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**BUDGET REVISION OF SO FOR APPROVAL  
BY THE DEPUTY EXECUTIVE DIRECTORSTAFF**

5) To:	Division	Room	Approval and Date
Mr. Amir Abdulla Deputy Executive Director	OED	6G60	
4) Through:	Division	Room	Signature and Date
Ms. Elisabeth Rasmusson Assistant Executive Director	PG	6G72	
3) Through:	Division	Room	Signature and Date
Mr. Manoj Juneja Assistant Executive Director	RM	6G00	
2) Through:	Division	Room	Signature and Date
Mr. Ramiro Lopes da Silva Assistant Executive Director	OS	6G62	
1) From:	Regional Bureau	Signature and Date	
Mr. Abdou Dieng Regional Director	RBD		

**Niger Special Operation 200792  
Provision of Humanitarian Air Service in Niger  
BR No. 03**

<b>PROJECT</b>	<b>Previous Budget</b>	<b>Revision</b>	<b>New Budget</b>
CD&A (US\$)	20,412,603	7,095,158	27,507,761
DSC (US\$)	2,186,693	584,387	2,771,080
ISC (US\$)	1,581,951	499,170	2,081,121
<b>Total WFP cost (US\$)</b>	<b>24,181,246</b>	<b>8,178,716</b>	<b>32,359,962</b>

**TYPE OF REVISION**

- Additional DSC     
  Additional CD&A     
  Extension in time     
  Change in project orientation  
 Other



## **NATURE OF REVISION:**

1. Budget Revision 03 to Special Operation 200792 ‘Provision of Humanitarian Air Services in Niger’ takes into account the fact that WFP Niger has opted to continue operating under the current project system in 2018 while transitioning to the CSP, which will be submitted in June 2019. To ensure continued provision of air transport services to the humanitarian community, this budget revision seeks to extend the project in time for 12 months, from 01 January to 31 December 2018, with a subsequent budget increase of USD 8,178,716. The original project started on 01 January 2015 with end date on 31 December 2015 at USD 7,867,513. BR 01 extended the project in time for 12 months from 01 January to 31 December 2016 with US\$ 8,474,565. BR 02 extended the project in time for one more year from 01 January to 31 December 2017 with an increased budget of USD 7,839,168.

## **BACKGROUND:**

2. Niger remains the world’s poorest country, ranking 187<sup>th</sup> out of 188 in the United Nations Human Development Index<sup>1</sup>. According to the World Bank, it has a poverty rate of 48.9 percent and a per capita income of USD 420 per year. Its estimated population of 19.8 million people is predominantly rural, agrarian and concentrated in the south. Poor infrastructure, lack of safe water and sanitation, poor education systems, restricted production capacity, limited access to markets, pronounced gender disparity and the urban/rural divide hinder development. Niger is also prone to harsh climatic conditions such as drought, floods and locust infections that impact negatively on availability and access to food. The number of people in need of humanitarian assistance in Niger as of September 2017 stands at 2.2 million according to the update of the Humanitarian Response Plan (HRP). There is an increase of 300,000<sup>2</sup> people, which is mainly related to the consequences of the pastoral crisis, rising cereal prices and the hepatitis E epidemic in the Diffa region.
3. Epidemics and conflicts in three neighbouring countries, Nigeria, Mali and Libya have further aggravated the situation. The conflict in northern Nigeria has displaced people – many of whom are chronically malnourished – into the Lake Chad area. The number of Malian refugees in Niger also continues to increase as insecurity in northern Mali has caused continuous displacements towards Niger, in the regions of Tillabery and Tahoua. Some 60,000 Malian refugees are living in the south-west part of Niger, mostly in camps and hosting sites. Fighting has spilled over the border, deepening local food insecurity and endangering host communities, refugees and humanitarian workers. In addition there have been several incidents of kidnapping, and violent attacks by the Islamic State West Africa (ISWA) in Diffa are on the rise.
4. Niger Airlines and Fly SkyJet have regular scheduled flights throughout the country. However, none of these commercial airlines meet the international aviation standards, nor the United Nations Aviation Standards (UNAVSTADs). There is need for a viable air service to enable more than 110 user organizations who are dependent on UNHAS to reach affected populations across seven destinations.

## **ACHIVEMENTS TO DATE:**

<sup>1</sup> United Nations Development Programme, Human Development Report 2017.

<sup>2</sup> Following the pastoral crisis and the price increase (national level) and the Hepatitis E epidemic (Diffa), the *Dispositif national de prévention et de gestion des catastrophes et des crises alimentaires* (DNPGCCA) has evaluated to 300,000 the increase of the number of people in need of humanitarian assistance in Niger.

5. UNHAS support in response to the crisis in Niger has allowed the humanitarian community to effectively implement and monitor projects and scale-up relief activities to assist affected populations. From January to September 2017, UNHAS Niger transported some 9,900 passengers (from origin to destination) and 24.3 mt of cargo to five regular destinations, Agadez, Dirkou, Diffa, Tahoua and Zinder with two fixed-wing aircrafts<sup>3</sup>. In addition, the service has performed 7 medical evacuations during the same period. A detailed summary of activities is indicated in Table 1 below:

&lt;Table 1&gt;

MONTH	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	TOTAL
HOURS FLOWN	191.73	152.17	223.39	156.44	187.32	177.1	201.55	189.63	163.53	1,642.86
PAX TRANSPORTED	879	989	1,314	1,004	1,214	1,081	1,271	1,067	1,039	9,858
TOTAL PAX (including transit)	1,123	1,370	1,626	1,403	1,615	1,510	1,709	1,485	1,329	13,170
CARGO	2,241	2,218	2,811	2,629	3,567	2,485	3,276	2,527	2,587	24,341
EVACUATIONS	1	1	0	0	3	1	0	1	0	7

