



## ZIKA RESPONSE MULTI-PARTNER TRUST FUND

### CONCEPT NOTE

**Programme Title: Aviation Vector Control Implementation and Research Programme**

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**Objective(s) of Programme**

Establish ownership of vector control policies and programmes in the aviation industry by relevant stakeholders.

**Promotion and integration of the principles of IVM** (Integrated Vector Management) strategies into policies of relevant stakeholders.

**Development of an Aviation-specific Risk Assessment Model** in terms of transmission of communicable diseases by air.

**Facilitate development of performance measures for non-chemical vector control measures.**

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**Geographic Area**

*Global – initial focus on areas where Aedes aegypti vector is present or where there is a predicted distribution of the vector (South America, Mexico, US, Africa, Madeira Island, Georgia, Russian Federation, Asia)*

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**Implementing Entities** *ICAO and WHO*

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**Timeframe** *August 2016 – July 2018 (2 years)*

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**Epidemiological context**

*The main mode of transmission is mosquito-borne, with a high number of countries experiencing Zika virus outbreaks, with no previous evidence of circulation. Zika virus continues to spread geographically to areas where competent vectors are present. Risk assessments have predicted the distribution of the vector in future. Global travel contributes to the spread of the vector. It is essential to perform vector control activities at the source to prevent further spread of the vector. Current experience indicates that there is no clear ownership with regards to vector control policies and activities at airports, with subsequent insufficient measures being applied which could contribute to the spread of the vector and the virus (by being bitten by mosquitoes at the airport, but also*

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*through transport of mosquitoes in luggage, cargo and to a lesser degree within aircraft)*

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**SRP Objective**

***Detection** – strengthening surveillance by engaging State authorities to participate more actively and building capacity*

***Prevention** – of the potential spread of the Aedes vector through integrated vector management, risk communication and developing risk assessment models.*

***Research** - facilitate development of performance measures for non-chemical Aedes mosquito vector control tools*

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**Beneficiaries**

*Unable to quantify number of beneficiaries, but target populations include resident in States as well as travellers going to and returning from Zika affected areas*

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**Government counterparts**

*The activities will target national programme managers of public health vector control in risk countries, national managers of civil aviation authorities, national and international airport managers, Non-Governmental Organizations, research, industry and Inter Governmental Organizations*

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#### Description of Programme Components and Key Output(s)

Multisector collaborative efforts are required in priority endemic countries and in countries with predicted risk to control the spread of the vector by applying sustainable control measures. The health risks of the application of chemical disinsection products and the increased development of resistance against chemical products could undermine control efforts unless additional mitigation measures are taken. Addressing environmental concerns are an additional driving force for investigating a new approach to vector control.

Key programme components include:

- Engaging with all relevant stakeholders to establish **ownership of vector control policies and programmes** in areas where travel by air could contribute to the spread of the vector and Zika virus disease;
  - **Enhancing communication and cooperation** in these areas by making use of the existing Collaborative Arrangement for the Prevention and Management of Public Health Events in Civil Aviation (CAPSCA) network to ensure a multisector collaborative and integrated response to build capacity to prevent the spread of the vector and Zika virus disease;
  - **Promoting the implementation of Integrated vector management** through combination of different intersectoral interventions aimed at improving the efficiency and sustainability of vector disease control measures;
  - **Designing guidance material and providing training** through the existing CAPSCA network ensuring sharing of best practices and remaining current with the latest developments;
  - Preparing and facilitating a **research agenda for combination of non-chemical and chemical methods for vector control and determining performance measures for non-chemical vector control initiatives**;
  - Developing an **aviation specific Risk Assessment Model** in terms of transmission of communicable diseases by air on evidence-based decision-making.
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#### Programme Outputs

- **Web-based airport vector control registry** (under development);
  - **Integrated vector management framework** for adaptation at various levels by various stakeholders, which includes consistent and sustainable monitoring and evaluation policies and procedures;
  - **Guidance and training materials** on integrated vector control management framework for implementation in the aviation environment;
  - Inclusion of **integrated vector control management framework** (relating to the aviation environment) in National emergency prepared plans for managing public health events and in aerodrome and air operators manuals;
  - **Flight information network** that stakeholders can access to make informed policy decisions based on risk assessments (under development);
  - **Aviation-specific Risk Assessment Model** addressing transmission of communicable diseases by air (evidence-based decision-making);
  - Critical review of available evidence on non-chemical vector control methods, barriers to implementation and possible solutions;
  - Performance-based criteria for non-chemical vector control methods;
  - Disseminating frameworks, guidance material and information by means of the existing CAPSCA network.
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#### Project budget by UN categories

CATEGORIES	ICAO	TOTAL
1. Staff and other personnel (include titles of staff, unit cost, quantity)	750,000	
2. Supplies, Commodities, Materials (incl. description of items, unit cost)	100,000	
3. Equipment, Vehicles, and Furniture, incl. Depreciation (include details as described above)	N/A	
4. Contractual services (include details)	150,000	
5. Travel (include details)	800,000	
6. Transfers and Grants to Counterparts (include details)	N/A	
7. General Operating and other Direct Costs	N/A	
<b>Sub-Total Project Costs</b>	<b>1,800,000</b>	
8. Indirect Support Costs*	126,000	
<b>TOTAL</b>	<b>1,926,000</b>	

*\*The rate shall not exceed 7% of the total of categories 1-7, as specified in the Ebola Response MOU and should follow the rules and guidelines of each recipient organization. Note that Agency-incurred direct project implementation costs should be charged to the relevant budget line, according to the Agency's regulations, rules and procedures.*