



# Standard Project Report 2015

## World Food Programme in Malawi, Republic of (MW)

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

Reporting period: 1 January - 31 December 2015

Project Information	
Project Number	200685
Project Category	Single Country Special Operation
Overall Planned Beneficiaries	N/A
Planned Beneficiaries in 2015	N/A
Total Beneficiaries in 2015	N/A

Key Project Dates	
Project Approval Date	February 04, 2015
Planned Start Date	January 29, 2015
Actual Start Date	January 29, 2015
Project End Date	June 30, 2016
Financial Closure Date	N/A

Approved budget in USD	
Food and Related Costs	N/A
Capacity Dev.t and Augmentation	1,768,435
Direct Support Costs	837,414
Cash-Based Transfers and Related Costs	N/A
Indirect Support Costs	182,409
<b>Total</b>	<b>2,788,258</b>

Commodities	Metric Tonnes
Planned Commodities in 2015	0
Actual Commodities 2015	0
Total Approved Commodities	N/A

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# COUNTRY OVERVIEW



## Country Background

Malawi, a small and landlocked sub-Saharan African country, is a UNFPA global population hotspot with a population rapidly expanding at 3 percent per year. Despite significant investments in development, Malawi ranks 173 out of 188 countries in the 2015 Human Development Index.

Poverty is predominantly rural, with female-headed households experiencing higher poverty than those headed by men. Some 51 percent of female-headed households are afflicted by severe food insecurity compared to 38 percent of male-headed households, according to Malawi's latest Integrated Household Panel Survey report (NSO/IHPS 2014). Gender inequality in Malawi continues to be among the worst in the world, ranking fifteenth lowest on the gender inequality index (2015 UNDP Human Development Report). Although the country was on track to partially achieve half of the Millennium Development Goals (MDGs) by the end of 2015, MDG1 – halving extreme poverty and hunger – was not realized.

Since 2012, economic shocks such as devaluation of the local currency by 34 percent, its subsequent depreciation by 60 percent compared to the US dollar (much of which took place in the last half of 2015) and inflation of nearly 25 percent have contributed to high living costs. Average incomes were lowest globally for 2015, with a GNI per capita of just USD 250 (World Bank 2015). The worsening economic situation has hit Malawi's poor especially hard, negatively affecting their ability to access wage-earning work or food. Donor budgetary aid also continued to be suspended to Malawi in the wake of the 2013/14 "cashgate" scandal, further destabilizing the economy and public services. This is particularly concerning given that, among the poorest Malawians, half of young women aged 15-24 and a third of young men are illiterate (NSO/IHPS 2014).

Malawi's landholdings are generally small and densely cultivated, causing overuse and degradation of marginally productive agricultural land. The country's quickly-growing population has placed intense pressure on farm-holdings of an average 0.24 hectares, compared with the sub-Saharan African average of 0.40 (World Bank, 2012). At the same time, smallholder farmers contribute to 70 percent of the overall national agricultural sector, and most produce maize on a subsistence basis (Government of Malawi, 2014). This makes most of the population highly vulnerable to the effects of the frequent and intense natural disasters, such as recurrent seasonal dry spells and flooding. In 2015, for example, Malawians have had to cope with the dual impact of the most severe floods disaster in living memory followed by prolonged dry spells in the first half of 2015 – resulting in the worst food insecurity in a decade, further deepened by the second strongest El Niño on the record since 1900. According to an integrated context analysis conducted by WFP, nearly half of Malawi's 28 districts have experienced at least four major shocks in the last decade.

The challenges in the country are compounded by the high HIV infection rate at 10 percent (UNAIDS, 2014), the ninth highest rate in the world. Nutrition insecurity also remains high, linked to, among other factors, poor dietary diversity, a high disease burden and persistent annual food shortages. Some 42 percent of children aged under five are stunted (MICS 2014). According to the 2015 Cost of Hunger in Africa study in Malawi, the annual costs of child undernutrition – which is associated with 23 percent of child mortality cases in the country – are estimated at USD 597 million, equivalent to 10.3 percent of its GDP.

Since 1990, Malawi has hosted a steady influx of refugees, mainly from the Great Lakes Region and more recently from Mozambique. Some 24,300 refugees and asylum seekers were living in Malawi as of 2015.

