

# Standard Project Report 2015

Reporting Period: 1 January - 31 December 2015

## MALI

### Provision of Humanitarian Air Services in Mali

<b>Project Number</b>	200802
<b>Project Category</b>	Single Country Special Operation

<b>Project Approval Date</b>	30 Jan 2015
<b>Planned Start Date</b>	01 Jan 2015
<b>Actual Start Date</b>	01 Jan 2015
<b>Project End Date</b>	31 Dec 2016
<b>Financial Closure Date</b>	n.a.

<b>Approved budget as 31 December 2015 in USD</b>	
<b>Capacity Dev.t and Augmentation</b>	12,909,749
<b>Direct Support Costs</b>	973,364
<b>Indirect Support Costs</b>	971,818
<b>Total Approved Budget</b>	14,854,931

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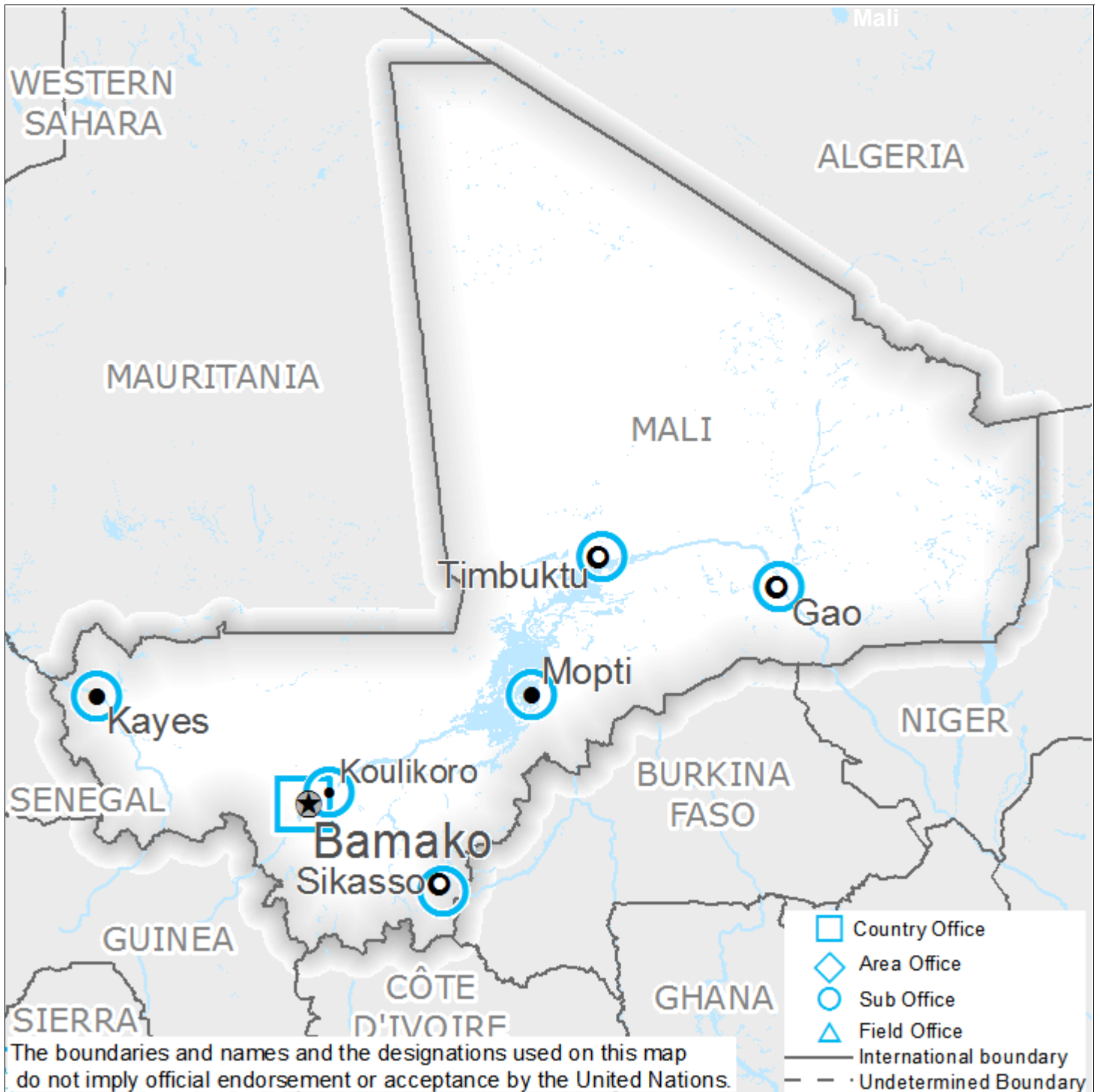
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# Country Overview



## COUNTRY BACKGROUND

Mali is one of the least developed countries in the world, ranking 179 out of 188 on UNDP's 2015 Human Development Index and on UNDP's Gender Inequality Index. Over half of the population lives on less than USD 1.25 per day and only 7.7 percent of adult women have reached a secondary level of education compared to 15.1 percent of men. Life expectancy is 55 years and the mortality rate for children under 5 is 176 per 1,000.

