Nigeria Special Operation 200834  
BR No. 03

PROJECT

<table>
<thead>
<tr>
<th></th>
<th>Previous Budget</th>
<th>Revision</th>
<th>New Budget</th>
</tr>
</thead>
<tbody>
<tr>
<td>CD&amp;A (US$)</td>
<td>6,323,113</td>
<td>9,724,753</td>
<td>16,047,866</td>
</tr>
<tr>
<td>DSC (US$)</td>
<td>872,976</td>
<td>680,093</td>
<td>1,553,069</td>
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<td>ISC (US$)</td>
<td>503,726</td>
<td>728,339</td>
<td>1,232,065</td>
</tr>
<tr>
<td>Total WFP cost (US$)</td>
<td>7,699,815</td>
<td>11,133,185</td>
<td>18,833,000</td>
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</table>

TYPE OF REVISION

☒ Additional DSC ☒ Additional CD&A ☒ Extension in time ☐ Other

NATURE OF REVISION:

Budget Revision Three (BR 03) to Special Operation 200834, ‘Provision of Humanitarian Air Services in Nigeria’ seeks to expand the fleet with an additional rotary-wing aircraft for three months and to extend the project in time for twelve months in order to ensure the continued provision of air transport services to the humanitarian community until 30 June 2017, with a subsequent total budget increase of **US$11,133,185**. 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 a further two months until 31 December 2015, and then a second extension of six months with an additional budget of $4,125,213 until 30 June 2016.
BACKGROUND:

1. The protracted conflict in northern Nigeria has internally displaced more than 2.1 million people, destroyed livelihoods and food reserves, disrupted markets and commercial activities, and impeded access to health, sanitation and education services. The most affected areas are those with the historically lowest education, nutrition, wealth, and food production indicators. Access presents a primary challenge. The 2016 Humanitarian Response Plan (HRP) for Nigeria estimated that 7 million people are in need of humanitarian aid, and a response plan to address the needs of 3.9 million of these has already been put in place. It highlighted that 3 million people in need are in areas that are extremely difficult to access in north-east Nigeria. The latest Cadre Harmonisé analysis confirmed that there are 2.5 million people in urgent need of food assistance in north-east Nigeria with a projection to increase to 3 million. These statistics reflect the increasingly volatile security situation in the country and its destabilising effect on humanitarian efforts and the delivery of assistance.

2. Food, shelter, protection, access to health services and education remain among the priority needs. Against the backdrop of a deteriorating humanitarian crisis, it is expected that aid organizations will continue activities in 2016 through to mid-2017. 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.

IMPLEMENTATION TO DATE:

3. The introduction of UNHAS flights to support the crisis in Nigeria has enabled humanitarian organizations carrying out activities in the country's north-east to effectively monitor their projects and also scale-up activities in order to reach affected populations. The operational base is in Nigeria's capital Abuja, with flights to the north-eastern cities of Yola, Bauchi, Gombe and Maiduguri. Since UNHAS Nigeria operated its maiden flight on 17 August 2015, until 31 May 2016, the service transported 4,857 passengers and more than 20,910 kg of humanitarian cargo for a total of 49 organizations.

Feedback received from users on the destinations served and the frequency of flights has been very positive. In addition to the regular UGC meetings, a Provision of Access Satisfaction Survey (PASS) was done in October 2015 to gain further feedback from users regarding their current and projected requirements.

The helicopter operation constitutes a critical component of the access strategy in north-east Nigeria. Some towns outside of Maiduguri and Damaturu can be accessed by road with armed escorts. However, others such as Banki 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. Further, restrictions limit the amount of time missions can spend on the ground, which will be immensely improved if rotary wing transportation was available. Ultimately, the presence or absence of helicopters is a key defining factor on whether some areas can be sustainably and effectively accessed or not. After the assessment mission a survey was conducted in coordination with OCHA in May 2016, and responses
received indicated several locations within Borno State that users would also need to access to implement and monitor their projects. As these locations are not accessible by fixed-wing but by rotary-wing aircraft only, on 17 and 18 May 2016, UNHAS successfully conducted security assessments of landing zones in the Baga, Bama, Banki and Monguno Local Government Areas (LGAs) utilising a locally sourced operator, in coordination with the Nigerian military.

