

Libya Project No. 200261
“Logistics and Emergency Telecommunications Augmentation and Coordination in response to the crisis in Libya”

B/R No.: 2

➤ BUDGET REVISION FOR SOs FOR THE APPROVAL OF THE DED & COO

	<u>Initials</u>	<u>In Date</u>	<u>Out Date</u>	<u>Reason For Delay</u>
<u>ORIGINATOR</u>				
Country Office or
Regional Bureau on behalf of Country Office				
<u>CLEARANCE</u>				
Regional Director,
Project Budget & Programming Officer, RMBP
Chief, RMBP
Chief, ODLT
Director, ODL
Director and Deputy CFO, RMB
Director, ODI (<i>ICT operations only</i>)
<u>APPROVAL</u>				
Deputy Executive Director and COO, OD

PROJECT	Previous Budget US\$	Revision	New Budget US\$
ODOC	3,428,865	5,619,123	9,047,988
DSC	2,467,616	(134,090)	2,333,526
ISC (7%)	412,754	383,952	796,706
Total WFP cost (US\$)	6,309,235	5,868,986	12,178,220

TYPE OF REVISION

☐ Additional DSC
 ☒ Additional ODOC
 ☒ Extension in time
 ☐ Other

NATURE OF REVISION:

An increase in ODOC and reduction in DSC to support the activities detailed below and to extend the project in time until 28th February 2012. The reason for the decrease in DSC is that in the original document DSC was over budgeted. As operations changed less DSC has been needed.

BACKGROUND:

1. Libya continues to undergo an unprecedented level of upheaval and violence since the beginning of anti-governmental protests in mid-February. There is still no clear consensus by the actors involved or the responders to the crisis on how it may ultimately be resolved. Although food is being imported into Libya (by the Government in the West and the National Transitional Council in the East), the arrivals are inconsistent and unreliable, causing the food stocks to be inadequately replenished. Additionally, fuel shortages are affecting the movement of people, as well as the availability of other goods and services including electricity, and water. These shortages have also weakened the health system and the agriculture and fisheries industries across the country.
2. There is no clear understanding on how the crisis will play out. Regardless of whether the situation continues to worsen or if there is a sudden stabilization, there will continue to be an identified need for an ongoing coordinated logistical response, through the Logistics Cluster to ensure that the humanitarian responders can continue to supply the affected population with life-saving relief items through a coordinated and consolidated process.
3. WFP, in its role as the lead of the Logistics and Emergency Telecommunications Sectors, launched this special operation in order to provide the humanitarian community with adequate logistics and ICT capabilities, as well as coordination mechanisms to ensure the delivery of relief items to the affected population in the region. The operation was initially extended until 31st August 2011, at a total cost of US\$ 6,309,235. However, to date fighting continues in the north-western regions of the country: in Misrata, and in areas between Misrata and Tripoli. Due to the complex and unpredictable nature of the crisis, the UN is working through a series of potential scenarios to ensure an adequate response through the remainder of the crisis.
4. The humanitarian community is currently operating out of Benghazi to support the eastern parts of Libya, and out of Zarzis, Tunisia, to support the west. As there is no road access available to Misrata, WFP, in its role as the lead of the Global Logistics Cluster, has chartered a vessel for use by the humanitarian community to carry passengers and cargo into the city.
5. This emergency is highly dynamic in nature, and areas of focus have continually and rapidly shifted; regions or logistics hubs that were initially critical for the humanitarian community's relief operations just a few weeks ago are no longer vital, whereas other areas have become increasingly important owing to the constantly evolving security situation in Libya. The Logistics Cluster has had to respond to this very complex situation on the ground and adjust its strategy in order to best serve the needs of the wider humanitarian community.

