies for humanitarian cargo. Established commercial capacity and available direct delivery from suppliers are the primary means through which organizations transport supplies by air to different locations within Somalia. Actually, only two organizations have their own airplane capacity. Furthermore, organizations which are utilizing commercial and direct delivery services also engage in bilateral service provision agreements with other organizations that have their own air transport capacity. Additionally, some organizations rely on common logistics services facilitated by the Logistics Cluster for the air transport of supplies. The results indicate a prevalent reliance of humanitarian organizations on commercial capacity for the transportation of supplies by air within Somalia.

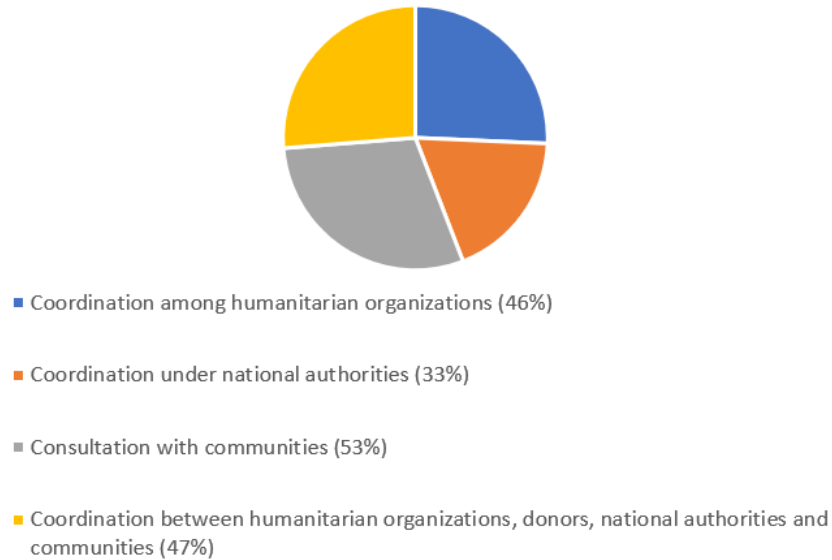
Organizations air transport capacity



7. Reliability of coordination mechanism

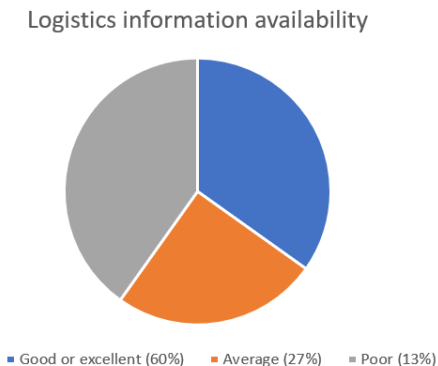
The analysis of coordination mechanisms in Somalia shows a mix of some strengths and areas for improvement. According to the survey results, almost half of the organizations perceive the coordination among humanitarian organizations as good or excellent, while the other half perceives it as poor or weak. When it comes to coordination among government authorities, around 70% of organizations emphasized the need to strengthen the coordination with the government. The coordination among humanitarian organizations and communities is perceived by more than half of the organizations (53%) as good to excellent. Finally, coordination among humanitarian organizations, government authorities, donors, and communities is perceived by almost half of the organizations (47%) as good or excellent. These results indicate a crucial need to strengthen coordination at all levels, including among humanitarian organizations, government authorities, communities, as well as coordination among and across all stakeholders.

Coordination mechanism in Somalia



8. Common data and information on logistics

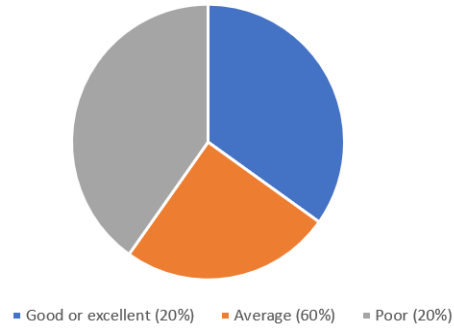
When it comes to the availability of logistics information, 60% of organizations reported it as good or excellent, while 27% described it as average, and 13% found it to be poor. These findings imply that although there is some logistics information available, there is a need to enhance the availability and sharing of logistics information in Somalia.



9. Training for logistics staff

Regarding the availability of training courses in Somalia, merely 20% of the organizations rated it as good or excellent. A significant 60% of organizations assessed it as average, with an additional 20% rating it as poor or fair. These findings underscore an urgent need for an increased emphasis on the development and accessibility of logistics trainings and courses in Somalia.