## Summary Of WFP Assistance

In line with the government's priorities and policies and the United Nations Development Assistance Framework (2012-2016 and which will be extended an additional two years), WFP works to achieve a food and nutrition secure and resilient Malawi. This is operationalised through a 2012-2016 country strategy and five operations in 2015 that prioritised social and nutritional support for vulnerable groups, resilience building and agricultural market support to small-scale farmers, and provision of emergency food assistance and logistical augmentation in times of crisis. WFP has continued its strategic shift towards resilience in Malawi and worked to address the structural drivers of hunger by simultaneously preparing for and responding to shocks, restoring and rebuilding lives and livelihoods, and reducing vulnerability to build lasting resilience.

2015 was a year of unprecedented humanitarian need in Malawi – with devastating floods and dry spells, followed by the driest planting season (from October-December 2015) in 35 years. Coupled with the difficult macroeconomic environment and poor previous growing season, the situation escalated into the country's worst food insecurity in a decade. WFP responded to the emergency needs of Malawi's most vulnerable who were unable to meet their annual food requirements. At the request of the government, WFP provided food or cash transfers to some 1.98 million food insecure people in 2015 under PRRO 200692 and IR-EMOP 200810. Through SO 200865 and IR-EMOP 200810, WFP also provided logistics services on behalf of the humanitarian community in the aftermath of the 2015 floods disaster in order to re-open access to cut-off communities. WFP worked closely with the government, building its capacity to eventually fully operate its national emergency response.

Through PRRO 200460, some 24,300 refugees in Malawi – the highest refugee population in a decade – also received relief assistance from WFP, as one step towards recovery from the conditions of forced migration.

The poorest in Malawi live in highly degraded environments and suffer from the cumulative impact of recurrent shocks. To facilitate the rebuilding of lives and livelihoods following crisis, WFP ensured that many of those receiving emergency assistance were supported with complementary activities to help them recover. Along with partners who have expertise in behavior change communication, WFP worked to enhance knowledge, attitudes and practices around diet diversification, gender equality and agricultural production.

To address chronic food insecurity, WFP scaled-up Food Assistance for Assets (FFA) activities under PRRO 200692 to build the resilience of 44,000 participants in four districts in 2015. WFP also continued to strengthen smallholder-friendly agricultural markets, which the country relies on for sustained economic development, by investing in the agricultural capacities of 71,000 smallholder farmers as part of the Purchase for Progress initiative. Through new climate-smart innovations such as weather-indexed micro-insurance, WFP helped shock-prone farmers to mitigate risk and build resilience.

The above early recovery and resilience-building activities were systematically planned with partners and local authorities, informed by a joint national integrated context analysis of vulnerabilities across the country, as well as multi-sectoral seasonal livelihood calendars and community-owned development action plans completed in four districts.

In response to prevailing high levels of malnutrition and social vulnerabilities, including high rates of student absenteeism and drop-out, WFP provided social support under Country Programme 200287 that helped reduce vulnerabilities. Some 857,000 schoolchildren received at least one nutritious meal per day, including some 89,000 who received diverse, locally sourced foods through WFP's home-grown school feeding programme. Additionally, nearly 140,000 women and children benefited from nutritional supplements that prevented and treated malnutrition. Through the Prevention of Stunting initiative in Malawi, WFP scaled-up nutrition interventions in the critical window of opportunity from a child's birth to second birthday where evidence shows greatest prevention potential. In its second year of operation, this pilot was awarded WFP's 2015 High Impact Innovation Award for pioneering an adaptive near-real-time monitoring and evaluation system in a stunting prevention project.

Recognizing the vital role that women have in promoting lasting solutions to food insecurity and undernutrition, WFP, in line with its Gender Policy (2015-2020), continued to create an enabling environment for gender equality and women's empowerment in Malawi by mainstreaming gender across its work. WFP also worked to ensure accountability to and create a safe environment for women, men, girls and boys by promptly and proactively addressing protection concerns.

WFP's assistance in Malawi supported the government's efforts to attain all eight MDGs, as well as the new Sustainable Development Goals (SDGs) going forward, with a particular emphasis on the Zero Hunger Challenge (SDG2).

