

# MULTISECTORAL LOGISTICS ACTION PLAN FOR EMERGENCIES

PERU

November 2024



Field Based Preparedness Project (FBPP)



World Food  
Programme



CONTENT

INTRODUCTION .....2

CONTEXT .....2

ACRONYMS .....3

OBJECTIVES .....4

PARTICIPANTS .....4

ACTIVITIES AND RESULTS ACHIEVED.....5

CLASSIFICATION OF GAPS AND STRUCTURING OF ACTIONS .....6

GROUP 1 – STRENGTHENING OF TECHNICAL CAPACITIES .....7

GROUP 2 – MAPPING OF LOGISTICS CAPACITIES .....9

GROUP 3: PREPOSITIONING .....10

GROUP 4 – INITIATIVES TO BE PROMOTED WITH THE GOVERNMENT .....11

GROUP 5 – INITIATIVES TO BE PROMOTED WITH THE PRIVATE SECTOR .....12

GROUP 6 – INITIATIVES IN GREEN LOGISTICS .....13

COMMON PRIORITIES AMONG ORGANIZATIONS .....14

GROUP 1 – STRENGTHENING OF TECHNICAL CAPACITIES .....14

GROUP 2 – MAPPING OF LOGISTICS CAPACITIES .....16

GROUP 3: PREPOSITIONING .....16

GROUP 5 – INITIATIVES TO BE PROMOTED WITH THE PRIVATE SECTOR .....16

NEXT STEPS .....18

*“Excellent opportunity to have a space for conversation among the main actors of humanitarian logistics. We have been able to show the problems and perspectives that each participating sector has”.*

*Participant of the Logistics Emergency Preparedness Workshop,  
March 2024, Peru.*

DEFENSA CIVIL  
Tarea de Todos

## INTRODUCTION

On March 20 and 21, 2024, the [Logistics Emergency Preparedness Workshop](#) was held in Lima, Peru, with the participation of **39 representatives from 21 entities** across the government, humanitarian, private, and academic sectors. During the event, **gaps and challenges in logistics preparedness for natural disasters were discussed and validated**, which allowed for the prioritization of key issues and the development of concrete proposals, resulting in a **Multisectoral Logistics Emergency Plan**.

The identified gaps highlighted **six common areas for prioritization**:

1. Strengthening of Technical Capacities
2. Mapping of Logistics Capacities
3. Pre-positioning
4. Initiatives with the Government
5. Initiatives with the Private Sector
6. Initiatives in Ecological Logistics.

In **August and September, these gaps were revalidated** to establish the priorities of each organization. This document presents the convergences achieved by the entities regarding the logistical gaps and their proposed solutions, emphasizing that addressing **these challenges requires the commitment of all sectors to enhance logistical response capacity in emergency management in Peru**. The recommendations serve as a roadmap to initiate the implementation process.

## CONTEXT

The [World Food Programme \(WFP\)](#) focuses on **humanitarian assistance** and **emergency response**, with a mandate to lead global **humanitarian logistics** initiatives through the [Global Logistics Cluster](#). In this framework, WFP collaborates with [INDECI](#) to strengthen emergency logistics preparedness and enhance humanitarian logistics in Peru.

[INDECI](#) (National Institute of Civil Defense) is a public agency within [Peru's National Disaster Risk Management System \(SINAGERD\)](#), under the Ministry of Defense. It is responsible for monitoring and validating information on hazards and emergencies, facilitating decision-making, and coordinating with operations centers at various levels. This makes it crucial to implement actions that improve efficiency in disaster **preparedness** and **post-disaster recovery**.

According to the [Geophysical Institute of Peru](#), the country ranks among the highest in seismic risk globally, as it is part of the **Pacific Ring of Fire**. The [2023 World Risk Index](#) ranks Peru 13th in terms of natural disasters, underscoring the need for adequate emergency preparedness. In July 2023, the [Logistics Emergency Preparedness Project](#) of the [Logistics Cluster](#) was activated. The aim of this project is to strengthen the supply chain and logistics capacities to enhance inter-institutional collaboration for an effective response.

In this context, the **Logistics Working Group (GTL)** was created, composed of a network of partners including logistics and risk management members, some of whom are part of the humanitarian network. Its mission is to strengthen emergency logistics preparedness by integrating various organizations such as national and international NGOs, private companies, government partners, the academic sector, and UN agencies.

