SAVING
LIVES
CHANGING
LIVES

WFP Aviation

Operational Snapshot
January - June 2019

October 2019

At present, one in every 70 people around the world is caught up in crisis and urgently needs humanitarian assistance and protection. Aid workers are often in a race against time to reach communities threatened by violence, hunger and disease.

Most humanitarian emergencies occur in conflict settings, and people most in need of assistance tend to be isolated by damaged or extremely poor infrastructure.

Humanitarian and development organizations must be able to safely and quickly deploy personnel and supplies to some of the world's most challenging settings.

They depend on the air transport services offered by the World Food Programme (WFP).

Background

Until the 1980s, WFP used only land and water transport. But during complex emergencies in Angola, Ethiopia, Somalia and Sudan it had to resort to delivering its food by air. Air transport soon became a key pillar in WFP's logistics capabilities, and when the United Nations centralized their humanitarian air services in 2003 they chose WFP to manage them.

Today, the Aviation Service supports both UN organizations and the wider humanitarian and development community. It facilitates delivery of relief supplies across the world and enables aid workers to access populations in remote and hard-to-reach locations. Its services are offered under two brands: WFP Aviation for cargo transport and bilateral services, and the United Nations Humanitarian Air Service (UNHAS) for passenger flights and light cargo.

WFP Aviation

WFP Aviation offers air transport capacity for the delivery of large quantities of humanitarian cargo through airlift, airfreight and airdrop. It is used mainly by WFP's food assistance programmes and by external partners. Particularly in sudden-onset emergencies, WFP Aviation makes it possible for organizations to quickly provide life-saving assistance while longer-term supplies are in transit via land and sea.

In both emergency and protracted operations, the service can be used to ensure uninterrupted delivery of relief supplies when surface transport is disrupted by insecurity or damaged infrastructure.

WFP Aviation also offers dedicated bilateral services for passenger transport to meet other organizations' needs. Examples are dedicated aircraft for the United Nations High Commissioner for Refugees (UNHCR) in Tanzania and United Nations Department of Safety and Security (UNDSS) in Somalia.

2019 WFP AVIATION IN NUMBERS

AIRLIFT, AIRFREIGHT AND CHARTER PASSENGER SERVICES

359
PASSENGERS

8,969
MT OF CARGO

2 x UNHCR

1 x UNDSS

DEDICATED AIRCRAFT

AIRDROPS

296
DROPS

8,052
MT OF CARGO

23
DROP ZONES

1
**COUNTRY:
SOUTH SUDAN**

WFP Aviation: January to June 2019

During the first half of 2019, WFP Aviation supported humanitarian responses to some of the world's direst emergencies, including Cyclones Idai and Kenneth in Mozambique, drought-affected Somalia, and the ongoing crises in Venezuela and Yemen.

In South Sudan, WFP scaled-down food airdrops to reduce operational costs and redirect funds to food assistance. WFP optimized preparedness on the ground — for example, by pre-positioning stock and scaling up river transport — and was able to reduce food airdrops by 70 percent compared with the same period in 2018. Air assets dedicated to airdrops were reduced from eight to two Ilyushin IL-76 aircraft, bringing significant savings to the Programme.

United Nations Humanitarian Air Service

UNHAS is a critical enabler of humanitarian and development assistance. It provides safe, reliable, cost-efficient and effective passenger and light cargo transport to and from areas affected by natural and man-made disasters. UNHAS currently operates across 16 countries, facilitating assistance to some of the hardest to reach and most isolated communities in the world.

UNHAS' fleet is activated at the request of the humanitarian community when surface transport is not feasible and there are no suitable or safe commercial aviation services. **UNHAS is often the only way in or out of an area of operation.**

