

Background

Since March 2015, the conflict in Yemen has exacerbated the already precarious humanitarian situation and according to OCHA, an estimated 22.2 million need of humanitarian assistance as of December 2017, including 11.3 million who are in acute need¹. Against this backdrop, Yemen faced the worst cholera outbreak in 2017 with more than one million suspected cases reported by the end of December; a resurgence of the outbreak is likely in 2018 due to prevalence of risk factors (rains, eruption or escalation of conflict, lack of safe water and sanitation)².

The scale of the needs and the scope of the emergency response have required a large, multi-agency and multi-sector response to be undertaken. However, the humanitarian community continues to face a number of critical logistics challenges; therefore, additional logistical support has been required to ensure humanitarian organisations responding to the crisis can deliver efficient and effective assistance to affected people.

In 2018, the Logistics Cluster will continue to ensure coordination and information management services in Sana'a, Aden, Hodeidah and Djibouti to maximize the use of available resources in country, and avoid duplication of efforts. Pending availability of resources, the Logistics Cluster will facilitate access for humanitarian organizations to common logistics services such as overland transport, air cargo transport from Djibouti to Sana'a, and sea cargo transport from Djibouti to Aden and Hodeidah; sea passenger transport between Djibouti and Aden, as well as Djibouti and Hodeidah; access to temporary storage facilities; fuel distribution.

Logistics Gaps and Bottlenecks

The major constraints on the ability of humanitarian organisations to respond to the crisis in Yemen include damaged road infrastructure, disruptions in access to many parts of the country in terms of both cargo and staff, and fuel shortages. Specifically, the following logistics gaps have been identified:

- Congestion at main entry points (POD – port of discharge);
- Limited international transport options into Yemen, especially by air;
- Unreliable and unpredictable access to sufficient quantities of fuel, as well as high volatility in its price;
- Limited in-country storage capacity;
- Poor overland transport capacity from neighbouring countries;
- Limited cold chain capacity for the needs of the cholera response.

Objectives

Based on the needs expressed and identified by the humanitarian community, and in alignment with the 2018 Humanitarian Response Plan (HRP), the Logistics Cluster aims to facilitate access to sufficient and reliable logistics

¹ OCHA Humanitarian Needs Overview, December 2017

https://reliefweb.int/sites/reliefweb.int/files/resources/yemen_humanitarian_needs_overview_hno_2018_20171204_0.pdf

² Yemen Humanitarian Response Plan 2018

https://www.humanitarianresponse.info/sites/www.humanitarianresponse.info/files/documents/files/20180120_hrp_yemen_final_0.pdf

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services and operationally relevant information to ensure a timely and uninterrupted supply of life-saving relief items to affected populations.

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 enhance the response of the humanitarian community facilitating access to common services, based on needs expressed by all humanitarian organisations operating in Yemen.

1. Logistics Coordination

The following coordination activities will be undertaken to minimise duplication of efforts and competition on available resources:

- Dedicated Logistics Cluster coordination staff will be based in Sana'a, Aden and Djibouti, where regular Logistics Cluster coordination meetings will take place; a Logistics Cluster Coordinator will be based in Sana'a, with a Deputy Cluster Coordinator based in Aden;
- Coordination with other clusters, agencies and humanitarian organisations, including regular participation to Inter-Cluster Coordination Meetings (ICCM).

2. Information Management

To support operational decision making to improve the efficiency of the logistics response, a dedicated Information Management Officer (IMO) will be based in Sana'a to:

- Consolidate and share updated operational information, including Situation Updates, Operational Snapshots, Meeting Minutes, UNHAS flights and Sea Passenger schedules, Standard Operating Procedures (SOPs);
- Maintain information sharing platforms including a common mailing list, and a dedicated operation webpage on the Logistics Cluster website to disseminate relevant and up-to-date logistics information to the humanitarian community: www.logcluster.org/ops/yem10a
- Produce and share logistics infrastructure Geographic Information Systems/mapping tools and products.

3. Common Logistics Services

The services coordinated the Logistics Cluster are not intended to replace the logistics capacities of organisations, but rather to support the humanitarian community through common services. While services are accessible regularly to all organisations implementing assistance programmes in Yemen, in case of sudden crises, such as the resurgence of cholera, cargo will be prioritised based on the needs identified by the Humanitarian Country Team.