## ACRONYMS

SIGLAS	NOMBRE	SECTOR
ACF	Administration for Children & Families	Humanitarian
UNHCR	United Nations High Commissioner for Refugees	Humanitarian
ADRA	Adventist Development and Relief Agency	Humanitarian
AEA	AYUDA EN ACCIÓN	Humanitarian
CARITAS	CARITAS	Humanitarian
DHL	DHL	Private
ESUPS	Emergency Supply Pre-Positioning Strategy	Humanitarian
FAO	Food and Agricultural Organization of the United Nations	Humanitarian
GLC	Global Logistics Cluster	Humanitarian
GTL	Logistics Working Group	Multisectoral
HI	Humanity & Inclusion	Humanitarian
HOMBRO A HOMBRO	HOMBRO A HOMBRO	Humanitarian
INDECI	National Institute of Civil Defense	Public
IRC	International Rescue Committee	Humanitarian
MAERSK	MAERSK	Private
IOM	International Organization for Migration	Humanitarian
NGO	Non-Governmental Organization	Humanitarian
PLAN INTERNATIONAL	PLAN INTERNATIONAL	Humanitarian
SAVE THE CHILDREN	SAVE THE CHILDREN	Humanitarian
STOCKHOLM	STOCK of Humanitarian Organizations Logistics Mapping	Humanitarian
SUNAT	National Superintendency of Customs and Tax Administration	Public
TECHO	TECHO	Humanitarian
UNICEF	United Nations Children's Fund	Humanitarian
UNMSM	National University of San Marcos	Academic
WFP	World Food Programme	Humanitarian
WORLD VISION	Christian Humanitarian Development Organization	Humanitarian
345W	System for recording activities and actions of preparedness and response by UN agencies and NGOs that make up the Country Humanitarian Team	Humanitarian

## OBJECTIVES

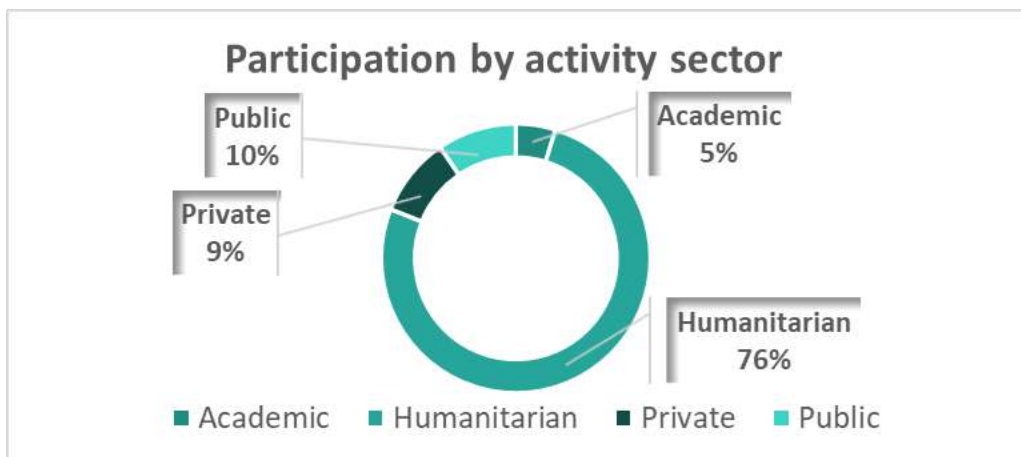
In this workshop, co-led by [INDECI](#) and the [Logistics Cluster](#) in collaboration with [WFP Peru](#), objectives were set and achieved **thanks to the active participation of various institutions**. These institutions analyzed the identified gaps and contributed action plans for their mitigation.

1. **Identify and validate common gaps and challenges in the logistical areas** of organizations within Peru’s Humanitarian Network, proposing mitigation measures and validating these gaps with the experience of key actors in the response.
2. **Define a National Logistics Preparedness Action Plan as a roadmap** to prioritize efforts and improve specific areas, serving as a reference document to ensure the continuity of the project and justify long-term efforts.
3. **Initiate ongoing dialogue between the private, academic, humanitarian, and government sectors to achieve a comprehensive approach to improving solutions**, strengthening the network of contacts among emergency logistics specialists.

## PARTICIPANTS

During the workshop, 39 representatives from 21 institutions across the public sector, non-governmental organizations, United Nations agencies, and the private sector participated.

1. **Public Sector:** National Institute of Civil Defense ([INDECI](#)) and la National Superintendency of Customs and Tax Administration ([SUNAT](#))
2. **Humanitarian Sector:** United Nations agencies ([UNHCR](#), [FAO](#), [IOM](#), [UNICEF](#), [WFP](#)) and NGOs ([ACF](#), [ADRA](#), [Ayuda en Acción](#), [Caritas](#), [Hombro a Hombro](#), [Humanity & Inclusion](#), [IRC](#), [Plan Internacional](#), [Save the children](#), [TECHO](#), [World Vision](#))
3. **Private Sector:** DRT Team ([DHL](#) y Maersk)
4. **Academic Sector:** National University of San Marcos ([UNMSM](#))



## ACTIVITIES AND RESULTS ACHIEVED

During the two-day workshop, group activities were carried out to promote **interaction among stakeholders from the four sectors**. Participants were organized into thematic groups to **comprehensively analyze the identified logistical gaps**, classifying them into **five main areas of impact within the Logistics Emergency Preparedness Project**:

1. Procurement and Supply Chain Management
2. Storage and Information Digitization in Systems
3. Transport and Outsourcing of Logistics Activities
4. Human Resources, Importation, and International Transport
5. Planning and Coordination

In the group discussions, **the gaps were prioritized based on their impact, consolidating actions and solutions that resulted in a logistics action plan**. This document compiles all the gaps, their prioritization, and the necessary actions, serving as a **roadmap for the next steps of the Project**. The plan is organized into **six groups of cross-cutting actions**, reflecting the common gaps and solutions identified:

- Group 1: Strengthening of Technical Capacities
- Group 2: Mapping of Logistics Capacities
- Group 3: Pre-positioning
- Group 4: Initiatives to be promoted with the Government
- Group 5: Initiatives to be promoted with the Private Sector
- Group 6: Initiatives in Green Logistics

As a follow-up activity to the workshop, each organization worked to identify the priority gaps in Logistics Preparedness for Emergencies, determining the **common areas that require short-term attention**. Among these, **seven key actions with a recurrence of over 20% emerged as critical to guide efforts throughout 2024 and the first quarter of 2025**:

1. Systematization of the Logistics Working Group (GTL) mechanism
2. Strengthening of Storage and Transport Capacities
3. Strengthening of Importation Capacities
4. National Logistics Mapping of Warehouses and Transport for Emergency Response
5. Development of a catalog of items by type of emergency, code, and technical specifications
6. Consolidation of suppliers into a list managed by the GTL
7. Holding conferences to raise awareness of the Humanitarian Sector's needs among the private sector

## CLASSIFICATION OF GAPS AND STRUCTURING OF ACTIONS

The **gaps were prioritized based on their impact** in emergencies, classified into **four risk categories**. A total of 53 gaps were analyzed, and their priority was determined. From these results, **8 gaps (15%) were identified as having a very high risk level for logistics operations during emergencies**.

	VERY HIGH
	HIGH
	MODERATE
	LOW

## GROUP 1 – STRENGTHENING OF TECHNICAL CAPACITIES

The **Gaps** represent the analysis of the main areas of impact in logistics, critical points, and their effects. The **Cross-Cutting Actions** represent the common solutions to address the challenges identified across various areas.

GAPS	CROSS – CUTTING ACTIONS
<b>1. PROCUREMENT AND SUPPLY CHAIN MANAGEMENT</b>	<ol style="list-style-type: none"> <li>1. <b>Systematize the Logistics Coordination Mechanism</b> (Logistics Working Group - GTL)                             <ol style="list-style-type: none"> <li>1.1 Update the Terms of Reference (TOR) for the GTL.</li> <li>2.1 Identify and include new actors in the emergency response within the GTL.</li> <li>3.1 Establish a communication channel for the GTL.</li> </ol> </li> <li>2. <b>Strengthen logistics knowledge</b> that can be replicated by GTL partners:                             <ol style="list-style-type: none"> <li>1.2 Training and Biannual Evaluations to Define Roles and Responsibilities</li> <li>2.2 Establish agreements for continuous training on key topics, including:                                     <ol style="list-style-type: none"> <li>1.2.2 Customs procedures in emergencies.</li> <li>2.2.2 Selection of customs agents.</li> <li>3.2.2 Documentation for the supply chain.</li> <li>4.2.2 Warehouse management.</li> <li>5.2.2 Handling of equipment (e.g., forklifts, pallet jacks).</li> <li>6.2.2 Logistics contracts and insurance (e.g., framework agreements).</li> <li>7.2.2 Planning and control of logistics costs.</li> <li>8.2.2 Tax collection (e.g., VAT).</li> </ol> </li> </ol> </li> <li>3. <b>Develop a Catalog</b> of Available Humanitarian Logistics Training Programs</li> <li>4. <b>Develop accessible logistics guidelines and protocols</b> for all stakeholders, including likely emergency scenarios, to improve decision-making during crises.</li> <li>5. <b>Review regulations for importing goods</b> outside of current norms and facilitate spaces for discussion with relevant authorities to streamline processes.</li> <li>6. <b>Conduct simulations and practical exercises</b> to assess the logistics capacity of the Logistics Working Group (GTL) and develop Standard Operating Procedures (SOPs).</li> <li>7. <b>Update contingency plans</b> to incorporate logistics components, ensuring that emergency logistics procedures are clearly defined and actionable.</li> </ol>
<ul style="list-style-type: none"> <li>• The delay in the recovery of VAT (Value Added Tax) affects the accounting flow and discourages contributions due to uncertainty regarding the timelines.</li> </ul>	
<b>2. STORAGE</b>	
<ul style="list-style-type: none"> <li>• The personnel in charge of warehouses in the humanitarian sector lack adequate training, and regular inspections are not conducted, increasing the risk of errors.</li> <li>• Adverse weather conditions (humidity, heat, dust) affect the storage and pre-positioning of items, and adapting warehouses to these conditions is costly.</li> </ul>	
<b>3. TRANSPORT</b>	
<ul style="list-style-type: none"> <li>• Some organizations lack proper records of shipment guides, exposing them to audit risks and potential fines from SUNAT, which affects their operational efficiency.</li> <li>• Humanitarian entities lack training on the necessary documentation for transportation, which can lead to errors and delays.</li> </ul>	
<ul style="list-style-type: none"> <li>• It is necessary to implement stricter physical control processes when outsourcing transportation to improve supervision and avoid issues during transit.</li> <li>• The lack of insurance for cargo transport, especially for urgent or donated shipments, creates legal gaps and additional problems in case of loss.</li> </ul>	
<ul style="list-style-type: none"> <li>• Planning issues caused by last-minute requests and unexpected changes from donors and clients affect the efficient management of transportation.</li> </ul>	
<b>4. IMPORTACIÓN</b>	
<ul style="list-style-type: none"> <li>• The daily storage cost is high for items imported by air or sea until the goods are cleared by customs.</li> <li>• The importation process is lengthy and complicated, with bottlenecks occurring when the responsible signatories are unavailable or when physical documents are required.</li> <li>• Peruvian regulations for the importation of humanitarian goods are complex and lack centralization, particularly for certain items (such as telecommunications and health-related materials), requiring additional processes with other ministries.</li> </ul>	