2019 UNHAS IN NUMBERS
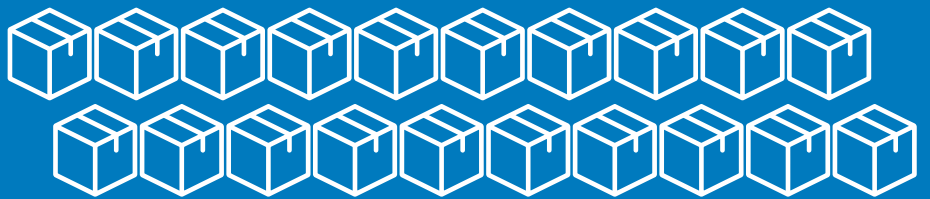
16 COUNTRIES

264 DESTINATIONS
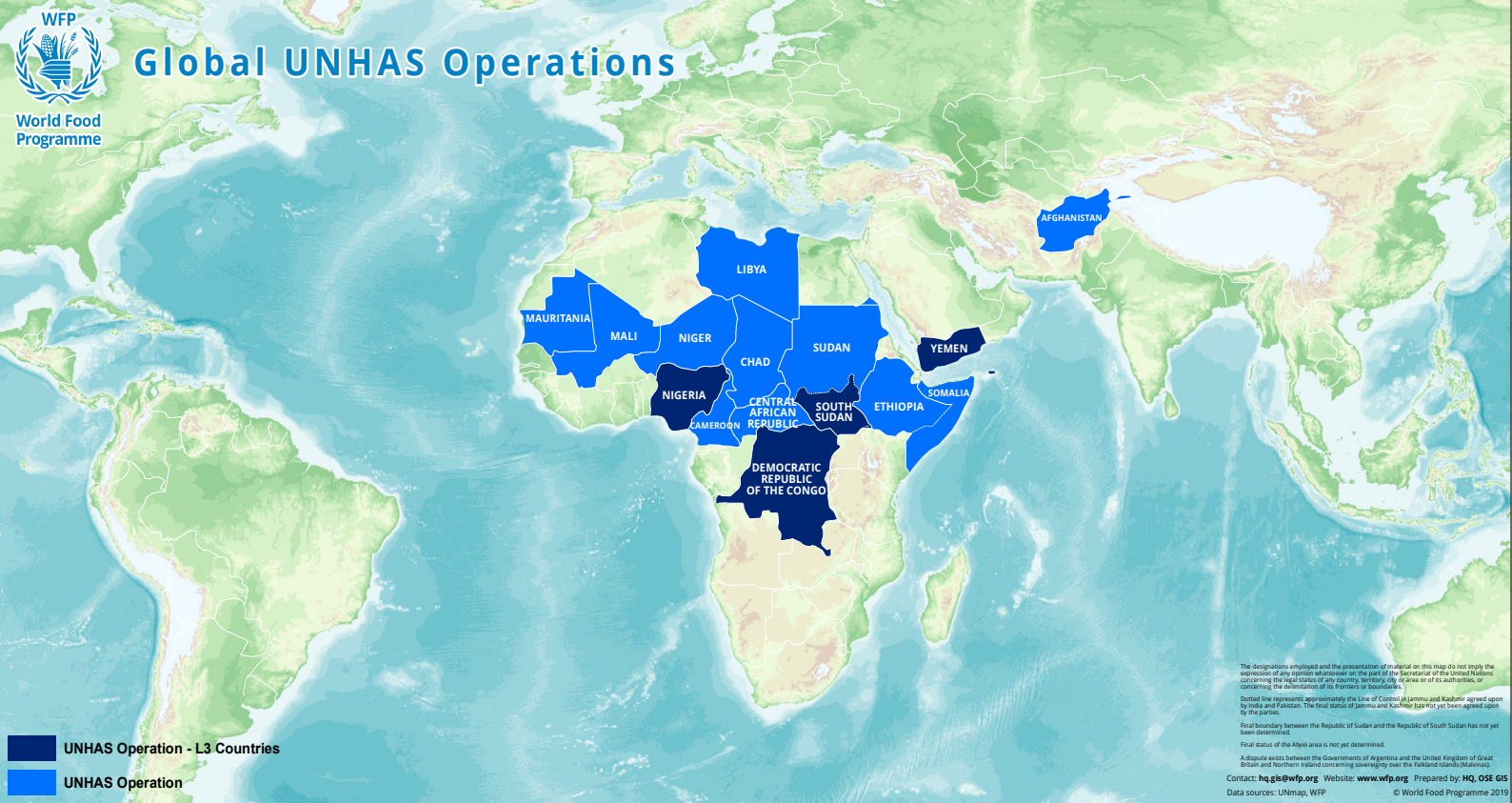
191,069 PASSENGERS

594 EVACUATIONS

2,096 MT OF CARGO

UNHAS USERS BY CATEGORY

56% NGOs

40% UN

4% Donors, diplomats and others

Legend:
- **UNHAS Operation - L3 Countries**
- **UNHAS Operation**

Map labels: MAURITANIA, MALI, NIGER, LIBYA, CHAD, SUDAN, YEMEN, NIGERIA, CAMEROON, CENTRAL AFRICAN REPUBLIC, SOUTH SUDAN, ETHIOPIA, SOMALIA, DEMOCRATIC REPUBLIC OF THE CONGO, AFGHANISTAN

Level 3 Emergencies

The most complex and challenging humanitarian emergencies are defined as Level 3 (L3).

Some require mobilization across the UN and non-UN systems. In these cases, the Inter-Agency Standing Committee issues an L3 Activation triggering a system-wide response that ensures the right capacities and systems are in place to effectively meet humanitarian needs.

Individual agencies use the same classification system but in different ways. A WFP-designated L3 emergency is one in which humanitarian need exceeds the organization's regional human and financial resources, and requires WFP's global, corporate involvement to mount an effective response. Such emergencies are called "corporate emergencies".

IASC and other organizations' L3 emergencies may or may not correspond with one another; however, WFP is involved in all IASC system-wide L3 responses.

UNHAS: January to June 2019

During this period, over 600 organizations depended on UNHAS to access programme implementation sites and to monitor ongoing relief operations. They included UN agencies, NGOs, donors, and government agencies.

In remote areas far from medical facilities, and when aid workers are targeted in conflict situations, humanitarian organizations rely on UNHAS for medical evacuation and security relocation.

In the first half of 2019, UNHAS supported four Level 3 (L3) responses, in the Democratic Republic of the Congo, Mozambique, Nigeria and Yemen.[1]

Democratic Republic of the Congo
On 1 August 2018, the Democratic Republic of the Congo (DRC) declared its tenth outbreak of Ebola in 40 years. By January 2019, the World Health Organization had been notified of 608 cases, including 368 deaths, in North Kivu and Ituri provinces. Then, as now, insecurity disrupted efforts to contain the epidemic, and by the end of June the number of cases had risen to 2,239 with 1,510 deaths.[2]

It is now by far the country's largest-ever outbreak. It is also the second-biggest Ebola epidemic ever recorded. The West Africa outbreak of 2014-2016 was the largest.

UNHAS DRC serves 17 destinations with a dedicated fleet consisting of two Mi-8 helicopters, and two fixed-wing aircraft: a Beechcraft 1900D and a Dash 8-100. Its role is to safely transport health personnel and biological samples for partner organizations, such as the World Health Organization, and partners engaged in Ebola Virus Disease preparedness activities.

1 The most complex and challenging humanitarian emergencies are defined as Level 3 (L3). Some require mobilization across the UN and non-UN systems. In these cases, the Inter-Agency Standing Committee issues an L3 Activation triggering a system-wide response that ensures the right capacities and systems are in place to effectively meet humanitarian needs.
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IASC and individual organizations' L3 emergencies may or may not correspond with one another; however, WFP is involved in all IASC system-wide L3 responses.
2 World Health Organization (2018-2019) Ebola situation reports: Democratic Republic of the Congo (Archive). Online at: https://www.who.int/ebola/situation-reports/drc-2018/en/

As of mid-June, UNHAS had transported a total of 13,791 passengers and 141 mt of cargo in Ebola-affected areas. As the epidemic continues, so does the need for UNHAS air support.

