



World Food Programme

BUDGET REVISION OF SO FOR APPROVAL BY THE REGIONAL DIRECTOR

5) To:	Initials	In Date	Out Date	Reason for Delay
Regional Director	CN			
4) Through:	Initials	In Date	Out Date	Reason for Delay
Programme Adviser, RB	SL			
3) Through:	Initials	In Date	Out Date	Reason for Delay
Logistic Officer, RB (change in LTSH and/or External Transport)	MO			
2) Through:	Initials	In Date	Out Date	Reason for Delay
Resource Management Analyst, RB	AM			
1) From:	Initials	In Date	Out Date	Reason for Delay
Country Office or Regional Bureau on behalf of Country Office	CF			

Malawi SO 200685 BR01

PROJECT

	Previous Budget	Revision	New Budget
Total WFP cost (US\$)	US\$1 146 846	US\$1 065 860	US\$2 212 706

TYPE OF REVISION

☒ Additional DSC
 ☒ Additional CD&A
 ☒ Extension in time
 ☐ Change in project orientation

NATURE OF REVISION:

1. Budget revision (BR) 1 to SO 200685 will increase budget requirements and extend the project in time by five months (until the end of August 2015) to continue Logistics Cluster activities and support the Government construction of three Bailey bridges as part of the flood response. The bridges were supplied by the Swedish Civil Contingencies Agency (MSB) and donated by the Swedish International Development Cooperation Agency (SIDA).

PROJECT BACKGROUND:

2. Heavy rains which began in Malawi in late December 2014 accelerated quickly in early January 2015, resulting in 400 percent higher than average rainfall over a one week period. Flash floods washed out roads and bridges and displaced hundreds of thousands of people. On 13 January, the President of Malawi declared a state of national disaster across 15 of the country's 28 districts. According to the food security cluster under the national Preliminary Response Plan (PRP), some 370,000 flood-affected people were in need of urgent food assistance during this period.



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3. On 17 January 2015, the inter-agency Logistics, Telecommunication and Transport Cluster was activated. Following several coordination meetings with the authorities, WFP, as the Logistics Cluster co-lead, agreed to roll out coordination, information management and logistics services to reach inaccessible areas where there was insufficient government capacity and inadequate resources.

4. On 16 February 2015, WFP held a meeting to discuss infrastructure damages with Malawi Defense Forces (MDF), Ministry of Transport and the Department of Road Authorities. The authorities highlighted that there was an urgent need for temporary bridges to support the humanitarian response.

JUSTIFICATION FOR THE REVISION:

5. While flood waters are currently starting to recede in certain areas, the floods damaged and washed away roads and bridges. The worst hit locations, such as the Makhanga Island, remain inaccessible. Water levels are too low to access affected areas by boat; therefore the only way is by rotary aircrafts.

6. The Government has been taking a strong lead in response and coordination, supported by a number of NGOs and UN agencies who have been scaling up operations to meet the additional demands. Continued logistics coordination and information management is needed as the response continues, to ensure optimal use of resources and to avoid duplications of efforts.

7. This BR will enable Government to conduct immediate emergency repair and rehabilitation of collapsed bridges to improve access to the affected populations. A Post Disaster Needs Assessment (PDNA) (a joint effort facilitated by the World Bank) was conducted in February 2015, by the Ministry of Transport, the Department of Road Authorities, MDF and WFP. The assessment identified stretches of road and five high priority locations for bridges that require emergency repair. These roads were prioritized as they are major access points to isolated areas affected by the floods. Further assessments of infrastructure damage will form part of a longer term development strategy to be initiated at a later stage.

8. The bridges will be shipped by MSB to Beira port in Mozambique for planned delivery in June. This BR will cover the additional staffing costs required to support the bridge construction including the appointment of an engineer to oversee the project.

9. In the original budget staff costs were budgeted under CD&A, however, staffing augmentation was largely met by Stand-by partner deployments. This BR will move certain staff costs from CD&A and budgeted under DSC under this BR. The in-kind contribution of the bridges from MSB (Stand-by partner) is also budgeted under DSC to qualify for an ISC waiver, while customs clearance and transportation costs for the bridges from Beira, Mozambique—to be paid by WFP—are budgeted under CD&A.

