



World Food Programme

SAVING LIVES
CHANGING LIVES

REGIONAL BUREAU FOR **EASTERN AFRICA**

Supply Chain

2021 Regional Achievements & Outlook

MAY 2022

Overview

In 2021, a total of **2,022,000 metric tons (MT)** arrived in RBN, making it the Regional Bureau with the largest volume; with logistics services valued at approximately USD 340 million injected into the region.

Through Bilateral Service Provision (BSP), RBN uses its expertise in humanitarian logistics, extensive frontline field presence and market knowledge in complex operating environments to provide wide-ranging supply chain solutions to the humanitarian community. These included logistics planning, coordinating, and facilitating the importation and movement of medical items, deep field storage and multimodal transport solutions.

In addition, RBN has opened new corridors between **Sudan and Ethiopia**, and between **Rwanda and Ethiopia**.

Logistics Achievements 2021

Best Corridor Model Award

The RBN 2021 Corridor Management (CM) model was evaluated as the best model by the Office of Internal Audit (OIGA) in terms of strategic guidance, cost efficiency objectives, approval of annual plans and budget and review of performance.

Cash Based Transfer

In 2021, WFP transferred **USD 440 million** across nine countries in the region, allowing recipients to meet their food needs in local markets either through cash or through voucher programmes and contracted more than **2,500 retailers** across six countries through its voucher programmes.

Through its voucher programmes, WFP works closely with the retailers to ensure availability, price, quality, and service to its beneficiaries through regular monitoring as well as capacity strengthening where needed, training on business skills, allowing retailers to grow their businesses, which stimulates economic growth, while offering a better customer experience for all.

Environmental Sustainability (Green Logistics)

RBN Logistics and the Environment unit are building on and expanding the Greenhouse Gas (GHG) emissions inventory by adding the calculation of supply chain emissions and developing a data-driven, scalable, three-year regional sustainability strategy.

The objective of the joint Environmental-Logistics project is to develop and implement a measurable and scalable supply chain sustainability strategy. Building more sustainable supply chains is increasingly becoming a priority for National Governments and WFP Donors. This effort is also in line with WFP's global target of achieving a 45 percent reduction in CO2 emissions from 2010 levels by 2030, developed in response to the UN Sustainability Strategy (2020-2030).

Temperature Sensitive Logistics (TSL)

Building on the experience gained during the Ebola outbreak in 2014-15, the global response to the COVID-19 pandemic from 2020 onwards, and requests for increased support in health emergency responses and preparedness, WFP started to expand its scope from handling "high volume and small value" commodities such as delivering large quantities of bulk food items to "high value and small volume" commodities such as vaccines with increased product quality requirements.

WFP was designated as the in-country logistics provider in the MasterCard Foundation's Saving Lives and Livelihoods (SLL) initiative. WFP RBN partnered with the African Centre for Disease Control (ACDC) to support countries in East and Central Africa by providing technical inputs and recruitment of staff.

The RBN TSL team supports COs in building in-country TSL capacities and assists HQ formulate information and strategies through contribution and inputs from the field teams. The team is also represented and co-leads key regional forums such as the Regional Logistics Working Group or the UNICEF/World Health Organization (WHO) assessment of New Vaccine Deployment Plans at a local level, a requirement for the COVAX initiative.

Country Office Updates

Burundi

In efforts to leverage lake/water transportation and improve delivery efficiency, WFP Burundi undertook nine major ports assessments on the Lake Tanganyika corridor on infrastructure, handling capacity & operations.

Additionally, Burundi sees a great opportunity in continued cooperation and the transfer of skills by working closely with key partners such as the Ministry of Agriculture to improve and design effective solutions to reinforce food systems: post-harvest grain handling training; capacity strengthening for farmer's cooperatives and local traders to understand quality standards and to comply with WFP standards.

To optimize their supply chain system, WFP Burundi looks to continue collaborating closely with Government Partners for the facilitation of cross border trade through the elimination of all existing Non-tariff Barriers (NTBs) and identification of new NTBs.

Djibouti

In 2021 WFP enhanced its COVID-19 related storage and transport services for WHO storing 500 vaccines for WHO on site. To address the challenge of storage constraints that lead to reduced deliveries in Djibouti, the Port of Tadjourah offers additional storage capacity and overland transport to northern Ethiopia. This allowed an increase in rail transport into Ethiopia for containerized cargo. Djibouti silos achieved 100 percent utilization in 2021 playing a key role in providing supplies during the COVID-19 response.

