



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. Abdou Dieng Regional Director	RBD		

Nigeria Special Operation 200834 BR No. 04

PROJECT	Previous Budget	Revision	New Budget
CD&A (US\$)	16,047,866	3,919,782	19,967,648
DSC (US\$)	1,553,069	0	1,553,069
ISC (US\$)	1,232,065	274,385	1,506,450
Total WFP cost (US\$)	18,833,000	4,194,167	23,027,167

TYPE OF REVISION

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

☒ Other

NATURE OF REVISION:

Budget Revision Four (BR 04) to Special Operation 200834, 'Provision of Humanitarian Air Services in Nigeria' seeks to expand the fleet with a second rotary-wing aircraft and augment the overall operational ability in order to ensure the continued provision of air transport services to areas which are inaccessible by other means, with a subsequent total budget increase of **US\$4,194,167**. The original budget was approved for US\$3,574,602 for the period 01 May - 31 October 2015, followed by a no-cost extension for two months until 31 December 2015. A second extension of six months was approved with an additional budget of US\$4,125,213 until 30 June 2016, and then a third revision was performed to extend the project for a further twelve months until 30 June 2017 with an overall budget increase of US\$11,133,185.



BACKGROUND:

1. North-east Nigeria historically has a higher rate of poverty and a lower rate of educational attainment than the rest of the country. The protracted conflict has exacerbated these pre-existing conditions, and has affected the lives of the population on a massive scale. The most vulnerable in this crisis are women and children, many of whom have been subject to grave violations of their rights. According to the 2016 Humanitarian Response Plan (HRP) for Nigeria, 7 million people are in need of life-saving humanitarian assistance, of which an estimated 3 million are in areas inaccessible to humanitarian actors. Food, protection and access to wash facilities are among the priority needs of people affected by violence in the four worst-affected states in the north-eastern parts of the country.
2. Despite the access challenges faced due to growing insecurity and recent attacks on humanitarian staff, aid organizations are striving to continue the delivery of assistance to communities in need, especially in newly accessible areas. There has been no remarkable improvement in the context which necessitated UNHAS to be initially established. Road insecurity, long waiting at checkpoints and sporadic attacks by insurgents continue to hamper access to beneficiaries and project implementation sites in north-east Nigeria, and viable commercial airline schedules remain sporadic. Taking into consideration that 80 percent¹ of Borno State is considered high or very high risk for humanitarian actors, UNHAS has gained an ever important role in the transportation of aid workers and life-saving relief items.

IMPLEMENTATION TO DATE:

3. The establishment of UNHAS in response to the humanitarian crisis in the country's north-east has allowed the humanitarian community to effectively implement and monitor their projects and scale-up relief activities to assist affected populations. The operational base of the fixed-wing aircraft is in Nigeria's capital Abuja, with regular scheduled flights to the north-eastern cities of Yola and Maiduguri. Since UNHAS Nigeria operated its first fixed-wing flight on 17 August 2015, until 18 August 2016, the service transported more than 7,640 passengers and 29,320 kg of humanitarian cargo for a total of 55 organizations. Since the introduction of rotary-wing flights on 7 July 2016, UNHAS moved 300 passengers and over 3,370 kg of vital light cargo such as medical supplies and vaccines for 10 organisations.

The helicopter operation constitutes a highly critical component of the access strategy in north-east Nigeria. Some towns outside of Maiduguri can be accessed by road with armed escorts, however, others such as Banki, Gwoza, Pulka and Baga are very difficult to access by surface transport due to high security risks as demonstrated in a joint UNICEF/WFP assessment mission in May 2016. Furthermore, road convoy restrictions limit the amount of time missions can spend on the ground. This situation has been immensely improved since rotary-wing transportation has become available. Ultimately, the presence of helicopters is vital to sustainably and effectively reach areas which are inaccessible by fixed-wing aircraft. Operating in close coordination with the Nigerian military, UNHAS has so far facilitated access for the humanitarian community to the towns of Bama, Baga, Monguno, Banki,

¹ OCHA, About the crisis, <http://www.unocha.org/nigeria/about-ocha-nigeria/about-crisis>, accessed on 17 August 2016



Pulka and Gwoza, enabling them to implement and monitor their projects, conduct assessment missions, support vaccination activities and assist with the distribution of essential and life-saving aid.

The planning of activities is guided by humanitarian needs and partners' requirements. Users and donors have expressed a high level of satisfaction with the service, which they regard critical to effective humanitarian intervention in Nigeria. In line with the scale-up of humanitarian involvement and the rapid increase of humanitarian footprint, fleet capacity augmentation is required to effectively facilitate the response of humanitarian actors.