Beneficiaries	Male	Female	Total
Children (under 5 years)	191,315	197,138	388,453
Children (5-18 years)	673,809	678,826	1,352,635
Adults (18 years plus)	377,245	448,767	826,012
<b>Total number of beneficiaries in 2015</b>	<b>1,242,369</b>	<b>1,324,731</b>	<b>2,567,100</b>

Distribution (mt)						
Project Type	Cereals	Oil	Pulses	Mix	Other	Total
Country Programme	507	0	0	9,926	0	10,433
Single Country IR-EMOP	0	0	0	77	0	77
Single Country PRRO	64,230	2,170	9,549	3,569	0	79,517
<b>Total Food Distributed in 2015</b>	<b>64,736</b>	<b>2,170</b>	<b>9,549</b>	<b>13,572</b>	<b>0</b>	<b>90,027</b>

# OPERATIONAL SPR

## Operational Objectives and Relevance

Heavy rains that began in late December 2014 in Malawi quickly accelerated in early January, leading to the worst floods in living memory and damaging critical infrastructure as huge swathes of the country were submerged, particularly in the south. In the first few weeks of 2015, southern Malawi received 400 percent higher rainfall than average. On 13 January, the President of Malawi declared a state of disaster in 15 districts and appealed for international assistance.

By the end of January, estimates were that 638,000 people had been affected in 15 districts of the country, with approximately 264,000 displaced and tens of thousands stranded in cut off areas. In the hardest hit areas, roads and bridges were washed away, hindering access to people in need of emergency humanitarian assistance. Given the scale of the disaster, urgency of humanitarian assistance and the state of infrastructure, WFP activated the Global Logistics Cluster through this Special Operation 200685 to ensure life-saving relief cargo could reach affected populations in time. The operation sought to augment logistics infrastructure by securing additional air and water assets, coordinate logistics sector services and information, and provide common logistics services for the humanitarian community as a whole.

The logistics assets under the operation included three helicopters, an Airboat (a flat-bottomed boat propelled by a large fan), local wooden boats and the coordination and use of a motor boat owned by the Government of Malawi and operated by the Maritime Police. The operation was designed to be fully flexible in order to meet the changing requirements of the humanitarian response. This Special Operation was complemented by IR-EMOP 200810 (Jan - March 2015) which also helped augment air transport capacity during the immediate aftermath of the sudden onset disaster through support to one United Nations Humanitarian Air Service (UNHAS) helicopter. A significant proportion of cargo transported by air and boat under this operation was life-saving food assistance provided to flood victims by WFP in the form of High Energy Biscuits under IR-EMOP 200810 and general food rations under PRRO 200692.

While initially planned to be active for only two months, this Special Operation was extended to cater for ongoing humanitarian needs until end of June 2015, when WFP handed over logistics services under the Cluster to the Government of Malawi. The operation was then further extended until June 2016 to allow for sufficient time to finalize construction of five Bailey Bridges in key areas where infrastructure was severely damaged by the floods in early 2015.

## Results

### *Story Worth Telling*

Inspector of the Maritime Police in Nsanje District, Peter Kaphagawani worked closely with the Logistics Cluster. He was among the first responders, supervising the rescue of some 120 people stranded on roofs and tree tops. Once the search and rescue operations were complete, Peter teamed up with WFP and the Logistics Cluster to support the humanitarian community in delivering vital assistance.

“Working with WFP, I’ve seen impressive coordination and communication that have been critical in managing a logistics operation of this size,” he said. “WFP’s team has worked with us to come up with quick solutions for problems on the ground.”

Making use of homegrown solutions, WFP also worked with local boat owners to transport cargo across the swollen Shire River. The income they earned from transporting goods has helped the boatmen to support their families and send their children to school.

As WFP’s logistics response has evolved, Peter reflects on some valuable lessons about adapting the operation to the needs and opportunities on the ground.

“WFP and the logistics team were constantly asking questions about floodwater and river dynamics to ensure we had the best response at that particular time,” he explained.

## Outputs

WFP, as the Government of Malawi's co-lead of the National Logistics Cluster, provided logistics services to support the humanitarian community's response to the floods disaster in Malawi. These services included cluster coordination, information management, storage and transportation of humanitarian cargo and the transportation of humanitarian personnel to deliver life-saving assistance to flood victims in areas otherwise inaccessible. As this operation was implemented as a needs-based response, WFP responded to increasing needs and requests from the humanitarian community as they arose and was able to fully achieve the majority of output targets.