<ul style="list-style-type: none"> <li>The humanitarian sector lacks sufficient knowledge to properly manage documentation, select customs agencies, and define service levels, which delays the importation of critical items during emergencies.</li> </ul>		
<p><b>5. COORDINATION AND PLANNING</b></p>		
<ul style="list-style-type: none"> <li>The lack of process standardization and alignment between government demands and the offerings of the humanitarian sector creates inconsistencies and hampers logistical coordination.</li> </ul>		
<ul style="list-style-type: none"> <li>Unforeseen logistical costs or those estimated with little accuracy by humanitarian agencies can affect budgeting and planning.</li> <li>Delays in receiving and managing emergency donations hinder the delivery of critical aid.</li> <li>Insufficient communication between public, humanitarian, and private sector actors makes it difficult to exchange information and resources, also complicating the tracking of transport and operations.</li> </ul>		
<ul style="list-style-type: none"> <li>It is essential to involve logistics departments more in decision-making and planning, both in normal times and during emergencies.</li> <li>The lack of development and updating of Emergency Response Logistics Plans within various organizations impacts the effectiveness of the response.</li> </ul>		

## GROUP 2 – MAPPING OF LOGISTICS CAPACITIES

The **Gaps** represent the analysis of the main areas of impact in logistics, critical points, and their effects. The **Cross-Cutting Actions** represent the common solutions to address the challenges identified across various areas.

GAPS	CROSS – CUTTING ACTIONS
<p><b>ALMACÉN</b></p> <ul style="list-style-type: none"> <li>The mapping of distribution points is insufficient, leading to delays on the ground.</li> <li>There is no consolidated and accessible information on the available storage capacities across various organizations at the national level, which hinders collaboration and resource optimization during emergencies.</li> <li>The infrastructure of some warehouses is limited or inadequate for current needs.</li> <li>Many response entities lack online, real-time inventory management software, requiring manual record-keeping or updating inventory movements on a weekly basis.</li> <li>In decentralized regions, the lack of connectivity prevents real-time stock updates, forcing staff to return to the office to register information.</li> <li>Storage capacity is limited both in normal and emergency situations, necessitating the consideration of alternative infrastructure, which is not always suitable for the specific needs of the context.</li> </ul>	<ol style="list-style-type: none"> <li><b>Map logistics capacities for the humanitarian, government, and private sectors</b>, including contact information at the national level, accessible to all humanitarian actors:               <ol style="list-style-type: none"> <li>Permanent and temporary storage infrastructures, and handling equipment.</li> <li>Land transport and alternative means (in collaboration with relevant authorities, such as the Armed Forces and the National Police).</li> <li>Key contacts for those responsible for each mapped resource.</li> <li>Identification of areas with no internet connectivity.</li> </ol> </li> <li><b>Evaluate logistical infrastructures</b>, such as ports and airports, to ensure availability and capacity during emergencies.</li> </ol>
<p><b>TRANSPORT</b></p> <ul style="list-style-type: none"> <li>In emergencies, only land routes are prioritized, neglecting alternative transportation methods. Response entities lack knowledge of alternatives and risk mitigation when land transport is not viable.</li> <li>Lack of transportation providers in remote areas (last mile). Limited budgets and insufficient support from the private sector hinder distribution.</li> <li>Insufficient equipment for cargo handling, such as forklifts, is exacerbated by the difficulty in renting such equipment and the limited availability of suppliers, which affects operational efficiency.</li> </ul>	<ol style="list-style-type: none"> <li><b>Implement digital tools</b> for data collection and visualization (e.g., LogIE, 345W) and socialize these tools among actors.</li> <li><b>Establish agreements between organizations</b> for the exchange of information and logistical resources, enhancing collaboration during emergencies.</li> </ol>
<p><b>COORDINATION AND PLANNING</b></p> <ul style="list-style-type: none"> <li>An operational coordination mechanism is needed that brings together organizations working in the same area, minimizing the risk of duplication and improving efficiency.</li> <li>There is a lack of a digital platform to coordinate operations, share information, and manage changes in operational requirements across institutions from all sectors.</li> </ul>	

## GROUP 3 – PREPOSITIONING

The **Gaps** represent the analysis of the main areas of impact in logistics, critical points, and their effects. The **Cross-Cutting Actions** represent the common solutions to address the challenges identified across various areas.