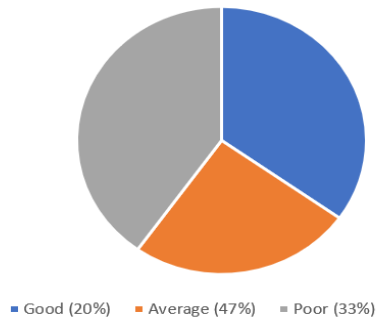
Logistics trainings



10. Availability of funds for logistics activities

In terms of funding, 20% of the organizations indicated that the funding for logistics activities is good, while 47% consider it as average, and 33% perceive it as poor or fair. These results underscore the crucial need for heightened advocacy regarding funding for logistics operations in Somalia.

Funding for logistics activities



V. PERCEIVED GAPS AND NEEDS: POSSIBLE MITIGATING STRATEGIES ACCORDING TO RESPONDENTS

The results from the face-to-face interviews with 10 partners are highlighting prominent logistics challenges and proposed corresponding mitigation strategies. These challenges have been ranked in order of priority, with the number 1 indicating the highest level of urgency:

1. Security

The interviews highlighted security as the foremost challenge for humanitarian operations in Somalia, given the control exerted by non-state armed forces over a substantial part of the country, particularly in the South. Furthermore, the anticipated withdrawal of ATMIS from Somalia in 2024 introduces an additional layer of uncertainty, raising concerns that even fewer parts of the country, especially in Hirshabelle, South-West, and Jubaland, will be accessible via air or road. Due to security challenges and limited accessibility, most goods are transported by air, resulting in significantly higher costs compared to transporting goods by road. This poses a considerable challenge, especially for local NGOs lacking the resources to afford expensive air transport. In response, the Logistics Cluster is committed to continuing its support for the humanitarian community by facilitating the airlifting of cargo to hard-to-reach areas. Furthermore, in collaboration with partners and coordination with organizations such as OCHA, the Logistics Cluster will develop and implement a comprehensive plan to assess various scenarios in the event of ATMIS withdrawal and its impact on logistics operations. A continuous monitoring system for airstrip and road section accessibility will be maintained to ensure swift and adaptive response as needed. This proactive approach aims to address the cost and logistical challenges, fostering a more effective and sustainable humanitarian response in the face of security and accessibility constraints.

2. Customs clearance

The interviewees underscored the ongoing challenge of delays and demurrage related to customs clearance, particularly at the Mogadishu seaport and airport. Not only are the import and customs clearance processes occasionally intricate, involving multiple ministries, but changes to procedures occur without prior communication to the humanitarian community, leaving insufficient time for implementing the new protocols. It was recommended that the Logistics Cluster continues the technical working group for import and customs clearance, fostering collaboration between humanitarian organizations and government agencies to streamline and enhance the exchange of information.

3. Road infrastructure

According to the World Bank (2022), out of the 21,830 kilometres of roads in Somalia, only 2,860 kilometres are estimated to be paved (13%). Most of this paved infrastructure is reportedly in poor or very poor condition. The rural landscape faces a significant accessibility deficit, with only 31.2% of the rural population having access to all-season roads, leaving the majority without reliable connectivity. Compounding these challenges, El Niño floods in 2023 have inflicted extensive damage on critical transport infrastructure in Jubaland, South-West, and

Hirshabelle State. The predicament is anticipated to intensify in 2024 due to the expectation of more rainfall. In response to these challenges, it has been recommended that the Logistics Cluster collaborates and engages with other stakeholders to facilitate coordination efforts among various stakeholders and providing support to the humanitarian community through air cargo transport to hard-to-reach areas.

4. Commercial Air Services

The humanitarian community faces ongoing challenges with commercial air services, including extended waiting times and occasional tax-related issues. Notably, in September 2023 at Mogadishu airport, commercial actors and humanitarian partners were informed of the implementation of a new fee structure, which mandated that all entities including humanitarian partners have to pay a fee of 1.05USD per kilogram for cargo transported from Mogadishu airport, regardless of the cargo type. This directive led to the suspension of humanitarian cargo flights in September and October 2023, which were operated by commercial actors. In response to these ongoing challenges, it was recommended that the Logistics Cluster establishes an Air Cargo Technical Working Group to facilitate the exchange of ongoing challenges related to air cargo transport, share best practices, and encourage the exchange of experiences among private air cargo users.

5. Coordination with Government

Partners underscored the need for enhanced collaboration between the government and humanitarian organizations at both the national and subnational levels. To address this, it is recommended for the Logistics Cluster to conduct regular coordination meetings with the government, fostering a platform for effective coordination and information sharing.

