



Logistics Cluster Field- Based Preparedness Project (FBPP)

Information session

DPPI SEE

13 December 2021

LOGISTICS CLUSTER FUNCTIONS IN COUNTRY



A LIAISON BETWEEN HUMANITARIAN ACTORS

Coordination



AWARENESS COMES FROM INFORMATION

Information
Management



SHARED RESOURCES FOR A COMMON RESPONSE

Facilitation of Common
Services





FIELD-BASED PREPAREDNESS PROJECT

Field-Based Preparedness Project



Localised

- ⇒ Led by national actors

Systemic

- ⇒ Institutional Capacity Strengthening*
- ⇒ Multi-stakeholder approach

Sustainable

- ⇒ Holistic empowerment of local response SC
- ⇒ Nationally-led coordination mechanism
- ⇒ Comprehensive roadmap

Complementary

- ⇒ Embedded kick-start project (18m)
- ⇒ High-risk countries (indicators) with CO & NDMO interest (context)
- ⇒ Aligning with national and international stakeholder's Country Strategic Plans



logcluster.org/preparedness

FBPP
Field-Based Preparedness Project

Localisation

**Institutional
Capacity
Strengthening
(ICS)**

Current Implementation Status



20 forecasted in 2021 + Pacific Region

BHA funding 2018 - 2021
GFFO funding 2018 - 2021



* Expected to join in 2021
 ** Expected to phase out in 2021
 *** Phased out and handed over to national partners

Country-level Implementation



Phase I. Analysis & Planning

Phase II. CPRA Workstream

Phase III. Support NDMO's Oversight and coordination of Implementation

*(1) Spearhead the articulation of a multi-stakeholder validated **National Action Plan for HSC&L Preparedness***

(2) Support the NDMO as it advocates for the Action Plan to be integrated into policy and operations and adequately financed

(3) Support the NDMO / Working Group as it coordinates and oversees the Action Plan's implementation.



Methodology



'Classical' Approach



infrastructure support

emergency supplies

skills & knowledge

data analytics & information





Capacity Transformation

Looking at all aspects needed to build *sustainable* outcomes

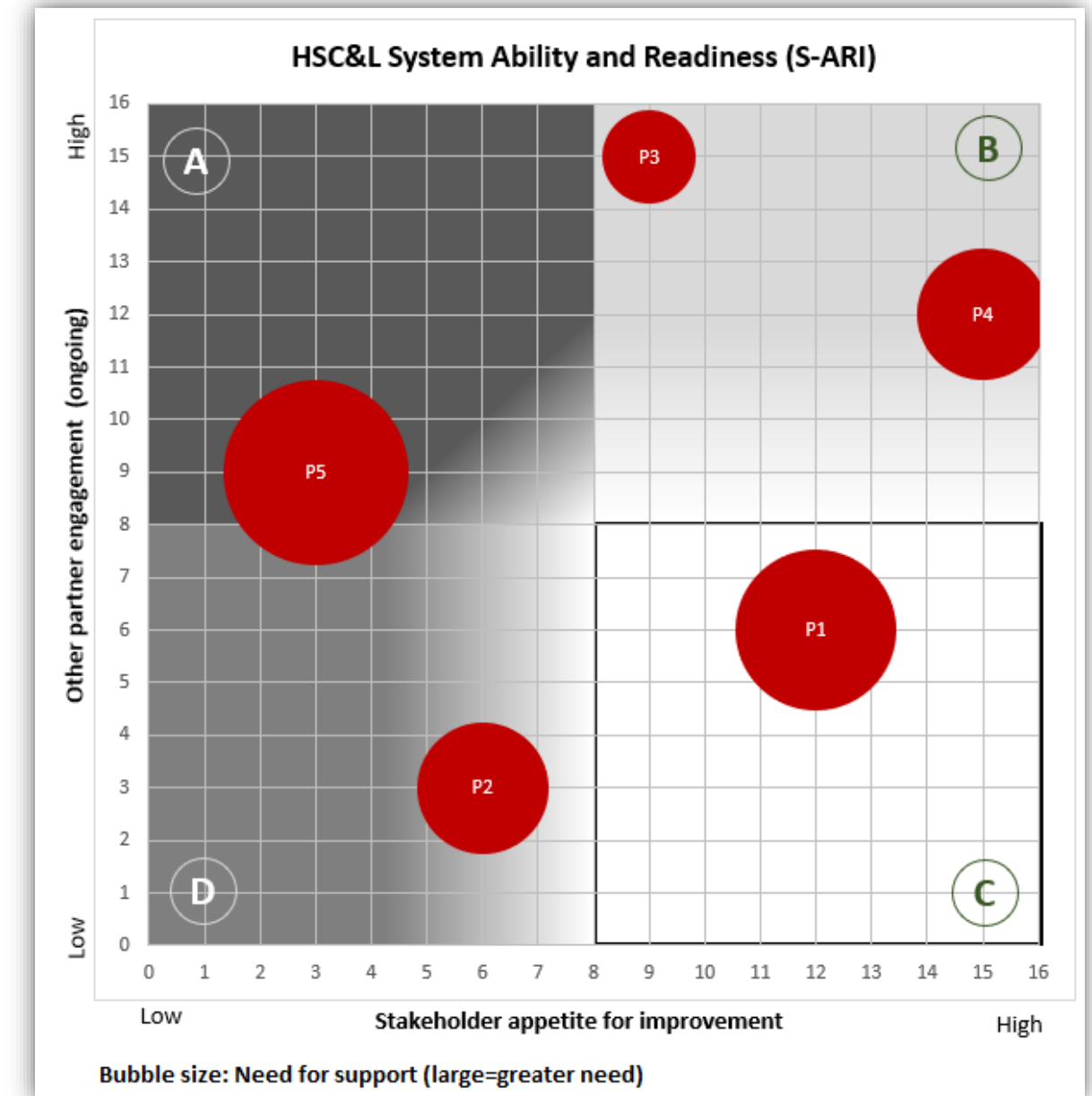
Assessment (multi-stakeholder review)