Since the political coup in March 2012, northern Mali has been occupied by non-state armed groups which resulted in large scale population displacement across the region. Even though many of the internally displaced people have returned to the north of the country, some 138,695 refugees are still in camps in Mauritania, Niger and Burkina Faso. Violence has continued to increase, despite the presence of a United Nations Peacekeeping Mission (MINSUMA) and the signing of the Algiers Peace Accords in June 2015 between the Malian government and armed forces. Specifically, the humanitarian community is being targeted and roads in the north are laden with IEDs and other explosives making it increasingly difficult for humanitarian actors to access beneficiaries.

Due to recent climate shocks, the protracted political crisis, conflict, displacement and the deteriorating security situation approximately 24 percent of the population is chronically food insecure. Chronic poverty and high levels of food insecurity increase the number of people who do not have the means to buy food. Regions in northern Mali are particularly fragile, especially Timbuktu and Gao. Consequently, more than 690,000 people were reliant on food assistance from the government, WFP and the International Committee for the Red Cross (ICRC) during the 2015 lean season from June to October.

Malnutrition is a chronic problem that was exacerbated by the crisis. The Global Acute Malnutrition (GAM) rates are above the World Health Organization's alert threshold of 10 percent with Timbuktu having the highest rate at 17.5 percent. Additionally, results from the May 2015 SMART (Standardized Monitoring Assessment of Relief and Transitions) survey show that 30 percent of children under the age of 5 suffer from chronic malnutrition.

## SUMMARY OF WFP ASSISTANCE

In 2015, WFP assisted vulnerable households suffering from seasonal shocks, economic stress and conflict, as well as vulnerable internally displaced persons, returnees and host communities in conflict-affected areas through food, nutrition, safety nets and resilience building interventions. In response to existing food and nutrition challenges and in pursuit of WFP's objectives to save lives, reduce malnutrition, and rebuild livelihoods, WFP implemented two main operations in 2015: the Country Programme (CP) and the Protracted Relief and Recovery Operations (PRRO.) WFP's assistance in Mali contributed to WFP Strategic Objectives 1, 2 and 4, to meeting the Zero Hunger Challenge and to achieving Millennium Development Goals (MDG) 1, 2, 3, 4, 5 and 6. WFP is also working with the government to strengthen their food security institutions and to support them in the analysis of a food security and nutrition.

Specifically, the Country Programme aims to tackle chronic malnutrition through an innovative SNACK (Sante et Nutrition a assise communautaire a Kayes) project, a community based approach to nutritional health in the Kayes region that addresses the critical 1,000 days. The Country Programme also aims to develop rural communities' by building their resistance to climate shocks and improving their agricultural capacities. The PRRO is a transition programme from the Emergency Operations (EMOP), implemented between 2013-2014. With reduced General Food Distribution (GFD) and more emphasis on building technical capacities and resilience to shocks, the PRRO includes GFD mainly in the lean season, nutritional activities, school feeding and resilience activities.

WFP in Mali has also reinforced livelihoods for agricultural communities and contributed to reducing rural poverty through the pilot the Purchase for Progress (P4P) project. Notably, P4P purchases were made directly from farmer's organizations, two of which were composed entirely of females, providing smallholders with an assured market thereby encouraging them to increase production. In line with the government's request, WFP locally purchased and used a total of 34,250mt of cereals and cow peas. WFP also plays a critical role within the humanitarian community in Mali by co-leading the food security cluster with FAO and by managing The United Nations Humanitarian Air Services (UNHAS) that provides humanitarian actors access to northern Mali. WFP led the Technical and Financial Partners' sub group on food security until the end of 2015.

Beneficiaries	Male	Female	Total
Number of children below 5 years of age	109,751	115,594	225,345
Number of children 5 to 18 years of age	81,735	88,044	169,779
Number of adults	344,576	372,899	717,475
Total number of beneficiaries in 2015	536,062	576,537	1,112,599
Total number of beneficiaries in 2014	869,219	1,008,955	1,878,174
Total number of beneficiaries in 2013	939,155	844,804	1,783,959

Distribution (mt)						
Project Type	Cereals	Oil	Pulses	Mix	Other	Total
Single Country PRRO	24,461	2,672	5,853	9,042	324	42,353
Country Programme	2,569	132	521	242	30	3,493
Total food distributed in 2015	27,030	2,804	6,374	9,284	353	45,845
Total food distributed in 2014	61,079	5,657	13,532	16,457	904	97,629
Total food distributed in 2013	56,616	4,498	13,081	15,950	554	90,699