JUSTIFICATION FOR THE REVISION:

4. This budget revision will allow the scale-up of rotary-wing operations in order to facilitate humanitarian staff travel to various locations in north-east Nigeria and is deemed necessary due to the following factors:

- a. Continued Need for Humanitarian Assistance:

The humanitarian situation is most dire for the more than 2 million people who are reported to be internally displaced as a result of violence. An estimated 14 percent reside in IDP camps whilst the remaining 86 percent live in host communities, where already scarce resources are being further stretched. The current rainy season poses additional challenges to the most vulnerable and increases the likelihood of a surge in disease. Vaccination programmes are severely hit in north-eastern Nigeria's hard-to-reach areas. A nationwide cholera outbreak is ongoing and two wild polio cases have been reported in Borno State. With an 800,000 people in Borno and Yobe States, the onset of the lean season has resulted in a significant increase of communities in need of immediate food assistance. Without the capacity to intervene urgently, the lives of 244,000 children suffering severe malnourishment in Borno State are at serious risk and overall humanitarian conditions will continue to worsen.²

- b. Lack of Alternative Means of Transport:

The unpredictable and challenging security situation exposes humanitarian workers to high risk when accessing affected populations. Furthermore, factors such as long distances, limited road infrastructure and the absence of viable, reliable commercial services to the north-east continue to impair humanitarian staff travel to remote areas. This is further aggravated during the rainy season which lasts roughly from June to September and makes difficult-to-reach locations inaccessible by surface means.

The expansion of the fleet with a second rotary-wing aircraft and augmentation of the overall operational ability is crucial to enable organizations to carry out humanitarian activities in areas which are inaccessible by fixed-wing aircraft. These air assets are of particular importance also to facilitate access to satellite camps and newly liberated areas. Road travel to many locations east of Maiduguri is highly risky and hence strictly subject to military escort. At the end of July, a humanitarian convoy was attacked returning to

² OCHA, Humanitarian Bulletin, Nigeria North-East, Issue 14, June/July 2016



Maiduguri from delivering vital aid in Bama. NGO and UN staff, and two soldiers who were providing protection, were injured.³

c. Increasing Demand

According to OCHA, in 2016, the humanitarian community targets 3.9 million people for assistance in north-east Nigeria, namely Adamawa, Borno, Gombe and Yobe States.⁴ Air services provided by UNHAS are essential to reach the most vulnerable communities in remote locations, in particular in Borno State, the area most affected by insurgent-related violence where a significant scale-up of humanitarian activities by UN agencies, NGOs and the Federal Government of Nigeria is expected. Organizations such as UNICEF only recently called on donors and other humanitarian entities to scale-up the response to the emerging disaster in this part of the country. Its capital is UNHAS' busiest destination with 6,488 passengers travelling into and out of Maiduguri since the start of air operations.

As of mid-August, 55 user entities comprising NGOs, UN agencies, donor organisations and diplomatic missions rely on UNHAS to access beneficiaries and project implementation sites in Nigeria. This represents an increase in the number of humanitarian organizations served of more than 60 percent since the end of the year. Considering that the need for humanitarian assistance remains undiminished in light of continued violent attacks against civilians, the demand for air services is expected to further increase in the coming months.

5. The operational fleet will comprise for the entire project duration of one fixed-wing aircraft based in Abuja. In addition, until the end of March 2017, two rotary-wing aircraft will provide air services out of Maiduguri. All assets will be tasked appropriately in order to effectively respond to humanitarian requirements in the country's north-east region.
6. In line with WFP's Strategic Results Framework, the objectives of the Special Operation 200834 for the remainder of 2016 and first half of 2017 will remain as follows:
 - To provide NGOs, UN agencies, donor organizations and diplomatic missions in Nigeria with safe, effective and efficient access to beneficiaries and project implementation sites;
 - To transport life-saving cargo such as medical supplies;
 - To provide adequate capacity for evacuations of humanitarian staff.
7. The project's key performance indicators have been slightly revised and will include the following for the period starting from 1 September 2016:
 - Number of Needs Assessments carried out during the full project duration (target: 4);
 - Number of passengers transported monthly (target: 900)
 - Percentage of passenger bookings served (target: 95 percent);⁵
 - Amount of light cargo transported monthly (target: 4,000 kg);
 - Number of organizations using the service (target: 55);
 - Number of destinations served (target: 11 including ad-hoc destinations);
 - Response to medical and security evacuations duly requested (target: 100 percent)

³ OCHA, Humanitarian Bulletin, Nigeria North-East, Issue 14, June/July 2016

⁴ OCHA, Nigeria, 2016 Humanitarian assistance overview as of 29 July 2016

http://reliefweb.int/sites/reliefweb.int/files/resources/humanitarian_assistance_overview.pdf

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



8. 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 expansion of the fleet with a second rotary-wing aircraft and augmentation of the overall operational ability with a subsequent budget increase of **US\$4,194,167** is recommended for approval by the Chief of Staff, with the budget provided.

Annex A

UNHAS Nigeria Destinations