Stakeholder appetite: What level of political will / priority is there to strengthen these areas?
Partner presence: What level of external partner support is already available to support in any of the above?

Describe existing capacities, main gaps and challenges.	Need for support	Stakeholder appetite	Partner presence
Pathway 1: The Humanitarian Supply Chain & Logistics (HSC&L) policy and regulatory environment	9	13	10
How well does the current regulatory environment support national HSC&L preparedness? What level of support is still needed to improve this?	1	4	1
How well is the role of HSC&L preparedness reflected in key (relevant) sectoral frameworks? What level of support is still needed to improve this?	3	3	4
How visible is (main stakeholder) in global and/or regional HSC&L fora and events? What level of support is still needed to improve this?	5	6	5
Pathway 2: HSC&L effectiveness and accountability	0	0	0
How effective is national HSC&L coordination at central and decentralised levels? What level of support is still needed to improve this?			
How well do HSC&L preparedness efforts appear to meet local post-crisis needs? What level of support is still needed to improve this?			
How well maintained and operational are key HSC&L assets and infrastructure at this time? What level of support is still needed to improve this?			
Pathway 3: Strategic planning and financing for HSC&L	0	0	0
How much do government leaders recognise that HSC&L preparedness is critical to effective emergency response? What level of support is still needed to improve this?			
How well documented are operational roles, responsibilities, timelines and milestones for HSC&L preparedness? What level of support is still needed to improve this?			
How well financed is the national HSC&L sector (and/or National Plan)? What level of support is still needed to improve this?			