GAPS	CROSS – CUTTING ACTIONS
<b>STORAGE</b>	
<ul style="list-style-type: none"> <li>Climate conditions (humidity, heat, dust) affect storage and prepositioning in some regions, and adapting warehouses to these conditions is costly.</li> </ul>	<ol style="list-style-type: none"> <li><b>Identify existing platforms to visualize the prepositioning</b> of stocks from all organizations by region, considering the historical data on disasters.</li> </ol>
<ul style="list-style-type: none"> <li>Entities with regional prepositioning may face delays of at least one month to mobilize goods into the country in case of emergencies.</li> <li>There is a lack of a comprehensive logistics strategy, which makes it difficult to incentivize the prepositioning of supplies and creates uncertainty about their location in strategic points.</li> </ul>	<ol style="list-style-type: none"> <li><b>Implement a platform for mapping the stocks</b> of organizations in the Country Humanitarian Team.</li> <li><b>Identify warehouses</b> that can serve strategic regions, not limited to specific areas, and define the process for their execution.</li> </ol>
<b>COORDINATION AND PLANNING</b>	
<ul style="list-style-type: none"> <li>The lack of standardization of processes and the misalignment between the government and humanitarian organizations creates inconsistencies and hinders logistical coordination, as both sectors are unaware of each other's needs and capacities.</li> <li>There is no comprehensive view of the location of response items from public, private, and humanitarian organizations in Peru.</li> </ul>	<ol style="list-style-type: none"> <li><b>Define a prepositioning strategy</b> based on the mapped stock information, including the location of resources and replenishment frequency.</li> <li><b>Develop a catalog of items</b> by type of emergency, with codes and technical sheets.</li> </ol>
<ul style="list-style-type: none"> <li>Insufficient research and review of past disaster histories limit the understanding of the impact of logistics in emergencies.</li> </ul>	<ol style="list-style-type: none"> <li><b>Include the academic sector</b> to conduct a logistical impact study in case of emergency and disseminate it among all relevant stakeholders.</li> <li>Ensure that <b>regional hubs share the processes</b> for acquiring products and services through them.</li> </ol>

## GROUP 4 – INITIATIVES TO BE PROMOTED WITH THE GOVERNMENT

The **Gaps** represent the analysis of the main areas of impact in logistics, critical points, and their effects. The **Cross-Cutting Actions** represent the common solutions to address the challenges identified across various areas.

GAPS	CROSS – CUTTING ACTIONS
<p><b>STORAGE</b></p> <ul style="list-style-type: none"> <li>Insufficient adequate infrastructure in various regions for food handling, which limits the training of warehouse managers in basic management knowledge.</li> </ul>	<ol style="list-style-type: none"> <li><b>Develop a protocol to coordinate collaboration</b> between the government sector and other stakeholders involved in logistical preparedness in decentralized areas.</li> </ol>
<p><b>TRANSPORT</b></p> <ul style="list-style-type: none"> <li>Lack of training in humanitarian organizations on the necessary documentation for transportation, which can lead to errors and delays.</li> <li>Lack of proper transportation planning, combined with last-minute requests and unexpected changes from donors and clients, which complicates efficient management.</li> </ul>	<ol style="list-style-type: none"> <li><b>Coordinate with INDECI and agencies at all three levels of government</b> to utilize their distribution points infrastructure nationwide in the event of natural disaster emergencies.</li> <li><b>Establish framework agreements with suppliers</b> for the delivery of recurring goods to areas near the disaster zone.</li> <li><b>Develop a clear guide with simple and effective protocols</b> for the handling, mobilization, transportation, and delivery of humanitarian aid items.</li> </ol>
<p><b>COORDINATION AND PLANNING</b></p> <ul style="list-style-type: none"> <li>INDECI faces delays in contracting transport at the beginning of each year, as contracts are only formalized starting in February due to the budget for this service being released in January, which affects timely planning and execution.</li> </ul>	<ol style="list-style-type: none"> <li><b>Facilitate working groups</b> with all involved entities to optimize processes, avoid duplication of efforts, and explore traceability systems to ensure effective distribution of items, evaluating their implementation in a multi-agency context.</li> </ol>
<ul style="list-style-type: none"> <li>Insufficient documentation and feedback from authorities during the distribution of donated items by NGOs, which hinders transparency and accountability.</li> <li>The lack of clear protocols for donations restricts effective collaboration between sectors and undermines the spirit of cooperation needed for an effective response.</li> </ul>	<ol style="list-style-type: none"> <li><b>Encourage government initiatives to develop suppliers</b> and sustainable aid projects (e.g., construction of communal kitchens, road improvement, and drilling of tubular wells) that strengthen emergency response infrastructure.</li> </ol>

## GROUP 5 – INITIATIVES TO BE PROMOTED WITH THE PRIVATE SECTOR

The **Gaps** represent the analysis of the main areas of impact in logistics, critical points, and their effects. The **Cross-Cutting Actions** represent the common solutions to address the challenges identified across various areas.

