



Atlas Logistique is an operational unit of Humanity & Inclusion (HI) that specialises in logistics services and supply chain management for humanitarian organisations. As a part of the HI family, we believe in the inclusive and equitable distribution of humanitarian aid for all vulnerable populations, and work towards this every day, through innovative and strategic logistics solutions that help actors go further, faster.

MERLUH: Cabotage, an innovative solution in Haiti

Haiti suffers from one of the highest levels of chronic food insecurity in the world, due to the extreme poverty of its population combined with frequent natural disasters. The island location is exposed to a very high risk of earthquakes, tropical storms and hurricanes—as evidenced by the August 14, 2021 earthquake. Since 2019 the socio-political, economic and security context worsened, affecting humanitarian activities and especially access to the population's basic needs.

Insecurity, poor road conditions, lack of transportation and weak supply chain management prevent isolated communities in Haiti to meet their essential needs. The recurring natural disasters further disrupt logistics environments and increase the population vulnerabilities.

Project Overview

The MERLUH (Mer Logistique et Urgence Haiti) project provides a free service and regular maritime transport by cabotage along the Haitian coasts, for the benefit of all humanitarian organisations. It is implemented in partnership with the local NGO AQUADEV and funded by the CdCS (French Foreign Affairs).

Relying on the community of fishermen and local fleets, Atlas Logistique has set up a real "regular maritime line" allowing coastal villages to receive humanitarian aid.

Key figures

12 sailing boats ensuring the shipping of humanitarian aid

1 local partner, AQUADEV, ensuring the capacity building of maritime transporters (61 crew members trained on safe transport and humanitarian principles)

946 T.M. shipped in the past 8 months

473 T.M. shipped since the earthquake

71 shipments delivered in 2021

H2H: 20 NGO partners before the earthquake, **33** afterwards

MAIN OBJECTIVES

- To offer an alternative to road transportation bypassing poor road network and unsafe areas
- To improve the delivery of humanitarian aid to the coastal departments of Haiti
- To widen the scope of beneficiaries by facilitating access to populations difficult to reach
- To sustain a means of transport by strengthening navigation skills, safety at sea and the boats' technical equipment

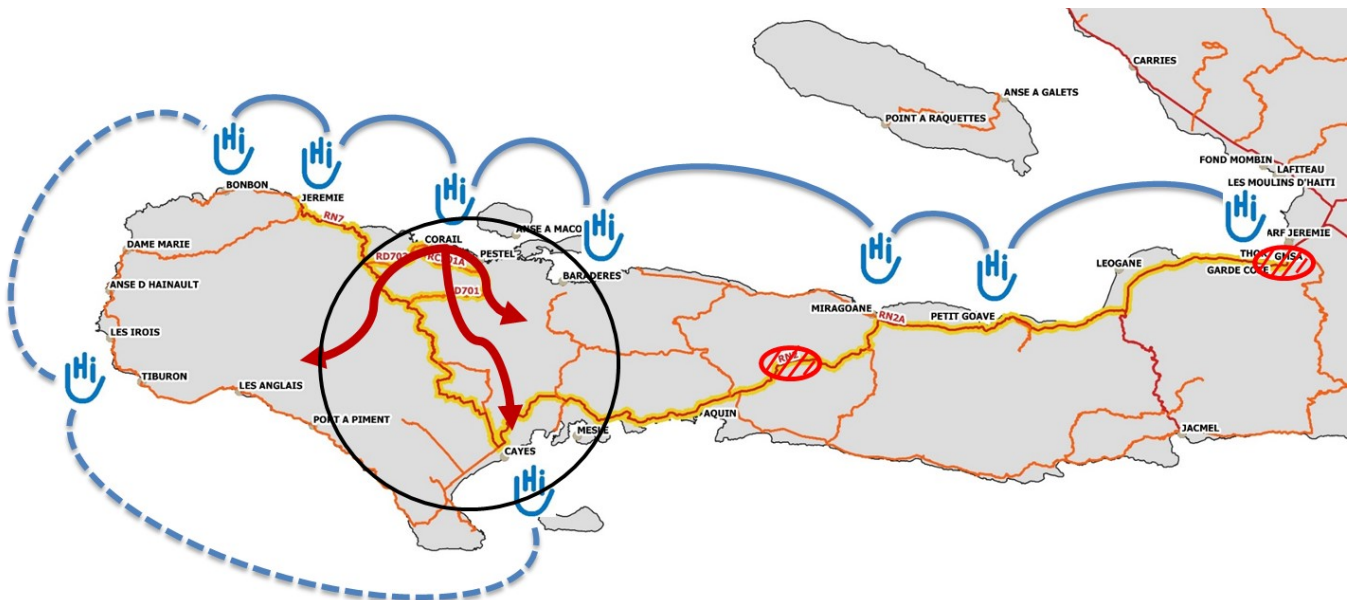
2021 project key activities

- **Pre shipment inland carriage** in Port-au-Prince
- **Coastal shipping** with local sailboats
- **Emergency preparedness:** Mapping of ports, road and sea transport available resources, emergency response training, building up networks at local level, enhance acceptance and fast mobilisation of local stakeholders, etc.
- **Logistics vulnerability analyses** at country level
- **Building local capacities:** training crews on transporting aid.

From an informal economy to a formal professional channel

Sea shipping remains an underdeveloped and informal activity in Haiti.

- The project contributes to a **quality upgrading** of the sector by enforcing technical follow-up, registration with the maritime administration, safety equipment on all the contracted sailboats.
- **It enhances local capacities** by training each captain and crew member on safety and security, humanitarian principals, code of conduct and the functioning of a logistics platform.
- **It participates to the price stabilisation** by contracting the shipment on a longer period of time and for many partners.



From Preparedness to Emergency Response

Setting up maritime routes and services prior the earthquake has permitted an immediate response :

- > Nearly **500 T.M. transported** to the impacted area in the immediate aftermath of the disaster.
- > Post earthquake road rehabilitation.
- > **13 additional organisations** soliciting the service reaching a total of **33 partner organisations**.
- > **No price inflation** despite the increasing number of demands thanks to the already contracted transporters.

Opening access bypassing hotspots

Major constraint of access by road: criminal attacks at 2 hotspots leading to the earthquake affected area (cf. hatched areas on the map).

Maritime routes allows:

- > Aid to be channeled to most vulnerable costal and mountainous communities last to receive humanitarian aid.
- > To bypass the very poor road network damaged by the recent earthquake.
- > To avoid attacks on humanitarian convoys (areas otherwise only accessible by helicopter).

Project development in 2022:

Opening of a mobile transport and storage hub on the southern cost to facilitate last Kilometer delivery