



Background

Mozambique is experiencing one of its most severe flooding emergencies in recent years, triggered by persistent heavy rainfall since mid-December 2025. The disaster has affected approximately 700,000 people across southern and central provinces, with Gaza, Maputo, and Sofala among the hardest hit. Gaza Province is the most affected, accounting for approximately 75% of the total affected population and with the town of Xai-Xai, in Gaza, completely inundated.

Extensive damage to housing, health facilities, and transport infrastructure, including over 2,000 km of roads has severely constrained humanitarian access. The river basins such as Limpopo and Incomati have breached their banks, while controlled dam releases continue to exacerbate downstream flooding.

The Government has declared a red alert nationwide, and humanitarian needs are escalating rapidly, with displacement surpassing 100,000 individuals in temporary accommodation centres, according to the National Institute for Disaster Management (INGD) and IOM. Livelihood losses are significant, with over 181,000 hectares of farmland inundated and tens of thousands of livestock lost, compounding food insecurity.

On 17 January, the Government of Mozambique officially requested UN support, including air assets for humanitarian transport and logistics support. An [addendum](#) to the Humanitarian Needs and Response Plan for 2026 was published on the 23 of January to request additional funding to scale up the response, targeting additional 600K people in southern and central Mozambique.

In light of the ongoing cyclone season and the widespread impact of recent flooding, Mozambique remains particularly vulnerable to further climatic shocks. The disruption to critical infrastructure and essential services has left affected communities exposed to additional risks.

Logistics Gaps and Bottlenecks

- **Road access constraints:** Multiple road disruptions (damage and flooding) have severely limited or halted overland access to affected areas. According to the INGD, over 2,000 km of roads have been impacted since January. This includes the main highway in the country (N1) that connects the North with the South which remains flooded and/or damaged in multiple areas. After being closed for many days, access from Maputo to Macia and to Xai-Xai has been restored but the road has been heavily affected, reducing the capacity to transport heavy trucks and with some areas where transport in both directions is not possible. In many cases, the road conditions are causing congestion, temporary closures for repairs, and use of a "stop and go" system in some sections. The other highway, N2, that connects has also been affected. Other multiple secondary and tertiary roads have been affected, and an extensive area of land remains covered with water.
- **Overland transport:** Many partners are redirecting their stocks from the North (Pemba) and some others have imported cargo through Beira. The overland route from Beira (airport and port) is approximately 1,000 km long, implying delays and increasing transportation costs.
- **Air transport:** Beira and Maputo airports are the main entry points for international humanitarian flights which may cause congestion in customs clearance. Beira airport has limited equipment for handling cargo from big aircrafts. Xai-Xai airport, where the National Emergency Operations Center (CENOE) was initially set up lacks storage capacity which may create congestion to accommodate UBDs and partners' humanitarian cargo arriving at the airport.
- **Fuel:** Lack of access is disrupting fuel supply and causing potential shortages.

- **Storage:** Lack of storage capacity, access to facilities and damaged infrastructure in Xai-Xai and surrounding areas may create competition of assets among humanitarian organizations, specially to consolidate cargo coming by road (from the North), by sea and air before onwards distribution to final destinations.
- **Cargo consolidation at entry points:** Beira and Maputo will act as hubs for incoming air and road cargo. Limited transport options due to access issues indicate the need to reassess consolidation hubs for sector prioritization before sending supplies to affected areas.

Objectives

In alignment with the existent HNRP and its [addendum](#) published on the 23 of January, the Logistics Cluster will focus its activities in enabling partners' logistics operations in response to the floods. For this purpose, these are the Logistics Cluster objectives:

- Ensure logistics coordination in the collective humanitarian response to avoid duplication and improve effectiveness, identify areas of support and anticipate logistics bottlenecks, while aligning and supporting the Government's priorities. Coordinate with other Clusters, the Government of Mozambique and INGD (Instituto Nacional de Gestão e Redução do Risco de Desastres) and other actors in the response.
- Collect and disseminate critical logistics information by centralizing logistics resources of the humanitarian partners and sharing relevant information for humanitarian operations.
- When substantial gaps impede logistics operations, facilitate access to common logistics services. With access being one of the main constraints, various logistics solutions may be used to maximize and optimize the options available as the access constraints evolve.

