Somalia Special Operation 200924
 Provision of Humanitarian Air Services in Somalia and in Kenya
 BR No. 1

PROJECT: Somalia/Kenya SO 200924

<table>
<thead>
<tr>
<th>Previous Budget</th>
<th>Revision</th>
<th>New Budget</th>
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</thead>
<tbody>
<tr>
<td>CD&amp;A (US$)</td>
<td>53,295,624</td>
<td>19,861,351</td>
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<tr>
<td>DSC (US$)</td>
<td>3,573,602</td>
<td>1,564,286</td>
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<tr>
<td>ISC (US$)</td>
<td>3,980,846</td>
<td>1,499,795</td>
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<tr>
<td>Total WFP cost (US$)</td>
<td>60,850,072</td>
<td>22,925,431</td>
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TYPE OF REVISION

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

NATURE OF REVISION:

This budget revision seeks to extend Special Operation 200924 “ Provision of Humanitarian Air Services in Somalia and in Kenya” in time for 12 months to ensure the continued provision of air transport services to the humanitarian community in Somalia and Kenya until 31 December 2018. Revision is also in order to align the project with the future requirements of the ICSP, reduce the cost component previously budgeted for aviation fuel, unflown additional hours over minimum guaranteed hours contracted during the period and add the operational costs of an additional aircraft for a 6 month period for Emergency Drought response activities, with a subsequent total budget increase of US$22,925,431. The original budget was approved for US$60,850,072 for the period 01 January 2016 to 31 December 2017.

BACKGROUND:

1. A WFP-managed common air service has been present in Somalia since 2007, and for the first five years activities were implemented through a single country operation. In 2013, a two-year successor operation was launched which formally established humanitarian air services in
support of relief operations for both Somalia and Kenya in line with the evolving humanitarian context.

2. Somalia is now in a state of drought emergency, with the severity ranging from moderate to extreme. In May 2017, FEWSNET-FSNAU released a Food Security Alert stating that while large-scale humanitarian assistance has reduced household food consumption gaps and contributed to reduced staple food prices, there remains an elevated risk of Famine (IPC Phase 5) due to the combination of severe food consumption gaps, high acute malnutrition, high disease burden, and reliance on humanitarian assistance. It is now estimated that approximately 2,510,000 people will be in Crisis (IPC Phase 3) and 700,000 will be in Emergency (IPC Phase 4) between now and June 2017.\(^1\) In addition, a severe AWD/cholera outbreak is ongoing. Given the high likelihood that Gu production will be well below average, food security outcomes are only expected to improve modestly in July and August. Continued large-scale humanitarian assistance, including both food assistance and efforts to prevent and treat AWD/cholera, are needed throughout 2017.

3. Meanwhile, the protracted conflict, consecutive years of drought, and disruption of basic infrastructure have led to large-scale displacement beyond Somalia’s borders, mainly into Kenya. The country’s refugee population is now among the largest in Africa, with nearly 600,000 refugees as of September 2015\(^2\). The majority have fled fighting in Somalia and a good number have escaped the conflict in South Sudan, and have been living in camps for several years.

4. Kenya has recently witnessed cross-border terror attacks, and security in Dadaab Refugee Camp and along the border with Somalia is volatile, with frequent incidents and implications for the safety of aid workers. Humanitarian access is constrained in the northern, eastern, and coastal regions due to the threat of violence. Hilly terrain and poor road infrastructure increase insecurity and inaccessibility in some regions. Aid organizations rely heavily on UNHAS to access project sites.

**JUSTIFICATION FOR THE REVISION:**

This budget revision to continue the provision of air services in order to facilitate humanitarian staff travel to various locations in Somalia and Kenya is deemed necessary due to the following factors:

5. **Continued Need for Humanitarian Assistance**

The need for continued air services in Somalia and Kenya remains high. As of November 2016, UNHAS had transported 36,000 passengers and moved more than 415 mt of urgently required cargo for 146 organizations, mostly NGOs working in Somalia and Kenya. Between January and November 2016 the service had performed 33 medical evacuations out of various locations in the two countries. Over 320,000 acutely malnourished children are in need of urgent nutrition support. There are also increased needs due to new displacements (Galkayo conflict, drought migration)

Somali refugees returning from Dadaab, Kenya are expected to continue through 2018. Since 2016, a total of 60,187 people have returned to Somalia under the returnees programme. Currently, due to the rainy season, the repatriation process is being done through airlifts and the flights are going to Kismayo and Mogadishu with an average of 200 households being repatriated

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\(^1\) FEWSNET-FSNAU, Somalia Food Security Alert, May 9, 2017
per week. From June onwards, UNHCR has advised that they are planning to increase the number of flights per week and include flights to Baidoa. Road convoy should resume as soon as the rainy season is over; tentatively planned for the first week of July. Recently UNHCR has also requested WFP Somalia to start registering and assisting Somali refugees volunteering for return from Kakuma camp, in addition to Dadaab.

