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Standard Project Report 2015

World Food Programme in South Sudan, Republic of (SS)

Provision of Humanitarian Air Service in the Republic of South Sudan

Reporting period: 1 January - 31 December 2015

Project Information	
Project Number	200786
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 20, 2015
Planned Start Date	January 01, 2015
Actual Start Date	January 01, 2015
Project End Date	December 31, 2016
Financial Closure Date	N/A

Approved budget in USD	
Food and Related Costs	N/A
Capacity Dev.t and Augmentation	102,086,713
Direct Support Costs	8,119,462
Cash-Based Transfers and Related Costs	N/A
Indirect Support Costs	7,714,432
Total	**117,920,606**

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

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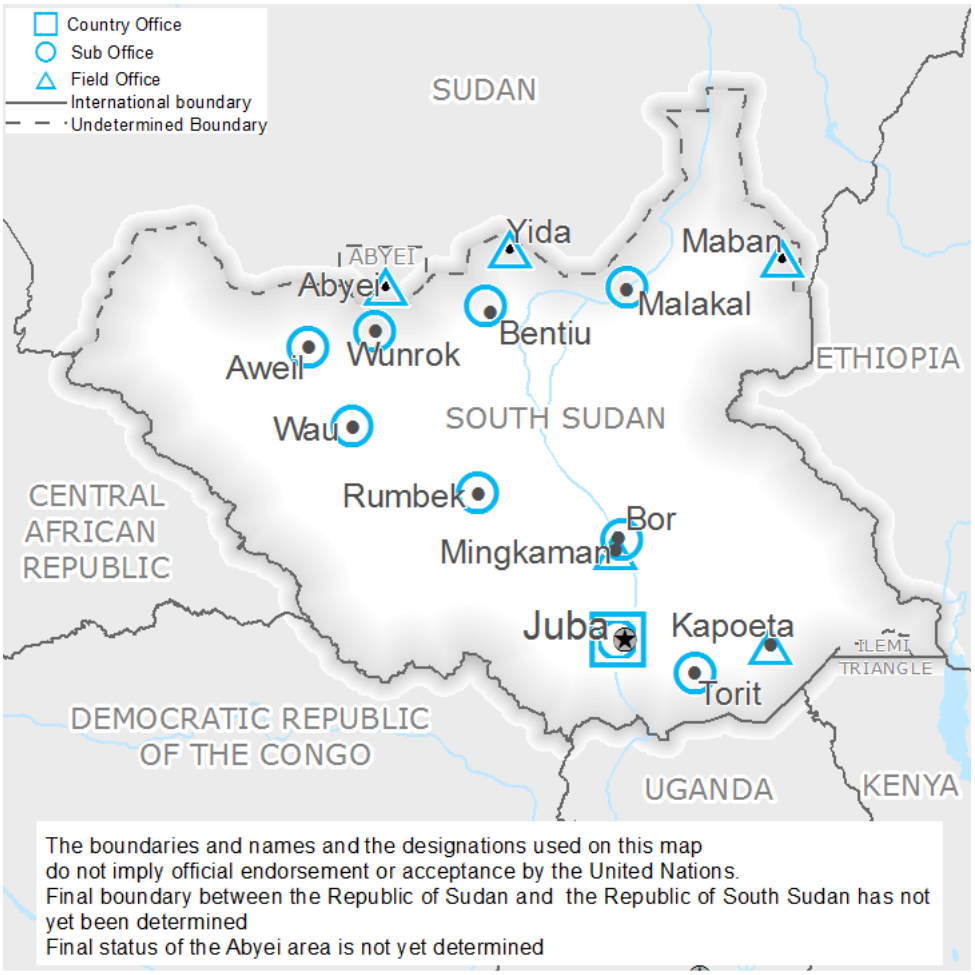
COUNTRY OVERVIEW



Country Background

The Republic of South Sudan, a land-locked country situated in eastern Africa, is sparsely populated, with an estimated population of 11.7 million people on 644,329 square km of land. In 2005, the Comprehensive Peace Agreement was signed between the Sudan People's Liberation Movement and the Republic of Sudan, ending one of the longest civil wars on record. In July 2011, the Republic of South Sudan gained independence and remains the world's youngest nation.

On 15 December 2013, armed conflict broke out in the capital Juba between forces loyal to President Salva Kiir and those loyal to ex-Vice President Riek Machar and quickly spread to Jonglei, Unity and Upper Nile States, a region known as Greater Upper Nile. By the end of 2015, approximately 1.66 million had been displaced in country (including 185,000 in UNMISS Protection of Civilian sites) and about 646,000 into neighbouring nations.