Access permitting and pending availability of resources, the following services will be provided at no cost to the user - for more details, please refer to the relevant Standard Operating Procedures (SOPs).

3.1 Cargo Transport

The Logistics Cluster will facilitate access to the following services provided by WFP:

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- **Air Transport**
- Combined chartered airlifts from Djibouti to Sana'a, tentatively scheduled twice a month until the end of 2018 depending on needs and availability of funding.
- [Tentative schedule](#) for air transport and [Standard Operating Procedures \(SOPs\)](#) how to access the service are available on the Logistics Cluster website.
- **Sea cargo transport**
- The Logistics Cluster facilitates access to a WFP-chartered vessel that operates a weekly rotation from Djibouti to Aden, VOS Apollo..
- The Logistics Cluster also facilitates access to a second WFP-chartered vessel, VOS Theia, that operates between Djibouti and Hodeidah, tentatively three times per month.
- A dhow with 400 to 500 mt capacity is under contract and can be requested to transport cargo from the Port of Djibouti (Djibouti) to any accessible ports in Yemen, on request.
- Two refrigerated containers providing cold chain and temperature-controlled transport (one each) are available on the VOS Apollo, and are expected to be installed on VOS Theia shortly.
- [Tentative schedule](#) for the VOS Apollo and [Standard Operating Procedures \(SOPs\)](#) on how to access the sea transport are available on the Logistics Cluster website.
- **Overland Transport**
- Based on organisations' needs, the Logistics Cluster facilitates access to overland transport thanks to a dedicated fleet of 25 trucks (10 in Sana'a, 10 in Aden, 5 in Hodeidah).
- The Logistics Cluster will also facilitate the necessary permissions for the movement of cargo inside Yemen on behalf of the requesting organisations, including deconfliction.
- The Logistics Cluster may also facilitate access to reefer trucks for cold chain and temperature-controlled cargo transport.
- [Standard Operating Procedures \(SOPs\) on Road Transport](#) are available on the Logistics Cluster website.

3.2 Sea Passengers Service

- The Logistics Cluster facilitates access to passenger transport on board the WFP-chartered VOS Apollo, providing a regular weekly transportation between Djibouti and Aden. The service, complementary to the UNHAS Djibouti-Aden route, ensures that humanitarian staff can maintain presence in Aden. Schedule and booking system are in place; booking and penalty fees for late cancellations apply. The vessel also serves as an emergency rescue and evacuation vessel, and passengers may be accommodated on board.
- The Logistics Cluster facilitates access to passenger transport on board the WFP-chartered VOS Theia, providing a regular transportation between Djibouti and Hodeidah. This service is the only one for common

passenger transport to and from Hodeidah; the vessel also serves as an emergency rescue and evacuation vessel. The same booking and penalty fees for late cancellations as for VOS Apollo apply.

- [Standard Operating Procedures \(SOPs\) on Passenger Sea Transport](#) are available on the cluster website.

3.3 Common Storage

- To support temporary storage of humanitarian cargo, the Logistics Cluster will facilitate access to the following storage facilities:
 - Aden: 5,740 m²
 - Sana'a: 1,850 m²
 - Hodeidah: 4,640 m²
- Storage space in Hodeidah includes 500 m² of temperature-controlled space. Commercial capacity for temperature-controlled and cold chain storage in Djibouti is considered sufficient to meet current and projected needs.
- [Standard Operating Procedures \(SOPs\)](#) on storage services are available on the Logistics Cluster website.

