



WFP COMMON SERVICES

COVID-19 RESPONSE

Situation Report #2 | 13 July 2020

As part of ongoing efforts to confront the worldwide challenges posed by COVID-19, WFP is using its logistics capacity and expertise within the framework of the **Global Humanitarian Response Plan (GHRP)** to ensure the continuity of supply chains where commercial capacity currently doesn't exist.

WFP is ensuring that health and humanitarian personnel together with critical cargo can get to where they are needed most.

Challenges such as the banning of foreign trucks, reductions in flights, hygiene and sanitation measures, movement restrictions, mandatory quarantine periods and reduced staff at key ports and border crossings are factors that continue to affect supply routes. The humanitarian response cannot function without critical supplies and support for staff in terms of transport, medical evacuation systems and health centres to treat humanitarian workers.

HIGHLIGHTS



555 PASSENGER FLIGHTS



8,949 PASSENGERS transported to 49 destinations



30,465* m³ of cargo dispatched to 145 countries



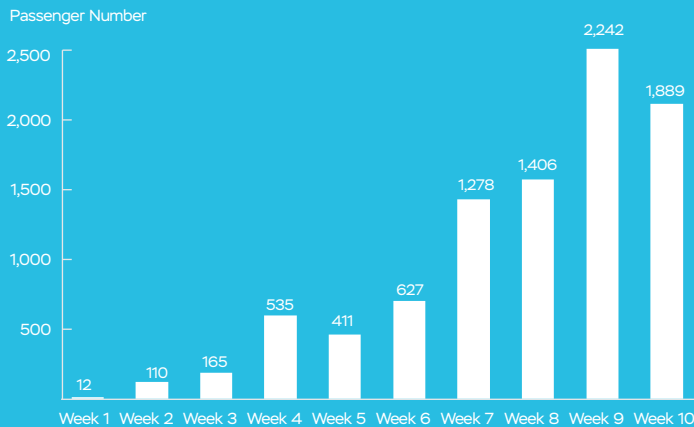
202 ORGANIZATIONS supported through WFP Common Services

**Via Covid-19 free-to-user cargo services under the Global Humanitarian Response Plan, WFP Bilateral Services and UNHRD dispatches (including those directly from suppliers)*

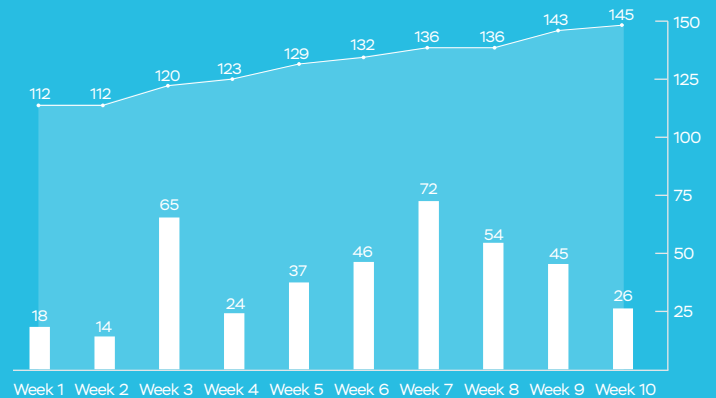


WFP/George Ngari

Weekly Passenger Trend, 1 May - 10 July 2020



Number of Countries Reached Each Week with Cargo 1 May - 10 July 2020



● Countries reached weekly ● Cumulative number of countries reached



AIR PASSENGER SERVICES

The global spread of COVID-19 caused key air passenger routes and connections to be severed across the world, leaving many essential health and humanitarian personnel unable to deploy where they are needed and others stranded for months away from their families. In a situation where safe and reliable carriers are not operating, WFP's air passenger services have become a lifeline to both existing operations and the urgent health response to the pandemic.

From one first flight between Addis Ababa and Accra, passenger routes have now been opened serving 49 destinations throughout Africa, Asia, the Middle East and the Commonwealth of Independent States (CIS) countries, with 8,949 passengers transported since 1 May for 197 different organizations (48 percent NGO, 45 percent UN, 7 percent Donors/Diplomats). As appropriate governmental clearances are received, WFP's air passenger service continues to expand its reach. In the last 30 days, WFP has transported three times the number of passengers than in the first six weeks of the operation. A long-haul flight from Rome to Accra is due to begin on 17 July, establishing an essential connection into Africa in line with partner requirements, while flights serving the Latin American region are expected to come online in ten days' time. WFP Aviation has been working tirelessly country by country to open up these networks, laying the groundwork for governments, regions and commercial airlines to re-establish connections in line with all health and safety requirements. Meanwhile, commercial availability of flights is closely monitored as it slowly comes back online and where safe and reliable options restart, WFP flights are discontinued as already seen in Tanzania and South Sudan.