GAPS	CROSS – CUTTING ACTIONS
<b>PURCHASING AND SUPPLY</b>	
<ul style="list-style-type: none"> <li>Many suppliers in decentralized regions are informal or unable to provide the necessary documentation on time.</li> </ul>	<ol style="list-style-type: none"> <li><b>Identify the needs for items</b> with low diversity, quality, volumes, prices, payment methods, or other issues through the GTL (Logistics Working Group).</li> </ol>
<ul style="list-style-type: none"> <li>Insufficient availability of transportation providers in remote areas (last mile), which hinders distribution in hard-to-reach locations.</li> <li>Low diversity, quality, and volumes of available items within the country, which affects response capacity and the efficiency of project implementation.</li> </ul>	<ol style="list-style-type: none"> <li>Hold conferences to <b>socialize</b> the needs of the humanitarian sector <b>with the business sector</b>, including:                     <ol style="list-style-type: none"> <li>Standardization of processes.</li> <li>Identification of key stakeholders within the business sector to promote the initiative (e.g., Chamber of Commerce).</li> </ol> </li> <li><b>Promote collaboration spaces</b> between humanitarian network actors and invite private sector companies to exchange services, including:                     <ol style="list-style-type: none"> <li>Access to the national supplier registry through “Perú Compras” and other systems.</li> </ol> </li> </ol>
<ul style="list-style-type: none"> <li>Many suppliers in decentralized regions only accept cash payments, which complicates the administrative management of responding organizations. During emergencies, electronic payment systems may not be available, requiring alternative payment methods.</li> <li>The prices of goods in remote areas are higher and fluctuate, making it difficult to decide whether to transport items from large cities or develop local suppliers.</li> <li>Insufficient knowledge of suppliers about the work of emergency response entities, which reduces their interest and credibility. Outside of Lima, suppliers often do not comply with the rates established in contracts, or do so only temporarily.</li> </ul>	<ol style="list-style-type: none"> <li><b>Consolidate and share suppliers</b> through an organized list by item type, categories, regions, and supplier capacity, managed by the GTL.</li> <li><b>Conduct a mapping of suppliers</b> in the areas with the highest incidence of emergencies to establish purchase contracts that guarantee resource availability during critical times.</li> </ol>
<ul style="list-style-type: none"> <li>In some areas, the local supply is insufficient, limiting the ability of humanitarian organizations to make purchases in the region, as donors require that purchases be made locally.</li> </ul>	<ol style="list-style-type: none"> <li><b>Implement a layer on the LogIE platform for Peru</b>, which allows visualization by region of the supplier development level and the diversity of available humanitarian assistance items, facilitating informed decision-making and justifying local purchases or the selection of alternative suppliers during emergencies.</li> </ol>

## GROUP 6 – INITIATIVES IN GREEN LOGISTICS

The **Gaps** represent the analysis of the main areas of impact in logistics, critical points, and their effects. The **Cross-Cutting Actions** represent the common solutions to address the challenges identified across various areas.

GAPS	CROSS – CUTTING ACTIONS
<p><b>PURCHASING AND SUPPLY</b></p> <ul style="list-style-type: none"> <li>• Lack of updated and accessible lists of suppliers that meet eco-friendly criteria, making it difficult to select suppliers committed to sustainable practices.</li> <li>• Absence of clear and effective guidelines for managing pollutants, which may lead to inadequate or inefficient waste and pollutant management practices.</li> <li>• Lack of coordination and collaboration between sector groups to share and align eco-friendly initiatives, limiting the impact and effectiveness of efforts to reduce environmental impact.</li> <li>• Environmental impact of purchases not considered in a comprehensive manner.</li> </ul>	<ol style="list-style-type: none"> <li>1. <b>Integrate and share eco-friendly initiatives</b> from the Sector Groups, including mapping sustainable logistics initiatives.</li> <li>2. <b>Develop guidelines</b> for the proper management of pollutants.</li> <li>3. Create <b>lists</b> of eco-friendly <b>suppliers</b>.</li> </ol>

A group of people are seated around a table in a meeting room. In the foreground, a person is seen from the back, wearing a dark blue t-shirt with a logo and the text "LOGISTICS CLUSTER". The logo consists of three interlocking geometric shapes. The person is looking towards a group of people seated around a table. On the table, there are several water bottles, a laptop, and some papers. A man in a white shirt is looking at the person in the foreground. A woman with glasses is also visible, looking towards the same person. The background shows a whiteboard with some text on it. The entire image has a teal overlay.

*“These spaces for joint interaction with all sectors of humanitarian response should continue to be promoted...”*

*Participant of the Logistics Emergency Preparedness Workshop, March 2024, Peru.*

## COMMON PRIORITIES AMONG ORGANIZATIONS

During the workshop, various actions were identified to improve logistical preparedness for emergencies. Subsequently, collaboration took place with each organization to analyze priority gaps and **determine common areas that require attention within the next six months.**

A total of **20 bilateral meetings were held with the following organizations:** ACF, ADRA, AYUDA EN ACCIÓN, CARE, CARITAS, DHL, FAO, HI, HOMBRO A HOMBRO, INDECI, IRC, PLAN INTERNATIONAL, WFP, UNDP, TECHO, UNMSM, UNICEF, and WORLD VISION. In these sessions, specific needs were discussed, and **actions with a recurrence of over 20% among organizations were validated.** This ensured that **decisions were aligned with the most urgent needs.**

**Seven key activities** were identified, **which have a significant impact across all organizations.** These activities will serve as the foundation for a coordinated action plan, optimizing resources and strengthening emergency response capacity.