S-ARI creation



Concrete Activities

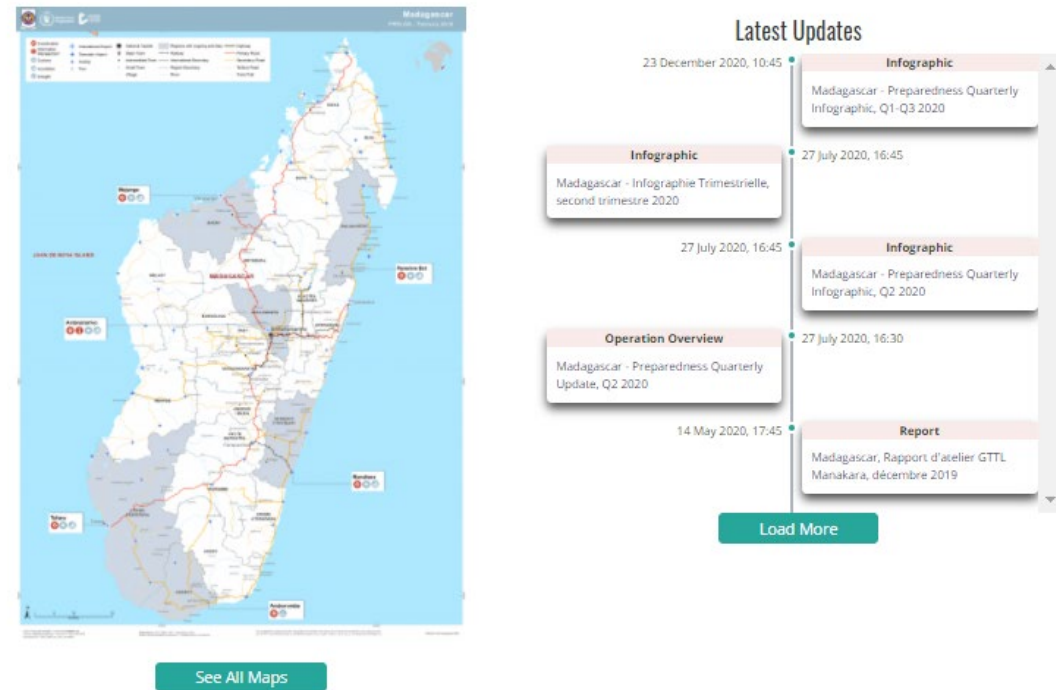


National LP Working Group

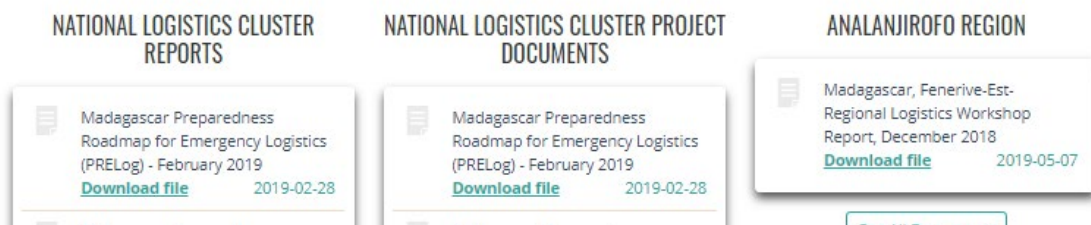


- NLPW Terms of Reference
- Information Sharing Platform
- National Level Advocacy
- Simulations and Gap Analysis Workshops
- Actor identification and 4W mapping
- Contextualised Capacity Outcome Statement
- Capacity Needs Mapping guiding questions
- Can be replicated on sub-national levels

Information Sharing & Advocacy Support



- Project website
- Information Sharing Advocacy
- Infographics, activity mapping
- Blog posts, social media support
- Support on creation of information sharing mechanisms (e.g. meeting minutes)



