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## REVISION

### Pacific interim multi-country strategic plan, revision 01

Gender and age marker code: 3

	Current	Change	Revised
<b>Duration</b>	<i>1 July 2019 – 30 June 2022</i>	---	<i>1 July 2019 – 30 June 2022</i>
<b>Beneficiaries</b>	---	---	---
<b>Total cost (USD)</b>	12 925 215	10 419 406	23 344 621
Transfer	8 045 110	9 028 800	17 073 910
Implementation	1 871 451	451 440	2 322 891
Direct support costs	2 219 790	303 240	2 523 030
Subtotal	12 136 352	9 783 480	21 919 832
Indirect support costs (6.5 percent)	788 863	635 926	1 424 789

## 1. RATIONALE

WFP began work under its first multi-country strategic plan (iMCSP) for Pacific Island countries and territories (PICTs) in July 2019. The iMCSP focuses on strengthening the capacity of PICTs to prepare for and respond to disasters in the strategic areas of logistics, emergency telecommunications and food security. In the Pacific, inter-agency clusters for logistics, emergency telecommunications and food security are incorporated under government-led mechanisms, which are permanently activated for preparedness. WFP operates through partnerships using its role as the global lead of the Inter-Agency Standing Committee (IASC) logistics and emergency telecommunications clusters, and global co-lead of the food security cluster to support these clusters.

As the new coronavirus COVID-19 is spreading globally, PICTs have not been spared by the pandemic. Three months after the first signs of the virus appeared in China, the virus has reached 200 countries worldwide, including in the Pacific. According to the World Health Organization (WHO), by 21 April, two Pacific island countries (Fiji and Papua New Guinea) and four territories (Guam, French Polynesia, New Caledonia, Northern Mariana Islands) had confirmed cases of infections. Many Pacific governments have put in place decisive preparedness and mitigation measures to fight the outbreak, including the declaration of national state of emergencies, and the closing of borders.

In addition to the direct impact on people and the health system, the indirect impacts on access to basic services, including food and education, as well as the economy and trade are substantial. Cancellations of commercial flights by major carriers and border closures have resulted in increasingly limited international movements of people and cargo. This leaves WHO and other humanitarian organizations with no commercial options, for an ever increasing number of destinations, for the movement of humanitarian workers, medical specialists, or vital medical equipment t also severely affects the ability of Pacific governments to send samples to the limited number of accredited laboratories in the Pacific for COVID-19 testing.

In order to keep supply chains across the Pacific open for the movement of urgently required humanitarian supplies, the delivery of samples for testing, as well as the movement of humanitarian personnel WFP will establish a common air transport service, flying international routes in the Pacific Region.

A recent memorandum of understanding<sup>1</sup> between WFP and WHO facilitates the cooperation of both organizations during health emergencies to strengthen emergency preparedness, coordination and response capabilities to support countries' and partners' responses. Supply chain, logistics, engineering and field operations feature among the areas of enhanced collaboration. In the Pacific, WFP and the Pacific Logistics Cluster have been working closely with the WHO-led Joint Incident Management Team, which is coordinating the health response for COVID-19 at the regional level.

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<sup>1</sup>WFP/WHO (24 February 2020): Memorandum of Understanding between the United Nations World Food Programme (WFP) and the World Health Organization (WHO) concerning a Framework for Enhanced Technical Cooperation.

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## 2. CHANGES

### *Strategic orientation*

The current iMCSP has a single Strategic Outcome pursued through four activities which focus on strengthening the capacity of PICTs to prepare for and respond to disasters in the areas of logistics, emergency telecommunications and food security for which WFP has a humanitarian mandate. These activities retain their relevance and importance as Pacific governments prepare for and respond to the COVID-19 pandemic at the national level. However, the scale and reach of the global pandemic also require regional approaches and regional solutions. In this regard WFP has been working closely with the Pacific Joint Incident Management team. In addition, WFP has scaled up the regional Pacific Logistics Cluster. These two bodies identified the need for a regional air transport solution in view of the unparalleled disruptions to commercial air services. In this first budget revision to the iMCSP WFP plans to add a service provision-related Strategic Outcome for a humanitarian air transport service for the Pacific Region.

### *Strategic outcomes*

#### **Strategic Outcome 2: Humanitarian and development partners in the Pacific have access to reliable services during crisis.**

This new strategic outcome seeks to enable and improve the effectiveness of the humanitarian response through the delivery of common services (Strategic Result 8). As such, WFP will support humanitarian responders and complement their actions. WFP will facilitate the flow of urgently required supplies and expertise across the affected region, as well as the coordination of efforts made by partners, which in turn will reduce the time needed to reach the most affected populations and increase the efficiency of operations.