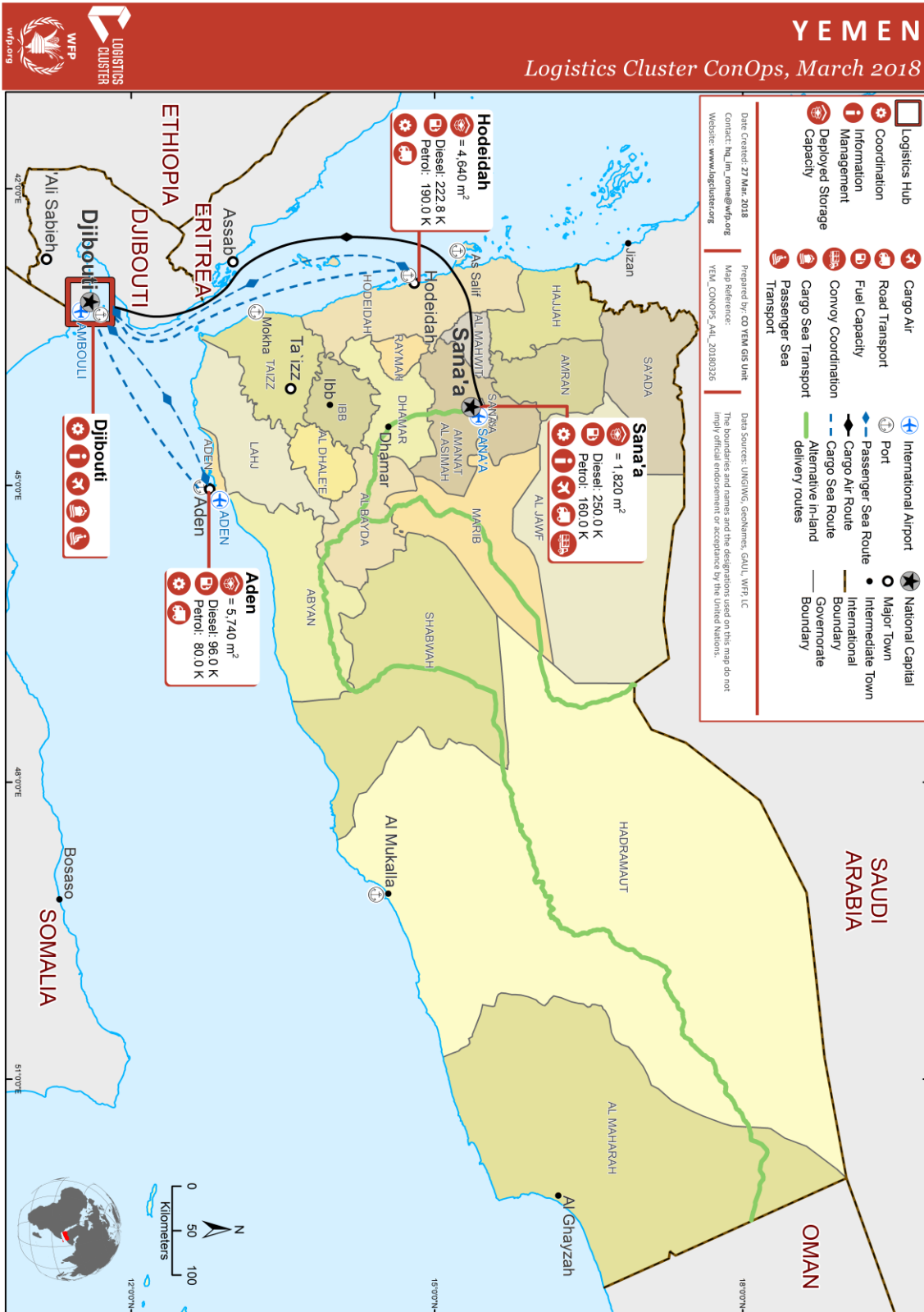
3.4 Fuel Provision Service

The service is provided on cost recovery basis.

- To enable organisations responding to the crisis to establish an uninterrupted supply chain that supports the delivery of humanitarian relief items to the affected population, the Logistics Cluster will facilitate access to WFP-managed fuel distribution points in Aden, Hodeidah and Sana'a. This service is intended to fill identified gaps and provide a last resort option in case other service providers are not available, it does not aim to compete with the commercial market, nor to replace the logistics activities of other organisations.
- Diesel tanks capacity is as follows:
 - Aden: 96,000 litres
 - Sana'a: 250,000 litres
 - Hodeidah: 222,800 litres
- Petrol tanks capacity is as follows:
 - Aden: 80,000 litres
 - Sana'a: 160,000 litres
 - Hodeidah: 190,000 litres
- [Standard Operating Procedures \(SOPs\)](#) on fuel provision are available on the Logistics Cluster website.

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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