Log.IE - Logistics Information Exchange Platform



Log:ie

Information Provision

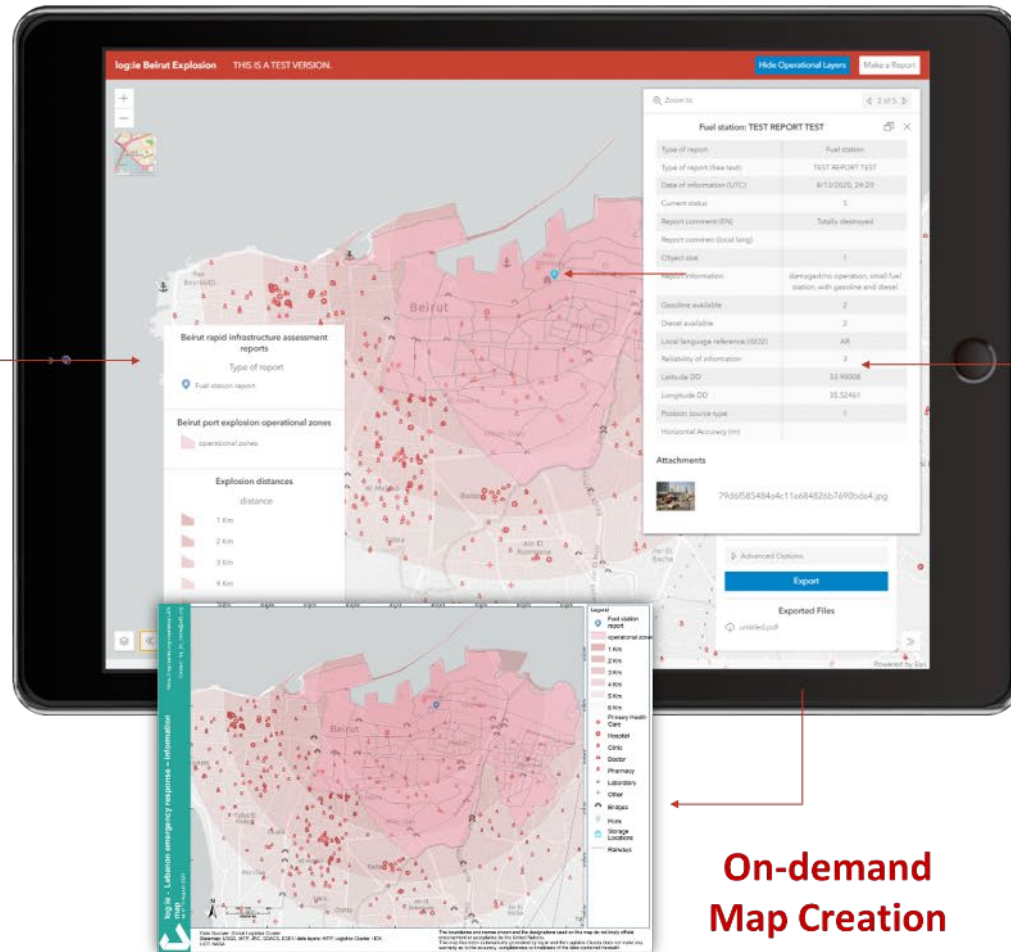


Baseline information

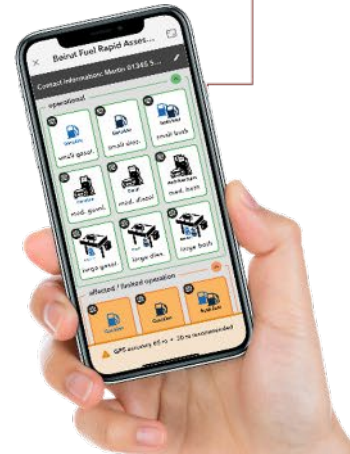
- LOG Infrastructure
- Warehouses
- Entry points
- Fuel stations
- Health Care
- Finance services
- Amenities

