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UNJLC Pakistan Earthquake

BULLETIN No. 23

Period, Friday December 2nd – Monday December 5th 2005

UNJLC Bulletins aim to provide a clear and concise regular overview of the situation as it exists in the earthquake-affected area of Pakistan and contiguous areas with regards to logistics matters affecting relief work by the humanitarian community. They focus on practical issues that affect the welfare of the afflicted populace and related humanitarian work such as the status of transport routes for humanitarian supplies and personnel into the area, relevant administrative or commercial developments, air (including strategic airlift and helicopter operations), Customs and immigration matters, and 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 issues. This bulletin was produced daily from October 17th – 22nd, but as the emergency matured it was produced on Mondays, Wednesdays and Fridays and since November 24th is now produced on Mondays and Thursdays in coordination with the central Logistics Cluster Meeting in Islamabad.

Summary and Highlights

Days since October 8th Earthquake: 58

- Security concerns are not significantly hindering the relief effort but individual issues concerning escorts for international staff in Batagram District and theft of supplies from trucks are being followed up.
- Details on road conditions in Neelum and Kagan Valleys illustrate the precarious nature of access along these corridors and highlights locations where potential bottlenecks may occur as the weather deteriorates.
- Overall status of the helicopter fleet reflects a slight decline for the second consecutive week in both the number of airframes and nominal cargo capacity. However more significant concerns relate to the procurement of sling nets and de-icing equipment to improve operational efficiency.

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1. Security

The situation with regard to escorts for international staff in the **Batagram** District of the North West Frontier Province is still to be resolved (see Bulletin 21 item 1). Once further information is available, WFP Security in conjunction with UN DSS, will provide an update detailing the operational procedures agencies will have to follow.

Also of concern, on December 1st, a WFP truck travelling between **Havellian** to **Abbottabad** was stopped and approximately 30 bags of wheat flour were stolen before the truck was allowed to continue. WFP have informed the Police who are currently investigating the matter. Agencies are encouraged to report such incidents to the local authorities as soon as possible after an incident and to the logistics cluster.

2. Road Update: Kagan & Neelum Valleys

Along the **Neelum Valley** road, there are two significant landslides, the **Batmang** (between Chalpani to Dunga) and **Nauseri** (Nauseri Bridge to Tithwal). The road is considered open, but it is subject to continuous rockslide activity that requires regular emergency clearance.

For about 5km along the **Batmang** landslide, the old road is covered by 4-6 meters of infill. This fill is unstable and currently can only accommodate one-way traffic.

Daily clearance is causing further undercutting leading to more tension on the slope. The **Nauseri** landslide stretches between Nauseri and the Line of Control. As for Batmang, the undercut road segment has caused insecure debris upslope that continues to jeopardise any movement along the road.

In the **Kagan Valley** road trouble spots include **Kawai**, **Paras**, and **Jared**. Slides are above and below the road with heavy daily rock fall activity. Traffic is limited to one way in many places. All makeshift or temporary passages along rock debris should be considered as unsafe. Emergency clearance activity is only a temporary solution and reconstruction will be required as soon as possible in the spring.

Both routes are subject to **solifluction**, the freezing and thawing of the moisture in the soil, which will cause movement on any significantly **unstable slope**. It is therefore expected that road conditions will deteriorate further as winter goes on.

3. Field Update: Mansehra

Road access in the area is generally reliable, although on November 30th a WFP food convoy returning from Navasabad and Sachakhalan was held up for a few hours due to **landslide at Jabori**. Pakistani Army engineers subsequently cleared the landslide and the road is now open.

The NGO CARITAS is concentrating its effort covering villages above 5000ft between Dalola and Boi in Abbottabad District to provide shelter and NFI distribution for approximately 35,000 beneficiaries. The programme will run through the winter and may establish a storage site in Boi based on the **Forward Area Support Site**

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).

(FASS) concept developed by the UNJLC/DFID plans team outlined in Bulletins 15, item 1 and Bulletin 17, item 3.

4. Aviation Update: Helicopter Status

Overall helicopter numbers and capacity have decreased slightly for the second consecutive week; this has largely been due to the ongoing departures and scheduled rotations of foreign assets deployed in support of the Government of Pakistan. UNHAS air assets have remained constant for several weeks now, but **may expand by three MI-8's** over the coming weeks. One Mi-8 will deploy to the operation on December 24th and contracts for two more Mi-8s are being negotiated. One UNHAS Mi-26 will depart after completing its flying hours, but will be replaced by another chartered Mi-26. Oxfam's Mi-8 has completed its contract and is now operating under charter for IFRC.