While the operational context in the Pacific has changed as a result of COVID-19, WFP will also continue its enabling work through government-led coordination mechanisms, to support and strengthen national emergency preparedness and response capacities under the existing Strategic Outcome 1. In order not to undermine these efforts, the new Strategic Outcome 2 will only be used in situations where a crisis surpasses national response capacities.

Designed as an emergency response, this outcome falls under the crisis response focus area.

#### **Output: Affected populations benefit from the humanitarian air services to humanitarian organisations and partners in order to receive timely humanitarian assistance. (Output Categories: H and K)**

The current budget revision proposes adding a new activity to the iMCSP:

#### **Activity 5: Provide Humanitarian Air Services for the movement of personnel and urgent cargo for humanitarian partners operating in the Pacific. (Activity Category: Service provision and platforms activities (CPA))**

This activity aims at safeguarding the timely and uninterrupted transport of humanitarian workers and medical specialists, as well as transfer of medical supplies, diagnostic samples and other urgently required humanitarian relief items across the Pacific. The international air transport service will comprise a range of transport assets and will only serve destinations not covered by commercial airlines. As commercial airlines resume services in parts of the Pacific, or as others shut down, the services will be adjusted accordingly.

WFP Aviation will transport cargo from regional consolidation hubs (one in Nadi, Fiji, and a second in the north Pacific if required) to the main entry points of PICTs. From main entry points, cargo owners/consignees will be responsible for onwards transportation and delivery to final destinations.

The countries served by this service could include, depending on the availability of commercial options, all 21 PICTs<sup>2</sup> covered by the WHO Regional Office for the Pacific, plus Papua New Guinea if required. The Pacific air services will connect with the global air service WFP is establishing in response to COVID-19. This will facilitate the movement of humanitarian cargo from locations in China and Europe into the Pacific Region if commercial options are not available.

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<sup>2</sup> Fiji, Samoa, Tokelau, American Samoa, Vanuatu, Solomon Islands, Tonga, Tuvalu, Niue, Nauru, Kiribati, Cook Islands, French Polynesia, New Caledonia, Wallis and Futuna, Pitcairn, Republic of Marshall Islands, Federated States of Micronesia, Palau, Guam, Northern Mariana Islands.

While the air transport services will be managed by WFP Aviation, cargo consolidation services to support the effective and efficient onforwarding of cargo by air will be managed by the Pacific Logistics Cluster. Cargo prioritization will be based on priorities set by WHO as lead of the Pacific Joint Incident Management Team and the Resident Coordinators in their roles as co-chairs of the Pacific Humanitarian Team, if required. The concept of operations for this air service has been developed in conjunction with the logistics pillar of the Pacific Joint Incident Management Team and the regional Pacific Logistics Cluster.

WFP plans to provide these essential common air transport services for up to three months, and less if commercial services are restored beforehand. In close coordination with partners, WFP will review and monitor the aviation needs and gaps closely. If commercial services resume in some locations, these destinations will no longer be served. WFP plans to conduct user satisfaction surveys among partners as part of the performance measurement of the air transport services.

To implement this activity, WFP will collaborate with national authorities, humanitarian cluster partners and private sector companies, such as national airline operators and third-party logistics providers. The Pacific Office will temporarily augment its staffing capacity with qualified aviation personnel and support staff to manage the aviation services and coordinate with partners.

While WFP is assessing the risks of its planned COVID-19 response operations globally, preliminary key risks in the Pacific have been identified as follows:

*Strategic risks:* The lack of immediate and adequate funding will hinder WFP’s ability to deliver essential services under this emergency response. To mitigate this risk, WFP will draw on coordination mechanisms to develop and adapt its strategy and programme in line with the priorities of the Joint Pacific Incident Management Team, PICTs and the broader humanitarian response. Additionally, WFP has access to internal advance financing mechanisms in order to facilitate a timely and effective response.

*Operational risks:* COVID-19 restrictions put in place by national governments could hamper the ability of the air services to serve all required locations. Lack of partner capacity at point of entry/destination could jeopardize the timely transport of cargo to final destinations.

*Fiduciary risks:* If not designed and implemented with a risk mitigation focus, the planned activity may unintentionally jeopardize the health and safety of WFP or contracted staff and national populations. WFP Aviation has successfully operated common air transport services in West Africa during the Ebola response, and has specifically adapted standard operating procedures for operating in the current COVID-19 context. In addition, the use of air assets for WFP Aviation air operations will be carried out in line with UN Aviation Safety Standards (UNAVSTADs) and the International Civil Aviation Organization (ICAO) standards and best practices.