Mozambique

On 14 March, Tropical Cyclone Idai made landfall in Mozambique near the heavily-populated port city of Beira. Catastrophic flooding ensued, causing heavy loss of life, buildings and infrastructure. WFP initiated operations in the affected areas of central Mozambique and moved cargo and passengers with five contracted aircraft: three Mi-8 helicopters, each with a cargo capacity of 3–4 mt, based in Beira; and one Casa C-295 cargo plane, with 9 mt capacity, in Maputo. Additional flights were contracted, as needed, to airlift essential relief supplies. A month later, as Mozambique was coping with a cholera outbreak triggered by the floods, a second storm - Cyclone Kenneth - made landfall in the port town of Pemba. UNHAS deployed a Cessna Caravan C208B aircraft to serve the islands of Ibo and Matemo, and based an Mi 8 in Pemba.

Yemen

Since 2015, conflict has devastated the lives of millions of people in Yemen. It is the largest humanitarian crisis in the world. By January 2019 the conflict had claimed over 80,000 lives; by mid-year, over 90,000, almost 12,000 of them civilians.[3] Many more have died from starvation and diseases, including cholera, that would ordinarily be treatable. Today, 3.65 million people are internally displaced,[4] and 24 million need humanitarian assistance, half of them children.[5] Sana'a airspace for international flights has been closed since 2015, and UNHAS is the only air service for passenger and cargo movement into the capital. In December 2018, UNHAS augmented its fleet capacity by introducing an Airbus A320 to enhance operational flexibility, meet increased demand for flights, and reduce the risks involved in flying into conflict areas. This aircraft enables UNHAS to operate a return flight between Amman and Sana'a without refuelling. It also increases the number of seats available to each agency.

3 The Armed Conflict Location & Event Data Project (ACLED) (2019) Yemen Snapshots: 2015-2019. Online at: https://www.acleddata.com/2019/06/18/yemen-snapshots-2015-2019/

4 UNHCR (2019) Yemen Fact Sheet, June 2019. Online at: http://reporting.unhcr.org/sites/default/files/UNHCR%20Yemen%20Factsheet%20-%20June%202019.pdf

5 OCHA and UNICEF updates via Relief Web, online at: https://m.reliefweb.int/country/255/yem
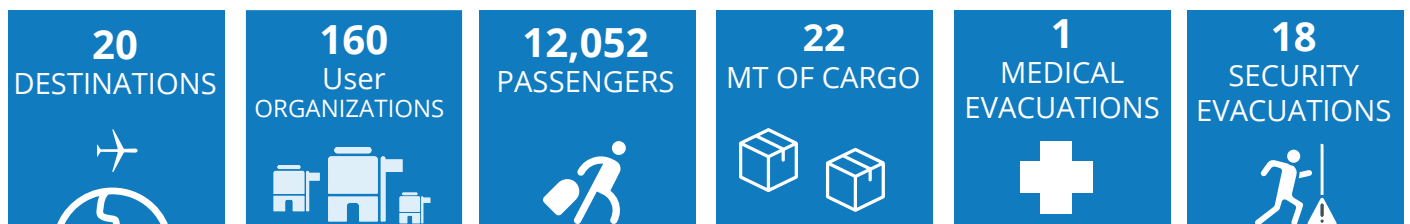
Afghanistan

Highlights

- In line with WFP's commitment to promoting gender equality, UNHAS Afghanistan reduced ticket fares for Afghan women to a flat rate of US$50 one-way as an incentive for user organizations to involve more female staff in official humanitarian travel.
- In April, following the deterioration of the security situation in Kunduz, northern Afghanistan, UNHAS evacuated 18 Médecins Sans Frontière international staff from Kunduz to Kabul.

WFP/Conny Akerstrom

20 DESTINATIONS	**160** User ORGANIZATIONS	**12,052** PASSENGERS	**22** MT OF CARGO	**1** MEDICAL EVACUATIONS	**18** SECURITY EVACUATIONS

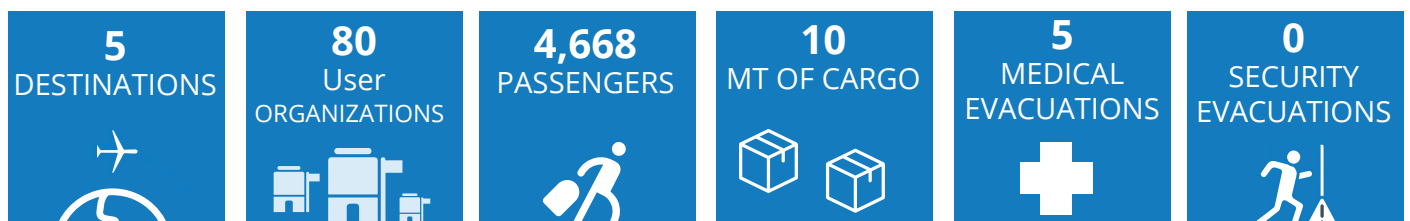**Contact:** conny.akerstrom@wfp.org

Cameroon

Highlights

- More than 20 user organizations operate out of Chad into Cameroon, and UNHAS serves both countries with one regional aircraft. In the first six months of 2019 demand for flights grew and the average number of passengers transported per month increased by 10 percent.
- During this period there was significant interest within the user community to scale up operations in the Adamaoua region. UNHAS supported the humanitarian response to refugee arrivals in the area by reinstating the regional capital Ngaoundere in its weekly flight schedule.