To ensure a timely response and to maintain accuracy in the midst of an evolving context, the Logistics Cluster produced and shared various information products, including maps, situation reports, meeting minutes, flight schedules and snapshots of key logistics infrastructure. An information management system was created, consisting of a public Logistics Cluster website and flash information alerts to mitigate any duplication of efforts and maximize the use of logistics assets. These efforts were complemented by regular Logistics Cluster coordination meetings, where the Ministry of Transport and Public Works and WFP convened the greater humanitarian community to share information on the overall logistics situation, bottlenecks and gaps, and to reach consensus on all key decisions.

In order to effectively share and manage information amongst the operational hubs (in Blantyre and Nsanje districts), the strategic hub (Lilongwe) and other humanitarian stakeholders, WFP introduced an innovative cloud-based technology information sharing platform to track, input and report on passenger and cargo movement in real time. The added benefit of this system was that it could be updated and saved off-line, and as soon as connectivity was restored, the information would automatically upload for all users to access. This helped to manage and prevent any potential implementation challenges resulting from unreliable connectivity in Malawi.

While WFP had originally planned to carry out an emergency telecommunications assessment of information and communication technologies (ICT) network capacities in the initial days of this operation, discoveries that the in-country telecommunications infrastructure network had not suffered specific flood damage meant that no formal assessment was conducted.

Using various types of logistics assets, WFP was able to successfully meet 100 percent of humanitarian requests for the movement of humanitarian cargo and personnel to isolated areas. During the initial response phase from 28 January to 24 March, when heavy rains were continuing, WFP activated air operations to reach 11 areas primarily in the southern region, and the Shire River valley in particular, where flood victims had been entirely cut off. Using one Mi8 helicopter via the United Nations Humanitarian Air Service (UNHAS) and two contracted helicopters from South Africa, WFP transported a total of 677 mt of urgent humanitarian cargo and 1,318 aid workers through air transport on behalf of 17 relief organizations who made appeals for logistics support. The passengers and cargo came from various sectors, including the health, shelter, food security, education and protection clusters whose main commodities were water treatment tablets, cholera treatment and other medical kits, tents, food, latrine construction materials, clothing, vaccines and other WASH items. WFP also addressed 100 percent of requests for security evacuations by air, carrying out 17 safety relocations of aid workers who became stranded in heavy rains and rising flood waters.

As the floods receded and water levels began to stabilize by the end of March, the Logistics Cluster transitioned to full boat operation to reach three primary areas in Nsanje district, as opposed to one area as originally planned. Before river boats could safely navigate the waters, an airboat (a flat-bottomed boat with an out-of-water fan propeller for use in marshy or shallow areas, or floodwaters with high siltation) was contracted by WFP and deployed by the Logistics Cluster to ensure the seamless continuation of logistics services. This was a precedent-setting endeavour under this Special Operation as this was the first time WFP had used an airboat in a logistics operation worldwide.

Once river boats became a viable transport option in mid-April, the Logistics Cluster closed airboat operations and facilitated the movement of cargo and passengers using a motorized boat owned by the Government of Malawi and operated by the maritime police, as well as partnered with local boatmen to transport cargo. In total, 497 mt of cargo and 477 passengers were transported by boat on behalf of 16 relief organisations under this Special Operation. From July 2015 onwards, transportation of relief cargo and personnel continued where necessary, but was done solely by the government and therefore was not tracked or documented by WFP.

Throughout the operation, WFP complemented the use of high level logistics assets with its fleet of all terrain trucks. In total, WFP managed to transport 199 mt by road of humanitarian cargo, primarily life-saving food assistance,.

In the aftermath of the floods, the national Post-Disaster Needs Assessment (PDNA) revealed significant infrastructure damage valued at USD 450 million. To invest in recovery and support logistics initiatives that aim to contribute to food security and development in the long run, WFP laid the groundwork for the construction of five Bailey Bridges, donated by the Swedish International Development Cooperation Agency (SIDA), in three key

locations in the southern districts of Phalombe, Thyolo and Zomba, which were identified by the government and PDNA team as priority areas. While initially planned to be complete by end 2015, the bridges will instead be finished in 2016 due to the time required to receive the construction materials in country, as well as other operational delays.