JUSTIFICATION FOR THE REVISION:

4. This budget revision will allow the continued provision of air services in order to facilitate humanitarian staff travel to various locations in Nigeria and is deemed necessary due to the following factors:

   a. Increasing Need for Humanitarian Assistance:

   The humanitarian conditions in north-east Nigeria remain dire. A joint UN multi-sector assessment, conducted in Borno and Yobe States in April in the newly accessible areas, concluded that the people who have had limited access to assistance over the past two years, face malnutrition compounded by food acute insecurity, deplorable water and sanitation facilities, limited coverage of health services and inadequate shelter. The assessment highlighted that around 800,000 internally displaced persons (IDPs) host communities in Borno and Yobe States face emergency conditions and require immediate humanitarian assistance. These numbers are expected to increase during the lean season which started in May this year. An estimated 350,000 children under the age of 5 will suffer from Severe Acute Malnutrition (SAM), 244,000 in Borno State alone, in 2016. Without the capacity to intervene urgently in remote and/or difficult-to-access areas, the lives of 67,000 children severely malnourished between the age of 6 and 59 months are at serious risk in Borno and Yobe States and the condition of IDPs will continue to worsen.

   b. Lack of Alternative Means of Transport:

   Due to the unpredictable security situation, vast distances, limited road infrastructure and the dearth of scheduled commercial services to the north-east, relief workers continue to rely on UNHAS to access beneficiaries and project implementation sites promptly. In addition, heavy seasonal rains between June and September along with the poor road networks, make difficult-to-reach areas inaccessible by surface transport. Since the implementation of air services provided by UNHAS to support operations in Nigeria, it has been a crucial service for the humanitarian community to facilitate the delivery of essential aid.

   The implementation of UNHAS rotary-wing operations will further increase the potential for organizations to reach areas that are inaccessible by other means than air and which do not have fixed-wing compatible airfields such as Bama and Monguno LGAs, in addition to satellite camps and newly liberated areas which are still complex to reach. Although sites such as Baga and Banki are accessible by road from Maiduguri, they require a journey time of up to two days each way, remaining highly dangerous and are subject to regular road closures. In addition to providing additional medical evacuation capacity, rotary-wing operations will allow partners to resume operational and monitoring activities which are
currently on hold, conduct rapid assessment missions, support vaccination activities and assist with the distribution of aid.

c. Augmented Demand

As of 31 May 2016, 49 user organisations comprising NGOs, UN agencies, donor organisations and diplomatic missions relied on UNHAS to implement and monitor their activities in Nigeria. This shows that the demand for humanitarian air services increased considerably compared to the end of the year when UNHAS had enabled access to beneficiaries for 34 organizations. Since inception in August 2015, UNHAS has transported aid workers and light humanitarian cargo to four destinations out of Abuja: Bauchi, Gombe, Maiduguri and Yola. With more than 1,900 passengers travelling between Abuja and Borno State between August 2015 and the beginning of June 2016, Maiduguri can be considered UNHAS’ busiest destination. Based on the aforementioned performance statistics, in combination with the continued threat of violence and deterioration of the humanitarian situation, the demand for UNHAS services in Nigeria is expected to remain high.

A large scale-up of humanitarian involvement is expected to take place from UN agencies, NGOs and the Federal Government of Nigeria. This rapid increase of human resources on the ground will require additional air support from UNHAS to facilitate the transportation of passengers and light cargo to difficult-to-reach areas.

5. The operational fleet will comprise of one fixed-wing aircraft certified for 30 passenger seats for the entire project duration, with the addition of one rotary-wing aircraft for the remainder of the wet season, from July to September, to serve remote locations which are not accessible by fixed-wing aircraft. The assets will be positioned strategically with the fixed-wing aircraft based at Nnamdi Azikiwe International Airport in Abuja and the rotary-wing aircraft in Maiduguri International Airport. Both 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 revised and will include the following for the extended project duration:

- Number of Needs Assessments carried out (target: 4);
- Number of passengers transported (target: 8,400)
- Percentage of passenger bookings served (target: 95 percent);¹
- Amount of light cargo transported (target: 25,000 kg);
- Number of organizations using the service (target: 50);
- Number of destinations served (target: 9 including ad-hoc destinations);
- Response to medical and security evacuations duly requested (target: 100 percent)

¹ This does not include unserved bookings due to flight cancellations resulting from bad weather or insecurity.
RECOMMENDATION:

In light of the above, this budget revision for extension in time for 12 months, until 30 June 2017 with a subsequent budget increase of **US$11,133,185** is recommended for approval by the Chief of Staff.
Annex A

UNHAS Nigeria Destinations