Situational information

- CONOPS map
- Assessments
- Satellite imagery
- Rapid LCAs
- Field reports



Rapid Data Collection & LCA

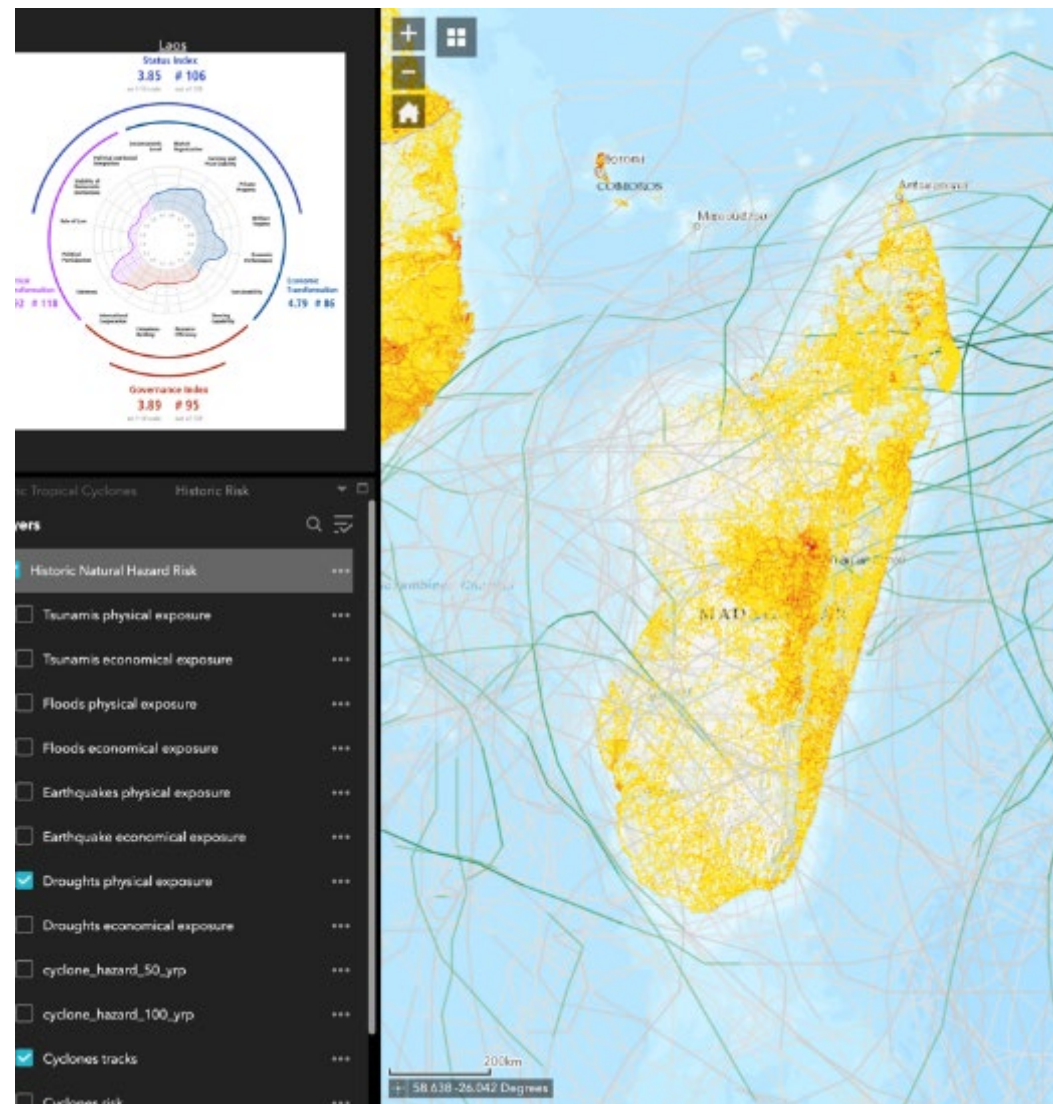


On-demand Map Creation

- Interactive information sharing
- Near-real time updates
- PDF map creation
- Field Data collection and validation
- Automated data processing
- Country-specific data adaptations
- Link to national data sources

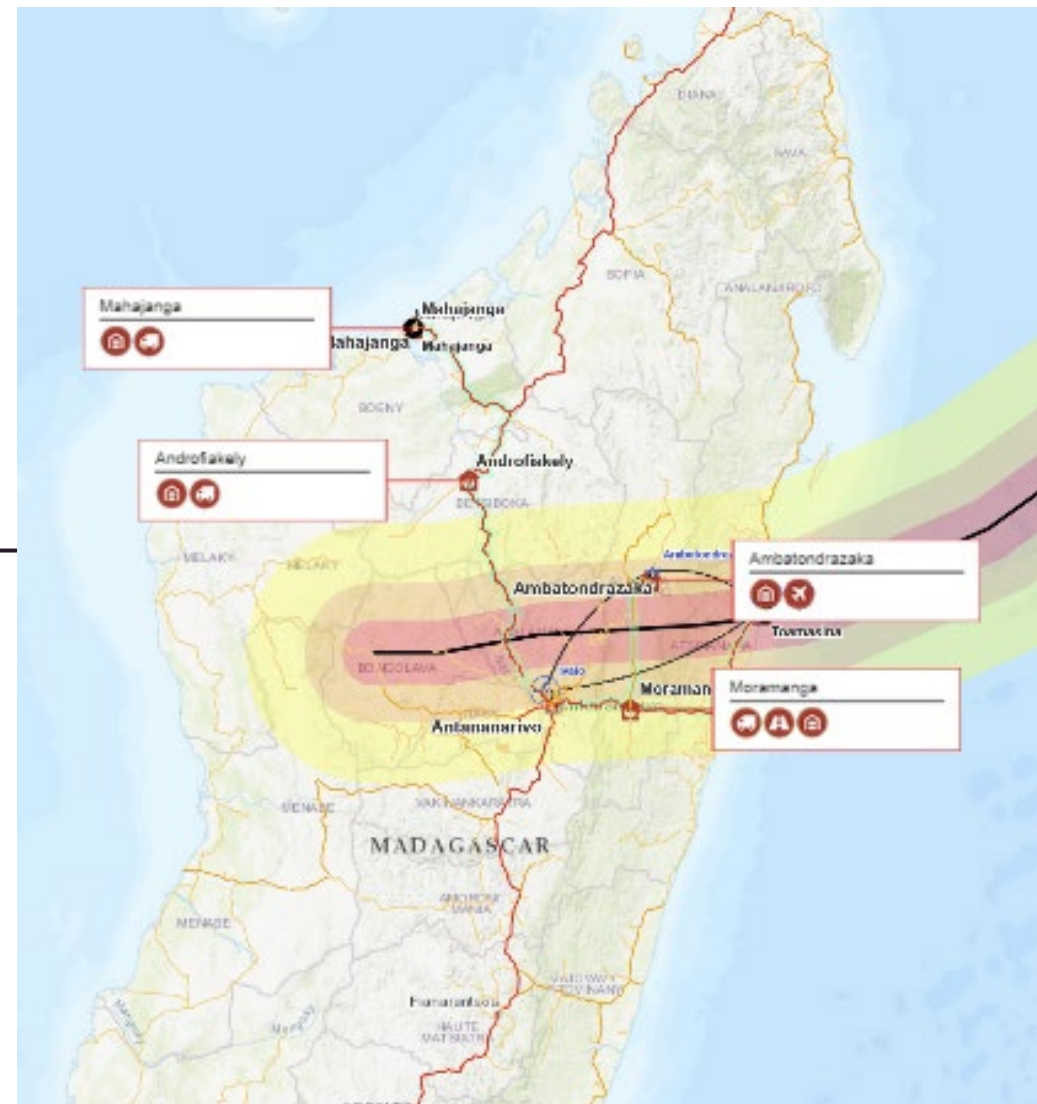
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Preparedness