WFP/Emily Pinna

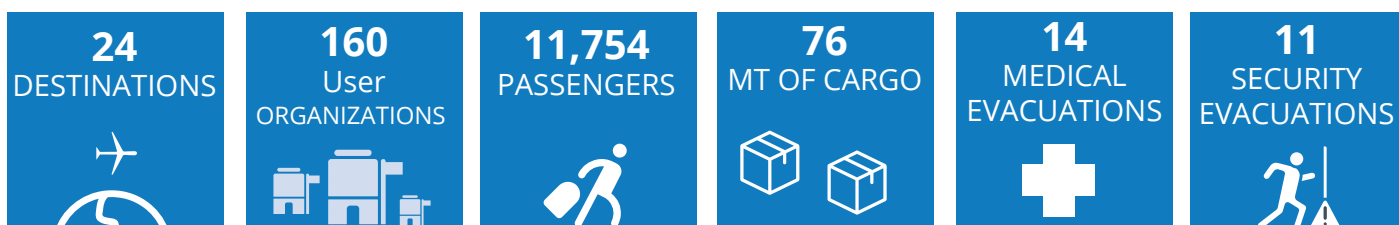| **5** DESTINATIONS	**80** User ORGANIZATIONS	**4,668** PASSENGERS	**10** MT OF CARGO	**5** MEDICAL EVACUATIONS	**0** SECURITY EVACUATIONS

Contact: guy.luzitu@wfp.org

Central African Republic

Highlights

- In February, the Government of the Central African Republic (CAR) and 14 opposition forces signed the "Khartoum agreement", also known as the "Political Accord for Peace and Reconciliation". Thereafter, the security situation improved and long-standing access constraints were lifted. Demand for UNHAS services increased by 10 percent as organizations deployed more staff into critical areas.
- In collaboration with user agencies, UNHAS CAR continued to rehabilitate airstrips to improve physical access to hard-to-reach locations. During the first six months, six airstrips were repaired: Alindao, Batangafo, Bozoum, Carnot, Kouango and Zemio.

WFP/Mohamed Siri

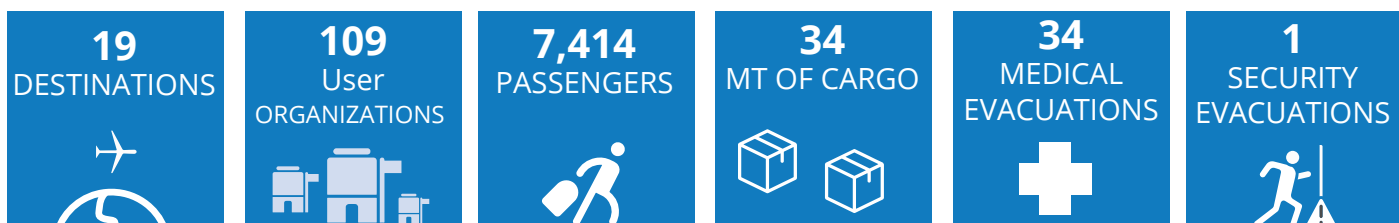| **24** DESTINATIONS	**160** User ORGANIZATIONS	**11,754** PASSENGERS	**76** MT OF CARGO	**14** MEDICAL EVACUATIONS	**11** SECURITY EVACUATIONS

Contact: sandra.legg@wfp.org

Chad

Highlights

- UNHAS entered into a strategic partnership with the recently launched national carrier, Tchadia Airlines. In line with its commitment to strengthen the capacity of the local aviation industry, UNHAS provided aviation security training to the airline's staff, and continues to share aviation safety information.
- To enhance humanitarian and development actors' access to programme implementation sites UNHAS Chad operation rehabilitated Farchana and Iriba runways in the east near the border with Sudan.
- As Chad's measles outbreak became increasingly intense, UNHAS supported Médecins Sans Frontières (MSF) Holland's treatment and mass vaccination programme in Am Timan in the Salamat region.
- UNHAS transported MSF's team of 12 medical personnel and 36,000 vaccine doses from the capital N'Djamena.
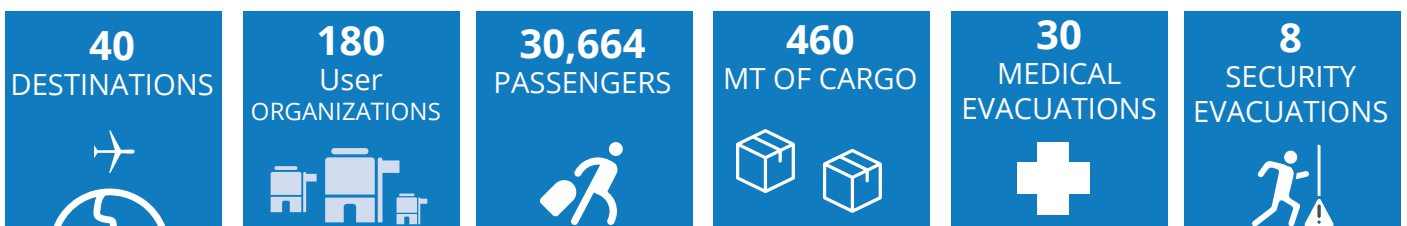

WFP/Sandra Legg

19 DESTINATIONS	**109** User ORGANIZATIONS	**7,414** PASSENGERS	**34** MT OF CARGO	**34** MEDICAL EVACUATIONS	**1** SECURITY EVACUATIONS

Contact: karishma.kaur@wfp.org

Democratic Republic of the Congo

Highlights

- UNHAS DRC provides vital services in the global effort to contain the country's Ebola Virus Disease epidemic. It facilitates rapid response by transporting surveillance, investigation and medical personnel and clinical supplies, and it performs medical evacuations.
- In early 2019, user organizations scaled up the response to the crisis. To meet demand, UNHAS augmented its fleet and increased flight frequencies. Between January and June the number of passengers who flew with UNHAS DRC equated to 60 percent of the total number carried in 2018.
- The United Nations Organizations Stabilization Mission in DRC (MONUSCO) downsized and reduced the Mission's fixed-wing air service. To fill the resulting gaps in air transport, at the request of the humanitarian community UNHAS introduced flights to Dungu, Mbandaka and Mbuji-Mayi.
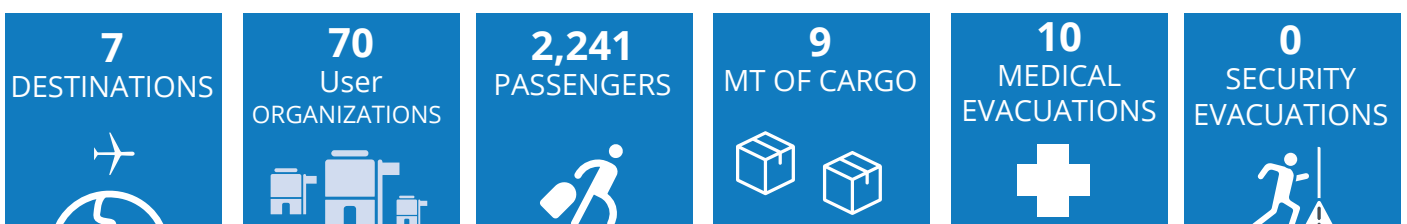