VI. GAPS VERIFICATION: FOCUSED NATIONAL AND LOCAL CAPACITY ANALYSIS

1. Physical Infrastructure

a. Airports

Airstrips and airports in key areas exhibit varying degrees of accessibility, facing blockages due to both physical and security constraints. Security incidents have notably impacted the accessibility of fixed-wing aircraft, prompting the humanitarian community to resort to capital-intensive rotary wings for crucial destinations like Maxaas and Qansadhere. Additionally, floods during October to December 2023 have resulted in damage to critical transport infrastructure and significantly impeding humanitarian access, especially in Jubaland, South-West State, and Hirshabelle in Somalia.

b. Bridges

The rainfall during October to December 2023 has resulted in the damage of critical bridges, including those in Baidoa, Bardheere, Buurdhuubo, Bulu Burte, Bu'alle, Kamsuma, Araara, Wirkooy, and Luuq. This widespread destruction of bridges has long lasting implications for logistics operations. It will impact the timely and efficient delivery of urgently needed supplies to people in need, thereby hindering the support for early recovery efforts.

c. Roads

In South-Central regions, including Juba, South-West, and Shabelle states, the challenge of road access continues, primarily due to insecurity. This situation requires a significant reliance on expensive air services, involving both fixed-wing aircraft and helicopters, to reach remote areas. The routes typically used by commercial entities are marked by unpredictable security conditions, with rapidly changing checkpoints and controls. This is an impediment to commercial traffic as much as to humanitarian partners. The added challenge of continues rains and floods exacerbates the existing difficulties related to road access, further amplifying the hardships faced by humanitarian actors.

The deterioration of infrastructure poses an additional obstacle, hindering the efforts of the humanitarian community to deliver aid efficiently to vulnerable populations. Currently, according to the World Bank (2022), out of the 21,830 kilometres of roads in Somalia, only 2,860 kilometres are estimated to be paved (13%). Most of this paved infrastructure is reportedly in poor or very poor condition. The rural landscape faces a significant accessibility deficit, with only 31.2% of the rural population having access to all-season roads, leaving the majority without reliable connectivity.

d. Seaports

Before the civil war, Somalia boasted 15 operational ports and facilities. However, in recent years, only four ports have remained operational—Mogadishu, Kismayo, Bossaso, and Berbera. Although Garad Port has become operational in recent months, its use by the humanitarian community is limited due to challenges in road infrastructure connecting the port. Despite marked improvements in sea transport security and a decline in piracy in Somalia, reliable commercial

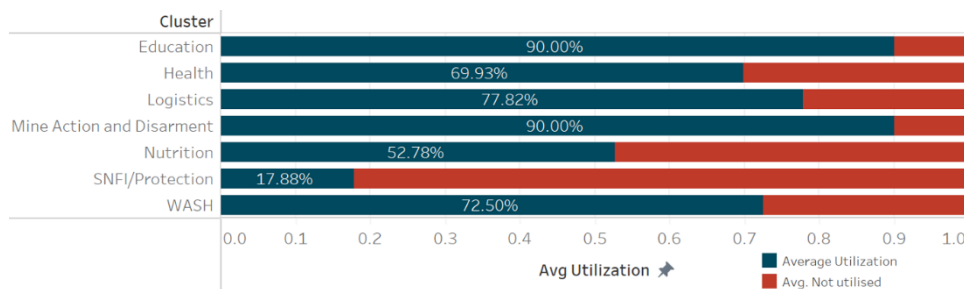
options for connecting the Horn remain limited. The WFP Time-Chartered Vessel stands out as the sole consistently operational asset linking all ports in Somalia.

2. Warehousing

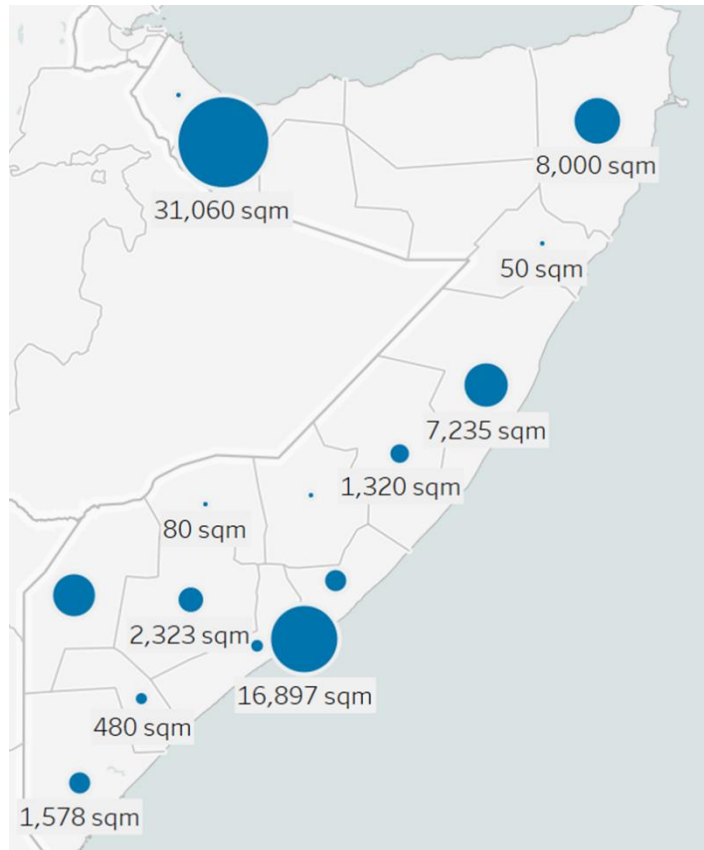
The Logistics Cluster undertook several warehouse capacity assessments in April and October 2022, as well as September 2023, focusing on three key criteria: 1) the number of warehouse locations in Somalia, 2) warehouse storage capacity (in sqm), and 3) estimated available space. Unfortunately, much of the information available is at a Cluster level within Somalia. In this case, 8 of the 13 clusters responded, including Education, Nutrition, Health, Logistics, Mine Action, Shelter, Protection, and Wash, that currently maintains warehouses storage in Somalia. These 8 clusters collectively operate 72 storage facilities in the country. The Health Cluster leads with the highest number of facilities at 27, followed by Protection with 17, and WFP as the Cluster Lead-agency for Logistics with 11 facilities.