Addis Ababa, Accra, Dar Es Salam, Entebbe, Abuja, Niamey, Yaoundé, N'djamena, Bangui, Bamako, Juba, Brazzaville, Monrovia, Conakry, Ouagadougou, Kigali, Kuala Lumpur, Yangon, Erbil, Vientiane, Beirut, Freetown, Kathmandu, Bissau, Nairobi, Abidjan, Sao Tome, Banjul, Cotonou, Dakar, Mogadishu, Dili, Cairo, Sharjah, Yerevan, Baghdad, Johannesburg, Lilongwe, Maputo, Bujumbura, Kinshasa, Goma, Lomé, Zurich, Algiers, Bishkek, Djibouti, Nouakchott, Asmara



555 FLIGHTS



transporting

8,949

and critical cargo

PASSENGERS



to

49

DESTINATIONS

as of 13 July

WFP AVIATION: STAFF ON THE FRONTLINE

Kanthum Duplessis has 19 years' experience in aviation, with four of them spent flying with WFP operations. She put her unique aviation skills and pilot experience at the service of the WFP humanitarian air hub in Johannesburg to assist with the emergency response. "At this time, there are still no international passenger flights allowed in South Africa aside from WFP", says Kanthum. Through her role, she helped many people stranded for months away from their families and loved ones to get home.

"There was a gentleman in Madagascar who had not seen his new-born baby in Norway. Even if passengers are stressed, they are always grateful and patient. I received a huge thank you from a passenger from the World Bank who couldn't make the first flight out of Maputo due to a cancellation. He flew out the next week and called me to tell me he felt so special, like he flew on Air Force One."

LINKING THE MIDDLE-EASTERN SKIES

DUBAI INTERNATIONAL AIRPORT, UNITED ARAB EMIRATES, 2019 - BEFORE COVID-19.

It's just another day in one of the busiest airports in the world... approaching 6 a.m. the large bustling crowd huddles and moves fast through the corridors of the desert-sprawl airport of Dubai. So many languages fill the air and thousands of people arrive every minute from everywhere on the planet to catch their connecting flights, while outside an airplane's silhouette descends and comes closer to the glass wall lining panels preparing to land.

DUBAI INTERNATIONAL AIRPORT, UNITED ARAB EMIRATES, 2020 - POST COVID-19

It's another lockdown day in the once-busiest airport in the world... approaching 6 a.m. the International Terminal 3 is empty and silent, and the once-full departure board shows only a couple of flights. Passengers are wearing masks due to the coronavirus pandemic and wait at ticketing in the hope of getting on board. Gate staff wearing protective gear check and warn if someone has a high temperature or isn't wearing a mask.

In the last few years, the Gulf has been the crossroad of global travel with its hubs in Dubai, Doha and Abu Dhabi, which are just an eight-hour flight away from two-thirds of the world's population. The global lack of flights due to COVID-19 was probably nowhere else felt more intensively than in the Middle East. Consequently, the suspension of flights in the region severely impacted thousands of humanitarian workers who could not travel and deliver assistance at a time when they are more essential than ever.

At the peak of the pandemic in June, a spark of hope arrives from the United Nations World Food Programme. Aviation teams based in the middle eastern region managed to secure the authorizations from the Gulf Civil Aviation Authorities to operate humanitarian passenger flights from and to Sharjah, a city located at 39 kilometres from Dubai, with the support of the Emirati local commercial airline, Air Arabia. In only four weeks since the launch of the operation, which is part of the WFP Global Humanitarian Response plan to COVID-19, over 75 flights have departed from Sharjah transporting more than 717 passengers to destinations in the Middle East and the Commonwealth of Independent States, and connecting the region with Africa through the route Sharjah-Addis Ababa-Sharjah. These flights are now a reality thanks to the local authorities and institutions that made it possible to open this life-saving airlink, which now serves destinations including Cairo, Baghdad, Addis Ababa, Beirut, Erbil, Yerevan and Bishkek.

Among the many passengers, staff from the International Medical Corps have vividly shared their appreciation on the operation stating the importance of the service is not only:

“Ensuring that those furthest behind, who rely on humanitarian and medical assistance, can continue to be reached, but also getting workers home after being stranded for months far away from their families and loved ones.”



CARGO TRANSPORT



145 COUNTRIES REACHED

Via COVID-19 GHRP free-to-user cargo services, WFP Bilateral Services and UNHRD dispatches (including those directly from suppliers)

The transport industry across the board was among the hardest hit by COVID-19. As public health measures were introduced to stem the spread of the virus, air, sea and road capacity dropped worldwide and prices rose as demand began to far exceed capacity. Supply chain disruptions put the continuation of health and humanitarian programmes at risk and severely complicated the immediate health response required to address the pandemic.

