



**UN EBOLA RESPONSE MPTF
FINAL PROGRAMME¹ NARRATIVE REPORT - VERSION 1
DATE: 28TH SEPTEMBER 2017**

Project Number(s) and Title(s) Project Title: #61 Ebola Flare up expenses coverage (Gateway ID): 00101347	Recipient Organization(s) RUNO(s): WFP Guinea Project Focal Point: Name: Edouard Nizeyimana Country Representative WFP Guinea Tel. +224 625000021 E-mail: Edouard.nizeyimana@wfp.org
Strategic Objective & Mission Critical Action(s) SO 4 (STEPP) - PRESERVE stability MCA 10 : Transport and fuel	Implementing Partner(s) National counterparts (Government, private, NGOs & others) and/or other International Organizations: National Ebola Response Coordination Cell
Location: Guinea	Sub-National Coverage Area: Nzerekore, Macenta, Kissidougou and Koropara.
Country or Regional	Full list of countries and/or districts
Programme/Project Cost (US\$) Total approved budget as per project proposal document: MPTF²: 400,000 USD <ul style="list-style-type: none"> • by Agency (if applicable) Agency Contribution • by Agency (if applicable) Government Contribution (if applicable)	Programme Duration Overall Duration (months): 1 month 10 days Project Start Date ³ : 21 Jul 2016 Originally Projected End Date ⁴ : 31.08.2016 Actual End date ⁵ (dd.mm.yyyy): 30.07.2016 <div style="text-align: right;">Yes <input type="checkbox"/> No <input checked="" type="checkbox"/></div> Agency (ies) have operationally closed the programme in its(their) system
Other Contributions (donors) (if applicable) TOTAL: 400,000 USD	Expected Financial Closure date ⁶ : 30 June 2018
Programme Assessment/Review/Mid-Term Eval. Evaluation Completed	Report Submitted By <input type="radio"/> Name: Alseny Barry

¹ Refers to programmes, joint programmes and projects.

² The amount transferred to the Participating UN Organizations – see [MPTF Office GATEWAY](#)

³ The date of the first transfer of funds from the MPTF Office as Administrative Agent. The transfer date is available on the online [MPTF Office GATEWAY](#).

⁴ As per approval of the original project document by the Advisory Committee.

⁵ If there has been an extension, then the revised, approved end date should be reflected here. If there has been no extension approved, then the current end date is the same as the originally projected end date. The end date is the same as the operational closure date, which is the date when all activities for which a Participating Organization is responsible under an approved project have been completed. As per the MOU, agencies are to notify the MPTF Office when a programme completes its operational activities. Please see [MPTF Office Closure Guidelines](#).

⁶ Financial Closure requires the return of unspent funds and the submission of the [Certified Final Financial Statement and Report](#).

Yes No Date: dd.mm.yyyy

Evaluation Report - Attached

Yes No Date: dd.mm.yyyy

- Title: Programme Officer
- Date of Submission: 02/03/2018
- Participating Organization (Lead): WFP
- Email address: alseny.barry@wfp.org

Signature:

Report Cleared By

- Name: Edouard Nizeyimana
- Title: Country Director
- Date of Submission: 03-05-2017
- Participating Organization (Lead): WFP
- Email address: Edouard.nizeyimana@wfp.org

Signature:

PROJECT/PROPOSALRESULT MATRIX

Project Proposal Title: EBOLA FLARE UP EXPENSES COVERAGE						
Strategic Objective to which the project contributed	SO 4:	Transport and Fuel				
MCA [10] ⁷ : Transport and fuel						
Output Indicators	Geographical Area	Target ⁸	Budget in USD	Final Achievements	Means of verification	Responsable Organization(s).
<i>Insert specific project output indicator</i> Indicator 1.1.: Number of passengers transported Indicator 1.2 : Quantity of cargo transported Indicator 1..3: Number of medevac (medical evacuations (no Ebola) operated Indicator 1.4.: Number of hours flown	Nzerekore, Macenta, Koropara, and Kissidougou	770 passengers Cargo: 2,998 Kg 03 medevac 80 hours plus 30,000 liters of fuel burned	400,000 USD	709 passengers 4,445 cargos 01 evacuation 107.57 hours/ 47,314 liters	Daily Flight Reports (UNHAS database), WINGS (WFP Finance database) Fuel invoices	WFP/UNHAS/ NERC
MCA [10]: Transportation and Fuel						
Effect Indicators :	Geographical Area (where the project directly operated)	Baseline ⁹ In the exact area of operation	Target	Final Achievements	Means of verification	Responsable Organization(s)
- Flight delay and cancellation - Rate of travel request satisfaction - Aircraft occupancy rate	Nzerekore, Macenta, Koropara, and Kissidougou	No baseline established	-No delay or cancelation. -100% rate of satisfaction - 75% of occupancy rate	- No flight delay and cancellation recorded during this period - 100% rate of travel request satisfaction - 57% of occupancy rate	Daily flight schedule, aircraft use reports	WFP/UNHAS

⁷ Project can choose to contribute to all MCA or only the one relevant to its purpose.