Cluster	# of Facilities	# of partners		Capacity			Average Utilization (%)
		# of partners with facilities	Capacity (sq.m)	Median (sq.m)	Mean (sq.m)		
Education	1	1	15	15	15	90.00%	
Health	27	13	3,460	30	128	69.93%	
Logistics	11	1	48,818	2,000	4,438	77.82%	
Mine Action an..	1	1	50	50	50	90.00%	
Nutrition	9	1	12,480	1,200	1,387	52.78%	
SNFI/Protection	17	9	7,274	270	428	17.88%	
WASH	6	6	6,091	859	1,015	72.50%	
Grand Total	72	31	78,188	270	1,086	57.47%	

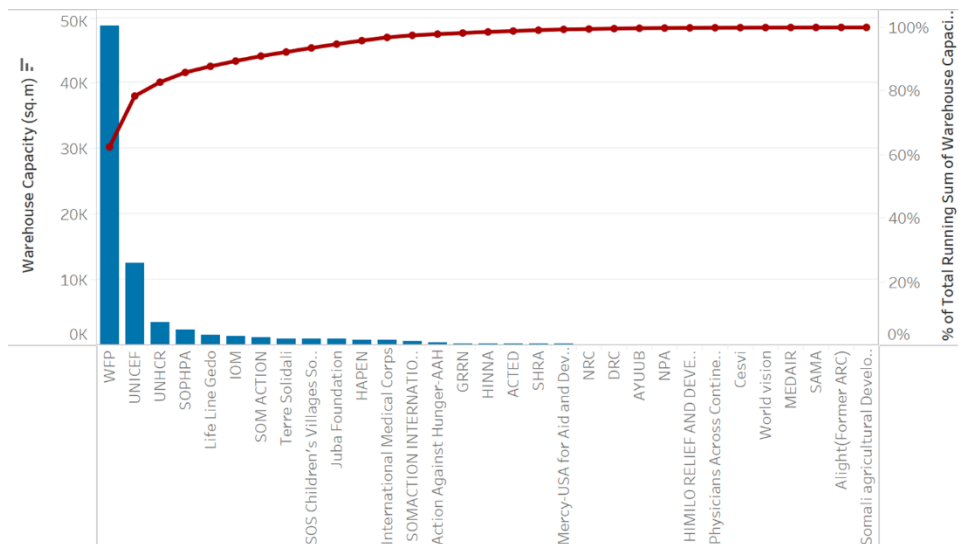
The total storage capacity as of September 2023 stands at 78,188 sqm, with 31,773 sqm remaining unutilized. The graphs presented below summarize the storage capacity under each cluster, distinguishing between availability and non-availability.



Out of the 78,188sqm, most storage capacity is available in Somaliland, followed by Banadir region.



Notably, three major organizations—WFP, UNICEF, and UNHCR—hold the largest storage capacity, contributing to 80% of the total, with WFP alone holding 60% of the overall storage capacity.



