

UNJLC  
DRC Logistics Bulletin # 5  
November 2005

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1. SECURITY

- UNJLC attended an extraordinary security meeting (ISMT), the 3<sup>rd</sup> of November 2005, concerning two operations integrated in the Disarmament Demobilization Repatriation Reinsertion Reintegration (DDRRR) programme for the North Kivu, these operations are aimed at disarming and normalising the camps.
- According to the GOMA ISMT meeting some roads have been cut off during this operation.
- Following this meeting the Security Area coordinator circulated security procedures to follow for access to these zones:
  - Trunk road Goma/ Rutshuru (Centre)/Kiwanja and Goma/Bunagana: **free access**.
  - Trunk road Goma/Sake/Kishanga and Goma/Massissi and all the southern part of the territory, from Massissi (Ngungu, Bihamwe): **free access**.
  - Traffic south of Lubero territory **is not allowed for UN agencies, apart from the trunk road Beni/Butembo**.
  - **All missions have to be carried out with at least two vehicles in the convoy.**
- **Security phases in the DRC**

This information is based on the Weekly threat assessment issued during the Kinshasa ISMT meeting

Kinshasa: Phase 2  
Bas-Congo: Phase 2  
Bandundu: Phase 2  
Equateur: Phase 2  
Kasai occidental: Phase 2  
Kasai Oriental: Phase 3  
Province orientale: Phase 3  
Ituri: Phase 4  
Nord Kivu: Phase 4  
Sud Kivu: Phase 4  
Maniema: Phase 4(Phase 3 in Kindu only)  
North Katanga: Phase 4  
South and Central Katanga: Phase 3

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## 2. AVIATION

- The planned Evaluation of the local Air Carriers is now scheduled for 10-20 December.
- IATA has informed UNJLC that they have two Inspectors available for the said Evaluation. DRC CAA has also given their support to the evaluation. In this respect they have offered two Inspectors from the DRC CAA to participate.
- UNJLC is in process through the office of the DSRSG to seek confirmed funding for the Evaluation. Various Embassies have been approached in this regard.
- UNJLC in conjunction with WFP Aviation Safety will consult during the week with IATA to firm up on the TOR and programme for this evaluation.
- From the questionnaire that was received back from the Humanitarian community the following table is available. This table depicts the 10 most served destinations and the average pax per month to these locations.
- **Agencies are requested to again look into their predicted pax and cargo numbers as the present figures available does not justify any additional air assets. Any amendment to the data in the questionnaire is to be forwarded to [hubert.lebughe@wfp.org](mailto:hubert.lebughe@wfp.org) without delay. The questionnaire is available at [www.unjlc.org/DRC/AirOperations/Planning](http://www.unjlc.org/DRC/AirOperations/Planning)**

Attached table for humanitarian pax to provinces:

10 MOST FREQUENT SERVED DESTINATIONS IN DRC

ROUTING		UN AGENC.	PAX PER MONTH	CARGO (KG)	NGOs	PAX PER MONTH	CARGO (KG)	TOTAL	
FROM	TO							PAX	CARGO
Kindu	Goma				x	109	280	109	280
Kindu	Kinshasa				x	103	100	103	100
Goma	Bunia	x	18	0	x	53	5240	71	5240
Goma	Beni	x	4	400	x	58	560	62	960
Kinshasa	Goma	x	29	50	x	33	245	62	295
Kindu	Kasongo				x	48	50	48	50
Beni	Goma				x	40	40	40	40
Goma	Kindu	x	10	0	x	26	2000	36	2000
Bunia	Goma	x	4	25	x	30	120	34	145
Goma	Bukavu	x	18	0	x	14	100	32	100

## 3. GIS

The DRC UNJLC Unit participated at the UNJLC Dakar workshop from October 21<sup>st</sup> to 30<sup>th</sup>, 2005. Three presentations referred to the Information Management System, to GIS Place and Role in humanitarian actions, as well as to the possibility to implement a model for itinerary optimization in the DRC. A particular stress was put on the steps withstanding the creation of a GIS, and mostly on the reliability of the data used and their source. A particular emphasis was put on copyrights.