# Operational SPR

## OPERATIONAL OBJECTIVES AND RELEVANCE

The United Nations Humanitarian Air Service (UNHAS) launched a first Special Operation (SO) in 2013 to support humanitarian efforts responding to challenges posed by the situation of conflict in northern Mali. Due to continued insecurity and humanitarian needs in northern Mali, a new SO started in 2015. The operation contributes to WFP Strategic Objective 1 through providing humanitarian staff a safe, reliable and cost effective air service that accesses beneficiary locations, transports light cargo such as medical supplies and provides timely medical and security evacuations for the humanitarian community in Mali.

Notably, UNHAS services played a critical role in 2015 since the humanitarian and security situation remains complex. In 2015 there has been an augmentation in attacks between armed groups and against humanitarian goods and personnel. Road travel also remains challenging- Mali is a vast country, road infrastructure is poor and there was a steady increase in the number of mines and other explosive devices (IED and VBIED) on the roads to and from northern Mali. With such risks, UNHAS remained a crucial and reliable air service facilitating transportation of humanitarian actors within the country.

In 2015, UNHAS Mali continued to facilitate the movement of more than 120 United Nations agencies, NGOs and donor representatives in Mali. Based in Bamako, the operation provided scheduled flights to seven main destinations that enabled aid workers to implement and monitor projects across northern Mali and improved access to displaced and vulnerable populations in remote and insecure areas across the northern regions.

## RESULTS

### Outputs

Operating out of Bamako (Beechcraft 1900) and Mopti (Dash 6-Twin Otter), UNHAS Mali provided flights to seven destinations. The main airports were in Bamako, Timbuktu and Gao and secondary airstrips were in Ansongo, Goundam, Niafounke, Douentza, and Menaka. Due to security concerns and the design of the Kidal airstrip and surrounding area, no flights took place to Kidal in 2015. In total, UNHAS operations enabled 120 humanitarian and donor organizations to access beneficiary populations in 2015.

The planned outputs for 2015 were based on a fleet composed of two contracted aircrafts: a DASH6 based in Mopti and a BE 1900 (19-seater) based in Bamako in addition to the ad-hoc aircraft (BE 1900). Though the DASH6 (60 Minimum Guaranteed Hours) was brought to Mali in order to land on secondary airstrips, it was discontinued in mid-July due to low transport demand and high operational cost for the aircraft to operate between main airstrips (Bamako, Mopti, Timbuktu and Gao). With the cutting of one plane, resources allowed UNHAS to operate smoothly until the end of the year.

Between 1 January and 31 December 2015, UNHAS Mali transported a total of 14,065 passengers (per segment) or 7,712 (per ticket issued/excluding transiting passengers) with booking fees rates of USD 200 per travel, 39.7 mt of cargo and performed one security and nine medical evacuations. However, the average number of passengers transported per month is lower than the planned figures for passenger and cargo because of the reduced fleet structure.

Output	Unit	Planned	Actual	% Actual vs. Planned
<b>SO 1: Special Operations (Airops)</b>				
Average number of passengers transported monthly, Jan-November 2015	No.	900	640	71.1%
Average number of passengers transported monthly, Jan-November 2015 (per segment)	No.	1,500	1,179	78.6%
Average weight of light cargo transported monthly, Jan-Nov 2015	Kg	4	3	75.0%
Location served	No.	8	8	100.0%
Number of agencies and organisations using humanitarian air services	No.	120	120	100.0%
Number of Needs Assessments carried out	No.	4	4	100.0%
Number of safety related accidents and/or serious incidents	No.	0	0	-
Percentage of requests for medical and security evacuations fulfilled	%	100	100	100.0%
Response to medical and security evacuation requested	%	100	100	100.0%

## Outcomes

In 2015, Special Operation (SO) 200802 achieved its objectives related to ensuring humanitarian staff access to remote field locations in a safe and timely manner and to supporting organizations that provide urgent assistance to vulnerable populations in Mali. UNHAS flights also became instrumental for the preservation of humanitarian space.

In a country where transport is difficult and often unsafe, UNHAS flights enabled access to a wider geographical area, increased the number of personnel who could provide assistance to vulnerable populations and improved the quality of humanitarian interventions. With the support of UNHAS, light cargo such as medical supplies and information and communication technology (ICT) equipment were transported to enable recovery and relief activities in northern Mali. UNHAS also provided timely medical and security evacuations for the humanitarian community, further contributing to saving lives.

UNHAS operations are critical in Mali since flight options to northern Mali are limited. Even though high operational costs lead to the DASH 6 (Twin Otter) being discontinued, UNHAS successfully transported 12,975 passengers and 30 mt of cargo in 2015 to seven destinations throughout Mali.