6. The January to March *Jilaal* season was drier and hotter than normal and pasture and water resources were extremely limited. April to June *Gu* rainfall started two weeks later than normal and has been below average in all areas, except in the northeast where rainfall totals have been near average. April rainfall deficits led to crop wilting in rain-fed areas and many farmers replanted. Late April/early May rainfall has led to seed germination, but reduced yields are still expected due to early season losses and forecast erratic rainfall.\(^3\)

7. **Lack of Alternative Means of Transport:**

Poor infrastructure, long distances and the lack of reliable air transport providers make the continued presence of UNHAS crucial to support humanitarian aid and relief programs in Somalia to facilitate the delivery of humanitarian assistance to the affected populations. No commercial air services are available within Somalia to serve the humanitarian community and the only service cleared for UN staff travels between Nairobi and Mogadishu operates irregularly with limited seat capacity. In Kenya, no commercial airline operates between Nairobi and the refugee camps. The only alternative is to travel by road through insecure areas, which is risky and time-consuming. For example, it takes one day to reach Dadaab and Kakuma from the capital. Without commercial alternatives for the humanitarian community which requires continued primary access into Somalia from Kenya and critically, the secondary access to field locations throughout the two countries, aid efforts might be severely hampered.

8. The current Special Operation was established for a period of 24 months (01 January 2015 – 31 December 2017) with an original budget of US$60,850,072. This budget revision is required to extend the project in time until 31 December 2018 with a corresponding budget increase of **US$22,925,431**. UNHAS plans to continue to cover 60 percent of the funding requirements from cost-recovery from ticket sales, with the remaining 40 percent coming from donor contributions. Full cost recovery will be applied to special flights.

9. With a fleet of six aircraft operating out of Nairobi, Hargeisa and Mogadishu, UNHAS plays a vital role in the overall humanitarian response by ensuring reliable access to 13 regular and several ad-hoc destinations across Somalia and two scheduled destinations in Kenya. Currently, over 130 user entities comprising NGOs, UN agencies, donor organizations and diplomatic missions rely on UNHAS to carry-out humanitarian activities.

10. The objectives of the project are as outlined in the original project document and will remain as follows:

a. To provide safe, efficient and cost-effective inter-agency air transport service for over 100 UN agencies, NGOs and donor organizations operating in both Somalia and Kenya;

b. To transport light cargo such as medical supplies, specialized emergency food stuff and high value equipment (ICT); and

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\(^{3}\) FEWSNET-FSNAU, Somalia Food Security Alert, May 9, 2017
c. To provide timely medical and security evacuations for the humanitarian community in the region.

14. The project’s key performance indicators have been revised to align with other UNHAS projects’ indicators and will include the following:
   d. Number of Needs Assessments carried out (target: four);
   e. Number of passengers transported monthly against planned;[^1]
      i. Passenger segments (target: 5,000);
      ii. Passengers transported (target: 3,000);
   f. Tonnage of light cargo transported monthly against planned (target: 30 Mt)
   g. Percentage of passenger bookings served (target: 95%)
   h. Response to medical and security evacuation duly requested (target: 100%);
   i. Number of agencies using the service (target: over 100);
   j. Locations served (target: 15).

15. Stakeholder meetings, including with the UNHAS UGC, will continue to be organized on a regular basis. Additionally, surveys will be launched on customer satisfaction and access provision with an aim to receiving feedback from a wider audience and tailoring the use of air assets to real demands.

16. The specifics of the implementation of this project will be constantly reviewed and tailored to changing realities on the ground according to the needs of the humanitarian community.

**RECOMMENDATION**

*In the light of the above, this budget revision for extension in time for twelve months until 31 December 2018 with a subsequent budget increase of US$ 22,925,431 is recommended for approval by the Deputy Executive Director and Chief Operating Officer.*

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[^1]: The difference between ‘passenger segments’ and ‘passengers transported’ arises from the fact that one and the same passenger might be routed through multiple segments to get to the final destination. Hence, ‘passenger segments’ reflects the total number of passengers transported, including transits.