
Background

The economic, social, and security situation in Haiti continues to deteriorate. According to the 2025 Humanitarian Needs and Response Plan (HNRP), 5.5 million people are currently facing acute food insecurity, representing an 11% increase compared to March 2024¹. Haiti also remains highly vulnerable to climate-related shocks, ranking third globally in the 2021 Climate Risk Index among countries most affected by extreme weather events². As of June 10, 2025, nearly 1.3 million people have been internally displaced, marking a 24% increase since December 2024, according to the latest Displacement Tracking Matrix (DTM) from the International Organization for Migration (IOM)³. This surge is primarily driven by escalating violence in the Port-au-Prince metropolitan area, as well as in the Centre and Artibonite departments.

Access to critical infrastructure remains severely restricted, with the main port terminal in Port-au-Prince still inaccessible due to insecurity. This has significantly disrupted the flow of fuel, imported goods, and humanitarian cargo, creating major operational challenges. Humanitarian partners continue to face difficulties, including delays in retrieving containers and limited mobility. As a result, many organizations have relocated their operations to the North, particularly in Cap-Haïtien, where they now receive their supplies via the port of Cap-Haïtien. This shift has made response efforts in Port-au-Prince increasingly complex.

Logistics Gaps and Bottlenecks

The implementation of humanitarian programs in Haiti continues to face severe disruptions, primarily due to the deteriorating security situation and restricted access to key infrastructure. As of mid-2025, escalating violence—particularly in the Port-au-Prince metropolitan area, the Centre, and Artibonite departments—has led to widespread displacement and operational paralysis for humanitarian actors.

As illustrated on the [Gaps and Need Analysis \(GNA\)](#) conducted in March 2025, the Logistics Sector has identified several critical gaps and bottlenecks:

- Coordination in hard-to-reach areas remains limited, with few regional and sub-national meetings due to ongoing access constraints.
- Storage capacity in the Sud and Grand'Anse is inadequate, with no regional temperature-controlled facilities available.
- Import regulations are unclear and difficult to access, causing delays in the delivery of humanitarian goods.
- Limitations on international flights in Haiti:
 - The closure of airspace and suspension of international flights between Haiti and the Dominican Republic have effectively halted all air travel between the two countries, significantly limiting access and mobility.
 - Toussaint Louverture International Airport is currently semi-operational. While it continues to accommodate cargo, charter, military, and humanitarian flights, commercial air traffic remains largely suspended
 - In contrast, Cap-Haïtien International Airport remains fully operational for international flights,

¹ [Haiti: Humanitarian Needs and Response Plan Executive Summary \(February 2025\) \[EN/HT\] | OCHA](#)

² [Global Climate Risk Index 2021 | Germanwatch e.V.](#)

³ [Haïti : Aperçu de la réponse humanitaire à l'échelle nationale - Rapport de situation No. 19 \(1er - 30 juin 2025\) - Haiti | ReliefWeb](#)

- Access to the International Port of Port-au-Prince (APN) is highly restricted due to insecurity, making it unreliable for consistent cargo delivery.
- Road access across departments is severely limited, with many routes controlled or blocked by armed groups, making overland transport unpredictable and dangerous.
- Maritime and road transport services are becoming increasingly difficult to operate due to security-related access constraints, leading to a significant rise in operational costs.

To reduce delays and boost operational readiness, the Logistics Sector emphasizes the importance of reinforcing regional prepositioning strategies. This approach is vital for ensuring a timely humanitarian response. However, its effectiveness is currently constrained by ongoing structural challenges. Addressing these barriers is crucial to enhancing the speed, efficiency, and cost-effectiveness of humanitarian operations across the country.

Objectives

The World Food Programme, as co-lead agency of the Logistics Sector together with the “Direction-Générale de la Protection Civile” (DGPC), aims to continue providing coordination and information management support, to ensure that information on logistics access constraints is shared timely with all stakeholders.

In addition, the Logistics Sector will monitor the need for improved access to sufficient and reliable logistics services where common logistics gaps have been identified.

Planned Activities

The logistics Sector will provide access to the humanitarian community to the following activities, which will be systematically reviewed in line with the evolving national context and the results of ongoing gaps and needs exercises conducted in coordination with other humanitarian organisations in country. These activities and services do not intend to replace the logistics capacities of individual agencies or organisations, but rather to fill gaps in the humanitarian supply chain response.