Basic services within the country have been severely limited by several decades of nearly continuous war. In August 2015, the parties to the conflict signed a peace deal after months of mediation from the Intergovernmental Authority on Development (IGAD). Infrastructure, institutional capacity and economic stability continue to suffer as implementation of the peace agreement has been slow.

During the rainy season, between May and October, access to already limited basic services is significantly decreased as huge swaths of the country become inaccessible. Each year, infrastructure assets, including roads and bridges, deteriorate further due to insufficient maintenance during the dry season, thus extending the effects of the rainy season.

Despite plentiful natural resources, including fertile soil and rich biodiversity, only 4 percent of arable land is cultivated. More than 80 percent of the population live in rural areas and survive on subsistence farming. The country's economy is 98 percent dependent on oil revenues. Although it retained the bulk of the oil fields with the independence split, South Sudan remains dependent on the Republic of Sudan for its oil pipeline. Disputes between the two countries over the pipeline as well as interruptions to investments have contributed to the volatile economic situation. By the end of 2015, the decline in oil production together with falling oil prices resulted in a devastating declining revenue and to a huge disparity between the official exchange rate of the South Sudanese Pounds (SSP) to the US Dollar. In December 2015, the government announced the adoption of a market regulated exchange rate, and the official rate leapt overnight from 3.16 SSP to 18.55 SSP per 1 USD, dramatically changing the way business is conducted in country.

South Sudan has some of the world's worst socio-economic indicators and is not on track to achieve any of the Millennium Development Goals. It ranks 169 out of 188 on the 2014 Human Development Index. More than 53 percent of the population lives below the poverty line and the average life expectancy at birth is only 55.7 years. According to the latest Integrated Food Security Phase Classification (IPC) report, the country's overall nutrition status remained Critical, with Global Acute Malnutrition rates above the World Health Organization's Emergency threshold (more than 15 percent of the population was classified as malnourished). Moreover, the last IPC of the year showed 3.9 million people classified as severely food insecure with 2.4 million people projected to be in Crisis and Emergency phases from October to December 2015.

Summary Of WFP Assistance

WFP continued to implement its emergency operation (EMOP) 200659 from 01 January to 30 September 2015 to provide emergency food and nutrition assistance to vulnerable groups including internally displaced persons and conflict-affected residents. These population groups live in United Nations Mission in South Sudan (UNMISS) Protection of Civilian sites (PoCs), in IDP settlement camps (such as Mingkaman in Lakes state), or shelter in hard-to-reach locations. Most interventions took place in the three conflict affected states of Jonglei, Unity and Upper Nile. From 01 October 2015 to the end of the year, assistance continued under EMOP 200859.

The continued efforts of the 'Integrated Rapid Response Mechanism' (IRRM) have been vital to the success in providing assistance to communities in hard-to-reach locations. The mobile teams were composed of WFP, other United Nations agencies and NGOs, deployed to remote locations to deliver an essential package of food, nutrition, emergency health, livelihood and protection services. WFP was able to reach nearly 80 remote and insecure sites with emergency food assistance at least once in the year, a significant increase from about 55 locations in 2014. However, frequent delays and mission cancellations related to security concerns and logistical challenges meant that several locations were served very infrequently.

Under the EMOP, WFP has continued its joint Nutrition Scale-Up Plan with UNICEF. The two organizations provided their specific nutrition expertise to address severe acute malnutrition (UNICEF) and moderate acute malnutrition (WFP). Cash-based transfers were successfully introduced in the largest single IDP population outside of UNMISS camps. However, the current market situation, including prices and consistent availability of goods, has become volatile and WFP will therefore continue to monitor the sustainability of cash-based transfers.

Before the start of the conflict in December 2013, WFP had developed its protracted relief and recovery operation (PRRO) 200572, to promote the country's shift from unconditional emergency food assistance to more recovery-based food transfers. The operation continued in 2015, in the seven states identified as non-conflict (Central, Western and Eastern Equatoria, Northern and Western Bahr el Ghazal, Lakes and Warrap). General food distributions were still provided to vulnerable populations, particularly refugees, but the main focus remained on Food/Cash Assistance for Assets, Food for Education and nutrition interventions, including the prevention of acute malnutrition, treatment of moderate acute malnutrition, and Institutional Feeding Programme. Purchase for Progress was integrated into the PRRO, to promote the work of smallholder farmers.