To ensure the delivery of critical health and other humanitarian items, WFP cargo movement services on behalf of all humanitarian organizations are ensuring that gaps in capacity can be met in the most streamlined manner. To date, a total of **30,465 m³** of cargo has been dispatched to date on behalf of **44 organizations** (16 percent UN, 59 percent NGO, 18 percent GOV and 7 percent Other) to 145 countries – over 70 percent of the world. **18,649 m³** of this has been transported via WFP’s free-to-user cargo services under the Global Humanitarian Response Plan on behalf of **30 organizations**. These shipments include Personal Protective Equipment (PPE) such as masks,

CARGO DISPATCHED 30,465 m³

44 Organizations served

gloves and gowns, ventilators, emergency health kits, stretchers, thermometers, and water purification supplies, as well as logistics equipment. Of this cargo, 17 percent has been for Asia, 46 percent for MENA/ Europe, 12 percent for West and Central Africa, 6 percent for Southern Africa, 5 percent for East Africa and 14 percent for Latin America and the Caribbean.

WFP continues to work with governments and commercial entities to fill critical gaps in capacity. The European Civil Protection and Humanitarian Aid Operations department (ECHO) has provided six flights out of the WFP Liege hub, transporting cargo to destinations in Africa including Chad, Nigeria and CAR. The UAE has offered the support of three cargo aircraft that will operate out of WFP’s Global Hub in Dubai to transport medical and humanitarian cargo around the world. In the coming period, the Canadian government will be basing an aircraft in Panama to provide transport throughout Latin America. Discussions are also ongoing with NATO and other partners for the provision of additional airlift in support of the free-to-user services.

1 M³ EQUALS



32,500
surgical masks

or



1,650
safety goggles

or



30,000
gloves

or



1,800
face shields

IN FOCUS - LIEGE HUB

Liege hub in Belgium was established specifically to meet the needs of the humanitarian response to COVID-19, with the capacity to receive and consolidate cargo directly from not only key suppliers but also the regional logistics bases of European partners. Operations began on 30 April with a flight to Burkina Faso. Since then, 3,175 m³ have been moved from the hub for 36 countries, mostly in West Africa but also East Africa, the CIS countries and Afghanistan among

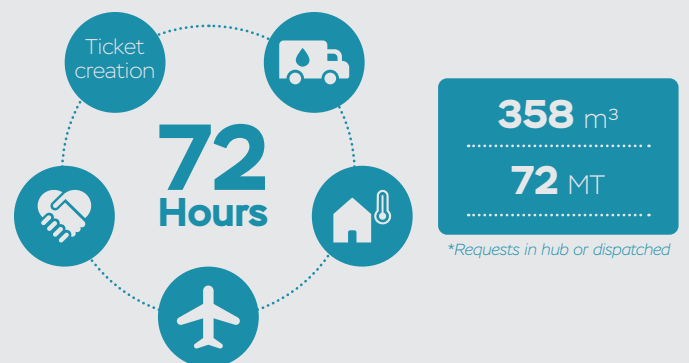
others. 497 m³ of this was coordinated by Liege hub on flights provided by ECHO. The current focus is on linking up with the Guangzhou hub in China to bring in critical items destined for locations in the Eastern and Central Europe region. Liege is also playing an instrumental role in the movement of temperature-controlled and cold chain items and has streamlined a 72-hour door-to-door delivery of this COVID-19 and other essential health cargo to areas in need.

72 HOURS

Vaccines against infectious diseases, medicines for COVID-19 patients, antibiotics, diagnostic kits or cancer treatments – these things all have one thing in common, and that is that they have to be kept at certain temperatures in order to remain effective. The transport of temperature-controlled and cold chain cargo is not an easy task, especially at a time when transport services are disrupted in most of the destination countries. So, how is it done? Through a complex choreography that requires perfection in every move. A cold box arrives at the airport in Liege – delicately packaged at the exact temperature to prevent these crucial items from becoming unusable at their final destination in Sierra Leone, Afghanistan or Yemen. The hub managers carefully plan the schedule in advance down to the last hour: the time and day of departure is always coordinated to ensure customs is open at the other end for a speedy release of cargo, the shortest route studied to avoid transit whenever possible to cut down on any possible delays – all the while maintaining close contact with the partner so that final handover in-country can take place immediately on release. But why is it so crucial to keep the timeline to 72

hours? Because of dry ice. When dry ice is used to keep items cool, it only lasts for 72 hours. Any transport longer than this would require opening the package to replace the blocks, substantially heightening the risks of a mishap. So much attention to detail is required to keep this often small but always precious cargo in perfect condition so that it can fulfil its task of saving lives at its final destination.