Ethiopia

In 2021 Ethiopia moved over 1 million metric tonnes. WFP logistics continues to support the Government of Ethiopia on service provision with emphasis placed on strengthening ground transportation capacity and logistical efficiency. CBT is an innovation project that combines social and behavioural change communication with a monetary incentive to encourage positive spending habits among recipients of cash entitlements. Djibouti remains the most efficient corridor.

The capacity strengthening team is closely working with the Government of Ethiopia to improve the transport sector and achieve logistics efficiencies. Under a joint MoU between WFP and the Ministry of Transport, WFP provides technical and advisory services.

Kenya

2021 saw Moyale corridor being successfully used to provide support to Ethiopia. However, the transshipment problems on the Ethiopian side slowed down this operation.

7,000 metric tonnes were dispatched to support the Ethiopia Tigray emergency operation. The mechanization of the Mombasa port/warehouse operations also enabled faster handling and cost savings in the transportation of goods.

WFP Kenya successfully piloted the vegetable oil ATM machine in Dadaab which dispenses vegetable oil much like banking ATM dispense cash at the demand of the beneficiaries. The first prototype of the machine was piloted in July in Dadaab.

The Special Economic Zone in Mombasa has enabled bulk movement from Mombasa silos to Nairobi and Jinja.

Rwanda

Despite the challenges with the new AIF contract terms as well as delayed sales orders from buying COs resulting in storage and shelf-life constraints for CSB+, the co-ordination of regional contract for super-cereal (CSB+) supply from AIF remains a key activity for WFP Rwanda Supply Chain; Africa Improved Foods (AIF) have delivered more than 25,000 tonnes of CSB+ to countries across the region

WFP Rwanda also plans to increase its Local and Regional Food Procurement (LRFP) of maize and beans for Global Commodity Management Facility (GCMF) and integrate Small Holder Farmers (SHF) into fresh food Supply Chain for school feeding program.

Somalia

Somalia continued to implement a home delivery model with success for both cash and in-kind assistance. Somalia was the first WFP CO globally to effect COVID-19 vaccine deliveries in-country.

The e-Shop, a system that links families receiving WFP cash-based assistance to an array of local retailers, provides WFP with enhanced visibility on which food items are received by individual households at the most granular level possible: deliveries are tracked right to the doorstep of each e-Shop user. This system gave beneficiaries real-time and transparent price information, and empowered them to redeem their cash assistance and order food online from phones or other devices. This, along with the clear separation of responsibilities between retailers, delivery agents and cooperating partners, decreases the risk of fraud and enhances accountability. Through coordinated efforts between WFP, retailers and delivery providers, e-Shop also enables WFP to reach communities in hard-to-reach locations with limited infrastructure.

Since the launch, the platform has enabled 286,000 home deliveries, supporting 1.7 million people. More than 135,000 direct customers, 1,300 retailers, and 150 schools have registered on the platform and a total of US\$ 2 million in e-sales were generated.

Sudan

The Port Sudan provides an added channel for transport dispatches from the Port to other logistical hubs in the country.

Sudan, however, faces a myriad of challenges added to the current political instability, nation-wide tension and uncertainty, and hyper-inflation all on top of slow recovery from COVID-19. The increasingly complex customs clearance procedures and stringent Government restrictions on commodity shelf-life for import of > 1 year for staples leaves a less than one year shelf life for food items by the time BHA documents are issued.

For ease of small cargo deliveries, WFP Sudan use the Global Vehicle Leasing Programme (GVLP) to add pick-ups to their fleet to address the problem of insufficient transport in Sudan.

There is equally a greater need to increase in-kind support as CBT has not received adequate Government support for implementation.

South Sudan

Through Bor dyke rehabilitation project, WFP Logistics in South Sudan sealed 56 breach points out of 70 along the Bor dyke, which mitigated the continuing effects of flooding such as displacement. This involved a workforce of 1,500 people upgrading 31.6 km of the dyke. By August, 16,000 people initially displaced by the flood returned to their homes to rebuild their properties. The repair of breached dyke points was undertaken with community involvement to foster local ownership.