LOGISTICS CLUSTER ACTIVITIES

10. Since the onset of the crisis the Logistics Cluster, through WFP Aviation, ensured the availability of helicopters for the movement of cargo and humanitarian aid workers to reach and respond to the needs of the flood-affected people. Rotary aircrafts will slowly be phased out in the later stages of the response, but for the most immediate future these services will be continued to ensure access to affected population.



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11. Given the cost of the helicopters, the Logistics Cluster is investigating alternative means of transport to reach areas with affected people as an interim measure until the roads are reopened. The Logistics Cluster will coordinate the deployment of an airboat for a period of one month to move aid workers and Non-Food Items (NFIs) to inaccessible areas.

12. The Logistics Cluster will also facilitate regular cluster meetings in Lilongwe and Blantyre or any other location where logistics coordination is required. The Logistics Cluster will continue to provide information management and GIS mapping, to ensure that partners have relevant information available to make operational decisions.

WFP ACTIVITIES-BAILEY BRIDGES

14. Based on the PDNA assessment, the Government together with WFP established the need for bridges and requested the donation of three Bailey bridges from MSB. Despite the PDNA identifying five high priority locations, the deployment of two of the bridges cannot be supported. One exceeds the maximum span of bridges to be donated by MDF and the second (on the Bangula to Makhanga road) is currently inappropriate as a bridge location as the roads require massive rehabilitation either side of the river before a bridge can be moved into position

15. The responsibilities of WFP and the Government for the construction of the three bridges will be stipulated in an agreement. The Ministry of Transport will be responsible for the receipt and erection of the bridges at the agreed sites. The Government will receive a) two, single lane Bailey bridges capacity 30MT and 30 meter span and b) one, dual lane Bailey bridge capacity 60MT and 50 meter span from MSB.

16. WFP will be responsible for clearing the bridges at customs and transporting them to the sites. Once on site, they will be handed over to the Department of Road Authorities (under the Ministry of Transport). The construction will be led by the Department of Road Authorities with support from MDF. The Ministry of Transport and the Department of Road Authorities will take responsibility for providing the necessary tools, equipment and manpower for the construction. They will be responsible for all auxiliary works related to the construction of the bridges.

PROJECT COST AND BENEFITS

17. The cost of this budget revision is US\$ 1, 065, 860.

Key benefits include:

- Increased logistics capacity in terms of access to flood-affected population through airlifts and possibly boat services to ensure that the humanitarian community can respond in an effective and timely manner to humanitarian needs;
- Coordinated logistics response by the humanitarian community and the Government, which will result in the improved flow of humanitarian relief items to affected populations;
- Increased information regarding logistics bottlenecks, customs and tax exemption regulations, and geospatial mapping products;



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- Optimized utilization of existing logistics capacities; and
- Facilitate donations of three Bailey bridges to increase access for humanitarian partners and Government to affected population.

MONITORING AND EVALUATION

18. The following Key Performance Indicators (KPIs) have been identified to monitor the activities to be carried out under this SO.

-The performance in terms of provision of common services will be measured against the number of Service Request Forms (SRFs) that are received against the number of SRFs executed. The target is 90 percent of all SRFs are to be executed.

-Under this SO, the Logistics Cluster plans to have at least one meeting every other week (total for the period of this BR is 10 meetings). The Logistics Cluster plans to publish at least 10 information management products such as geospatial mapping, road assessments, snapshots and situational reports under the period of this BR of 5 months.

-Facilitate the delivery and hand over of three Bailey bridges to the Government by August 2015.

EXIT STRATEGY

19. The exit strategy will commence by phasing out the need for helicopters to be replaced with an airboat for one month to reach beneficiaries in inaccessible areas. By the end of the SO or once the water has receded completely the airboat will also be phased out.

20. The Logistics Cluster Coordinator who is deployed from the Global Logistics Cluster Support Cell in Rome will hand over coordination responsibilities to the WFP Head of Logistics in the coming months. WFP, as the lead agency of the Logistics Cluster, will continue facilitating and hosting the Logistics Coordination meeting.

21. A locally trained Information Management officer will support the SO until it closes 31st August 2015 and the position will be absorbed into the regular Country Office activities and projects.