WFP/DRC

40 DESTINATIONS	**180** User ORGANIZATIONS	**30,664** PASSENGERS	**460** MT OF CARGO	**30** MEDICAL EVACUATIONS	**8** SECURITY EVACUATIONS

Contact: geoffrey.mwangi@wfp.org

Ethiopia

Highlights

- Following poor rainfall in the Horn of Africa, 3.8 million people in south-eastern Ethiopia needed immediate life-saving and livelihood interventions. UNHAS played a key role by transporting food, medicines and non-food items to the affected locations.
- Eritrea began closing its refugee camp, Umkulu, which had hosted Somali refugees for twenty years. Former residents started leaving and entered northern Ethiopia at Zalambessa to seek help. UNHAS provided an airbridge to relocate them from Mek'ele to Melkadida camp at Dolo in the south.
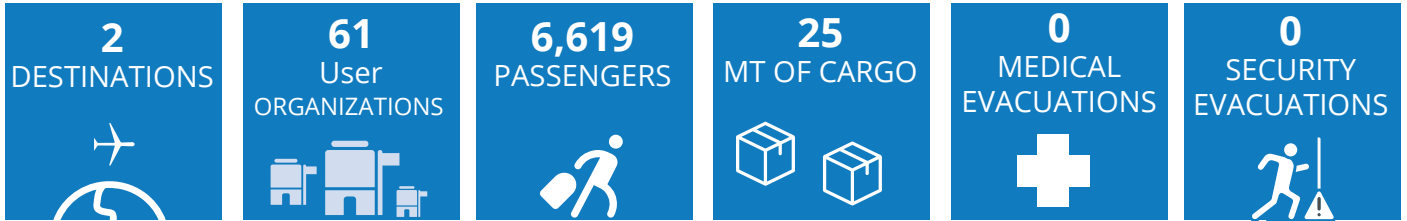

WFP/Pierre Lucas

7 DESTINATIONS	**70** User ORGANIZATIONS	**2,241** PASSENGERS	**9** MT OF CARGO	**10** MEDICAL EVACUATIONS	**0** SECURITY EVACUATIONS

Contact: pierre.lucas@wfp.org

Kenya

Highlights

- Humanitarian organizations supporting refugee operations in Kakuma and Dadaab depend on UNHAS to get them to the camps so that they can assist the refugees.
- This operation shares air assets under joint management with UNHAS Somalia. This arrangement provides the flexibility needed to respond effectively to both operations.
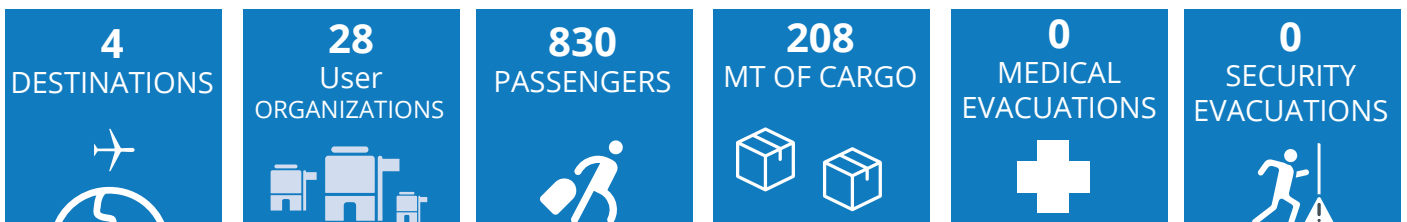

WFP/Kenya

2 DESTINATIONS	61 User ORGANIZATIONS	6,619 PASSENGERS	25 MT OF CARGO	0 MEDICAL EVACUATIONS	0 SECURITY EVACUATIONS

Contact: franklyn.frimpong@wfp.org

Libya

Highlights

- The humanitarian and development communities rely on UNHAS to reach Benghazi, Misrata and Tripoli from the external operational base in Tunis. UNHAS also responds to ad-hoc requests to fly to other destinations, such as Al Abraq.
- In early 2019, proactive negotiations with stakeholders enabled WFP to spearhead the establishment of a UN Hub at Benghazi. This allowed UNHAS Libya to connect the country by air from west to east, facilitating humanitarian access to this location.
- In April, security in and around Tripoli deteriorated significantly, making it impossible to access Tripoli Mitiga Airport. UNHAS Libya temporarily suspended operations. However, it remained active from a base in Malta in case user organizations needed emergency evacuation.

WFP/Flavia Brunetti

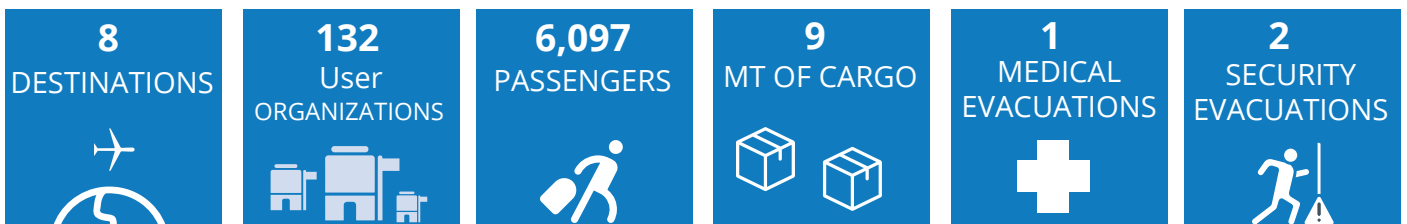| 4 DESTINATIONS	28 User ORGANIZATIONS	830 PASSENGERS	208 MT OF CARGO	0 MEDICAL EVACUATIONS	0 SECURITY EVACUATIONS

Contact: mattia.bugatto@wfp.org

Mali

Highlights

- It takes more than ten hours to travel by road between the capital Bamako and cities in western Mali. At the request of the humanitarian community, in February UNHAS started flights to Kayes, significantly reducing aid workers' travel time.
- Despite increased insecurity, poor airstrip conditions, and airspace restrictions due to military air operations, UNHAS maintained its regular flight schedule to Menaka, one of the locations impacted by the conflicts affecting the country.
- Gao and Timbuktu airport terminals were destroyed in 2018. Nonetheless, UNHAS continued flights to these locations in 2019.