Planned Activities

The following range of activities and services are not intended to replace the logistics capacities of individual agencies or organisations, but rather to fill identified gaps in the humanitarian supply chain and supplement the response of the humanitarian community through the provision of common services, based on need.

1. Coordination

The following coordination activities will be implemented to avoid duplication of efforts, support operational decision making, and enhance the effectiveness and efficiency of the overall response.

- Maintain a coordination cell in Xai-Xai to engage with the humanitarian partners, the INGD, other government actors and stakeholders involved in the humanitarian response. Participate and join the CENOE (National Emergency Operations Centre) and the COE (Provincial Emergency Operations Centre) to ensure alignment with the national coordination structures and participate in the Inter-Cluster Coordination Working Group and other sectorial fora.
- Liaise with ICCG/ISCG to ensure sectoral priorities are defined to planned cargo movement dispatches according to the humanitarian needs identified by the various sectors, UNDAC and INGD.
- Maintain a coordination cell in Maputo to ensure coordination with the humanitarian organizations with main offices in Maputo and certain authorities.



- Coordinate with the private sector to identify resources available for the logistics operations. Leverage the Logistics Emergency Team (LET) link the requirements of humanitarian organisations with the free logistics expertise and resources provided by the coalition members: DP World, Agility, Maersk, and UPS. Leverage other partnerships with the private sector, such as Airbus Foundation
- Continuously monitor the logistics infrastructure and the humanitarian organizations' supply chain activities to foresee possible bottlenecks, competition of assets or scarce resources that will require for collective action.

2. Information Management

The following information management activities will be carried out to improve the availability of logistics information for the humanitarian community and ensure humanitarian partners have access to essential logistics data to support informed decision-making:

- Maintain and continuously update [LogIE](#) for road accessibility ensuring the latest information is always available to allow partners to maximize their supply chain immediately as roads become available. Conduct roads assessment, liaise with the Road National Administration (ANE) and with UNDAC assessments teams to ensure the information is reliable, detailed and timely updated. Make use of the satellite imagery to identify alternative roads and monitor the reopening of key routes.
- Update the Logistics Capacity Assessment (LCA) for Mozambique. Many of the sections of the LCA had been published in 2025, but some older sections will be updated to reflect the most relevant and up-to-date information.
- Collect and share information with partners on other services that might be available for the humanitarian community, whether provided by the Government, other humanitarian actors or the private sector. Identify capacities from other humanitarian organizations that may be willing to share their transport and storage assets with other humanitarian organization.
- Report regularly on the activities of the Logistics Cluster and its partners, including information on upstream and downstream pipeline, cargo movements and warehousing capacity.
- Liaise with other actors to streamline information across various systems, allowing for multi-sectoral and cross-cutting analysis across sectors.

3. Logistics Services

The services facilitated by the Logistics Cluster are not intended to replace the logistics capacities of the agencies or organisations, but rather to complement them through the access to common services. Access permitting, the following services will be coordinated at no cost to the user, or on a partial/full cost-recovery basis, depending on the availability of funds. The Logistics Cluster will regularly assess conditions to adjust logistics services as access allows, improving asset efficiency and effectiveness. All the common logistics services facilitated by the Logistics Cluster are detailed in Standard Operating Procedures (SOPs) that will be regularly updated and uploaded to the dedicated [webpage](#). To access the Logistics Cluster services, all humanitarian organizations will be requested to fill a [Service Request Form \(SRF\)](#) to ensure proper tracking, transparency and accountability of cargo.