The following services are available to the humanitarian community until the end **30 December 2025**.

1. Coordination

The following coordination services will be provided to facilitate an efficient and effective response, and to minimise duplication of efforts:

- A Logistics Sector coordination cell will be maintained in Port-au-Prince to coordinate the inter-agency efforts in collaboration with national counterparts.
- Regular coordination meetings will be held in Port-au-Prince, and in other field locations e.g Cap Haitien as required and as possible, to facilitate the exchange of information among actors.
- The Logistics Sector will liaise with authorities and relevant national and international actors on behalf of the humanitarian community to raise awareness around common logistics issues and advocate for solutions.

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- The Logistics Sector will coordinate with other sectors and agencies, including through participation in the inter-sector and inter-agencies fora, on strategic planning and pipeline information to enhance preparedness and response actions.
- Logistics Sector will work closely with humanitarian access working group to support advancement of access negotiation and to organise humanitarian convoys.
- **Support humanitarian advocacy efforts:**
 - Identify major and most urgent logistics issues with partners and raise the case to Humanitarian Country Team (HCT) via OCHA to ensure logistics perspectives are included in broader strategies.
 - Support Cluster Lead agencies and national government in logistics strategy and solutions development process and solicitation for financial support.
 - Support operational decision-making and engage in advocacy to address operational challenges.

2. Information Management

The information management role will be undertaken in the interests of promoting and facilitating the sharing of logistics information among all humanitarian organisations via:

- The collection, consolidation and sharing of logistics information related to ongoing activities, best practices, key infrastructure, customs procedures and available storage, transport capacity, and cargo pipeline across the country.
- The maintenance of information sharing platforms such as a common mailing list and a dedicated Haiti Operation webpage maintained on the Logistics Cluster website to disseminate relevant and up-to date logistics information to the humanitarian community: [Haiti Operation website](#) .
- Publication and dissemination of information products, including operational overviews and updates and meeting minutes on the webpage and through the mailing list.
- The mapping and assessment of logistics infrastructures (roads, airports, ports, border crossing points), to be circulated and made available on the Logistics Capacity Assessment (LCA) portal: [Haiti | Logistics Capacity Assessments](#) .
- Illustration of accessibility constraints maps, including the updated of the platform [LogIE Haiti](#)
- Consolidation and sharing of updated information on how to access logistics services, including Standard Operating Procedures (SOPs).

3. Logistics Services

The services facilitated by the Logistics Cluster are not intended to replace the logistics capacities of the agencies or organizations, but rather to temporarily supplement them through the access to common services. The following services may be coordinated for a limited period, at no cost to the user or on a partial/full cost-recovery basis, depending on the availability of funds.

Following the initial assessment, and as part of the response to the current crisis and as a contingency action to the hurricane season 2025, the following logistics services are available at no cost to humanitarian partners:

Common transport services:

Air transport

- Humanitarian Airbridge: A dedicated airbridge between Panama City and Haiti (Cap-Haïtien and Port-au-Prince) to transport humanitarian cargo. This service is coordinated by the Logistic Sector and the service provision involves key actors: the Humanitarian Response Depot (UNHRD) and UNHAS. The service is operational during the hurricane season, subject to available funding.

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- **UNHAS Special Cargo Flights:** Targeted air transport service designed to reach inaccessible areas, ensuring the delivery of essential humanitarian supplies. Regular destinations include Port-de-Paix, Île de la Gonâve, Île à la Tortue, Belladère, and Ganthier. Destinations may vary depending on identified operational needs and access constraints.