The Special Operation received positive feedback from the User Group Committee (UCG) comprised of key representatives from all user organizations registered with the air service, confirming its impact on the humanitarian sector in Mali. Accordingly, NGOs and United Nations partners clearly stated during UCG meetings that air transport plays a key role in Mali since UNHAS services help humanitarian actors monitor and implement relief activities in northern Mali.

Additionally, the Steering Group Committee (SGC), which provided financial guidance and led decisions related to the Special Operation, was established in 2015. The Steering Group Committee is composed of a selected number of NGOs, UN agencies, UNHAS and donor representatives.

## Sustainability, Capacity Development and Handover

In 2015, UNHAS staff received internal, external as well as online trainings (LMS) covering key areas such as Wings (internal financial system), Customer Service, Quality management Training, IATA Dangerous Good and TakeFlite (EFMA). Two UNHAS staff members are also currently participating in a WFP organized English course.

UNHAS Mali staff also attended seminars and workshops on aviation safety. In order to increase capacity in deep field locations and cover staffing gaps, selected national staff were sent to serve on temporary field missions.

In October 2015, Director of ANAC (Agence Nationale de l'Aviation Civile) in Mali was invited by WFP Aviation Safety to participate in the Global Humanitarian Aviation Conference & Exhibition in Geneva, Switzerland in order to improve the government's aviation capacities.

In November 2015, WFP financed the rehabilitation of an airstrip in Menaka so that UNHAS aircraft BE 1900 could land at this location. UNHAS BE 1900 now flies to Menaka twice a week. This enabled UNHAS to transport personnel from Menaka during a security evacuation and brought 2 mt of medical equipment for the International Rescue Committee (IRC) from Menaka to Bamako.

Finally, in order to ensure sustainability and lay the ground for a gradual exit from Mali, UNHAS continues to work closely with its partners, MINUSMA and the Malian Government.



## MANAGEMENT

### Partnerships

WFP worked in collaboration with several partners throughout this Special Operation, including the UN Peacekeeping Mission (MINUSMA) and other local and national actors. UNHAS coordinates closely with the Civil Aviation Authority for Clearance on UNHAS flights in Mali. In areas where UNHAS staff are not present, MINUSMA manages flight coordination and airport security.

UNHAS also has a well-established collaboration with other humanitarian aviation actors. In 2015, UNHAS worked with ECHO Flight through sharing flight schedules, airfield and safety information and providing mutual support in the event of technical difficulties. This coordination will continue in 2016. WFP also worked with MINUSMA, MSF and ICRC, exchanging information and providing operational support when required.

Regular User Group (UCG) as well as Steering Group Committee (SGC) meetings took place in 2015. Specifically, the UCG represented the interests of the humanitarian community in Mali. Therefore, the UCG's role was to define the requirements and priorities in terms of air transport needs, monitor the quality of services rendered and provide feedback to the WFP Air Transport Officer (CATO). The SGC, which is composed of selected NGOs, UN agencies, UNHAS and donor representatives, provided guidance and made higher level decisions related to UNHAS Operations such as the suspension of the contract for the DASH6 based in Mopti.

In addition, UNHAS visited different user organizations through informal meetings that discussed air transport needs and provided feedback to UNHAS on its services.

### Lessons Learned

Based on lessons learned from 2014, which highlighted the importance of having a Steering Group Committee (SGC) that provides guidance to UNHAS, UNHAS created a SGC in 2015 comprised of NGO members, donors and United Nations agencies. This committee successfully provided guidance on UNHAS services and priorities in 2015. Thereby, the SGC will continue to advise UNHAS operations in 2016.

In response to the needs of the humanitarian community, secondary airstrips were opened to enable humanitarian workers to reach remote areas in the region. In mid-February 2015, a secondary aircraft based in Mopti was set up to allow a Short Takeoff and Landing (STOL) aircraft based in Mopti to serve secondary airstrips with shorter runway lengths such as Douentzina, Ansongo and Menaka. By mid-July 2015, it was decided through a Steering Group Committee meeting to discontinue these services due to low transport demand from users and the high cost associated with this service.

With the release of the Dash 6 in mid-July 2015, UNHAS could not operate in Menaka due to the runway length requirement of the BE1900 aircraft based in Bamako. In order to enable UNHAS and other Humanitarian operators BE 1900 aircraft to land in Menaka, runway work was required, leading WFP to fund the rehabilitation of the Menaka airstrip through Food for Work (FFW) activities.

In 2015, UNHAS learned from the users that it would benefit from being more client-oriented. Therefore, UNHAS plans to improve information sharing with users in addition to confirming flights well in advance as far as possible.

Finally, UNHAS plans to continue the successful collaboration with ECHO flight notably regarding the improvement of connecting flights between the two air services.