WFP's portfolio in South Sudan included five special operations (SOs) to support the two main food assistance operations and to provide services to the greater humanitarian community and the Government of South Sudan.

WFP and the Food and Agriculture Organization (FAO) co-lead the Food Security and Livelihoods Cluster, which was operated in part through SO 200775. This cluster was dedicated to ensuring a coordinated and efficient response for food availability, production and access issues and aimed at reaching the most affected population in close coordination with food security and livelihood actors at both national and sub-national levels.

WFP led the Logistics Cluster under SO 200778. As a service cluster, the Logistics Cluster provided the humanitarian community in South Sudan with logistical expertise, coordination, warehousing and transport services.

The Emergency Telecommunications Cluster is also led by WFP, under SO 200791, and ensured the delivery of a reliable Internet connectivity network and information technology services to the entire humanitarian community.

SO 200786 is the United Nations Humanitarian Air Service (UNHAS), which facilitated the movement of humanitarian actors and relief items across the country. Most areas in the country cannot be reached by road due to difficult terrain, insecurity and the lengthy rainy season.

The construction of feeder roads under SO 200379 benefitted the people and Government of South Sudan as well as the humanitarian community by improving access to rural markets and essential social services.

Beneficiaries	Male	Female	Total
Children (under 5 years)	290,864	290,864	581,728
Children (5-18 years)	569,604	669,384	1,238,988
Adults (18 years plus)	531,438	556,483	1,087,921
Total number of beneficiaries in 2015	**1,391,906**	**1,516,731**	**2,908,637**

Distribution (mt)						
Project Type	**Cereals**	**Oil**	**Pulses**	**Mix**	**Other**	**Total**
Single Country EMOP	88,044	4,753	7,407	10,284	489	110,976
Single Country PRRO	64,969	3,979	5,472	4,563	350	79,334
Total Food Distributed in 2015	**153,013**	**8,732**	**12,879**	**14,847**	**839**	**190,311**

OPERATIONAL SPR

Operational Objectives and Relevance

South Sudan has one of the most logistically challenging operating environments. In 2015, safe access continued to be a challenge for humanitarian staff. During the rainy season, over 60 percent of the entire country, including key response locations, becomes completely cut off, rendering the provision of humanitarian assistance extremely dependent on air services. The distances, poor road infrastructure, conflict and insecurity, seasonal rains, a lack of certified commercial alternatives and competion for limited logistics assets made air travel crucial for humanitarian agencies to access vulnerable populations in hard-to-reach areas.

In line with WFP's Strategic Objective 1 (Save lives and protect livelihoods in emergencies), the main objectives of the special operation included:

- providing access to remote and isolated programme implementation locations in a reliable, safe, cost-effective and efficient manner to United Nations agencies, NGOs, and donor organizations providing humanitarian assistance to beneficiaries in South Sudan;
- transporting light relief cargo such as medical supplies and support equipment; and
- providing medical and security evacuation capacity for the humanitarian community in South Sudan.

Results

Story Worth Telling

At around 13:30 on 7 December, UNHAS received a desperate call from OXFAM-GB South Sudan requesting the medical evacuation of a four-months-pregnant staff member out of Nyal, Unity State. At the time of the call, the regular UNHAS flight to the location had already departed from Nyal with passengers to Rumbek, and all other air assets were engaged. UNHAS was approaching the operational cut-off time, after which no aircraft could be dispatched to the location. But within three hours, UNHAS used an asset-sharing mechanism to deploy a Logistics Cluster helicopter out of Bor and safely airlifted the patient from Nyal. Though the aircraft could not make it to Bor or Juba within the allowed operational hours, the patient was safely evacuated to Rumbek, where she received preliminary medical attention and was transported to Juba the following day.

"The timely response by UNHAS despite the operational constraints has saved the life of both the mother and the unborn baby," said Valerie Tremblay, the OXFAM-GB Coordinator in Greater Upper Nile.

Knowing that air assets are available to respond to medical evacuations and security relocations reassures humanitarian workers that in critical emergency situations, they will be brought to safety. The UN Humanitarian Air Service in South Sudan means the difference between life and death at moments like this.

Outputs

In 2015, UNHAS South Sudan supported 248 humanitarian organizations including United Nations agencies, NGOs, donors, media and government staff. UNHAS facilitated humanitarian response, with scheduled flights to 77 locations across the country, and transported 114,390[1] passengers and 1,400 mt of light humanitarian cargo. The passenger targets were exceeded as a result of the increased need for air transport to access several locations in Greater Upper Nile that could not otherwise be reached because of insecurity.