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In line with above, the follow-up of GIS Working Group will update the info geographical files as defined in the first meeting. Various other role players within the GIS platform have been contacted and they will be invited to contribute at the next GIS meeting that will be held on Thursday November 10<sup>th</sup> at "Villa OCHA" . This meeting will include Régie des Voies Fluviales, Office des Routes, the Civil Aviation Authority and the aviation agency Mission Aviation Fellowship (MAF)

#### **4. ROADS**

- FAO and the UNJLC met to discuss road rehabilitation projects being undertaken by the FAO.
- This meeting led to significant sharing of information, concerning road rehabilitation projects in the DRC and an understanding of how these projects are organised and structured.
- A complete file on the road rehabilitation projects, implemented by FAO, will be given to UNJLC on the 09th November 2005 including the following information:
  - Finalized projects
  - On going projects
  - Scheduled projects
  - Technical characteristics of projects
  - Planned projects
- The FAO mostly intervenes on the agricultural service roads (civil engineering structures as Bridges, Pipes, ducts)
- The projects are oriented towards the opening up of agricultural areas. The rehabilitation of the civil engineering structures is carried out by a local civil engineering contractor, contracted through a tender process.
- The implementation of the rehabilitation road projects are made according to the high labour intensity (HIMO) method or through a food for work system.
- The supervision of the road rehabilitation projects and civil engineering structures are carried out by the Direction of the roads and agricultural service (DVDA) through a signed draft agreement, between FAO and DVDA.

The maintenance of the rehabilitated roads and civil engineering structures is carried out by a Local committee of road maintenance (CLER)

- An Overview of agricultural access roads by territory and community is available at [http://www.unjlc.org/DRC/land/roads/roadaccess\\_east](http://www.unjlc.org/DRC/land/roads/roadaccess_east)

#### **5. COORDINATION in Goma**

##### **• UNJLC Goma 1<sup>st</sup> Coordination Meeting follow up**

- All agencies that attended the UNJLC meeting have been re-contacted to stress the importance of sharing information with the UNJLC.
- For the time being only UNICEF and WFP have provided some of the logistical information requested during the 1st UNJLC coordination meeting.
- Agencies are requested to forward all applicable information to UNJLC Goma without delay.

#### **UNICEF**

- **UNICEF produced the following narrative, concerning its organisation by sectors of activity as well as recommendations for the UNJLC. These recommendations will be processed, analysed and handed over to appropriate UN agencies if necessary.**
- Customs: UNICEF benefit generally of tax exemptions. For offshore custom clearances, fees are being paid to the only two contracted forwarding agents. (SOCODAM for Goma and Recodi for Bunia and Beni). However taxes are paid, for local purchases, apart from fuel purchases with Fina in Goma, exempted through negotiations.

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- *Recommendation:* Negotiate harmonization of tax exemptions for all UN agencies throughout the territory.
- **Immigration:** Consultants often experience harassment at border points.
  - Recommendation: Negotiate an exemption of entrance fees for all persons having a travel authorization from any UN agencies operating in the East of the country.
- **Transport:** In the North-Kivu tremendous difficulties are faced for the transport of assets beyond Massissi (trunk roads not served by TMK). In the South-Kivu the trunk road Bukavu-Uvira is in a relatively acceptable condition, however the transport costs are very high. The transport conditions with TMK are correct. However TMK does not serve all the localities where programs are undertaken. This brings the agency to the obligation of contracting unreliable transporters; which can decide arbitrarily the prices to be applied.
  - Recommendation: Have a detailed condition of the reliable and available means of transport, at the agencies disposal and negotiate a price per destination for all humanitarian agencies.
- **Storage:** UNICEF uses four warehouses with a total capacity of 2464 m2. However the rental rate of those warehouses is very high. In addition, difficulties in term of storage are being faced, especially during peak periods.
  - Recommendation: Warehouses at the disposal of the Humanitarian community, by governmental authorities.

Aviation: UNICEF has informed UNJLC on various issues regarding Aviation. This is being taken up with WFP HAS at the moment and feed back on this issue will be forwarded as soon as possible. Any questions regarding Aviation for the Humanitarian community is to be forwarded to the WFP HAS representative in Goma, Mr. Stig Larsson.

- **Maintenance of vehicles:** It turned out that the maintenance of vehicle is difficult and very expensive due to the lack of reliable local workshops, as well as the lack of a supply chain for original spare parts.
  - Recommendation: Set up a common workshop under the responsibility of one of the UN agency with a cost sharing system.
  - Negotiate the utilization of the MONUC's workshop through an invoicing or sharing costs system.

#### **WFP**

- A request has been made by the WFP Goma to the UNJLC regarding cargo needed to be delivered in WALIKALE.
- The request was to find a way of transporting 30 tons of Food Items to the town of Walikale.
- Investigations are ongoing and the results will be published in the next Bulletin.
  - Partner already contacted: MONUC, HAS
  - Other possibilities: Airserve, WFP's operational partners, authorised to use some of the private companies.