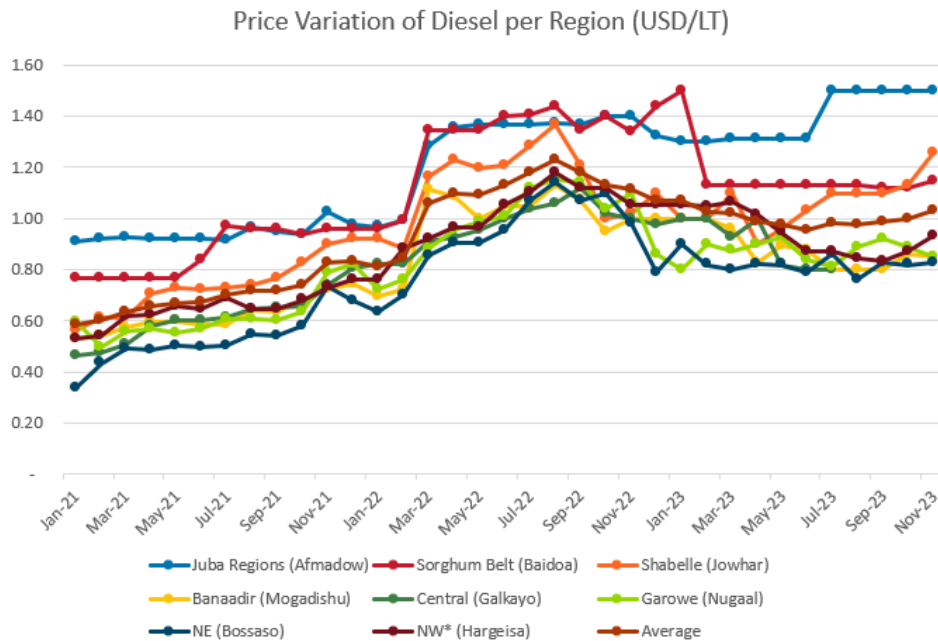
Following the analysis of these assessments, the Logistics Cluster concludes that there is currently no need for common storage capacity provided by the Logistics Cluster in Somalia.

3. Fuel

Diesel Prices

Since August 2022, the Logistics Cluster has been conducting a monthly analysis of diesel prices in Somalia, covering the period from January 2021 to November 2023. The data reveals a consistent upward trend, with diesel prices experiencing a notable month-on-month increase. By August 2023, the average fuel price had surged by approximately 70% compared to January 2021. Regional variations are evident in the analysis, notably in Juba Regions (Afmadow) and Sorghum Belt (Baidoa), in which fuel prices are shown to be consistently higher than those of other regions. The indexed variation, indicating the percentage change relative to January 2021, stands at 176% by November 2023, highlighting a significant overall surge in fuel costs.

The spikes observed in fuel prices during 2022 and 2023 suggest potential consequences of emergencies, such as the mid 2022 drought and the late-2023 flood response. A more in-depth analysis is essential to uncover the correlation between these events and the corresponding fluctuations in fuel prices, providing insights into the complex dynamics at play in the Somali diesel market. This understanding is crucial for policymakers, businesses, and consumers, as diesel prices wield substantial implications for economic activities and daily life in the region. Refer to the graph below for a visual representation of fuel prices in various regions across different months.

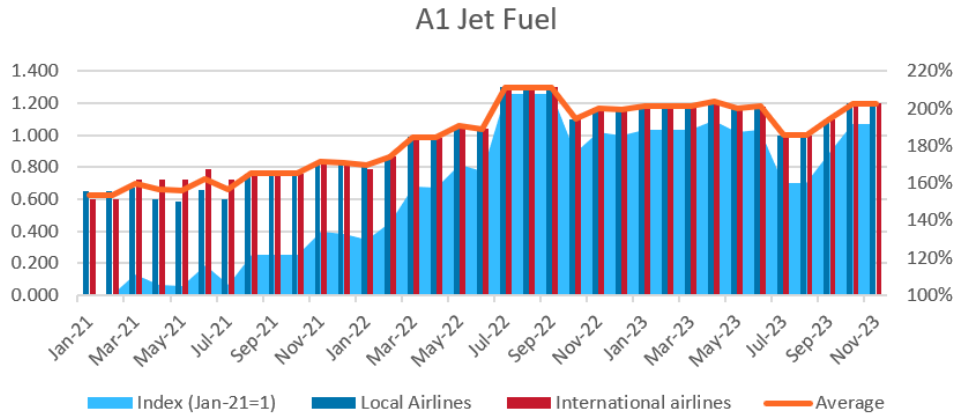


Jet A1 Fuel Prices

The Logistics Cluster has been diligently analyzing Jet A1 fuel prices in Somalia since January 2021, with the data spanning up to November 2023. The trends observed in Jet A1 fuel prices exhibit a notable pattern similar to that of regular diesel. Both local and international airlines have experienced a consistent upward trend in Jet A1 fuel costs. The average Jet A1 fuel price, calculated

from the combined rates of local and international airlines, has risen steadily, reaching an index of 192% by November 2023 compared to the base month of January 2021.

Regional variations are discernible within the Jet A1 fuel market, mirroring the trends observed in regular fuel prices. Notably, the indexed variation indicates a substantial overall surge in Jet A1 fuel costs during the analyzed period. The spikes in certain months, particularly in mid-2022 and end-2023, may suggest the influence of external factors, potentially including emergencies or market dynamics. The graph below provides a visual representation of Jet A1 fuel prices for local and international airlines in various months across the specified regions.



