



World Food Programme

BUDGET REVISION OF SO FOR APPROVAL BY THE COUNTRY DIRECTOR

5) To:	Initials	In Date	Out Date	Reason for Delay
Mietek Maj, Country Director a.i.	MM			
4) Through:	Initials	In Date	Out Date	Reason for Delay
Ms. Sarah Longford Programme Adviser, RB	SL			
3) Through:	Initials	In Date	Out Date	Reason for Delay
Mr. Morris Oduor Logistic Officer, RB	MO			
2) Through:	Initials	In Date	Out Date	Reason for Delay
Ms. Aline Samu Resource Management Analyst, RB	AM			
1) From:	Initials	In Date	Out Date	Reason for Delay
Orison Mapemba, Head of Logistics CO	OM			

Malawi SO 200685 BR03

Aviation services, Logistics Augmentation and Cluster Coordination
in Response to Floods in Malawi

PROJECT	Previous Budget	Revision	New Budget
Total WFP cost (US\$)	US\$ 2 788 259	US\$ 0	US\$ 2 788 259

TYPE OF REVISION

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

NATURE OF REVISION:

1. This third budget revision to Malawi Special Operation 200685 is a no cost extension in time by six months from December 2015 to June 2016 to allow for the completion of three Bailey bridges in areas where infrastructure was damaged by the floods in early 2015.
2. The construction was initially planned to start in mid-2015. However engineering delays postponed the start of construction from July to November 2015. This extension is required in order to allow all planned activities to be completed. This adjustment requires no change in the overall total budget.

JUSTIFICATION FOR THE REVISION:

3. The Bailey bridges are an in-kind donation from the Swedish Civil Contingencies Agency (MSB), funded by the Swedish International Development Cooperation Agency (SIDA). The bridges were initially planned for delivery in Beira, Mozambique in June 2015 and arrival in-country in August 2015.



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4. The bridges arrived in Malawi between August and September 2015. The Road Authorities (RA) contractor and their engineering consultancy firm faced engineering delays. Construction only started in November 2015, given the challenges in calculating the water discharged at pick time in Malawi as well the fact that the rock base was deeper on all sites than planned.
5. The Ministry of Transport and Public Works (MoTPW), the department of RA, the Malawi Defense Forces (MDF), MSB and WFP have agreed on a revised plan for implementation. This plan takes into consideration the potential that the upcoming rainy season (December – April) could slow construction activities.
6. WFP will be responsible for the overall project management of the construction of the Bailey bridges. This includes reviewing construction drawings, facilitating communication between the different stakeholders and ensuring the project is implemented on time and in line with quality standards.

Month	Activity	Responsible
November 2015	<ul style="list-style-type: none"> Transport 1 x Bailey bridge to Thyolo Construction works on three sites 	RA
December 2015	<ul style="list-style-type: none"> On-going construction works on three sites 	RA
January 2016	<ul style="list-style-type: none"> On-going construction works on three sites 	RA
February 2016	<ul style="list-style-type: none"> Assembly and launch of Thyolo bridge On-going construction works on remaining two sites 	RA/MDF/MSB
March 2016	<ul style="list-style-type: none"> Transport of 2 x Bailey bridges to Phalombe and Zomba On-going construction works on two sites 	RA/MSB
April 2016	<ul style="list-style-type: none"> On-going construction works on two sites 	RA
May 2016	<ul style="list-style-type: none"> Assembly and launching of Phalombe and Zomba bridges 	RA/MDF/MSB
June 2016	<ul style="list-style-type: none"> Inauguration of the 3 new Bailey bridges and handover to the Government 	All

PROJECT ACHIEVEMENTS:

7. This Special Operation saved lives by enabling timely delivery of relief items by the humanitarian community, providing the necessary information, assets and services for responding organisations to plan and act.
8. As the logistics co-lead, WFP supported the activation of the Logistics Cluster (lead by MoTPW) in establishing two hubs in key locations, (Blantyre and Bangula) and an additional strategic hub in Lilongwe. These hubs were used to consolidate cargo and as temporary storage facilities by the wider humanitarian community. This enabled the quick movement of life-saving relief items to the beneficiaries, facilitating rapid implementation of humanitarian programmes. The strategic hub facilitated daily interactions with the national authorities and with the humanitarian organisations.
9. Given the limited commercial road transport capacity in the affected regions (Makhanga Island and the East Bank), the Logistics Cluster, through WFP, was able to secure a fleet of trucks belonging to the MDF which were used to move food and shelter items on behalf of



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the humanitarian community. Additionally, a fleet of 10 WFP 4x4s were made available for transport of humanitarian cargo as well as infrastructure road assessments. WFP made use of local boats for the delivery of humanitarian cargo in support of local capacity strengthening. Weekly infrastructural assessments were completed looking at road S152 between Chikwawa and Makhanga to reestablish supply lines.

10. UNHAS as well as an Airboat operation was critical in achieving the objectives of this Special Operation. It saved lives by enabling the humanitarian community to timely deliver relief items. It also provided the critical and necessary last resort mode of transportation via an air bridge to the cut off areas of East bank and Makanga Island. UNHAS provided regular flights to the cut-off and affected areas and safely relocated aid workers during the operation.
11. Since the start of the project in January 2015, UNHAS transported 1,318 passengers to 11 different locations, including 17 relocation cases of humanitarian workers from rising flood waters, and over 677 mt of humanitarian cargo. The airboat provided transport to 100 passengers and moved 3 mt of relief cargo from Bangula to Makangha “island”.
12. WFP established a successful relationship with MDF and Department of Disaster Management Affairs (DoDMA), and through MoTPW was able to augment their logistic capabilities in tracking, manifesting and monitoring cargo movements.
13. WFP assisted the transport and infrastructure working group of the Post Disaster Needs Assessment (PDNA) with technical and humanitarian aspects. This included inputs on the effect of infrastructural reconstruction on local communities, markets and farmers. In addition, the locations of damaged infrastructure in four of the affected districts were mapped by WFP. These activities lead to the proposal to reconstruct six bridges out of which three sites were selected for the five bailey bridges donated by MSB.
14. The coordination meetings co-lead by WFP, and the information products made available on the dedicated page of the Global Logistics Cluster website, supported overall planning and streamlined the flood response of UN agencies and NGOs.