



World Food Programme

BUDGET REVISION OF SO FOR APPROVAL BY THE CHIEF OF STAFF

5) To:	Division	Room	Approval and Date
Mr. Jim Harvey Chief of Staff	OED	6G36	
4) Through:	Division	Room	Signature and Date
Ms. Elisabeth Rasmusson Assistant Executive Director	PG	6G72	
3) Through:	Division	Room	Signature and Date
Mr. Manoj Juneja Assistant Executive Director	RM	6G00	
2) Through:	Division	Room	Signature and Date
Mr. Ramiro Lopes da Silva Assistant Executive Director	OS	6G62	
1) From:	Regional Bureau	Signature and Date	
Mr. Muhannad Hadi Regional Director	RBC		

**Sudan Special Operation 200774
Provision of Humanitarian Air Services in Sudan
BR No. 01**

PROJECT	Previous Budget	Revision	New Budget
CD&A (US\$)	26,362,465	23,094,097	49,456,562
DSC (US\$)	2,436,227	2,310,102	4,746,329
ISC (US\$)	2,015,908	1,778,294	3,794,202
Total WFP cost (US\$)	30,814,600	27,182,493	57,997,093

TYPE OF REVISION

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

NATURE OF REVISION:

Budget Revision One (BR 01) seeks to extend Special Operation 200774, 'Provision of Humanitarian Air Services in Sudan' in time for 12 months with a subsequent total budget increase of **US\$ 27,182,493** to ensure the continued provision of air transport services to the humanitarian community in Sudan until 31 December 2016. The original budget was approved for US\$ 30,814,600 for the period 01 January - 31 December 2015.



BACKGROUND:

1. The humanitarian situation in Sudan has deteriorated over the past two years. Despite ongoing peace efforts, humanitarian needs remain acute with cases of worsening armed conflict causing further displacements. Out of the 6.6 million people, which are in need of humanitarian assistance country-wide, 4.4 million people require assistance in the three Darfur states¹.
2. Humanitarian needs are not limited to conflict-related issues only. Food insecurity, malnutrition and lack of access to basic services constitute a nationwide crisis. Environmental factors also exacerbate the already dire humanitarian situation in the country. In September and October 2015, Sudan experienced torrential rains which caused flash-flooding and resulted in the temporary displacement of tens of thousands of people.
3. According to IOM, there are 3.1 million people internally displaced in the country, including 2.5 million in Darfur². Sudan's traditional hospitality is also demonstrated as it currently hosts more than 310,000 refugees, mainly from South Sudan.
4. Relief organizations operate in a highly-complex and multifaceted environment. Given insecurity and logistical constraints – due to poor transportation networks and vast distances – the implementation of humanitarian activities faces enormous bottlenecks. The humanitarian crisis remains precarious especially as Darfur continues to be the scene of inter-communal clashes as well as sporadic conflicts between the Government and armed opposition. Also, tensions between Sudan and South Sudan persist since the latter's independence in 2011.
5. Humanitarian interventions focus on key thematic areas such as food security, health, shelter, and water, sanitation and hygiene (WASH). After more than a decade of short-term aid interventions, humanitarian entities are working on developing more sustainable relief programmes in order to enhance resilience.
6. It is expected that the implementation of humanitarian activities will continue through 2016. However, given the limited infrastructure especially in Darfur, insecurity and long distances, surface transport continues to be impracticable and dangerous. The humanitarian community therefore relies on UNHAS to access beneficiary locations to implement their programmes.

IMPLEMENTATION TO DATE:

7. Since 2004, UNHAS has been providing humanitarians with access to the country's hard-to-reach locations. In 2015, the service operated two fixed-wing aircraft and four helicopters, which were strategically based in Khartoum, El Fasher, El Geneina and Nyala. The UNHAS operation has played a crucial role in the overall humanitarian effort. In spite of challenges, such as insecurity and frequent disruption of the aviation fuel supply chain, UNHAS Sudan maintained uninterrupted air access to affected populations on behalf of over 100 organizations.