ACHIEVEMENTS TO DATE

6. **Logistics Cluster Coordination and Information Management:** Logistics Cluster coordination cells have been established in Benghazi (Libya); Cairo (Egypt); Zarzis (Tunisia); and Valletta (Malta). Regular logistics coordination meetings are taking place in Benghazi, Cairo and Zarzis with over a dozen UN agencies, NGOs and donors in regular attendance. In order to support operational decision making relevant logistics information products, including maps, are distributed to the humanitarian community through a dedicated Libya Operations page on the Logistics Cluster website and a moderated mailing list. These regularly updated products provide information on logistics infrastructure (ports, airports, roads, etc), customs information, and lists of suppliers covering Egypt, Libya, Tunisia and Malta. To date, over 200 hard copy maps have been disseminated, and more than 145 information products have been posted on the Logistics Cluster website.
7. **Storage Services:** The Logistics Cluster has been coordinating the provision of warehouse facilities at no cost to the user. To date the Logistics Cluster has stored over 5,000 m³ of food and life-saving relief and mission support items in Benghazi for a variety of humanitarian organizations. In addition, Logistics Cluster storage facilities, for use by the humanitarian community in Zarzis, Tunisia have been established, and additional bonded warehousing facilities in Tatouine are also available. The facilities, provided at no cost to the users, serve as cargo consolidation points for the humanitarian community, offering short-term storage to allow an unimpeded flow of life-saving relief items to affected populations.
8. **Road Transport Services:** WFP has been providing trucking services, through the use of commercial assets, from Egypt to Libya, for use by the humanitarian community on a cost recovery basis. So far this service has assisted 11 organizations in transporting over 2,000m³ of cargo into Libya from Egypt.
9. **Shipping services:** Early in the crisis, there were no commercial shipping services available to many Libyan ports due to the conflict and the enforcement of the “no fly zone” and some coastal areas were also inaccessible by road due to insecurity. Several cities, including Misrata, were completely inaccessible and the need for the delivery of life-saving humanitarian relief items was paramount. To address this logistics gap the Logistics Cluster began providing shipping services to the humanitarian community from Mediterranean ports to key Libyan ports. Additional scheduled shipping services, using a ro-ro vessel, were also made available between Benghazi and Misrata for the transport of passengers and cargo. Additionally, this vessel enabled an inter-agency UN mission to conduct an assessment within Misrata.
10. **Civil-Military Coordination:** With the implementation of the “no fly zone” over Libya and the subsequent military presence in the region, civil-military coordination became necessary in order to maintain humanitarian access and preserve a distinction between humanitarian and military operations. A Logistics Cluster Civil-Military Coordinator was assigned to NATO in Naples, Italy and has ensured appropriate information sharing between humanitarian and military actors on the movement of all relief items the Logistics Cluster has been handling on behalf of other organisations. This coordination proved pivotal to the success of the scheduled shipping service between Misrata and Benghazi, and road transport into and within Libya.
11. **Emergency Telecommunications Cluster:** WFP established an ETC team in support of the Libya Crisis with a dedicated ETC Coordinator working out of Cairo and Benghazi. Regular

coordination and information sharing meetings are being held with humanitarian organizations at both the local and global level. To meet the information management requirements a website has been established and regularly updated with situation reports, project documents and their status, operational information and plans. Assessments of Emergency Telecommunications requirements to support humanitarian operations were carried out by WFP at the onset of the emergency and the ETC is participating in various humanitarian missions to Tripoli, Misrata and other areas within Libya. Based on these initial assessments, Common Security Telecommunications and Data Communications services for UN agencies, international NGOs and other humanitarian partners were established and are being provided in Benghazi. This ensures appropriate and sufficient security telecommunications capacity is in place to support humanitarian operations, as well as fully functioning data communications capacity to facilitate timely reporting and information exchange.

JUSTIFICATION FOR THE REVISION

12. The ongoing armed conflict has led to a precarious humanitarian situation in Libya. Despite gaining access to some areas in the east, especially the Benghazi area, and some areas in the west, notably the Nafusa Mountains, many areas in the country remain inaccessible to humanitarian organizations. In spite of international efforts, few signs of resolution of the conflict exist, and the humanitarian crisis is anticipated to continue over the coming months.
13. Discussions are under way to increase both the current ceilings for UN staff in Libya, and the current provision of UNHAS air services in order to implement the various relief operations. Currently, the only means to access Misrata is via a Logistics Cluster coordinated passenger and cargo vessel; UNHAS is not yet flying to Misrata and road access is cut off. The UN does not yet have a presence in Misrata, and NGOs have only limited capacity in place; the entire humanitarian community relies on the scheduled passenger service in order to continue their activities in the area. Through this budget revision the Logistics Cluster will be able to continue to provide such support services. Descriptions of the services to be provided is included below;
 - a. **Logistics Coordination and Information Management:** Further strengthening of logistics coordination structures through Logistics Cluster cells will be needed in several locations, once greater access to affected populations in Libya is available; this will include further augmentation of Logistics Cluster staff in Benghazi, Misrata, and other locations such as Zarzis (Tunisia). The conflict has divided humanitarian operations in the east from those in the west, making regional coordination a challenge. Augmentation throughout the region and a centralized structure is necessary to enable logistics coordination to take place across the entire operational area.

In order to continue to support operational decision making, relevant logistics information products, including maps, will continue to be distributed to the humanitarian community through a dedicated Libya Operations page on the Logistics Cluster website and a moderated mailing list. Additionally, due to the complex and evolving nature of the Libya crisis, timely and efficient information dissemination is paramount. Humanitarian responders have expressed a need to improve the Logistics Cluster's page on Libya in order to allow for greater and more rapid coordination and

planning. This will be achieved by upgrading the information storage and classification structure of the page.