VII. HUMANITARIAN ACCESS

1. Customs Clearance

In the context of emergency response operations in Somalia, the humanitarian community usually imports specific lifesaving items such as medical, and nutrition items. The Logistics Cluster, in collaboration with Importation and Customs Clearance Together (IMPACCT), took a proactive step in October 2022 by establishing the Import and Customs Clearance Technical Working Group. This initiative brought together various focal points from humanitarian organizations to discuss challenges and constraints in the process of importing humanitarian supplies to Somalia.

Building on this, the Logistics Cluster in collaboration with IMPACCT, has been facilitating bi-weekly technical working group meetings since October 2022. Additionally, the Logistics Cluster organized an import and customs clearance workshop in October 2023 with participants from humanitarian organizations and government entities. The workshop's overarching goal was to foster collaboration, engage in discussions on challenges, and formulate recommendations to enhance the import and customs clearance process for humanitarian cargo in Somalia. During the workshop, the following key areas have been identified:

1. **Legal Framework:** It was suggested to conduct a comprehensive review of the existing import and customs clearance legal frameworks to identify current gaps. This entails a review of the legal structures governing importation procedures, customs regulations, and related processes.
2. **Policies and SOPs:** Recognizing the need for a more robust system, the establishing of comprehensive Standard Operating Procedures (SOPs) for aid imports was suggested. These SOPs should cover a spectrum of scenarios, ranging from regular programs to emergency phases. The development of clear, standardized procedures ensures a structured and efficient approach to aid imports, fostering consistency and coherence across various operational contexts.
3. **Technology:** There is a need to transition from the current manual customs system to enhance efficiency and streamline processes within the import and customs clearance procedures for humanitarian aid in Somalia.
4. **Coordination:** To foster effective collaboration and streamline information sharing, a dedicated technical working group comprising all stakeholders, including government and humanitarian partners, was suggested. Additionally, it was recommended to facilitate a workshop at least once a year, providing a platform to bring all stakeholders together, discuss emerging challenges, share best practices, and collectively address issues related to humanitarian aid imports.

2. Cross Border Transport

Since 2019, the cross-border movements between Kenya and Somalia have been halted due to the closure of the border by the Government of the Republic of Kenya. Given the ongoing emergencies in Somalia, the impact of this border closure on humanitarian operations has become increasingly critical. The movement by road through the border is crucial to facilitate the cost-effective delivery of life-saving food and non-food items (NFIs) to key areas, including Balet Hawa, Ceel Waak, Dhobley, and Dollow. In response to the closure, the humanitarian community

has resorted to airlifts to reach these important destinations. However, this approach restricts the types of supplies that can be delivered to the vulnerable populations in these areas and significantly increases costs. The average cost per metric ton for airlifts is approximately 700 percent higher than for road transport. Over the period between 2021 and 2023, based on the tonnage transported by road, an estimated savings of USD 5.1 million in logistics costs could be achieved.

VIII. CONCLUSION AND RECOMMENDATIONS BASED ON GAPS AND NEEDS ANALYSIS

Drawing insights from the outcomes of both the online survey and face-to-face interviews conducted with UN agencies, NGOs, and INGOs, the subsequent conclusions and recommendations encapsulate key challenges and proposed strategies in the realm of humanitarian operations in Somalia. The multifaceted analysis covers diverse facets such as security concerns, customs clearance intricacies, limitations in field capacity, infrastructure deficiencies, hurdles in commercial air services, and the imperative need for enhanced coordination. Each dimension sheds light on critical areas that demand attention and collective action to fortify the efficacy of logistics operations within the challenging context of Somalia.