WFP contracted scientists from Water Management and Hydrological Engineering, HYDROC, to develop a study on the potential solution(s) against climate change.

WFP increased investments in roads and complementary market infrastructure, such as rural warehouses, training of smallholder farmers on storage to reduce post-harvest loss (PHL).

Ethiopia and South Sudan are willing to store unsold CSB+ from AIF which will decongest Rwanda stores to facilitate more favourable contract terms for Transfer of Title, storage, and uplift of contracted CSB+.

Uganda

Uganda emerged with the highest percentage of LRP in the region.

The prepositioning of imports in Mombasa means that often shelf life is less than 50 percent once the food comes to Uganda. Given the requirement by Uganda National Bureau of Standards that imports shall have more than 75 percent shelf life, there is an urgent need for RBN and SCOR to assist in negotiations between the Uganda CO and Uganda National Bureau of Standards (UNBS) on streamlining of clearance procedures, and on effecting an MoU between WFP and UNBS.

UNHAS

Ethiopia and Sudan- Tigray conflict crisis

Given the deterioration in protracted humanitarian contexts, 2021 saw humanitarian needs increase sharply, along with the resulting need to launch and escalate the United Nations Humanitarian Air Service (UNHAS) operations in several crisis-affected locations.

Following the escalation of the conflict in the Tigray region of Ethiopia in late 2020, the erosion of humanitarian access resulting from military operations, vast distances and the suspension of commercial flights hampered timely response to the increasing needs of affected populations. UNHAS Ethiopia adapted quickly to meet the additional air transport needs of the humanitarian community in the region by incorporating a third aircraft with 70 seats into its fleet and launching two regular flights per week connecting Addis Ababa to Mekelle, the capital of Tigray, in July 2021. Since then, UNHAS has provided the only safe access to the Tigray region. At the same time, with the arrival of tens of thousands of Ethiopian refugees in eastern Sudan, UNHAS Sudan positioned a helicopter in Kassala to facilitate air transport between refugee camps, and increased its flights to Kassala by making them daily.

Refugee operation in Kenya

During the year, UNHAS Kenya operated a special charter flight from Dadaab to Kakuma on behalf of UNHCR, carrying 63 refugee students to sit their national exams, a critical step in building resilience and self-reliance. UNHAS also operated seven voluntary repatriation flights transporting a total of 270 passengers to Somalia and Burundi, and supported resettlement activities by transporting, on behalf of the International Organization for Migration (IOM), more than 430 refugees from the camps to Nairobi for pre-departure activities.

Assessment missions in South Sudan

UNHAS South Sudan serves numerous non-scheduled and ad hoc locations, and facilitated inter-agency and multisector assessment missions, including in sudden-onset emergencies such as floods. In 2021, it transported 38 assessment missions of the inter-cluster working group. Requests from the humanitarian community for this service are expected to grow in 2022 owing to increasing needs.



Number of **passengers** transported regionally:

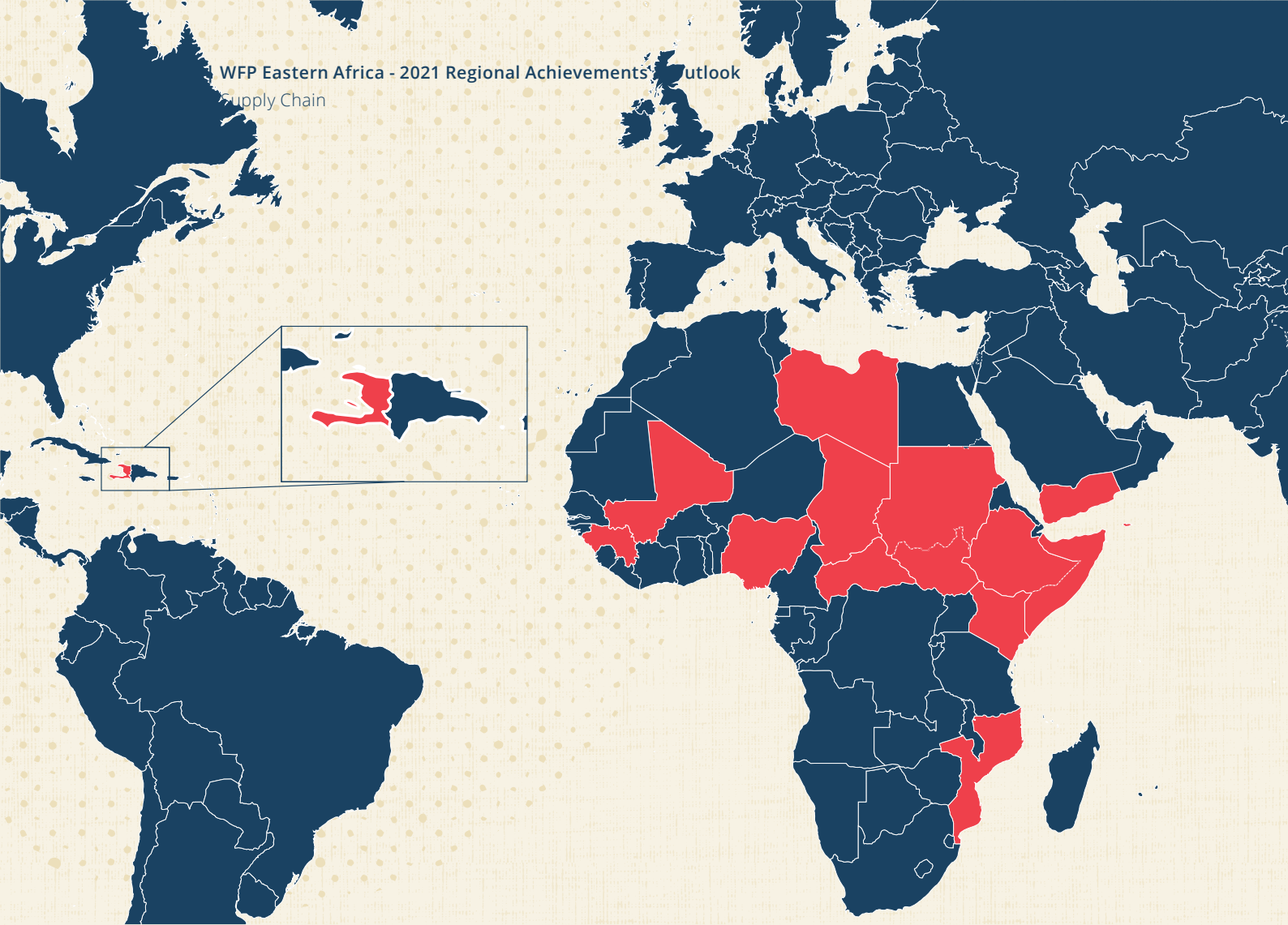
 **85,168**

MT of **cargo** transported regionally:

 **661,574**

Number of **destinations** covered regionally:

 **78**



UNHAS support for the distribution of COVID-19 vaccines and medical equipment in 2021

UNHAS operates in a total of 14 countries worldwide including 5 countries in Eastern Africa: **Ethiopia, Kenya, Somalia, Sudan and South Sudan**, playing an essential role in distributing COVID-19 vaccines and medical equipment at the country level.







- **UNHAS Ethiopia** transported medical items, including COVID-19 vaccines for United Nations staff members.
- **UNHAS Kenya** assisted the COVID-19 response by transporting medical supplies such as testing kits, samples, personal protective equipment and COVID-19 vaccines to and from Dadaab and Kakuma refugee camps.
- **UNHAS Somalia** supported its users with the delivery of critical medical supplies, including COVID-19 vaccines, with a total of 15 MT transported. UNHAS facilitated airstrip improvement work in two locations and continued to provide capacity development activities for its staff, covering various subjects including temperature-sensitive logistics systems and processes in support of cold chain activities related to the transport of COVID-19 vaccines. Induction briefings were completed for 16 crew members.
- **UNHAS South Sudan** assisted the COVID-19 response by transporting 400 suspected samples for testing and more than 2,300 kg of medical equipment, including vaccines, between 50 destinations across the country.
- **UNHAS Sudan** supported the distribution of 410 kg of COVID-19 items (vaccination cards, vaccination registration books, sanitizers, syringes, masks and COVID-19 test materials) to various field destinations.











