

UNJLC Pakistan Earthquake

BULLETIN No. 44

Period, Thursday April 20th – Wednesday, April 26th, 2006

UNJLC Bulletins aim to provide a clear and concise regular overview of the logistics situation in the earthquake-affected area of Pakistan and adjacent areas as it pertains to humanitarian relief work. They focus on practical issues affecting the welfare of the afflicted populace and related humanitarian work such as the status of transport routes for getting supplies and personnel into the area, relevant administrative or commercial developments, air (including strategic airlift and helicopter operations), customs and immigration matters, and the availability of accommodation and fuels. They further seek to identify major issues for the humanitarian community and other interested parties, to provide relevant background and constructive recommendations on current issues, and to alert responsible parties to emerging factors.

Summary and Highlights

Days since October 8th Earthquake: 200

- It is expected that agreement on the **ERRA-UN Early Recovery Plan** will be reached within the next few days, which should lead to an increase in levels of activity.
- **ERRA** has expressed an interest in continuing the **LSS** pipeline tracking project with the possible assistance of **CWS** (Church World Service).
- Humanitarian air capacity has decreased once again this last week with the redeployment of the two **UNHAS** Kamov 32s and the Mi-26.

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1. Operations Update

As reported in bulletin 43, the pace of operations has slowed considerably over the past few weeks pending ERRA's approval of the Action Plan. However, it now appears that the plan – now known as the ERRA-UN Early Recovery Plan – is close to being agreed. Once formal ERRA agreement has been given, donors may be approached for funding, and it is expected that activity levels will begin to rise again thereafter.

2. Road Access - Muzaffarabad

In the course of routine Muzaffarabad area route assessments, it has been noted that the maintenance of Bailey bridges has decreased since the withdrawal of the supporting Pakistan military divisions. There is some concern that if deterioration is allowed to continue, some of these bridges may become impassable. Meanwhile the recent spate of good weather has improved road access in the region. Lipa valley is currently open to 4WD vehicles, though skilled drivers are a must. Some IDPs have used this window to return to their places of origin. However it should be noted that the Jheelum, Neelum and Lipa valley roads remain dangerous and good vehicles are essential. UNJLC road assessments, conditions updates and maps can be found at www.unjlc.org/pakistan.



Many affected area routes remain inaccessible to vehicle transport, including the Bagh area road from Motan Wali to Haji Pir, shown here during assessment by UNJLC and UNDSS.

3. LSS

During the relief phase of the operation UNJLC was using the **LSS** (Logistics Supply System) to provide an overview of agency and NGO pipeline data and provide for forward planning in terms of logistical support. UNJLC ended its involvement in this project on March 31st in accordance with the transition from relief to recovery. ERRA has now expressed an interest in taking over the LSS for interagency pipeline tracking, possibly in conjunction with the NGO **CWS**, who have expressed some willingness to implement the process.

4. Mapping

ABOUT UNJLC: UNJLC is an inter-agency facility reporting to the Islamabad-based Humanitarian Coordinator for the South Asia (Pakistan and India) Earthquake and strategically to the Inter Agency Standing Committee. Its mandate is to coordinate and optimise logistics capabilities of humanitarian organisations in large scale emergencies. UNJLC operates under the custodianship of WFP, which is responsible for the administrative and financial management of the unit. UNJLC is funded from voluntary contributions that are channelled through WFP. The UNJLC project document for the Pakistan Earthquake can be viewed at the UNJLC website (www.unjlc.org).

The UNJLC GIS section is currently redefining its structure to include a field staff member, which will increase GPS data collection and provide for continued road assessment capabilities over the coming period of the operation. UNJLC's maps are being updated on a constant basis with new road, HLZ and storage site information. A map catalogue, map request forms, pertinent data, GPS tutorials and maps are available for download on the UNJLC website at www.unjlc.org/pakistan/maps, or in hard copy from the UNJLC Islamabad office and field coordinators.

Update	Map Number	Title	Print Format
9/4/06	unjlc 141	Affected Area Overview	A4, A3, A0
9/4/06	unjlc 201	Bagh District	A3, A0
9/4/06	unjlc 202	Muzaffarabad District	A3, A0
9/4/06	unjlc 203	Batagram District	A3, A0
9/4/06	unjlc 205	Allai Valley	A3
9/4/06	unjlc 207	Mansehra District	A3, A0
9/4/06	unjlc 210	Kaghan Valley	A3, A0
9/4/06	unjlc 214	Lipa Valley	A3
9/4/06	unjlc 217	Kohistan	A3
20/4/06	unjlc 219	HLZ Accessibility	A0
20/4/06	unjlc 243	IDP Accessibility	A0

5. Aviation Update: Helicopter Status

Helicopter capacity has decreased again in the last week with the redeployment of the two UNHAS Kamov 32s and one Mi-26. These ceased operations on April 23rd, taking the current UNHAS fleet down to 9 helicopters. Formerly, ERRA was requesting a reduced UNHAS helicopter fleet of

only 4 Mi-8s as of May, which it deemed adequate to serve the humanitarian mission in Pakistan. It has now requested the addition of two light utility helicopters for use by ERRA staff on monitoring and evaluation missions.

Meanwhile a request to fly cargo into Azad Bara in preparation for IDP returns is still being refused by the Pakistan Military due to its proximity to the Line of Control. This area remains inaccessible by road and IDPs originating from this area are unable to return.

As of 26 th April		Number of aircraft	
Aircraft Type		26 th April	Comments
UNHAS Tasked Assets:			
Mi-8 MT		9	ERRA's proposed UNHAS fleet is currently 4xMi-8 cargo helicopters and 2 light helicopters for use by ERRA.
Mi-26T		-	
Kamov 32		-	
Sub-total		9	
Other:			
Mi-8 MT		1	Operated by ICRC
AS-332 Super Puma		1	
AB-139		4	Operated by Aga Khan Foundation (Pakistan)
AS-350 Squirrel		2	Operated by AirServ for MSF Holland
Mi-8T		1	Operated by Merlin
Sub-total		9	
Total		18	



The UNHAS Mi-26, with a lift capacity of 18 MT, has now been redeployed. Photograph: Einar Schjolberg.

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Detailed information on the Clusters managing the humanitarian response, including the Logistics Cluster in which UNJLC plays a key role, is available on www.un.org.pk. Daily situation reports from the UN Emergency Response Centre – Islamabad are available on www.reliefweb.int.

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