Output	Unit	Planned	Actual	% Actual vs. Planned
<b>SO1: Special Operation (Air Ops)</b>				
Metric tons of cargo transported	metric ton	677	677	100.0
Number of assessments/surveys conducted	assessment	1	0	0
Number of humanitarian organizations utilizing the service	agency/organization	17	17	100.0
Number of locations served	site	11	11	100.0
Number of passengers transported	individual	1,318	1,318	100.0
Number of requests for medical and security evacuations fulfilled duly	%	100	100	100.0
<b>SO1: Special Operation (Cluster)</b>				
Number of agencies and organizations using Logistics coordination services	agency/organization	17	17	100.0
Number of bulletins, maps and other logistics information produced and shared	item	30	30	100.0
Number of logistics hubs established	hub	2	2	100.0
Quantity of cargo transported through road services	Mt	199	199	100.0
<b>SO1: Special Operation (Logistics)</b>				
Metric tons of cargo transported	metric ton	497	497	100.0
Number of bridges built/rehabilitated	bridge	5	0	0
Number of humanitarian organizations utilizing the service	agency/organization	16	16	100.0
Number of locations served	site	1	3	300.0
Number of passengers transported	individual	477	477	100.0

## Outcomes

Through this Special Operation, WFP was able to successfully support and facilitate the life-saving emergency response of Malawi's humanitarian community to the floods disaster.

WFP opened access for the humanitarian community to reach parts of 10 flood-affected districts that were hard-to-reach/had cut off areas due to torrential rains that rendered traditional surface transport options unviable. Of particular note was the Traditional Authority of Makhanga in Nsanje district, which became an island due to the devastating floods disaster that increased water levels of the Shire River. By air and boat, the Logistics Cluster was able to provide the only safe access to the 42,000 people stranded on this island.

The use of a variety of tailored logistics assets throughout the response ensured that the operation remained as efficient as possible. WFP also took additional measures to expedite the delivery of urgent assistance such as by initiating 'slinging operations' to more than double the capacity to move cargo by air during the peak of the response.

In addition to the daily cargo and personnel movements, this Special Operation enabled WFP to maintain sufficient capacity to swiftly augment the response and transport, preposition and store life-saving supplies in readiness for a

possible health disaster, such as the cholera outbreak that threatened to affect the cut off areas of Nsanje district during the beginning half of 2015.

Overall, this operation directly enabled and contributed to positive food security outcomes for flood victims, as documented in the 2015 Standard Project Reports for WFP's PRRO 200692, as well as to the successful life-saving outcomes of the other humanitarian sectors.

## Management

### Partnerships

WFP worked hand-in-hand with the Government of Malawi to successfully augment and coordinate the logistics services under this special operation. The primary partnership was with the Ministry of Transport and Public Works (MoTPW), which led the national Logistics Cluster with co-lead support from WFP. The joint leadership of the national Logistics Cluster was integral to the response since the scale and speed of the disaster was unmatched in recent history, and therefore national systems were overstretched and were not immediately equipped to respond. WFP co-chaired coordination meetings and increased the Ministry's coordination capacity, including the mapping of logistics structures, assets, access constraints; the tracking and monitoring of cargo movements; as well as supporting them in identifying and quickly resolving critical access gaps. WFP also supported the MoTPW in establishing systems to manage, prioritise and respond to all service requests for humanitarian logistics support. The outcome of this close partnership and coordination was strengthen national capacity, maximum efficiency and the effective use of all available logistics assets, including government helicopters and boats whenever possible. WFP also worked in coordination with the Department of Disaster Management Affairs (DoDMA), which was responsible for overall coordination of the emergency response of all sectors.

When WFP handed over the coordination of logistics movements to the Government of Malawi at the end of June 2015, national actors successfully maintained the system set up by WFP and were able to seamlessly continue operations, thanks in part to the on-the-job training and support provided by this Special Operation. After June 2015, quarterly working group meetings continued to ensure ongoing coordination and information sharing between key stakeholders.

The national Logistics Cluster also had participation from other important government entities, including DoDMA, the Malawi Defense Force (MDF) and the National Roads Authority, UN sister agencies, and other development partners like the World Bank. A total of 17 humanitarian partner organizations took part in coordination meetings, and reports from the field revealed good appreciation from partners for WFP's unparalleled deep-field presence in Bangula, Nsanje for the duration of floods response. WFP's logistics presence from start to finish enabled a smooth information flow to keep all partners abreast of latest movements and route accessibility.

