



**WFP Cote d'Ivoire
SPECIAL OPERATION 200277**

Country:	Cote d'Ivoire
Type of project:	Special Operation
Title:	Air Passenger Service in response to the humanitarian crisis in Cote d'Ivoire
Total cost (US\$):	US\$1,882,433
Duration:	Three months (15th April to 14th July 2011)

Executive Summary

The disputed election towards the end of 2010 in Cote d'Ivoire sparked a series of violent incidences and has lately developed into an armed conflict, with heavy fighting in several of the regions in the country. Since the beginning of the crisis hundreds of thousands of people have been forced to flee the violence and leave their homes, and there are around 800,000 internally displaced people in the country and at least 125,000 Ivorian refugees in Liberia urgently in need of humanitarian assistance.

The humanitarian community is facing difficulties and constraints in order to mount an efficient response to the humanitarian crisis. The armed conflict and the general volatile security situation are restricting the movement of aid workers and their access to the affected populations, in order to carry out assessment and implementation aid and relief projects.

This Special Operation (SO) caters for the provision of safe, reliable and cost efficient air transport service to the humanitarian community between and inside Cote d'Ivoire and Liberia as well as the other West Africa Coastal countries in response to the humanitarian crisis.

Through this project WFP is planning to operate one 50-seater passenger/cargo capacity aircraft (Dash 7) or other type of aircraft suitable for the area, for the operations and in line with the available funding. The main operational base will be in Accra, Ghana. The United Nations Humanitarian Air Service (UNHAS) will be organized and managed by WFP.

This Special Operation is covering the period from 15th April to 15th July 2011 at a total cost of US\$ 1,882,433.

Project Background

1. Following disputed election in December 2010, Cote d'Ivoire has experienced a political crisis followed by civil unrest and violent clashes between supporters of the two presidential candidates and displacement of large number of people, internally and into the neighboring countries, primarily Liberia.

2. Recent weeks have seen the crisis develop into an armed conflict with heavy fighting in and around Abidjan; around the cities of Daloa and Doukoue in the western region; the capital Yamoussoukro and Tiebissou in the Central region; and, Abengourou and Bondoukou in the Eastern region.
3. The eruption of fighting have further increased the displacement of people, around 130,000 people have been registered in IDP camps in Abidjan, while there is believed to be hundreds of thousands of others seeking shelter with host families within the city. Apart from Abidjan, the Western and Central regions of Cote d'Ivoire host the majority of IDPs and it is estimated that there are currently a total of 800,000 IDP's in the country.
4. The latest development in Cote d'Ivoire has lead to a surge in violence directed towards civilians, with reports on widespread human rights abuses and killings of civilians. UN vehicles, buildings and offices have been subject to attacks and at the height of the fighting UN offices in Abidjan were closed and staff evacuated to safe premises within the city.
5. In Liberia, there are currently about 125,000 refugees, who are located in the relative inaccessible eastern part of the country. With resources already scarce the refugee influx is also putting a strain on the host communities. Roads are in very poor state in this remote forest area and dozens of small bridges not passable for trucks, and when the rainy season starts in April the road travel will not be possible.

Project Justification

6. The eruption of fighting in Cote d'Ivoire and the extremely volatile security situation is making road travels unsafe within and around Abidjan, in the areas of fighting in the Western, Central and Eastern regions. Intra regional road travels between these regions are equally unsafe and the only way for humanitarian personnel to travel safely is by air.
7. There are currently no commercial air carrier operating in Cote d'Ivoire in compliance with the International Civil Aviation Organization (ICAO) standards and recommended practices.
8. Humanitarian personnel will be deployed in the areas of operation where the security situation is volatile and can rapidly deteriorate. Furthermore there is limited or no access to adequate medical facilities in case of a medical emergency. Therefore there is a need for stand by air capacity for any emergency personnel evacuations, medical or security, as required in the area of operations.
9. Considering the urgency of and the situation in which the humanitarian community has to respond, combined with insecurity and poor roads infrastructure problems, air travel is considered to be the only safe and reliable mode of transport to reach the refugees and IDPs affected by the crisis in a timely manner

10. The launch of an WFP/UNHAS operation in the region will contribute to the efficiency of humanitarian interventions in the region by enabling humanitarian actors to deploy rapidly in the areas of operation, in their efforts to effectively respond to the crisis.

Project Objectives

11. The objectives of the SO are:

- Ensure the humanitarian community access to the affected population, through the provision of safe, efficient and cost-effective inter-agency air transport service to UN Agencies, NGOs, diplomatic missions and donor organizations.
- Ensure access to urgently needed light relief items and cargo, such as medical supplies, high energy foods and ICT equipment, through the provision of light air cargo services.
- Ensure humanitarian personnel deployed in the areas of operation, can be evacuated in a safe and timely in case a security or medical emergency.