COLD CHAIN (1 May - today)



WFP is only filling cold chain requests on behalf of the health community under specific circumstances; the majority of cold chain cargo is handled by the individual organizations's supply chain. Meanwhile, WFP is supporting the re-establishment of the commercial supply chain to allow full recovery of the sector.



WFP/Jorge Diaz



UN MEDEVAC SERVICES

WFP continues to play a key role as part of the UN Medevac Cell, completing 23 medevacs to date. In Accra, WFP has constructed one 68-bed COVID-19 field hospital. WHO is in the process of taking over the facility and is currently contracting two private companies to run and provide the medical equipment and staff. A staggered opening of hospital beds is expected within July. To ensure advanced preparedness, WFP has also constructed a field hospital in Addis Ababa and discussions are ongoing between WHO, the Ministry of Health and WFP about its future use. A third field hospital has now been prepositioned in UNHRD Ghana to be available for use in Africa should there be a need.



2 FIELD HOSPITALS
(Accra and Addis Ababa) constructed



23 MEDEVACS COMPLETED
with WFP-contracted air ambulances



24/7
Medevac Cell



WFP/Diana Mora



COORDINATION

WFP is involved in a number of coordination structures to streamline the global COVID-19 response, including co-chairing the Supply Chain Task Force with WHO, which coordinates across the UN, NGO and government communities. WFP is also a member of the Supply Chain Inter-Agency Coordination Cell, established by the UN Crisis Management Team, which is responsible for information management and operational activities related to the COVID-19 Supply Chain System. This provides a 'line of sight' on supply chain requirements, ensuring COVID-19 needs are prioritized within the wider humanitarian response.

Within this framework, WHO leads the prioritization and destination for health items, while WFP serves as logistics lead to deliver the items on behalf of the humanitarian community.

The free-to-user services provided by WFP within the GHRP framework are made available to the UN system and other humanitarian and health organisations to serve the global health and humanitarian service requirements.

The Logistics Cluster is also providing support to the coordination of the COVID-19 response. To date the Logistics Cluster has coordinated with a total of 109 partners, providing critical information to assist in their operational planning for the response as well as an important forum for the discussion of logistics constraints.

Information is also being shared through dedicated COVID-19 operations pages on the [Logistics Cluster](#) and [WHO](#) websites.

LOOKING FORWARD

While commercial capacity is slowly resuming, the spread of the pandemic continues to speed up globally with nearly 13 million cases as of 13 July. Almost all countries across the world are affected, many of which have very limited logistics and health infrastructure. 200,000 cases a day are being reported to WHO across all regions and the doubling time worldwide continues to accelerate. Disruptions to health services remain a major concern, especially in fragile contexts.

In June, WFP reported that funding for the Common Services would run out by the third week of July, however there has been no significant increase in confirmed funding as of yet. Meanwhile, demand for WFP's common services continues to grow week on week, with three times more cargo and passengers transported in the last 30 days than over the first six weeks of the operation.

A reduction in market rates has meant that resources can now be contracted at lower rates than a few months ago, enabling the extension of both cargo and passenger services for an additional few weeks. WFP continues to ensure that services are as efficient as possible and that all available resources are being maximized, with a priority placed on using road and ocean transport when constraints and the urgency of the cargo allow for these options. However, despite these efforts, at the current pace of operations WFP only has funding to sustain the cargo and passenger services for the next few weeks.

 **US\$187.5M**
CONTRIBUTIONS PIPELINE



TIMELINE

- 23 March**
Addis Ababa Hub opens
- 30 April**
First cargo flight from Liege hub
- 1 May**
First passenger flight
- 8 May**
First cargo flight from Accra hub
- 15 May**
First cargo flight from Guangzhou hub
- 31 May**
First ocean transport
- 6 June**
1,000 passenger milestone
- 9 June**
First cargo flight from Panama hub
- 13 June**
2,000 passenger milestone
- 28 June**
5,000 passenger milestone
- 9 July**
First dispatch from Johannesburg hub
- 14 July**
9,000 passenger milestone

A brief has been drawn up and approved by the Emergency Directors Group (EDG) to define the eligible entities and the conditions of the free-to-user cargo services to ensure the efficient and transparent management of donor contributions. Other key documents including the Concept of Operations, detailed FAQs and other guidelines are available on the Emergency Service Marketplace (ESM).

For more information, please contact HQ.IM.Globalserviceprovision@wfp.org

Please note that figures provided are the most accurate at time of publishing, however may be revised once further information becomes available.