- **Security and Accessibility:** Security remains the foremost challenge for humanitarian operations in Somalia, notably characterized by the influence exerted by non-state armed forces, particularly in the Central South Regions of the Republic of Somalia. The impending withdrawal of the African Union Transitional Mission in Somalia (ATMIS) forces by December 2024 introduces uncertainty and raises concerns about increased inaccessibility, particularly in Hirshabelle, South-West, and Jubaland. The Logistics Cluster will continue monitoring airstrip and road section accessibility, ensuring quick and adaptive responses as required.
- **Customs clearance:** Import and customs clearance challenges continue to persist, causing delays and demurrage costs for humanitarian cargo, especially at the Mogadishu seaport and airport. To address these challenges, the Logistics Cluster, in collaboration with Import and Customs Clearance Together (IMPACCT), continues to lead the technical working group on import and customs clearance in Somalia. This group meets bi-weekly with partners to discuss challenges, providing recommendations and solutions for the humanitarian and development community. Furthermore, the Logistics Cluster, in collaboration with IMPACCT, actively works with the Government to review current import and customs clearance procedures, offering guidance on strengthening these processes for humanitarian cargo. Additionally, at least one workshop per year is facilitated by the Logistics Cluster and IMPACCT to bring together humanitarian partners and government entities, fostering collaboration and enhancing communication between the government and humanitarian partners. Simultaneously, the Logistics Cluster, in collaboration with IMPACCT and its technical working group members, conducts ad-hoc and regular meetings with various authorities on customs clearance. These meetings aim to streamline clearance processes, address bottlenecks, and ensure smooth logistics operations, further enhancing coordination and cooperation between humanitarian actors and government authorities.
- **Limited logistics capacity and knowledge of the Logistics Cluster operation in the field:** Limited knowledge about the Cluster Approach poses significant challenges to the effectiveness of the Logistics Cluster operations in Somalia. The operational landscape is marked by challenges in understanding the Logistics Cluster approach. Local NGOs often face difficulties in navigating the complexities of logistics operations and context, which hinders seamless coordination and response efforts where the Logistics Cluster can support as per its mandate. To address this challenge, there is a crucial need for capacity-building/training initiatives and knowledge-sharing programs supported by the Logistics Cluster and partners. The Logistics Cluster, in collaboration with relevant stakeholders, will inform and/or advocate

the availability of partners training programs to enhance the logistics capabilities of local partners and organizations operating in the field. Strengthening this foundational knowledge is key to support the overall efficiency and impact of logistics operations in Somalia. Additionally, the Logistics Cluster will facilitate trainings such as Logistics Cluster Induction (LCI) to raise awareness of its mandate and the support provided to partners in the field.

- **Transportation Infrastructure:** Somalia continues to face significant logistics challenges due to its poor-to-very-poor road conditions. A World Bank report from 2022 estimates that only 13% of the country's 21,830 kilometers of roads are paved, with most of these paved roads reported to be in poor or very poor condition. This deficient road network contributes to a substantial accessibility deficit in rural areas, where only 31.2% of the population has access to all-season roads, leaving the majority without reliable connectivity. The situation is further exacerbated by extensive damage caused by El Niño floods in 2023 to critical transport infrastructure in Jubaland, South-West, and Hirshabelle State. With the anticipation of more rainfall in 2024, the challenges in road transport are expected to worsen. Additionally, numerous airstrips require rehabilitation to safely accommodate landings by fixed-wing aircraft. In response to these challenges, the Logistics Cluster is committed to collaborating and engaging with other stakeholders to facilitate coordination efforts among the various stakeholders. Additionally, the Logistics Cluster will provide support to the humanitarian community through air cargo transport to hard-to-reach areas.
- **Commercial air services:** Road access, particularly in South-Central Somalia, continues to present significant challenges due to security concerns. As a result, air services remain crucial for reaching people in need in Somalia. However, the humanitarian community faces ongoing challenges with commercial air services, including extended waiting times and occasional tax-related issues. Notably, in September 2023 at Mogadishu airport, commercial actors and humanitarian partners were informed of the implementation of a new fee structure, which mandated that all entities including humanitarian partners have to pay a fee of 1.05USD per kilogram for cargo transported from Mogadishu airport, regardless of the cargo type. This directive led to the suspension of humanitarian cargo flights in September and October 2023, which were operated by commercial actors. In response to these ongoing challenges, the Logistics Cluster has established an Air Cargo Technical Working Group. This group aims to facilitate the exchange of ongoing challenges with commercial transporters among organizations, share best practices, and encourage the exchange of experiences among private air cargo users. The swift sharing of information will enable the Logistics Cluster to advocate and coordinate, seeking both immediate and long-term solutions on behalf of the humanitarian community. Additionally, it provides an opportunity for the cost-effective use of air assets to effectively share the cargo load.
- **Subnational coordination:** Enhancing coordination with partners in the field emerged as a critical priority. The need for heightened coordination at the subnational level was underscored to maintain a proactive approach to addressing logistics challenges and the concerns of partners in the field. Moreover, ensuring smooth ad-hoc information exchange with the Logistics Cluster and upholding its visibility in the field was deemed essential. To meet these objectives, the Logistics Cluster is actively establishing a sub-national coordination

structure, initially focusing on Kismayo, Dollow, Beletweyne, and Baidoa. Regular meetings, facilitated by an NGO or international organization, are being facilitated, with the Logistics Cluster Coordinator participating online.