¹ ACAPS, Global Emergency Overview, Snapshot 14-20 October 2015, p. 36

² <http://humanitariancompendium.iom.int/sudan/2015>

JUSTIFICATION FOR THE REVISION:

8. This budget revision to continue the provision of air services in order to facilitate humanitarian staff travel to various locations in Sudan is deemed necessary due to the following factors:

- a. Continuous Need for Humanitarian Assistance:

Humanitarian needs in Sudan are considerable and predominantly caused by conflict. Darfur, South Kordofan and Blue Nile States are the worst affected by food insecurity as violence has disrupted cultivation and livelihoods. The year 2014 saw the highest numbers of displacement over the past decade and displacement figures recorded for 2015 are similar. Between January and August 2015 alone, over 400,000 people were displaced in Sudan. Instability around the country's borders has resulted in thousands of people seeking refuge in Sudan. Following the outbreak of conflict in South Sudan in December 2013, some 198,000 South Sudanese have been displaced into Sudan. In addition, approximately 112,000 IDPs from Eritrea and 10,000 from Chad reside in Sudan.³ The humanitarian community's ability to continue reaching affected populations promptly will depend on UNHAS' ability to provide undisrupted air services.

- b. Continuous Demand

Between January and September 2015, UNHAS transported an average of 1,800 passengers per month and moved 14.6 mt of humanitarian cargo. In spite of a slight decrease in payload statistics, the demand for UNHAS has not recorded a corresponding decrease. More than 100 user organizations comprising NGOs, UN agencies, donor organizations and diplomatic missions rely on UNHAS to implement and monitor humanitarian projects in Sudan. In the first three quarters of 2015, it also carried out 17 medical and security evacuations. The security situation continues to impair access to affected populations by surface means and ongoing violence has resulted in restrictions in movement especially in the areas of active conflict in Darfur, where needs are greatest. The demand for air transportation is expected to remain high, and following various needs assessments, the service is deemed necessary to continue in 2016.

- c. Lack of Alternative Means of Transport:

The lack of domestic air carriers that meet minimum standards required for contracting by the UN necessitates the continuation of UNHAS to support humanitarian operations. The security situation in the country is very volatile and continues to hamper humanitarian operations, particularly in the Darfur, Abyei, South Kordofan and Blue Nile states. The number of abductions, armed attacks and carjacking during road travel has further increased. For the period January – September 2015, OCHA reported a total of 131 security incidents affecting humanitarian workers⁴. Also, poor infrastructure, vast distances and related logistical constraints render access to beneficiary sites very difficult. The fact that for example a trip from the capital, Khartoum, to West Darfur which is two and a half hours

³ ACAPS, Global Emergency Overview, Snapshot 14-20 October 2015, p. 38

⁴ ACAPS, Global Emergency Overview, Snapshot 14-20 October 2015, p. 39



flight time, takes two weeks by road, accentuates the critical need for air transport in support of humanitarian interventions.

9. The operational fleet will comprise of two fixed wing aircraft (two EMB 135) and three Mi-8 helicopters. The combination of various flight sectors in one route enabled UNHAS to reduce its assets by one helicopter compared to 2015. These air assets will be positioned in Khartoum, Nyala, El Fasher and El Geneina. Both fixed-wing aircraft will conduct “shuttle” services from Khartoum to the three Darfur state capitals while the helicopters will provide access to areas within those states with limited landing facilities for fixed-wing aircraft.
10. In line with WFP’s Strategic Results Framework, the objectives of the Special Operation 200774 for 2016 will remain as follows:
 - To provide NGOs, UN agencies, donor organizations and diplomatic missions in Sudan with safe, effective and efficient access to beneficiaries and project implementation sites;
 - To transport light cargo such as medical supplies, high energy foods and information and communications technology equipment; and
 - To provide adequate capacity for evacuations of humanitarian staff.
11. The project’s key performance indicators have been slightly revised and will include the following for the extended duration:
 - Number of Needs Assessments carried out (target: 4);
 - Number of passengers transported (target: 21,600)
 - Amount of light cargo transported (target: 180,000 kg);
 - Percentage of passenger bookings served (target: 95%);⁵
 - Response to medical and security evacuations duly requested (target: 100%)
 - Number of organizations using the service (target: 100);
 - Number of locations served (target: 40);
12. The specifics of the implementation of this project will be constantly reviewed and tailored to changing realities on the ground according to the needs of the humanitarian community.

RECOMMENDATION:

In light of the above, this budget revision for an extension in time for twelve months, until 31 December 2016 with a subsequent budget increase of **US\$27,182,493** is recommended for approval by the Chief of Staff, with the budget provided.

⁵ This does not include unserved bookings due to flight cancellations resulting from bad weather or insecurity.

Annex A

2015 UNHAS in Sudan Routes