⁸ Assuming a ZERO Baseline

⁹ If data is not available, please explain how it will be collected.

FINAL PROGRAMME REPORT FORMAT

EXECUTIVE SUMMARY

Background and Situational Evolution

The humanitarian flight continued its schedule as a part of the country's whole emergency response mechanism following the flare up of Ebola virus disease(EVD) which occurred again in March 2016. The UNHAS flights were particularly required to facilitate the rapid deployment of response teams and their equipment/supplies to the affected site of Koropara in Forest Guinea region. Following this unexpected increase in flight requests, and given that UNHAS regular operations 'were closing down(in July 2016) due the declaration of the end of the epidemic, WFP was not in a position to meet the increased demand. With this USD 400,000 MPTF contribution, UNHAS flights were regularly operated to ensure the response to the flare up is adequately provided by humanitarian partners. Additional flights allowed a quick access and deployment of response workers to the affected zones and this facilitated the quick containment of the flare up.

Narrative section (About 1,000 words):

- Key Achievements:**

With this MPTF grant, UNHAS was able to contribute to the containment of the latest flare up. Response teams had access to a reliable mean of transport to the site rather than relying on ground transportation. There is no other air service in Guinea so the only alternative left was by road and this takes 2 full days to reach Nzerekore by road from Conakry. Without such aviation service dedicated to the operation, timely and effective response to contain this resurgence would have been very difficult.

UNHAS has demonstrated efficiency and effectiveness in responding to all requests and reservations made by humanitarian actors. Additional flights were arranged and special flights chartered at a short notice. Moreover, there were no delays or flight cancellations during the emergency response period despite risks of bad weather. A total of 709 passengers, 4,445 tons of cargos and 01 evacuation were performed during the life time of the project. Based on the experience from previous years, the implementation was much easier as destinations were already covered and the ground arrangements were in place. In the same way humanitarian actors were familiar with equipment & medical supplies as well as Standard operating Procedures(SOPs).

The UNHAS staffing structure included mostly national staff whose capacity was developed by the WFP international aviation expert: 01 air transport officer (International), 05 air movement assistants (local staff), 01 administration assistant (local staff), and 02 drivers (local staff). This can be perceived as a major boost in terms of local capacity development and ownership for future similar interventions. In the overall operational delivery under multi donor mechanisms, there has been a number of capacity development activities directed to humanitarian actors and government logistics staff(32).

There was no formal evaluation for this grant contribution, however a central evaluation for Ebola virus disease was carried out where UNHAS operation was scrutinized.

- **Delays or Deviations**

There was no delay, deviation or cancellation. The project was completed at the initial due date of 30/07/2016. The only variation between the proposed target and the final result is about the aircraft occupancy rate which was initially set at 75% and the final result was 57%. This can be explained by the fact that the UNHAS was able to satisfy all booking requests (at 100%) which finally came in at a lower rate compared to what was expected.

- **Gender and Environmental Markers** (*Please provide disaggregated data, if applicable*)

No. of Beneficiaries PAX	
Women	124
Girls	00
Men	585
Boys	00
Total	709

Environmental Markers
e.g. Medical and Bio Hazard Waste
e.g. Chemical Pollution/CO2

- **Best Practice and Summary Evaluation** (*one paragraph*)

The coordination of this project activities involved UNHAS/WFP, the UN Coordination system as well as the Government counterparts (National Ebola Coordination Cell). Flights were regularly serviced as planned because of the strict compliance to highest aviation standards. The assessment was conducted on a regular basis per each scheduled flight and reports shared at the end of the day.

- **Lessons learned**

The two lessons below were drawn out of this project:

The timing of the contribution was critical to ensure continuity of UNHAS operation which was due to close down. It would have been cumbersome to resume flights if the operation ended and the aircraft redeployed to its original base.

By availing the UNHAS during the Koropara flare up, WFP contributed to the positive results that all response teams achieved because a rapid and easy access to the site was guaranteed, and safety of emergency teams was assured through the availability of medical evacuations in the event of such a circumstance.

Logistics is a pivotal part of any emergency response plan. Therefore, maintaining a humanitarian flight in a country like Guinea even during the post-crisis phase is crucial given the poor road conditions which would not otherwise facilitate the timely and effective deployment of teams, equipment and supplies.

- **Story on the Ground**

"I really wonder how this could be done if I had to spend two days on road in order to reach Nzerekore. I have been using this flight for the last three weeks now and I am happy I am able to get here quickly and safely. Thanks to UNHAS" A humanitarian expert at his arrival in Nzerekore in early May 2016.