Project Implementation

12. On behalf of all users, WFP will manage the WFP/UNHAS in Cote d'Ivoire, Liberia and other West Africa Coastal countries.
13. WFP/UNHAS User Groups will be established in each of the affected countries, composed of UN agencies, NGOs, diplomatic missions and donor organizations. The User Group structure will define the requirements and priorities in terms of air transport, and monitor the quality of the service in order to provide guidance to the WFP Chief Air Transport Officer.
14. UNHAS is planning to operate one 50-seat passenger/cargo aircraft (Dash 7), serving the region. The aircraft has Short Take-Off and Landing (STOL) capacity. The seats can be easily removed to accommodate humanitarian cargo.
15. Regular/scheduled flights will be provided to the destinations throughout Cote d'Ivoire, Liberia and other West Africa Coastal countries based on the needs of the users and current security situation.
16. The main operational base will be in Accra, Ghana.
17. The project will use the WFP management structures and support systems :
 - Passenger and cargo booking will be managed through standard WFP/UNHAS processes, with data and voice connectivity available to relay flight manifest and schedules to all locations where WFP maintains sub-offices.
 - The UNHAS User Groups will meet on a monthly basis, or more often as required, to review the appropriateness and quality of the common service.
 - A dedicated communication system will be used to monitor the location and flight progress of the WFP/UNHAS operated aircraft through both VHF radios and the air tracking system.
 - The Flight Management Application (FMA) system will be in place. The system will enable monitoring of usage the service by the various agencies, load factors, flight routing and provide operational data for management overview.

- Monthly flight schedules will be maintained with flexibility to take appropriate action and adjust to requests for special flights.
 - WFP Air Safety Unit will ensure the monitoring of the safety level of the operator in line with UN Aviation Standards.
18. The Aviation Unit (ODLA), based in Rome, will be responsible for the contracting and provision of aircraft and crew for the operation.
19. The Chief Air Transport Officer (CATO), based in Ghana, will manage the operation in the region.
20. The Country Director of WFP Cote d'Ivoire will act as the Funds Manager for the SO and the Finance Officer will be the Allotment Administrator. ODLA will provide operational and administrative support and will be responsible for the oversight of the operational activities in all three countries.

Project Cost & Benefits

21. The total cost of this special operation amounts to US\$1,882,433 and the envisaged benefits of the WFP/UNHAS in the region are as follows:
- enhanced operational efficiency, effectiveness and security in the implementation and monitoring of humanitarian operations;
 - a common service provided to the humanitarian community which is consistent with the call by the Secretary-General “for greater unity of purpose and coherence at country level and that each UN entity should benefit from another’s presence through establishing corresponding consultative and collaborative arrangements”;
 - enhanced air safety through a standardized, single contracting and safety surveillance system; and,
 - a cost-effective service that can take advantage of economies of scale through lower aircraft direct operating cost, payload consolidation and an integrated organisation.
22. The resources are mainly envisaged in the donor contributions.

Monitoring & Evaluation

23. Key performance indicators will be reported at the end of the project and will include the following:
- Percentage utilization of the contracted hours per month (target: 100%)
 - Average number of Mt transported per month
 - Average number of passengers transported per month
 - Number of agencies and organizations using the air service (at least 250 agencies benefit from this service)
 - Percentage of requests medical and security evacuations (target: 100%)
 - Number of serious incidents (target:0)
 - Aircraft occupancy rate at 60%(taking into account that all seats cannot be fully utilized at all routes, due to airfield and route limitations)
 - Number of locations served (target: 6)

24. The Chief Air Transport Officer will provide regular operational reports to ODLA and the Funds Manager as well as the User Group as required.

Exit Strategy

25. Given the current unstable and complex situation in Cote d'Ivoire and possible implications at regional level, WFP UNHAS is expected to operate in the area for at least 3 months to facilitate movement of humanitarian workers and relief cargo. However as soon as the situation allows, or when air operators meet the requirements of the humanitarian community and safety standards, WFP will ensure that appropriate course of action is outlined and submitted to the User Groups to reduce or suspend its activities.

RECOMMENDATION

This Special Operation covering the period from 15th April to 14th July 2011 at a total cost to WFP of US\$ 1,882,433 is recommended for approval by the Deputy Executive Director & COO, OD with the budget provided.

APPROVAL

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Amir Abdulla
Deputy Executive Director & COO, OD