### **JUSTIFICATION FOR THE REVISION:**

6. This budget revision will enable the provision of air services in order to facilitate humanitarian staff travel to various locations in Niger. It is deemed necessary due to the following factors:
- Continuous Need for Humanitarian Assistance:**  
The scale of the humanitarian crisis in Niger continues to increase as a result of widespread insecurity in the Lake Chad Basin. The Diffa region, the most affected by the conflict, is host to 247,900 people comprising 106,146 refugees, 127,299 internally displaced people and 14,500 returnees<sup>4</sup>. According to UNOCHA, every second person in the Diffa region is affected by the conflict, and two out of three have been displaced more than once<sup>5</sup>. Most of the displaced people are residing with families in the host communities, where, due to insecurity, resources are lean and sources of livelihood depleted<sup>6</sup>. Displaced people and host families are in dire need of humanitarian assistance.
  - Lack of Viable Alternatives:**

<sup>3</sup> Data only available for Q1-Q2 2017 at the moment.

<sup>4</sup> Data from the Directorate of State for Migration and Refugees (DREC), May 2017.

<sup>5</sup> UNOCHA : Bulletin Humanitaire (September-October 2017).

<sup>6</sup> OCHA : Niger : Diffa - Victimes civiles liées aux attaques de Boko Haram (06 février 2015 au 22 août 2017).



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Vast distances and undeveloped road infrastructure in Niger make overland travel to beneficiary populations impracticable. However, there are no safe and reliable air service providers in the country. Even though Niger airlines and Fly SkyJet have regular scheduled flights throughout the country, they are not approved by UNDSS for UN staff travel. Therefore, there is a continuous need for a viable air service to enable the 115 user organisations, which are currently dependent on UNHAS to reach the affected population. In order to further assess requirements and needs, a Passenger Satisfaction Survey was conducted in October of 2017 to reconfirm the continuous need for UNHAS services.

c. Continued Demand:

Furthermore, insecurity remains a grave concern in the country and the entire sub-region, due to the crises in Libya, Mali and Nigeria. A state of emergency was declared in the Tillabéry region in March 2017, due to the relatively high number of attacks that took place, targeting in particular military convoys and Military Defence Forces. In the Diffa region, there have been several cases of attacks affecting civilians in the regions of Bosso, Diffa, Goudoumaria, Mainé Soroa and Nguigmi.

Road travel is extremely dangerous, especially in the northern part of the country and, when cleared, vehicle convoys are mandatory for humanitarian travels between Niamey and the two regional capitals of Tahoua and Agadez. Therefore, the entire humanitarian community relies on UNHAS to access people in need.

7. The interests of the humanitarian community are represented through the User Group Committee (UGC). The UGC provides guidance on administrative matters including decisions on destinations and flight schedules, while the Steering Committee (SC) advises on strategic matters and engages in advocacy efforts in support of UNHAS. As part of its efforts to ensure responsiveness to user organizations' demands, UNHAS organized two User Group Committee (UGC) meetings at strategic intervals in February and October 2017. A Steering Committee meeting is planned to take place in November of 2017.
8. Since the state of emergency was declared in Diffa region in 2015, UNHAS has enhanced its flexibility to support off-schedule flight requests in line with the operational imperatives of the aid organisations on the ground. As of February 2016, UNHAS increased its number of flights and cargo from 3 to 5-6 rotations per week. For example, from January 2017 to September 2017, UNHAS made 8 special flights to Diffa.

### **PLANNED ACTIVITIES**

9. In 2018, the operational fleet will comprise one DHC 8 with a 37-seat capacity, and a B1900 aircraft with a 19-seat capacity, and a back-up B1900 which is budgeted for contingency. The aircrafts are positioned in Niamey and tasked to effectively respond to humanitarian needs in the country. Given the complexity of the humanitarian situation and limited infrastructure, UNHAS will remain a key player in enabling more than 115 organizations to reach at least 7 destinations in Niger on a regular basis.
10. In line with WFP's Strategic Results Framework, the objectives of the Special Operation 200792 BR 03 for 2018 will remain as follows:



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- To provide NGOs, UN agencies, donor organizations and diplomatic missions in Niger with safe, effective and efficient access to beneficiaries and project implementation sites;
- To transport light cargo, such as medical supplies, information and communication technology (ICT) equipment;
- To provide adequate capacity for evacuations of humanitarian staff.

11. The project's key performance indicators have been slightly revised and will include the following targets for 2018:

- Number of Needs Assessments carried out (target: 3);
- Number of passengers transported from origin to destination (target: 12,500);
- Percentage of passenger bookings served (target: 95%);<sup>7</sup>
- Amount of light cargo transported (target: 30,000 kg);
- Number of organizations using the air service (target: 150);
- Number of locations served (target: 7);
- Response to medical and security evacuations duly requested (target: 100%).

12. 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 light of the above, this Budget Revision 03 to Special Operation 200792 '*Provision of Humanitarian Air Services in Niger*' for an extension in time for 12 months from 01 January to 31 December 2018 with a subsequent budget increase of **USD 8,178,716** is recommended for approval by the Deputy Executive Director.

<sup>7</sup> This does not include unserved bookings due to flight cancellations resulting from bad weather or insecurity.



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## Annex A

### 2016 Planned UNHAS Niger Routes