UNHAS performance figures 2021

-  Passengers transported
-  Cargo transported
-  Destinations reached
-  User organizations served
-  Fleet
-  Medevacs performed
-  COVID-19 medevacs performed
-  Secevac performed

UNHAS Sudan *Operating since 2004*

-  23,144
-  69.8 MT
-  41 (39 regular + 2 ad hoc)
-  98
-  7 aircraft, including 4 helicopters⁵
-  15 patients
-  6 patients

UNHAS South Sudan *Operating since 2011*

-  64,012
-  2,802 MT
-  82 (57 regular + 25 ad hoc)
-  279
-  12 aircraft including 4 helicopters⁶
-  133 patients
-  14 patients
-  129 passengers



UNHAS Ethiopia *Operating since 2008*

-  4,166
-  39.5 MT
-  10 (6 regular + 4 ad hoc)
-  85
-  3 fixed-wing aircraft⁷
-  20 patients
-  6 patients

UNHAS Somalia *Operating since 2007*

-  7,906
-  1,067 MT
-  32 (11 regular + 21 ad hoc)
-  89
-  5 fixed-wing aircraft⁸
-  2 patients
-  5 passengers

UNHAS Kenya *Operating since 2012*

-  4,344
-  40 mt
-  10 (3 regular + 7 ad hoc)
-  49
-  1 fixed-wing aircraft⁹
-  1 patient

Challenges

Difficult business environment: In 2021, fuel price increased by 25 percent. Lengthy food exemption process, and the viability of corridor structures are likely to give anticipated volume reduction in 2022 and beyond. Cumbersome customs procedures have led, and may continue to lead to long lead times to final delivery points. Service Provision levels are also still low as there is only one agency engaged (FAO).

Political instability and conflict: unstable Government, continued tribal clashes, civil unrest, and hyper-inflation in **Ethiopia, Sudan and South Sudan** have hindered smooth logistical operations. The conflict between the Government of Ethiopia and forces in its northern Tigray region led to uncertainty on the corridor delivery and continuity of trucking capacity to Ethiopia.

Increased cost: the cost of operation and Field Level Agreements have increased due to effects of COVID-19.

Inaccessibility of parts of **South Sudan** throughout the year due to low infrastructure investment across the country, more and more roads have deteriorated extending lead times for arrivals to WFP hubs and Country Programme warehouses. The small quantity deliveries (Nutrition & School Feeding) to remote locations are not viable for Transporters or Fleet.



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PHOTO CREDITS

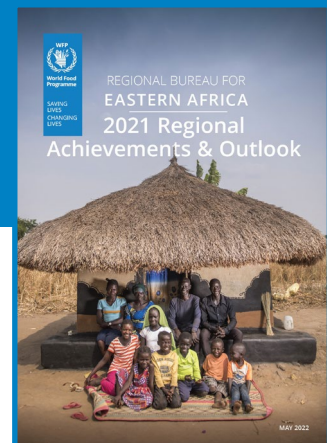
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ENDNOTES

- 1 UNHAS Sudan fleet in 2021: 1 Cessna C208 Gran Caravan (12 seats), 1 Embraer 145 (50 seats), 1 Beechcraft 1900 (19 seats), 1 Mi-8AMT (22 seats), 2 Mi-8MTV-1 (22 seats), 1 Mi-8T (22 seats).
- 2 UNHAS South Sudan fleet in 2021: 1 Mi-8MTV-1 (22 seats), 1 Mi-8AMT (22 seats), 2 Mi-8T (22 seats), 1 LET-410UVP-E20 (19 seats), 2 Cessna C208 Gran Caravan (12 seats), 1 DHC-8-202 (37 seats), 2 DHC-8-106 (37 seats), 2 Dornier 228-202 (19 seats).
- 3 UNHAS Ethiopia fleet in 2021: 2 Cessna C208 Gran Caravan (12 seats), 1 DHC 8 Q400 (70 seats).
- 4 UNHAS Somalia fleet in 2021: 1 Cessna C208 Grand Caravan (12 seats), 1 Beechcraft 1900 (19 seats), 2 DHC 8 (37 seats), 1 Fokker 50 (cargo aircraft). One of the two DHC 8 is shared with UNHAS Kenya.
- 5 UNHAS Kenya and ECHO Flight Kenya fleet in 2021: 1 Dash DHC8 (37 seats). The aircraft is shared with UNHAS Somalia.



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