

UNHAS Brief to the Executive Board

28 November 2018

Slide 1 - Cover

Background *(by Jakob Kern, Director Supply Chain Division)*

1. The United Nations Humanitarian Air Service (UNHAS) is critical to WFP's goal of achieving Zero Hunger. It is a key activity under SDG 17 and is one of the Supply Chain Division's activities towards reaching the goal of the 2030 Agenda for Sustainable Development.
2. For the past fifteen years, WFP has delivered safe, reliable and efficient air transport services to facilitate access for the humanitarian community, development organizations and donors. Never has the role of UNHAS been more important than in the current climate with the number of emergencies faced.

Operational Information *(by Eric Perdison, Chief of Aviation)*

Slide 2 – UNHAS Presence vs Source of Air Capacity (Maps)

3. Through UNHAS, WFP currently provides services for more than 750 organizations to 285 destinations in 16 countries, and transports over 300,000 passengers every year. We also provide medical evacuations and security relocations for aid workers. The size of our operations and number of aircraft (over 90) is comparable to some international commercial airlines. Yet, the fundamental difference between UNHAS and commercial airlines is that about 90 percent of UNHAS flights are into remote locations often with poor runways and characterized by various security and other operational challenges, where no commercial airline would ever go.
4. The Aviation Service and the Aviation Safety Unit – which is hosted within the Supply Chain Division but is an independent entity with direct reporting line to the Assistant Executive Director, Operations Service – continue to work diligently towards strengthening the capacities of states through training, safety campaigns and evaluation of commercial air operators, especially in developing countries. Our long collaboration with key stakeholders in the aviation industry enables us to forge strategic partnerships through which we provide assistance to civil aviation authorities and other state actors in the countries where we operate. We coordinate with relevant international aviation agencies.
5. Through these efforts, we have helped some commercial air operators strengthen their procedures, making them capable of meeting the UN Aviation Standards. Those air operators are based in the Caribbean region, Chad, Mali, Nepal, Nigeria, the Philippines and Papua New Guinea – to name but a few. Having such a wide geographical spread of air operators gives us good lead time and helps us to be better prepared to deploy during emergencies.

Slide 3 – Enabling Humanitarian and Development Assistance

6. In 2017, we used a combination of UNHAS and WFP cargo air operations to respond effectively to various emergencies including the Rohingya Crisis in Bangladesh, the devastating hurricanes in the Caribbean, the Boko Haram insurgency in Nigeria, the escalation of violence in the Kasai region of DRC and the besieged Deir Ezzor region in Syria.
7. This year, UNHAS continues to respond swiftly to unfolding emergencies thus helping to avoid further disaster. For example, we were able to deploy an aircraft within 24 hours during the Ebola outbreaks in DRC. Through our timely intervention, the World Health Organization (WHO), the Ministry of Health, non-governmental organization (NGOs) and other relevant stakeholders were able to deploy personnel, equipment and lifesaving medical interventions to remote locations. UNHAS also assumed responsibility for the transportation of medical samples.
8. Out of the 750 user organizations we serve globally, 55 percent are NGOs and 40 percent are UN. The remaining five percent of our users comprise donors, diplomatic entities, host government authorities, etc. Indeed, we save lives and change lives!

Slide 4 – Funding Received in 2018

9. Our robust risk mitigation and safety management systems have supported in maintaining our leading role in safe and efficient humanitarian air transport. In order to continue providing this service to the greater humanitarian community, UNHAS operations rely on timely, predictable funding. Although operations frequently are funded towards the end of year, having a committed funding source at the beginning of the year is preferred as it enables WFP to negotiate better rates from air operators, thereby driving down cost.

Slide 5 – Monitoring Efficiency vs Effectiveness of UNHAS - 2018

10. WFP Aviation has developed a Performance Management Tool for all operations. The tool gives automatic visualization of trends, measures performance in terms of effectiveness and efficiency and guides in making informed decisions to improve overall performance. The tool is used at Headquarters for strategic decisions on contract management and, at the country office level, to enable Chief Air Transport Officers take prompt action on scheduling and fleet optimization. Ultimately, the tool helps WFP to measure value-for-money of UNHAS operations. *As you can see from this slide, an operation such as Somalia has better combination of cost and bookings served as compared to Sudan for example. This does not necessarily mean UNHAS Sudan is performing poorly. Rather, it helps us understand the rationale for each operation: whereas Somalia relies mainly on a large fixed-wing aircraft over long distances with high occupancy rates (demonstrating efficiency), the fleet in Sudan is predominantly reliant on particular helicopter types that are the only ones that can operationally respond to users' needs and provide evacuations from very remote locations to the regional capitals in the Darfur regions (demonstrating effectiveness).*

Slide 6– Funding Required – 2019

As we are looking towards 2019, we recognize that emergencies around the world are showing no sign of decreasing. Thus, our funding requirements for 2019 are slightly higher to ensure that UNHAS can continue to support a rapid response to unfolding emergencies.