WFP/Virgo Edgar

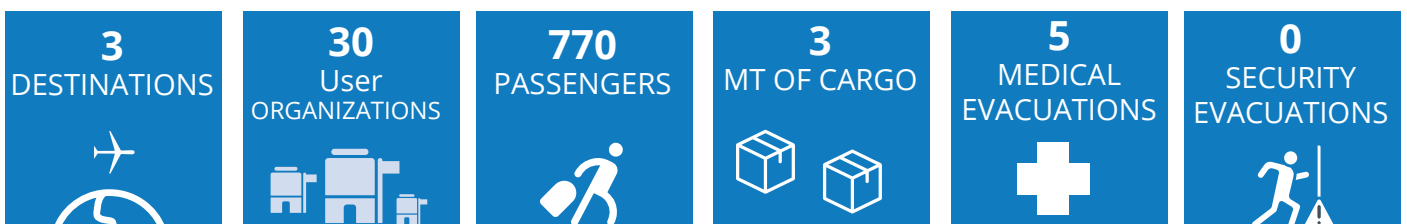| **8** DESTINATIONS	**132** User ORGANIZATIONS	**6,097** PASSENGERS	**9** MT OF CARGO	**1** MEDICAL EVACUATIONS	**2** SECURITY EVACUATIONS

Contact: guillaume.harel@wfp.org

Mauritania

Highlights

- The security situation in neighbouring Mali remained volatile. Threats of terrorism, criminality and inter-communal violence resulted in a new influx of refugees into Mauritania.
- In support of refugee operations, UNHAS continued to operate its Beechcraft 1900D, offering three flights a week from its base at Nouakchott to the two destinations authorized by the Civil Aviation Authorities: Bassikounou and Kiffa.
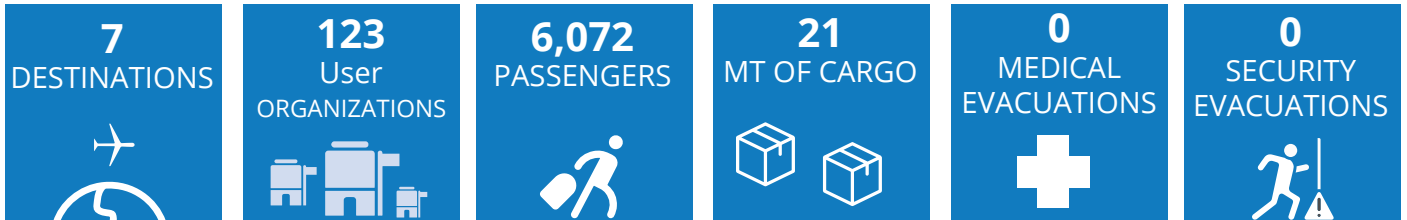

WFP/Agron Dragaj

3 DESTINATIONS	**30** User ORGANIZATIONS	**770** PASSENGERS	**3** MT OF CARGO	**5** MEDICAL EVACUATIONS	**0** SECURITY EVACUATIONS

Contact: alioune.faye@wfp.org

Niger

WFP/Niger

Highlights

- Diffa continued to be the most in-demand UNHAS route for passenger transport. This was because humanitarians needed to access populations in the region who were affected by insecurity following the activities of non-state armed groups in the Lake Chad Basin.
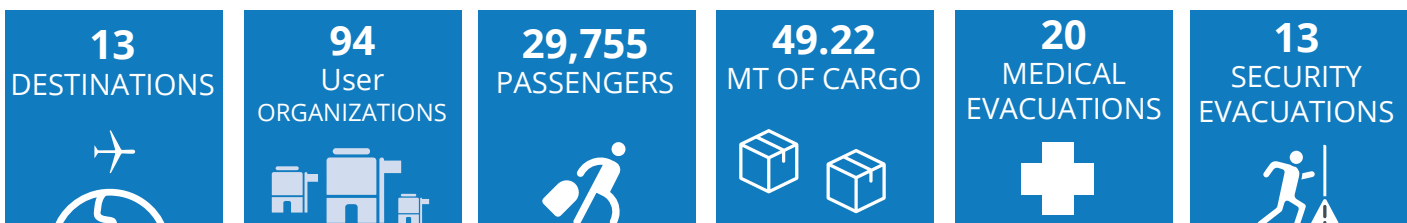
7 DESTINATIONS	**123** User ORGANIZATIONS	**6,072** PASSENGERS	**21** MT OF CARGO	**0** MEDICAL EVACUATIONS	**0** SECURITY EVACUATIONS