STORAGE

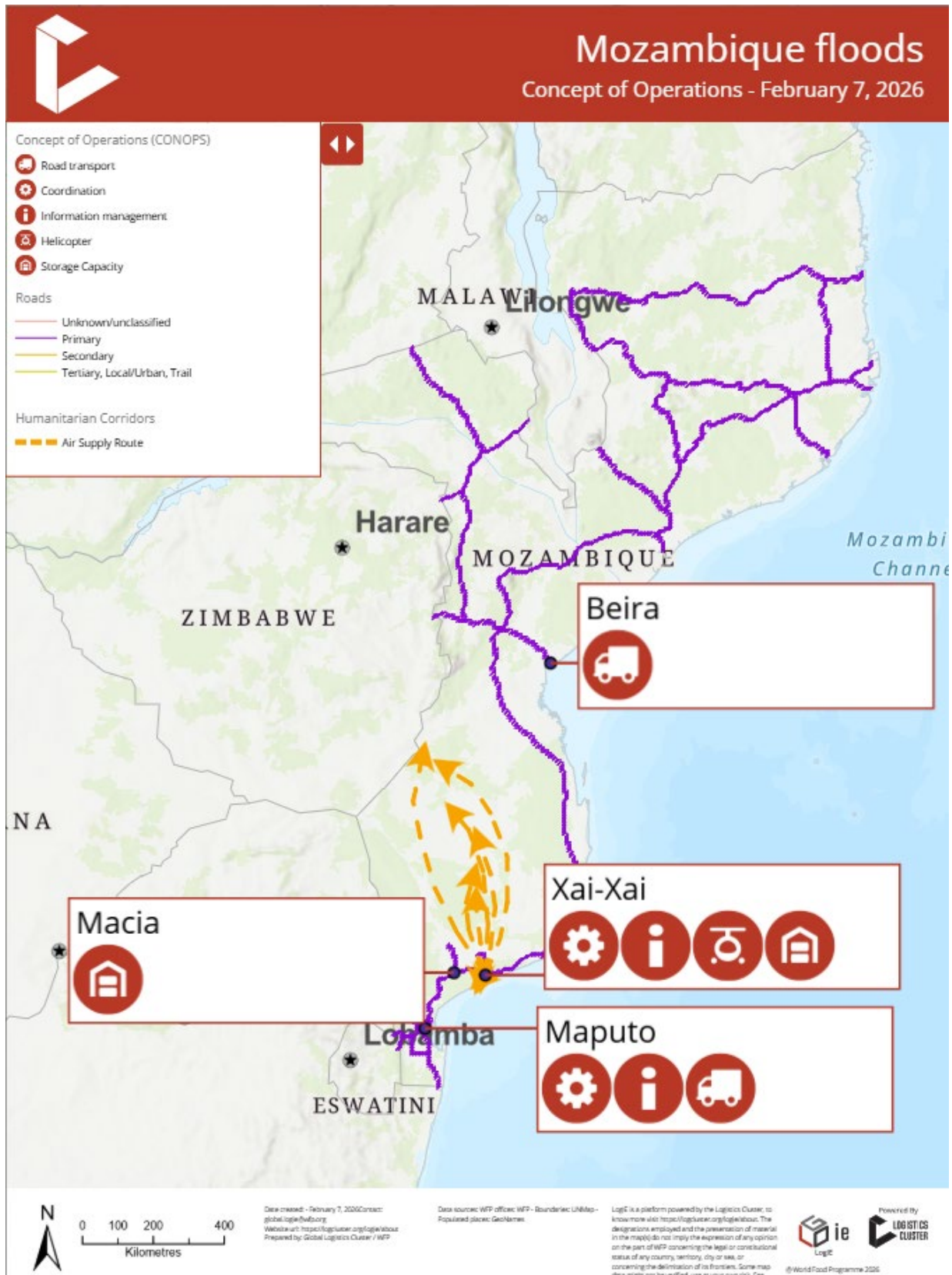
- A consolidation hub will be established in Maputo to consolidate cargo before onwards movement to Gaza province by road when possible. This warehouse will not be used for storage but as a cargo consolidation point.
- A consolidation hub will be established in Beira to consolidate cargo before onwards movement to Gaza province by road. This warehouse will not be used for storage but as a cargo consolidation point.
- Temporary storage will be offered in Xai-Xai and Macia to support partners' cargo consolidation before dispatching to the final destinations.

TRANSPORT

- Road transport from Beira to Xai-Xai.
- Road transport from Maputo to Macia, and onwards to Xai-Xai.
- Air cargo transport from Xai-Xai to hard-to-reach areas.
- Last mile deliveries and other road transport requests will be considered on a case-by-case basis, in close coordination with OCHA, INGD and UNDAC.

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



This Concept of Operations is a live document and the activities will be adapted and revised as the situation unfolds and further assessment results become available, including the possible provision of additional logistics common services as required by the humanitarian community.