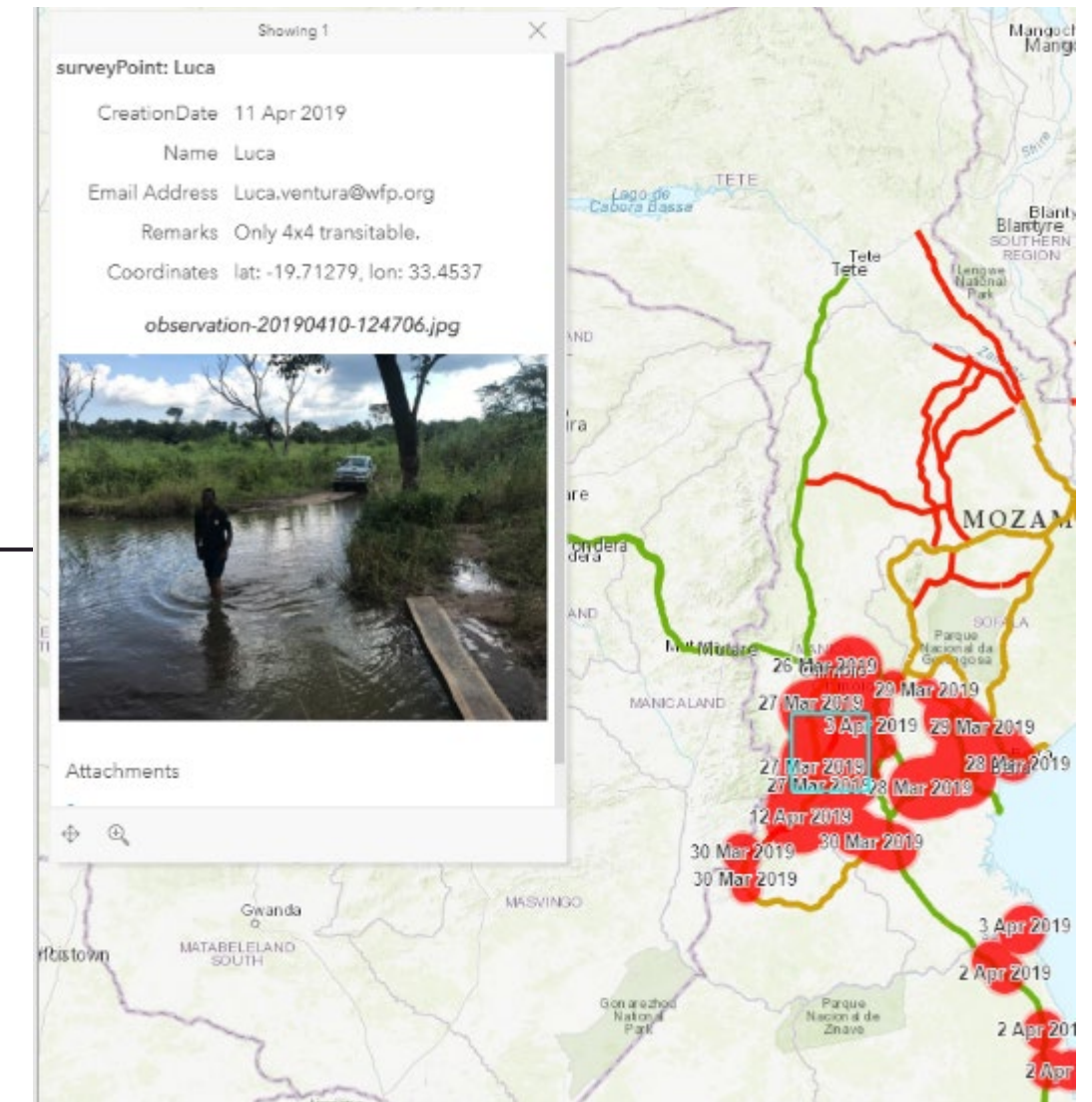
Data collection, analysis, planning

Readiness



Simulation, scenario analysis, CONOPS

Response



Situational data collection and provision
Operational information support
Operational analysis