Sea transport

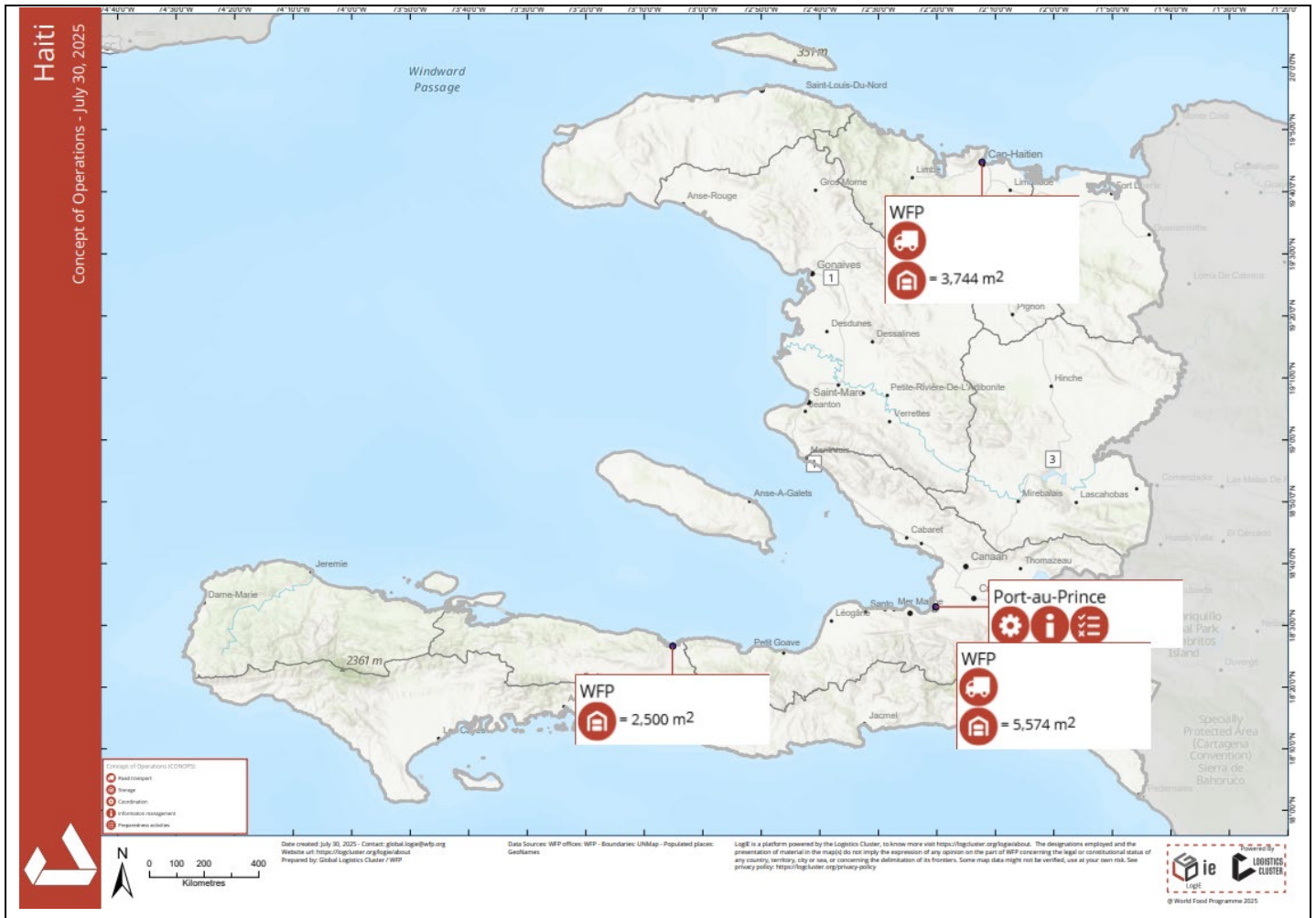
- **Maritime Transport Services:** Coordinated by the Logistics Sector, this service provided by the World Food Programme (WFP) facilitates the movement of humanitarian cargo by ro-ro barges from Port-au-Prince to the regional entry points: Miragoâne, Petite-Goâve, La Gonâve, Gonaïves, Cap-Haïtien, Saint-Marc.

Road transport

- **Humanitarian Convoys:** Coordinated through humanitarian negotiations led by the Groupe de Travail Accès (GTA) and organized by the Logistic Sector, these convoys support the secure transport of relief items from Port-au-Prince to various regions, including Port-de-Paix, Jérémie, Belladère, Hinche, Cap-Haïtien, Les Cayes, Miragoâne, Fort-Liberté, and others.
- Specific conditions for accessing this service (e.g., security escorts, clearance procedures, or partner coordination requirements) may apply and should be confirmed with the Logistics Sector or GTA.etc.

As “Provider of Last Resort” (PoLR) WFP, through the Logistics Cluster, is responsible only to provide logistics services that fill identified gaps in logistics capacity, where access and funding permit and where these gaps limit the ability of the humanitarian community to meet the needs of the affected population.

Annex I ConOps Map



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