**Below are the seven main actions within each gap group,** which have a recurrence higher than 20% and will be critical in guiding efforts in the coming months:

### GROUP 1: STRENGTHENING OF TECHNICAL CAPACITIES

**Prioritization:** Percentage of alignment among GTL members who identified each action as a priority.

STRENGTHENING STORAGE AND TRANSPORTATION CAPACITIES	PRIORITIZATION 35%
<p align="center"><b><u>Action 1: Development of Technical Capacities in Storage and Distribution</u></b></p> <p><b>A. Strengthening of GTL Capacities in:</b></p> <ul style="list-style-type: none"> <li>- Techniques for Storing Non-Perishable Humanitarian Aid Materials</li> <li>- Organization and Inventory Management</li> <li>- Techniques for Transporting Non-Perishable Humanitarian Aid Materials</li> <li>- Strengthening Food Safety in Storage and Transport</li> </ul> <p><b>B. Clarification of Protocols with INDECI:</b></p> <ul style="list-style-type: none"> <li>- Delivery of Donations to INDECI in Emergencies: Transport, Storage, and Documentation</li> <li>- Process for the Collection and Proper Handling of Donations by Volunteers at INDECI, Ensuring Correct Reception and Administration of Resources</li> </ul> <p><b>C. Detailing the Types of Logistics Services</b> Provided by GTL Member Organizations (e.g., UNICEF, WFP) and How to Make Requests</p>	

STRENGTHENING OF IMPORTATION CAPACITIES	PRIORITIZATION 26%
<p style="text-align: center;"><b><u>Action 2: Strengthening Importation Capacities</u></b></p> <p><b>A. Strengthening GTL Capacities</b></p> <ul style="list-style-type: none"> <li>- Comprehensive training on the importation process, from preparation to receipt, highlighting the necessary documents for the donation of food, medicines, and medical equipment, in accordance with the designations and requirements established by SUNAT.</li> <li>- Presentation of practical examples and case studies to illustrate the full procedures for importing and customs clearance of different types of donations.</li> <li>- Provision of contact information for relevant agencies to offer assistance during the importation process.</li> </ul> <p><b>B. Creation of Manuals and Practical Guides</b></p> <ul style="list-style-type: none"> <li>- Development of detailed manuals and guides covering the requirements for importation, including essential documents such as the Sworn Declaration of Ownership and the GR Remitente.</li> </ul> <p><b>C. Collaboration with SUNAT and the Ministry of Foreign Affairs</b></p> <ul style="list-style-type: none"> <li>- Advocate with SUNAT for an update of importation regulations for donations of food, medicines, and medical equipment, particularly in emergency situations.</li> <li>- Promote expedited procedures, including tax exemptions and simplification of paperwork, to make them more accessible and efficient.</li> <li>- Establish a collaboration channel with the Ministry of Foreign Affairs to reduce processing times for imports during emergencies, facilitating a quicker and more efficient response.</li> </ul>	

SYSTEMATIZATION OF LOGISTIC COORDINATION MECHANISM	PRIORITIZATION 22%
<p style="text-align: center;"><b><u>Action 3: Development of Communication for the Logistics Working Group (GTL)</u></b></p> <p><b>A. Establish a SharePoint</b></p> <ul style="list-style-type: none"> <li>- Create a contact directory where stakeholders can share information (e.g., phone numbers, emails).</li> <li>- Identification and inclusion of new actors involved in emergency response into the GTL.</li> <li>- Establish a communication channel for the GTL, including updates and maintenance of information on SharePoint.</li> </ul> <p><b>B. Update and clarify the GTL objectives.</b></p> <p><b>C. Publish meeting minutes.</b></p> <ul style="list-style-type: none"> <li>- Share meeting minutes on SharePoint to keep all members informed about decisions and progress.</li> </ul>	

## GROUP 2: MAPPING OF LOGISTICS CAPACITIES

NATIONAL LOGISTIC MAPPING OF WAREHOUSES AND TRANSPORT FOR EMERGENCY RESPONSE	PRIORITIZATION 30%
<p style="text-align: center;"><b><u>Action 4: National Mapping of Warehouses and Transport</u></b></p> <p><b>A. Warehouse Mapping</b></p> <ul style="list-style-type: none"> <li>- Develop a registry of INDECI warehouses and other interested organizations, using the LOG IE application. This mapping will include location, storage capacity, and types of resources available.</li> </ul> <p><b>B. Transport Mapping</b></p> <ul style="list-style-type: none"> <li>- Identify and catalog transport providers in strategic areas of the country. This mapping will be carried out in the LOG IE application and will include details about their capacity. Interested organizations will be able to add and update information as necessary.</li> </ul> <p><b>C. Mapping of Alternative Routes</b></p> <ul style="list-style-type: none"> <li>- Create a detailed registry of alternative roads and critical routes, including signage and current conditions, to ensure accessibility during emergencies. This will be done using information provided by each organization and updated periodically.</li> </ul> <p><b>D. Training in Stock Management</b></p> <ul style="list-style-type: none"> <li>- Train organizations in the use of systems for managing inbound and outbound stock.</li> </ul>	