Current capacity	Gap/issue	Short term solutions	Long term solutions
Transport			
<ul style="list-style-type: none"> 8 military trucks Commercial vehicles Rental vehicles Motorbikes for hard to reach areas Local labour readily available Private sector donation support Sea boat 	<ul style="list-style-type: none"> No aircraft Poor road conditions/ and accessibility No boats for emergency response and poor landing sites Information about road closures not readily available Inadequate availability of vehicles/rental vehicles Timely release of funds for fuel to support operations during response (is fuel ever an issue for availability?) Insufficient transport support to volunteers Poor quality of commercial trucks/lack of maintenance Inclement weather during boat transportation (safety?) Bad road networks Inadequate vehicles to transport relief items to the beneficiaries/distribution site Accessibility to distribution areas Fuel sometimes runs out 	<ul style="list-style-type: none"> Map current transport and excavator service providers and assets owned by government and partners Collaboration synergy with relevant institutions with capacity (RSLAF, drivers' union) Storage of fuel for contingencies Knowledge on information of road conditions at disaster sites/ implement road access constraints mapping NDMA to establish MoU with National Petroleum agency Availability stand-by funds for emergency response at national and local level Identification of warehouses an evacuation sites for disaster victims DMC to establish emergency transport plan to evacuation centers 	<ul style="list-style-type: none"> Strengthening collaboration with institutions and service providers for prompt access to relief materials Procurement of transportation with the required storage system for emergency response Construction or provision of warehouses with require storage systems at nation and district level Procurement of vehicular equipment for emergency response (excavators, speed boat, etc.) Improvement of existing road network country wide including dedicated emergency routes Policy directive for the establishment of emergency response funds Capacity building of personnel with support for emergency response

PLAN D'ACTION - MADAGASCAR

Octobre 2018

TRANSPORT MARITIME			
GOULOT D'ÉTRANGLEMENT	SOLUTIONS	ACTIONS	
Capacité d'accueil au port limitée et beaucoup de navires en rade	<ul style="list-style-type: none"> Prioriser l'accès des ports aux navires transportant de l'aide (pour les autorisations d'entrée au port) Transbordement des marchandises humanitaires par les navires non conventionnels 	<ul style="list-style-type: none"> Contacter et réunir tous les armateurs pour le transbordement en mer Collecter, compiler et partager les informations provenant des responsables et des usagers du port Procédure d'accès à écrire et à partager Procédures Opérationnelles Standardisées d'urgence à écrire (coordination opérationnelle/3Q) 	<ul style="list-style-type: none"> Q4 2018 Q4 2018 Q2 2019 Q2 2019
Équipements de manutention inexistant ou en mauvais état	<ul style="list-style-type: none"> Établir une coopération avec le secteur privé pour fournir les équipements de manutention nécessaires 	<ul style="list-style-type: none"> Accords d'urgence avec les bureaux douanes Évaluer les capacités disponibles du secteur privé (lister, identifier et mettre à disposition les informations récoltées) Évaluer les capacités des différents opérateurs - en vue d'une potentielle mise à disposition de matériel par le secteur privé sans opérateur. Mise en place de MoU pour mise à disposition des équipements avec ou sans opérateurs (qui couvrira les coûts d'utilisation et de mise à disposition des opérateurs) et accès aux zones sous douanes (l'accès pré-accrédité à certains équipements dans des zones clés où les marchandises sont encore sous contrôle douanier) Évaluer le marché et les capacités de manutention déjà en place (collecter, compiler les informations) 	<ul style="list-style-type: none"> Q2 2019 Q4 2019

Organismes responsables: BNGRC et groupe sectoriel, APMF, Douanes, Armateurs, Bateliers

Link to Academia and Analytics

DID YOU KNOW?