Contact: martin.nseke@wfp.org

Nigeria

Highlights

- The beginning of 2019 saw a decline in the security situation in the north-east. Locations such as Damboa and Monguno, that could previously be reached by road, became accessible only by helicopter.
- In February, a deadly fire swept through a camp for internally displaced people in Monguno in northern Borno State, affecting nearly 8,000 people. Responders from the relevant sectors - Camp Coordination/Management; Shelter; Water, Sanitation and Hygiene; and Emergency Shelter/ Non-Food Items - travelled with UNHAS to reach the camp.
- In late May and early June, the military, who were engaged in operations against non-state armed groups, relocated people from Sabon Gari to the comparative safety of Damboa. In just over two weeks, Damboa, which already hosted 27,600 IDPs, absorbed 10,400 new arrivals. UNHAS supported needs assessment missions and increased the frequency of weekly flights to enable all partners to access the affected community.
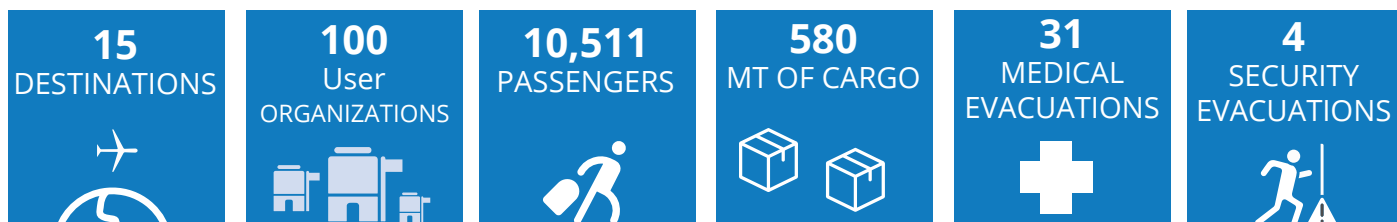

WFP/Inger Marie Vennize

13 DESTINATIONS	**94** User ORGANIZATIONS	**29,755** PASSENGERS	**49.22** MT OF CARGO	**20** MEDICAL EVACUATIONS	**13** SECURITY EVACUATIONS

Contact: bruce.walker@wfp.org

Somalia

Highlights

- To enhance response to the country's drought emergency, UNHAS Somalia fleet augmented its fleet with a 37-seater Dash 8 aircraft with passenger and cargo transport to capabilities.
- UNHAS added new locations to its weekly flight schedule to reach newly accessible towns in southern and central Somalia. The new destinations included Bardhere, Beledweyne, Dinsor, Garbahare, Hudur and Wajid.
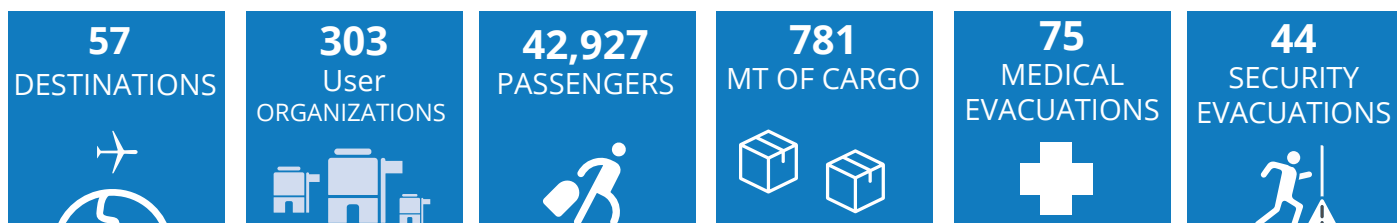

WFP/Somalia

15 DESTINATIONS	**100** User ORGANIZATIONS	**10,511** PASSENGERS	**580** MT OF CARGO	**31** MEDICAL EVACUATIONS	**4** SECURITY EVACUATIONS

Contact: franklyn.frimpong@wfp.org

South Sudan

Highlights

- In neighbouring DRC the Ebola Virus Disease outbreak continued. Due to lack of infection control measures at the DRC-South Sudan border there was a high probability that the epidemic would spread into South Sudan. As part of the country's EVD preparedness activities UNHAS added a Cessna Caravan aircraft to its fleet.
- Meanwhile, the security situation remained tense. In the first six months of 2019, UNHAS conducted 44 security relocations - during the same period in 2018 it had conducted 72. This decrease may be attributed to the ongoing peace process and progress towards ceasefires.
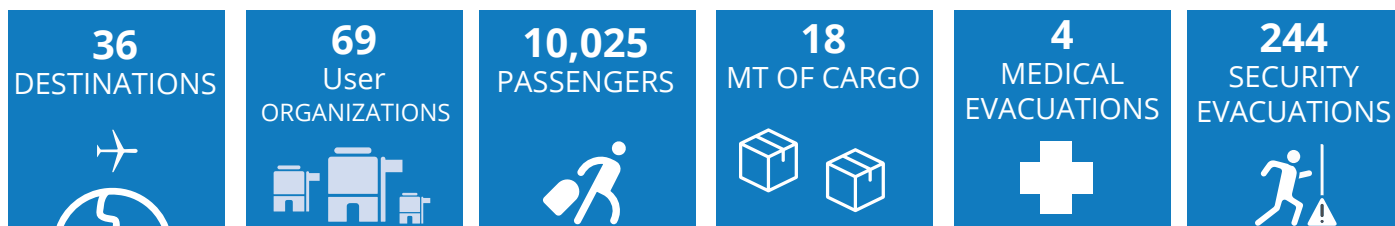

WFP/South Sudan

57 DESTINATIONS	**303** User ORGANIZATIONS	**42,927** PASSENGERS	**781** MT OF CARGO	**75** MEDICAL EVACUATIONS	**44** SECURITY EVACUATIONS

Contact: mario.sibrian@wfp.org

Sudan

Highlights

- In January 2019, UNHAS re-established flight routes to South Kordofan - most notably, to Abu Jebeiha and Dalami. Operations in the region had been suspended for a decade following South Sudan's transition to independence.
- After President Omar Al-Bashir's government collapsed there were violent clashes between the interim government and protesters. UNHAS performed emergency security relocations of more than 200 aid workers and their families out of Khartoum.
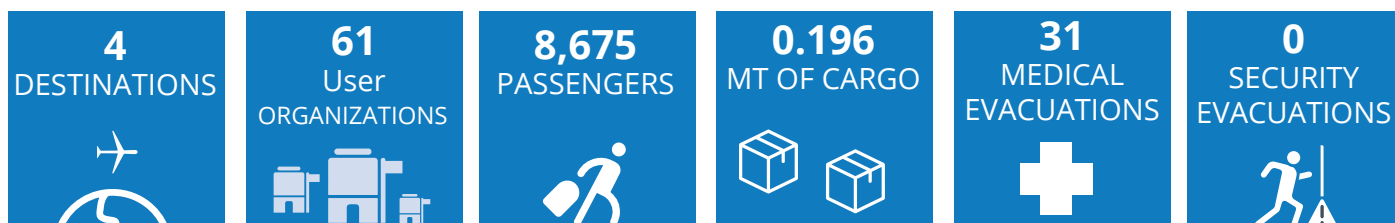