Current issues for the helicopter operation include **procurement of sling nets** and **de-icing equipment**. The DFID Chinook operation conducted out of Muzaffarabad demonstrated the impact that sling nets

can have in terms of greatly improving the overall lift capacity (see Bulletin 20, item 2). UNHAS currently has twenty nets in use. Twenty more will be deployed soon, plus a further fifty have been procured from the UK. However, this number is still short of the operational **requirement of 400**; Donors including **DFID** and **USAID** have been approached to assist, UNJLC has requested assistance from **NATO** and WFP is investigating alternative commercial sources as part of a combined attempt to obtain more nets.

A shortage of fuel for helicopters operating out of the forward operating base of Muzaffarabad caused delays on Monday 5th December. This has resulted in helicopters having to return to refuel in Abbottabad thereby increasing the turnaround time between sorties. In order for helicopters to continue to operate it is essential that **landing sites** are properly **maintained** over the winter months. To maintain the sites UNHAS has urged all stakeholders involved to ensure that the landing sites they are responsible for are drained, where possible fortified with gravel and ensure snow is either cleared or compressed.

As of Dec 5 th Aircraft Type	Number of aircraft		Cargo Capacity, tonnes		Comments
	5 th Dec	28 th Nov	5 th Dec	28 th Nov	
UNHAS Tasked Assets:					
Mi-8 MTV/T	13	13	48.75	48.75	UNHAS chartered assets expected to remain constant until at least the end of December.
Mi-26T	2	2	36.00	36.00	
CH-53	4	4	48.00	48.00	
Sub-total	19	19	132.75	132.75	NATO, German military, probably to mid-January
Government of Pakistan Assets:					
Mi-17	13	13	48.75	48.75	Pakistani Government assets are deployed both in the forward field locations and from Chaklala Air Force Base in Islamabad.
Bell 412	13	13	26.00	26.00	
H-3 Sea King	2	2	6.00	6.00	
UH-2H	4	4	8.00	8.00	
Alouette –III	4	4	6.00	6.00	
Sub-total	36	36	94.75	94.75	
Foreign Government and Foreign Military Assets in Support of the Pakistani Government:					
Mi-8 MTV	0	2	-	7.50	US Government, US Military and Australian Military. Four or more of the US CH-47 Chinooks may work with UNHAS through the AOC.
S-70 (UH-60)	4	4	12.00	12.00	
UH-2	3	5	6.00	10.00	
CH-47 – Chinook	16	19	96.00	114.00	Canadian Government DART Team
Kamov 32	1	1	3.50	3.50	
MD 900	1	1	-	-	SAR Helicopter - Luxembourg through NATO
Sub-total	25	32	117.50	147.00	
Other:					
Mi-8 MTV	-	1	-	3.75	Operated by OXFAM
Mi-8 MTV	1	-	3.75	-	Operated by IFRC
Mi-8 MTV	4	4	15.00	15.00	Operated by ICRC
SA-330 Puma	2	2	6.00	6.00	
AS-332 Super Puma	1	1	3.00	3.00	
Mi-26	1	1	18.00	18.00	Operated by Agha Khan Rural Programme
Augusta 139	2	2	5.50	5.50	
AS-350 Squirrel	2	2	0.50	0.50	Operated by AirServ for MSF Holland
Sub-total	13	13	48.00	51.75	
Overall Total	93	100	396.75	426.25	

BULLETIN ENDS

Contact information and addresses: UNJLC Pakistan Earthquake is located in the WFP Afghanistan Liaison office, **House 3, Street 2, F-8/3, Islamabad** alongside **UN Humanitarian Air Services**. Fax: +92 (0)51 285-0003.

Generic e-mail address for UNJLC Pakistan: pakistan@unjlc.org. For matters related to air: pakistan.air@unjlc.org
For matters related to roads: pakistan.roads@unjlc.org

Detailed information on the clusters being used to manage 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.

UNJLC Pakistan is funded, in order of extent of funding, by **Norway, New Zealand, the USA and Canada**, with funding expected from **Sweden** in an amount less than that provided by Canada. The **United Kingdom** has provided a valuable in-kind contributions through a DFID-funded Ministry of Defence 4-man planning team for one month plus a vehicle. Seconded staff, generally one each but in some cases two, and generally for between one and three months, have been provided by **Australia** (through RedR Australia), **Denmark** (DRC), **Germany** (THW), **Sweden** (SRSA) and **Norway** (NRC), as well as through the **Vietnam Veterans Foundation of America** and **UNICEF**.