In 2015, the tonnage of light cargo transported was below target because of a reduction in the demand for cargo movement. Despite this, UNHAS was able to meet all requests for cargo movement, and 95 percent were transported within the agreed timelines.

During the same period, UNHAS also conducted 285 medical evacuations and 403 security relocations for humanitarian actors, thereby responding to 100 percent of all requests for evacuations. Security relocations were mainly out of critical locations in Maban, Rubkona/Bentui, Paloich, Pochalla, Ulang, Lui, and Wau Shilluk. In order to enhance the speed and flexibility of response to medical evacuations and security relocations, relevant procedures were revised to adapt to the dynamics of the ongoing humanitarian response, especially in hard-to-reach locations in the country.

Through constant monitoring of operational statistics and feedback from two customer surveys during the year, UNHAS was able to adapt its operation to the requirements of the humanitarian community. The monthly User Group meeting, the Steering Committee and the bi-weekly meetings of the OCHA-led Operational Working Group (OWG) provided guidance and feedback which allowed UNHAS to gauge access needs and to provide air transport to priority locations, enabling uninterrupted humanitarian assistance. The Steering Committee is the highest decision-making organ and provides overall strategic and policy guidance. It is currently composed of a total of nine members- three each from United Nations, NGO and donor users. The User Group Meeting brings together all registered users of the service and determines destinations to be served. It is also a platform to assess demand and the quality of service provided. The Operational Working Group is a subsidiary of the Inter-Cluster Working Group (ICWG) which provides the User Group and UNHAS the list of priority locations with critical need for consideration and inclusion in the regular schedule. In general, the membership of all the decision-making bodies is overlapping and complementary. In 2015, UNHAS opened more than 30 new destinations, more than 80 percent of which were in the Greater Upper Nile States of Jonglei, Unity and Upper Nile- areas most affected by the conflict.

Although UNHAS had planned to re-open an aircraft base in Malakal to facilitate connections to some parts of Unity and Upper Nile States, the prevailing insecurity at the location throughout the year made it impossible. In particular, for most of the second and third quarters of 2015, heavy fighting between the parties to the conflict in and around Malakal, coupled with unpredictable shifting of control between government to opposition forces, did not allow UNHAS to extend an aircraft base to the location.

The need to facilitate the movement of inter-agency missions to non-scheduled locations increased during the year. In order to support these essential missions especially to non-scheduled destinations, the UNHAS Steering Committee, in consultation with the User Group and the humanitarian stakeholders, endorsed a new procedure for the prioritization of emergency assessment and response missions to critical locations. Twenty unscheduled destinations were served in support of the emergency inter-agency assessment and response missions and other critical mission requests. A procedure was also put in place to enhance the synchronization of passenger and cargo movement, especially in support of rapid response missions and inter-agency rapid needs assessment and response missions.

[1] The passenger figure reflects the total number of passengers transported, including transits. Without counting transits (segments), the total number of passengers in 2015 amounts to 79,453.

Output	Unit	Planned	Actual	% Actual vs. Planned
SO1: Special Operation (Air Ops)				
Number of agencies and organizations using humanitarian air services	agency/organization	250	248	99.2
Number of locations served	site	40	77	192.5
Number of needs assessments carried out	assessment	4	2	50.0
Number of passengers transported monthly against planned (passenger segments)	individual	7,000	9,533	136.2
Number of passengers transported monthly against planned (passengers transported)	individual	4,500	6,621	147.1
Percentage of cargo delivered within promised lead time	%	90	95	105.6
Percentage of passenger bookings served	%	95	90	94.8
Percentage response to medical and security evacuation	%	100	100	100.0
Tonnage of light cargo transported monthly	Mt	150	117	77.8

Outcomes

In 2015, the special operation ensured that humanitarian staff could access remote and hard-to-reach field locations in a safe and timely manner, using 11 fixed-wing aircraft and 5 helicopters for most of the year. Through proper

coordination in the User Group Meeting and participation in the Operational Working Group, UNHAS maintained the flexibility to integrate critical response locations in its weekly schedule at short notice, and continuously reviewed fleet composition to adapt to the shifting demands for new locations, especially where airstrip conditions were impacted by seasonal rains.

During the year, UNHAS conducted an in-flight survey to asssess the users' satisfaction rate. Overall, 89 percent of UNHAS users expressed satisfaction with the air service. The achievement in user satisfaction is linked to the flexibility of UNHAS to meet the requirements of the humanitarian community, the availability of adequate aircraft capacity within the country and in the region to respond to increased demand, and most importantly, to the close engagement with the end users and humanitarian stakeholders to better understand their needs.