- **Warehouse capacity:** The Logistics Cluster has been conducting warehouse assessments every six months for the past two years. The results of these assessments, coupled with continuous monitoring, indicate that there is currently no need for common storage capacity provided by the Logistics Cluster in Somalia. Nevertheless, the Logistics Cluster remains committed to regularly monitoring critical warehouse capacity every six months. Additionally, in an effort to optimize the cost-effectiveness of cargo transport, a humanitarian hub has been established in Baidoa. This hub acts as a transit point for the temporary storage of cargo before its onward transport to various locations in Jubaland and the South-West regions.
- **Coordination and collaboration between the Logistics Cluster and the Government:** Strengthening collaboration between the Logistics Cluster and the Government is crucial to enhance the Government's emergency preparedness and response capacity. As per the Cluster approach, the government has a key role in co-leading the Logistics Cluster. In 2024, the Logistics Cluster aims to provide tailored training sessions aimed at supporting the Government in logistics, information management, and emergency preparedness and response for seasonal disasters (including floods and drought). The trainings are tailored to support the Government in the implementation of the Disaster Management Strategic Plan (2024-2029) at both the national and subnational levels. This effort also includes organizing collaborative workshops on various topics, including import and customs clearance. These initiatives aim to facilitate information exchange between the humanitarian community and the government, enabling swift and effective responses to emergencies. The establishment of regular communication channels and mechanisms for information-sharing is essential to foster a seamless and coordinated approach in emergency planning and response.
- **Emergency preparedness and response:** These findings suggest that there is a need for organizations to enhance their contingency plans for emergency preparedness and response. Therefore, the ongoing focus of the Logistics Cluster will be on reinforcing the logistics capacities of partners through tailored trainings, emergency preparedness and response simulations, and the sharing of best practices and transition to field-based preparedness (FBP) in collaboration with national authorities. This includes a specific emphasis on seasonal and natural disaster such as drought and flood emergency preparedness and response. Concurrently, the Logistics Cluster actively engages in post-emergency response evaluations and contingency planning sessions facilitated by OCHA. The outcomes of these initiatives are shared with the Logistics Cluster partners, supporting them in fortifying their own organizational contingency plans and contributing to overall community resilience.
- **Information management:** There is a clear imperative to enhance the management of logistics information in Somalia. To address this, the Logistics Cluster is committed in 2024 to facilitate training programs focused on information management. Additionally, the Logistics Cluster aims to collaborate with the government, on the adoption of tools that could enhance logistics data collection and analysis. This concerted effort seeks to promote the overall efficiency and effectiveness of logistics operations in Somalia.

- **Funding:** There is a strong need to advocate for increased funding to strengthen logistics operations in Somalia. Currently, these operations lack financial support, posing challenges to humanitarian efforts in Somalia. The Logistics Cluster remains dedicated to advocating for logistics in Somalia, addressing existing gaps, and ensuring an effective humanitarian response to support the people in need.

Based on the gaps and needs analysis, the Logistics Cluster **recommends the continuation** of the Logistics Cluster operations in Somalia to address critical logistical challenges and support ongoing humanitarian efforts. To ensure the sustainability of the Logistics Cluster operation, adequate funding is required. Specifically, funding is needed to maintain essential transportation assets such as the Logistics Cluster's specialized and fixed-wing aircraft for cargo transport, as well as to continue the Logistics Cluster's activities in coordination, information management, and training. Overall, securing sufficient funding is paramount to effectively addressing the identified gaps and meeting the evolving needs of the humanitarian response in Somalia.

ANNEX I: PROJECTED FUNDING SITUATION FOR 2024

The Logistics Cluster’s requirements for 2024 amount to US\$ 14.7 million for: (1) at least one specialized aircraft until the end of 2024, (2) sustained fixed-wing operations, (3) sea and road transport if and where needed, and (4) continued coordination, training and information management to support the humanitarian community. These are detailed in the table below:

#	ACTIVITY	UNIT OF MEASUREMENT	UNIT COST	TARGET	TOTAL ACTIVITY COST
1 Logistics Cluster Common Services, Coordination and Information Management					
1.1	Logistics Cluster Common Services Air (Fixed Wing Aircraft)	MT	\$1,856	2,400	\$4,454,819
1.2	Logistics Cluster Common Services Air (Helicopter)	Cost per month	\$600,000	15	\$9,000,000
1.3	Logistics Cluster Common Services Handling and Shunting	MT	\$132	2,400	\$316,124
1.4	Logistics Cluster Last Resort Road and Sea Transport	MT	\$140	500	\$69,899
1.8	Logistics Cluster Coordination, Trainings and Simulation Exercises and Information Management	Lumpsum	\$877,860	1	\$877,860
Total					\$14,718,702

The Logistics Cluster is currently facing a net funding shortfall of US\$12.3 million for the year 2024, with a more specific breakdown indicating a requirement of US\$ 3.6 million for the period January to June 2024. This includes US\$ 1.8 million for a specialized aircraft from April to June 2024, US\$ 1.2 million for a fixed-wing aircraft and other common services (transportation of cargo by air, road, and sea) from April to June 2024, and US\$ 450,000 for coordination, information sharing, and customized trainings from February to June 2024. Securing these funds is crucial to actively address key logistics challenges anticipated over the next four months.