- b. **Common Transportation Services:** WFP has been coordinating the provision of trucking services from Egypt to Libya, for use by the humanitarian community on a cost recovery basis. So far this service has assisted 11 organizations in transporting over 2,000 m³ of cargo into Libya from Egypt. There is an identified need to continue to offer this service to the responding organizations and also to translate this service to the Western Mountains Region of Tunisia for life-saving relief items requiring delivery into Western Libya as access to the country has become more reliable. At present, there are a limited number of trucks available for delivery into the Nafusa mountain areas and close coordination is required for effective utilization of transport assets.
- c. **Storage Services:** As the humanitarian crisis continues, there will be an ongoing need for inter-agency storage space in Misrata, in addition to Benghazi. The provision of warehousing in these areas allows the humanitarian community to consolidate cargo close to the point of distribution for quick response to affected areas, and ensures an efficient and cost-effective sharing of resources in locations where infrastructure is scarce. As per recent assessments, almost all the warehouses in Misrata port have been damaged by the conflict; repairs will be required before they will be suitable for use by the humanitarian community. Sufficient bonded storage capacity is required in Tunisia (Tatouine) and western Libya to support multiple logistics corridors. Maintaining these operations will provide for the consolidation of cargo for onward shipment by sea and road to the northwest coast of Libya and Tripoli (should the security situation improve). Capacity development in Tatouine and the western mountains of Libya will also allow the humanitarian community to quickly respond to current and emerging needs of beneficiaries in this region.
- d. **Sea transportation:** Although some shipping lines have resumed limited operations into Benghazi, due to ongoing conflict there are limited commercial shipping services currently calling at other Libyan ports, including Misrata. Additionally, some urban coastal areas, including Misrata and Al Khums, are only accessible by sea due to ongoing fighting inland. This is limiting the ability of humanitarian organizations to effectively respond to the crisis.

The humanitarian community has formally requested that the Logistics Cluster continue to provide shipping services between Benghazi, where many of the humanitarian organizations are based, and Misrata where they are stepping up activities. These shipping services also will have to be extended to Malta; several NGOs that have been operating small boats between Malta and Misrata do not have the necessary funds to continue operations. A significant amount of personnel and life-saving relief items that are transiting through Malta will ultimately need to be transported to Libyan cities. In the west, the ongoing fighting has almost cut the road between Tunisia and Tripoli which will result in closure of the main supply route to Tripoli. The only alternate supply route is from Tunisian ports to Tripoli by sea. The Logistics Cluster will therefore continue to charter vessels and offer shipping services to humanitarian organizations operating in Libya until this gap in the commercial sector is filled or the routes are open.

Depending on the condition of Libyan ports after the conflict is resolved, it is expected that the Logistics Cluster will be required to continue to provide shipping services using smaller vessels; potential damage to the ports may not allow larger vessels to dock. The Logistics Cluster will use different staging areas in neighbouring Tunisia and/or Malta and/or Egypt to provide humanitarian goods to different Libyan ports, and repairing basic infrastructure to facilitate the humanitarian operation at the ports including Misrata and Tripoli may be required.

- e. **Civil-Military Coordination:** The Logistics Cluster will retain its presence at the NATO coordination centre. The Civil-Military Coordinator will continue to share cargo movement details of all humanitarian cargo moved on behalf of humanitarian organisations in order to ensure that access is maintained for humanitarian operations.
 - f. **Infrastructure Assessment:** In May 2011, WFP was asked to lead the Physical Infrastructure and Distribution Networks working group in Libya, established by the Secretary General's Special Advisor. The group's objective is to provide a better understanding of the situation on the ground in Libya, relevant to mission planning, and UN engagement in the country beyond the current crisis. The Logistics Cluster will lead assessments with augmented staff in support of the working group in the areas of: transportation networks, market infrastructure, ports, telecommunications, and distribution networks.
 - g. **Fuel assessment:** As per an identified need highlighted by the humanitarian community and donors, the Logistics Cluster will undertake an assessment of the fuel network in Libya, with a particular focus on Western Libya. This will be conducted in order to clarify current and expected fuel supplies in the country once access is granted in the west, as well as what role the Logistics Cluster will play in bridging the two.
 - h. **Emergency Telecommunications Cluster:** Given the on-going conflict, telecommunications continue to be a challenge for humanitarian operations, particularly in the western areas of the country that have seen the most infrastructure damage. With the insecurity throughout the country, emergency telecommunications is essential to support the safety of staff in the field and effective operations for all actors in the emergency. The ETC will continue to support the needs of the community through expanding services in new locations as they become accessible. This will include expansion of services in Benghazi, and establishment in new locations such as Tripoli and Misrata as security conditions permit.
 - i. **Lessons Learned Mission:** the Logistics Cluster will conduct a detailed lessons learned mission in order to ensure that best practices highlighted during the operation are compiled and carried over to future operations. This will ultimately allow for a faster, better tailored and more cost effective response mechanisms for future emergencies.
14. The unresolved political situation and the on-going fighting make the situation in Libya highly volatile. The Logistics Cluster will continue to monitor the situation and facilitate ongoing discussions concerning identified logistics needs and gaps. This budget revision will allow the Special Operation to adjust to changing circumstances.

15. The extension in time until the end of February aligns the Special Operation with the current EMOP. Most activities will be done in the first three months while the second three months of the project will focus more on continuing coordination activities.
16. In light of the above elements, it is clearly envisaged that there is a critical need for ETC and Logistics support and coordination for the humanitarian community in the immediate future. The gaps and constraints identified at the onset of this operation still exist, and the operational and coordination structures put in place are highly relevant and need to continue in order to allow humanitarian organizations to go forward with their response.
17. With an overall budget increase of US\$ 5,868,986 and an extension in time until 28th February 2012, this budget revision is recommended for approval by the Deputy Executive Director.

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