The handover of Flight Safety Assurance (FSA) faciliation responsibilities from OCHA to WFP streamlined procedures with the Government and enabled UNHAS to reduce incidences of flight cancellations during the last quarter of the year. FSA is a pre-condition for operating in the three conflict-affected states (Upper Nile, Unity and Jonglei States). The validity of FSA was increased from one week to two weeks following improved coordination between WFP/UNHAS and the national authorities. This has increased humanitarian access and contributed to successful and uninterrupted implementation of relief programmes in several locations across the country, particularly in the Greater Upper Nile Region.

Outcome	Project End Target	Base Value	Previous Follow-up	Latest Follow-up
SO1 Save lives and protect livelihoods in emergencies				
National institutions, regional bodies and the humanitarian community are able to prepare for, assess and respond to emergencies				
User satisfaction rate				
*UNHAS USERS , **Project End Target**: 2015.12 User Feedback Survey , **Base value**: 2014.12 WFP survey User Feedback Survey , **Previous Follow-up**: 2015.04 WFP survey UNHAS Inflight Survey , **Latest Follow-up**: 2015.12 WFP survey UNHAS Customer survey*	>80.00	80.00	87.00	89.00

Sustainability, Capacity Development and Handover

Safety standards are relatively low in the aviation industry in South Sudan. Incidents of near mid-air collision (NMAC) and communications, navigations and surveillance/air traffic management concerns are some of the highest in the world. WFP Aviation Safety Unit organized a workshop with all key stakeholders including the South Sudan Civil Aviation Authority (SSCAA), Air Traffic Control (ATC), the United Nations Mission in South Sudan (UNMISS) and air operators, where the current air traffic management system was reviewed with the aim of re-structuring and decongesting the airspace and traffic flow, and of reducing the risk of operating in the country. To consolidate the gains made through this workshop, a working group was set up to improve air traffic management, and one of the stakeholders donated VHF radios to assist the Air Traffic Control improve air traffic management performance. In addition, UNHAS continued to develop national staff capacity to improve the overall efficiency and safety of the operation. UNHAS staff received training on dangerous goods regulations. Follow-up trainings are planned for 2016.

The SSCAA, Air Traffic Control, UNMISS and other stakeholders participated in the monthly UNHAS aviation safety meetings. The meetings served as a platform for information and knowledge sharing on potential risks and hazards as well as mitigation measures in the country, with the aim of improving the aviation safety culture of the host country and reducing associated risks to an acceptable level. All these initiatives contributed to developing national capacity in the areas of handling dangerous goods and enhancing aviation safety standards in South Sudan.

Management

Lessons Learned

UNHAS aims to provide air services to all locations in South Sudan where humanitarian workers are providing assistance to the affected populations, irrespective of which party to the conflict controls the location. UNHAS

requires Flight Safety Assurance (FSA) to fly to locations in the Greater Upper Nile. In 2015, the simplification of the procedures for obtaining FSA from the national authorities by reducing the number of engaged parties enhanced efficiency. This led to an increase in the validity of the authorization period from one to two weeks, with a corresponding decrease in the number of flights cancelled due to a lack of FSA. The lesson learned is that direct engagement with the national authorities on UNHAS-related matters by WFP/UNHAS enhances the speed, effectiveness and efficiency of the operation. The time gained by establishing direct communication with the Government enabled better operational planning and effective response to the air travel needs of the humanitarian community.

Closer collaboration between key UN and NGO security organs in South Sudan was a key success factor during the year. Despite the peace agreement signed by the two parties to the conflict in August 2015, the security situation in the country remains volatile. UNHAS required Security Risk Assessments (SRA) conducted by UNDSS in order to serve locations where random fighting had restricted humanitarian access. However, due to the scale of need and limited presence of UNDSS in several field locations across the country, WFP and UNDSS agreed that security information from the WFP Security Office, other United Nations actors and the NGO Forum Security Network may be sufficient to deploy flights to such locations. This resulted in more flexible, timely and efficient sharing of information in critical locations and contributed to improving humanitarian access.

In 2015, negotiation between UNHAS and major aviation fuel suppliers in South Sudan resulted in the prepositioning of fuel in key hubs before the commencement of the rainy season which limits the movement of fuel tankers across the country. Compared with 2014, fuel shortage was not a major challenge in 2015 because of this arrangement. Prepositioning aviation fuel in key hubs may therefore be the solution to shortages caused by inaccessible roads during the rainy season also in the future.