AN ANALYSIS OF ONE OF IFRC'S BIGGEST COMPLEX EMERGENCY OPERATIONS SHOWED SUPPLY CHAIN ACCOUNTED FOR

€€€€€€
4 OF EVERY 5
 EUROS SPENT

SOURCE: IFRC

CASE STUDY: SOUTH SUDAN CRISIS

WITHOUT PREPAREDNESS

46 DAYS

LEAD TIME

WITH PREPAREDNESS

8 DAYS

LEAD TIME



83%

REDUCTION

SOURCE: UNICEF

CASE STUDY: HAITI EARTHQUAKE

1 YEAR

PREPAREDNESS ACTIVITIES



110,000 €

MONEY INVESTED

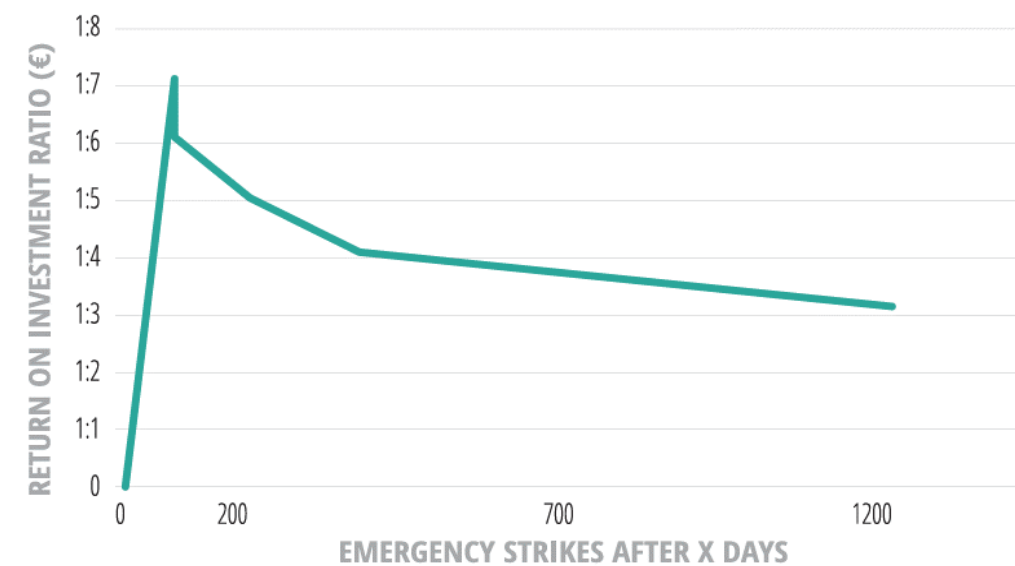


760,000 €

POSSIBLE SAVINGS

SOURCE: ACF

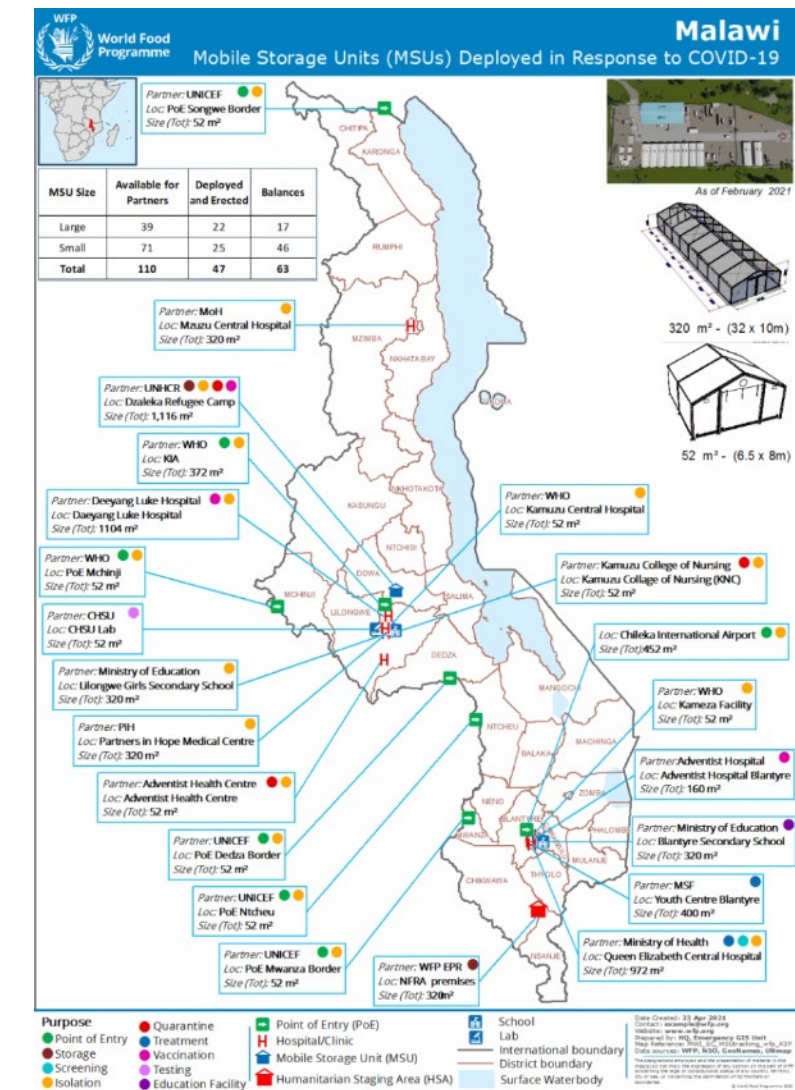
CASE STUDY: TYPHOON HAIYAN



SOURCE: SAVE THE CHILDREN



Project Implementation support





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