### 3. COST BREAKDOWN

The additional costs covered in this budget revision are all related to the newly added activity 5 under Strategic Outcome 2.

<b>TABLE 1: COST BREAKDOWN OF THE REVISION ONLY (USD)</b>		
	<b>Strategic Result 8/ SDG Target 17.16</b>	<b>Total</b>
Strategic outcome	<b>2</b>	
<b>Focus area</b>	<b>Crisis Response</b>	
<b>Transfer</b>	9 028 800	9 028 800
<b>Implementation</b>	451 440	451 440
<b>Direct support costs</b>		303 240
<b>Subtotal</b>		9 783 480
<b>Indirect support costs (6.5%)</b>		635 926
<b>TOTAL</b>		10 419 406

<b>TABLE 2: OVERALL CSP/ICSP/LEO COST BREAKDOWN, AFTER REVISION (USD)</b>			
	<b>Strategic Result 8/ SDG Target 17.16</b>	<b>Strategic Result 8/ SDG Target 17.16</b>	<b>Total</b>
Strategic outcome	<b>1</b>	<b>2</b>	
<b>Focus area</b>	<b>Resilience Building</b>	<b>Crisis Response</b>	
<b>Transfer</b>	8 045 110	9 028 800	17 073 910
<b>Implementation</b>	1 871 451	451 440	2 322 891
<b>Direct support costs</b>	1 821 864	701 167	2 523 030
<b>Subtotal</b>	11 738 425	10 181 407	21 919 832
<b>Indirect support costs (6.5%)</b>	762 998	661 791	1 424 789
<b>TOTAL</b>	12 501 423	10 843 198	23 344 621

## Annex 1: Line of Sight

### Line of Sight – Pacific interim Multi-Country Strategic Plan Budget Revision 01

SR 5 – Countries have strengthened capacity to implement the SDGs (SDG target 17.9)	SR 8 – Sharing of knowledge, expertise and technology strengthen global partnership support to country efforts to achieve the SDGs (SDG target 17.16)
<b>RESILIENCE BUILDING</b>	<b>CRISIS RESPONSE</b>
<p>STRATEGIC OUTCOME 1</p> <p>Vulnerable people in the Pacific island countries and territories receive appropriate, coordinated, timely and uninterrupted assistance to address food security and nutrition challenges following disasters.</p>	<p>STRATEGIC OUTCOME 2</p> <p>Humanitarian and development partners in the Pacific have access to reliable services during crisis.</p>
<b>BUDGET SO 1: 12,501,423</b>	<b>BUDGET SO 2: 10,843,198</b>
<b>UNIQUE DIRECT BENEF SO 1: 0</b>	<b>UNIQUE DIRECT BENEF SO 2: 0</b>
<p>OUTPUTS:</p> <p>Strengthened emergency logistics coordination and supply chain procedures (Output Category: H,K,M)</p> <p>Strengthened national emergency telecommunications infrastructure and coordination capacities (Output Category: H,K,M)</p> <p>Strengthened design and coordination of food security and nutrition emergency response (Output Category: H,K,M)</p> <p>Innovative tools and procedures that address climate-related disasters (Output Category: H,K)</p>	<p>OUTPUT:</p> <p>Affected populations benefit from the humanitarian air services to humanitarian organizations and partners in order to receive timely humanitarian assistance. (Output Category: H, K)</p>
<p><b>ACTIVITY 1</b></p> <p>Through the logistics cluster, provide national disaster management offices and other relevant national and regional institutions and partners with support for improving emergency logistics coordination and supply chain management (Act Category 9: CSI)</p>	<p><b>ACTIVITY 5:</b></p> <p>Activity 5: Provide Humanitarian Air Services for the movement of personnel and urgent cargo for humanitarian partners operating in the Pacific. (Activity Category: Service provision and platforms activities (CPA))</p>
<p><b>ACTIVITY 2</b></p> <p>Through the emergency telecommunications cluster, provide national disaster management offices and other relevant national and regional institutions and partners with support for improving emergency communications infrastructure and coordination mechanisms (Act Category 9: CSI)</p>	
<p><b>ACTIVITY 3</b></p> <p>Through the food security cluster, support national disaster management offices and other relevant national and regional institutions and partners with food security data analysis as well as food security programme response design, coordination and implementation (Act Category 9: CSI)</p>	
<p><b>ACTIVITY 4</b></p> <p>Provide support to national, provincial and regional institutions and other partners for the development of innovative tools and procedures that address climate-related disasters and their impact on people (Act Category 9: CSI)</p>	

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