## GROUP 3: PREPOSITIONING

DEVELOP A CATALOG OF ITEMS BY TYPE OF EMERGENCY, CODE, AND TECHNICAL DATA SHEET	PRIORITIZATION 22%
<p style="text-align: center;"><b><u>Action 5: Standardization of Emergency Response Kits</u></b></p> <p><b>A. Emergency Kit List</b></p> <ul style="list-style-type: none"> <li>- Obtain the list of emergency kits from INDECI for various phenomena (earthquake, tsunami, etc.) and provinces, including water, hygiene, food, medicine, and shelter.</li> <li>- Detail and organize the components of emergency kits from all organizations, following the recommendations of INDECI and international standards such as the Sphere Handbook.</li> <li>- Include categories such as Food Kit, Hygiene Kit, Socioemotional Kit, and Kitchen Kit, specifying recommended products and brands when possible.</li> </ul> <p><b>B. Emergency Goods Coding and Standardization</b></p> <ul style="list-style-type: none"> <li>- Implement a coding system to facilitate the identification and classification of emergency products.</li> <li>- Gather feedback from organizations and beneficiaries to improve the kits and distribution process.</li> <li>- Design the Technical Specifications (EETT) for emergency kits, establishing effective communication channels among the involved entities to coordinate the standardization and distribution of the kits. Furthermore, ensure that all stakeholders have access to the necessary information to enable a swift and efficient response in emergency situations.</li> </ul> <p><b>C. Pre-positioning of Minimum Emergency Kit Stock</b></p> <ul style="list-style-type: none"> <li>- Provide training on the use of the STOCKHOLM application to manage the pre-positioning of stock.</li> <li>- Each organization will be able to register its minimum emergency stock in the STOCKHOLM application according to its criteria.</li> </ul>	

## GROUP 5: INITIATIVES TO BE PROMOTED WITH THE PRIVATE SECTOR

SHARE A CONSOLIDATED SUPPLIER LIST MANAGED BY THE GTL	PRIORITIZATION 39%
<p style="text-align: center;"><b><u>Action 6: Unified Supplier Directory</u></b></p> <p><b>A. Create a database in Excel with the following categories:</b></p> <ul style="list-style-type: none"> <li>- Supplier Type, Warehouse Classification, Transport (land, river), Supplier Size</li> <li>- Province or Coverage</li> <li>- Reliability and Collaboration Time</li> <li>- Use of Digital Platforms</li> <li>- Type of Credit, Debts with SUNAT</li> <li>- Regular and/or Emergency Service</li> </ul> <p><b>B. Monthly Update of the Unified Supplier Directory</b></p> <ul style="list-style-type: none"> <li>- Ensure that all Focal Points of the GTL update the database monthly, designating a responsible person per organization for access.</li> </ul>	

ORGANIZE CONFERENCES TO SOCIALIZATE HUMANITARIAN SECTOR NEED WITH THE BUSINESS SECTOR	PRIORITIZATION 39%
<p style="text-align: center;"><b><u>Action 7: Participation in Fairs and Chambers of Commerce to Expand Suppliers</u></b></p> <p><b>A. Definition of the Humanitarian Offer of the GTL</b></p> <ul style="list-style-type: none"> <li>- Identify the priority offers needed.</li> <li>- Evaluate the possibility of consolidating offer volumes by type of area to make them more attractive to suppliers.</li> <li>- Clarify the minimum clauses required for contracting (system management, credit).</li> <li>- Define whether the offer will be exclusively for emergencies.</li> <li>- Evaluate the volume of emergencies as GTL and independently by organization.</li> <li>- Develop the Terms of Reference for how the GTL should present itself in supplier groups.</li> </ul> <p><b>B. Meeting with the Lima Chamber of Commerce</b></p> <ul style="list-style-type: none"> <li>- Hold a meeting with the Lima Chamber of Commerce and other supplier associations to ensure the inclusion of regional and international suppliers and thus expand the network of contacts.</li> </ul> <p><b>C. Exploration of Transport Alternatives</b></p> <ul style="list-style-type: none"> <li>- Explore other transport alternatives in logistics offers, especially in areas requiring multimodal solutions.</li> </ul> <p><b>D. Strengthening of GTL Capacities</b></p> <ul style="list-style-type: none"> <li>- Framework agreements to ensure efficient supply during emergencies.</li> </ul>	

## NEXT STEPS

To initiate the Action Plan, the Logistics Cluster Preparedness Officer - WFP Peru will carry out the following actions:

- **Dissemination of the Multisectoral Logistics Action Plan:** The Multisectoral Logistics Action Plan for national logistics preparedness will be disseminated, seeking approval from the partners of the Logistics Working Group. This will include both cross-cutting actions and the prioritization of these actions.
- **Development of an Activity Schedule:** An activity schedule will be established across the four sectors, assigning leadership and co-leadership responsibilities for cross-cutting actions related to prioritized gaps. Key stakeholders will also be identified to collaborate in implementing solutions, creating spaces for joint work to plan the actions.

These actions will mark the start of the second phase of the Logistics Preparedness Project, focusing on the **implementation of solutions and the monitoring of key stakeholders**, in accordance with the recommendations made during the workshop and subsequent bilateral meetings.

# MULTISECTORAL LOGISTICS ACTION PLAN FOR EMERGENCIES

PERU

*November, 2024*

Field Based Preparedness Project (FBPP)



World Food  
Programme