WFP/Samson Mwangi

36 DESTINATIONS	69 User ORGANIZATIONS	10,025 PASSENGERS	18 MT OF CARGO	4 MEDICAL EVACUATIONS	244 SECURITY EVACUATIONS

Contact: samson.mwangi@wfp.org

Yemen

Highlights

- The humanitarian crisis in Yemen reached an unprecedented level. The aid community scaled up its response as much as it could, given the security situation. During the first half of 2019 this resulted in a 79 percent increase in demand for UNHAS services compared with the same period in 2018. To meet need, UNHAS upgraded its fleet with an Airbus A320 to operate on the route from Amman, Jordan to Aden and Sana'a, Yemen.
- Sana'a's airspace has been closed to international flights since 2015, and UNHAS continues to be the only common air service available for humanitarian organizations. It serves Aden and Saan'a and Aden from Jordan and Djibouti.

WFP/Alain Duriau

4 DESTINATIONS	61 User ORGANIZATIONS	8,675 PASSENGERS	0.196 MT OF CARGO	31 MEDICAL EVACUATIONS	0 SECURITY EVACUATIONS

Contact: george.harb@wfp.org

Funding shortfall

AFGHANISTAN	**US$530,000**
CAR	**US$440,000**
ETHIOPIA	**US$420,000**
LIBYA	**US$2,400,000**
MALI	**US$1,100,000**
NIGER	**US$1,700,000**
NIGERIA	**US$3,000,000**
SUDAN	**US$9,400,000**
YEMEN	**US$5,600,000**

WFP AVIATION TRAINING

WFP Aviation, in keeping with its strategy, aims to grow an agile workforce by maintaining a culture of continuous learning.

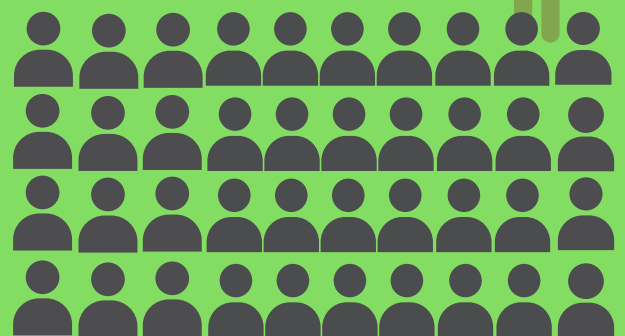Training delivered during the period under review:

Chief Aviation Transport Officer (CATO) Training
Rome, 25–29 March 2019

Aircraft Turnaround and Loading Supervision Classroom Training
Nairobi, 15–18 April 2019

42
PARTICIPANTS

9 COUNTRIES
Chad, DRC, Kenya, Mali, Mauritania, Nigeria, Somalia, South Sudan, Sudan

Flying towards gender equality

Seventeen UN agencies and 140 NGOs rely on UNHAS to help them reach some of the most isolated parts of Afghanistan. In 2018, UNHAS Afghanistan carried 25,000 passengers. About 90 percent of them were male, meaning that only 200 women were using UNHAS' services per month.

There are many reasons for the disparity. They include organizational structures, staffing and the nature of work in a country where gender inequality continues to be a major societal issue. In certain cases, women need to travel with a mahram, or male escort. This doubles the price of traveling and is not cost-effective for organizations with tight budgets.

In April 2019, UNHAS implemented a new incentive to encourage more women to travel to field destinations.

Ticket prices typically range from US$150 for NGOs to US$300 for UN organizations and others. But, for an initial period of six months, UNHAS offered one-way tickets at a reduced price of US$50 to female Afghan passengers on official humanitarian travel.

UNHAS announced the scheme to participating agencies in late March, and immediately received a stream of booking enquiries. Officials at a local women's NGO wrote, "We really appreciate the initiative which will inspire our female staff to travel more. It is a great opportunity to bring women closer to our projects around the country."

> "
>
> AT WFP, WE ADVOCATE FOR GENDER EQUALITY AND UNDERSTAND THE IMPORTANCE OF HAVING WOMEN INVOLVED IN ALL AREAS OF HUMANITARIAN WORK. THEREFORE, UNHAS IS LAUNCHING THIS INITIATIVE TO SUPPORT WOMEN'S PARTICIPATION IN ACTIVITIES ACROSS AFGHANISTAN, WHERE THEY CAN MAKE A BIG DIFFERENCE.
>
> Conny Akerstrom
> Chief Unhas Afghanistan

Fezeh Hosseini, who works for WFP Afghanistan on gender equality and women's empowerment, explained broader aspects of the initiative: "Providing this opportunity is important [but] we also want to promote a culture-sensitive environment where female passengers feel comfortable and safe."

Currently, about 15 percent of UNHAS's staff in Afghanistan are women. Some work as crew and customer and booking representatives; others lead operations and finance. To support the anticipated increase in female passengers, UNHAS has begun hiring more women to work on airport check-in and security procedures.
Once the six-month introductory period is over, dependent on funds and results, UNHAS hopes to continue the programme to ensure that Afghan women can further develop their skills and expand their experiences as humanitarian professionals.

Adapted from a story by Ann Nallo/WFP Afghanistan

WFP/KHALILULLAH KAKAR

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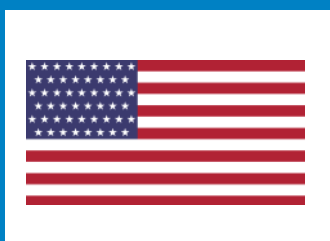**The Netherlands**

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