The logistics support provided by this Special Operation was also noted as one of the top priorities by the UN Humanitarian Country Team. It received funding from the UN Central Emergency Response Fund (CERF) which enabled WFP to kickstart air operations and other logistics services within a matter of days.

Through participation in the Transport and Infrastructure Working Group of the World Bank-led Post-Disaster Needs Assessment (PDNA), WFP provided inputs on the disaster's effect on infrastructure, required rehabilitation of roads and reconstruction in local communities and markets. WFP's participation in the PDNA enabled the joint identification of roads with bridges that required emergency repair in three districts (Phalombe, Tholyo and Zomba), as well as the overall identification and prioritization of roads in need of major rehabilitation to reopen humanitarian access points to isolated areas affected by the floods. Through this, WFP was able to successfully advocate for the rehabilitation of priority roads for humanitarian access ahead of the 2015/16 rainy season, as well as to support specific bridge rehabilitation projects .

Through its standby partner, the Swedish Civil Contingencies Agency (MSB), WFP secured an in-kind donation of five Bailey Bridges from SIDA for three locations as part of its investment in post-floods recovery. Preparation and structural construction was completed in 2015 under a Memorandum of Understanding signed between WFP and MoTPW, which facilitated the MSB/SIDA donation. While WFP and MoTPW are leading the infrastructure project under this Special Operation, the initiative continues to be supported by multiple partners including the Roads Authority which is spearheading implementation of the rehabilitation works, the MDF which will assist in the launching of the bridges and the World Bank which has providing funding to erect the bridge's complementary structure through the bank's Malawi Floods Emergency Recovery Project.

Once complete, the bridges will reopen critical access routes for communities to reach key nearby services (e.g. health centres, schools), as well as contribute to enhanced transport efficiency for WFP and other humanitarian

actors to reach these areas.

## Lessons Learned

A well-executed logistics response under this Special Operation affirmed that strong logistics form a key building block in an overall effective humanitarian response. The coordinated logistics services, provided through the Logistics Cluster under the co-leadership of WFP and government, enabled life-saving assistance to swiftly reach the most vulnerable people, especially those in stranded in areas unreachable via regular road access. As the first WFP Special Operation in Malawi in more than 10 years, numerous lessons were learned from this operation in 2015.

The WFP logistics staff drew on extensive experience from other emergency logistics operations and were therefore familiar with the necessary processes and equipped with the critical skills to be able to quickly roll out the operation and coordination structures in a rapidly evolving context. WFP was also able to draw on support from standby partners who had honed geographical information system (GIS) mapping and information management skills. Appreciating the added-value of WFP standby partnerships that enable the quick deployment of experts to the field, WFP has since received support from standby partners across its other programmes in Malawi.

Given the unreliable connectivity in Malawi, information sharing and management between Lilongwe, Blantyre and Nsanje and with other cluster stakeholders proved to be difficult, posing potential implementation challenges particularly when it came to collating information and reporting. WFP's introduction of a cloud-based, real time technology mitigated this challenge to a great extent. Based on its success, WFP has shared its experience with the Global Logistics Cluster so that other operations in low-resource settings with variable connectivity can adopt a similar technology for improved coordination and information management throughout the response. Daily internal meetings with logistics heads in Lilongwe's strategic hub and key staff in the two field-based operational hubs also proved to be an important standard coordination practice, while good collaboration between WFP and the Government of Malawi counterparts was integral for overall coordination and information sharing, eliminating duplication of efforts and responding swiftly.

As contracting and deployment of an airboat was a global first for WFP, there was no pre-set legal agreement or insurance policy in place, leaving the Malawi Country Office responsible for working with WFP headquarter colleagues to develop an appropriate contract. This has paved the way for other WFP operations to also quickly call forward an airboat in future responses. Due to the overall success of the airboat operation, the Government of Malawi has since procured its own airboat to support future humanitarian response to floods in Malawi.

The Swedish Civil Contingencies Agency (MSB) contribution of the Bailey Bridges was its first donation to WFP in several years and WFP's first major infrastructure investment since 2003, therefore the initiative has helped to reinforce linkages between WFP, Government of Malawi entities and other infrastructure sector partners to coordinate logistics support in the country in support of the most vulnerable.