

Submission Form

To
Management Committee for the UN Central Fund for Influenza Action

Meeting No: 5	Date of Meeting: 20 February 2008
Item No: 200805	Programme / project: Cooperative Arrangement for the Prevention of Spread of Communicable Disease by Air Transport (CAPSCA)
To: Management Committee for the UN CFIA	Date of Submission: 18 January 2008
From: International Civil Aviation Organization (ICAO)	Contact: Dr. Anthony Evans +1 514 954 8150 aevans@icao.int
National Authority <input type="checkbox"/> Endorsement <input type="checkbox"/> Comments (mandatory if no endorsement)	Contact: Telephone number, email
Proposed submission, if approved would result in: <input checked="" type="checkbox"/> Continuation of existing programme/project <input type="checkbox"/> New programme/project <input type="checkbox"/> Other (explain)	Proposed submission resulted from: <input type="checkbox"/> National Authorities request <input checked="" type="checkbox"/> UN Agency/eligible Partner initiative within UN Consolidated Action Plan <input type="checkbox"/> NGO or other agency Request <input type="checkbox"/> Other (explain)
Programme/project Title: Cooperative Arrangement for the Prevention of Spread of Communicable Disease by Air Transport (CAPSCA)	
Category of project: <u>Country with restricted implementation capacity;</u> Unforeseen Urgency; Joint programming	
Amount of CFIA funds requested for Proposed Programme/project: US \$399,960	
Amount of indirect costs requested: (%) 10% US \$ 36,360	

1. Background

Provide brief and concise information on the background of the programme/project. Indicate how originated, refer to request endorsement or approval by relevant national authorities etc. If extension of existing programme/project provide information on original programme/project, such as number, programme amount, date of approval. Provide information on other/previous fundraising activities for the programme/project.

A meeting in Geneva on avian and human pandemic influenza was held at the World Health Organisation (WHO) headquarters, Geneva, from 7 – 9th November 2005. Co-sponsors of the meeting with the WHO were the Food and Agriculture Organization, the World Bank and the World Organization for Animal Health. At this meeting it was clear that the focus of public health efforts were directed at surveillance, detection, isolation and treatment/prophylaxis and that guidance with respect to actions in the aviation sector were not of high priority. The WHO had produced a “global influenza preparedness plan” which set out specific objectives and actions for each of the six phases in the development of an influenza pandemic, but, although this did address the aviation sector, ICAO felt that it did not do so in sufficient detail to answer some of the questions that were being received from States, airport and airline operators.

ICAO determined to take a proactive approach to address the impact of a possible pandemic on the aviation sector and to develop an aviation related preparedness plan. Two consecutive meetings on the subject were held in Singapore between 7 and 10 February 2006. The first meeting on 7 and 8 February was for a 15 member Working Group which agreed pandemic planning guidelines for States, airports and airlines. Participants and experts, from 10 states, 42 participants in all, attended the second meeting on 9 and 10 February 2006 and recommended some modifications that were incorporated into the guidelines.

CAPSCA

The next step was implementation of the guidelines and to carry this work forward a project entitled “Cooperative Arrangement for the Prevention of Spread of Communicable Disease by Air Transport” (CAPSCA) was commenced. The aim was to reduce “the risk of spreading avian influenza and similar communicable diseases by air travellers through cooperative arrangements between the participating States/administrations and airports.” A secondary aim was to reduce the financial impact from an outbreak, by having an efficient management plan in place. These aims would be achieved by the application and implementation of ICAO Guidelines.

The Asia Pacific region was chosen as the first region to be targeted as the risk of an outbreak was considered greatest in this region. The project is now being extended into Africa and a kick-off meeting was held in Gabon in November 2007.

The project document (see attached) outlining the activities to be conducted in Africa will be sent to contracting States in February 2008, inviting States in the Africa region to participate in the project. As soon as a sufficient number of States join the project, a Steering Committee will be established. During the Aviation Medicine seminar held in Libreville, Gabon in November last year, most of the participant States expressed their interest for the project and for the proposal to establish Regional Aviation Medicine Teams (RAMTs).

In parallel, an ICAO Expert provided through the project will be appointed. He will be devoted at encouraging States to join by communicating the existence and objectives of the project through seminars, workshops and lobbying. Moreover, he will coordinate the establishment of the RAMTs and later lead those teams. Eventually, he would visit participating airports to ensure the guidelines are adhered to, and fully implemented, and to train personnel from the participating civil aviation and airport authorities, as well as airlines to ensure the continued implementation of these guidelines and to assist other states in the region that may join the program.

The target date for the commencement of the project which was announced to States during the recent Gabon Aviation Medicine seminar. The project will formally be launched by means of two workshops that will take place in Dakar (12-13 March 2008) and Nairobi (17-18 March 2008). The RAMTs are expected to meet not later than June 2008.

Participants:

The following States/Special Administrative Regions/International Organizations may join the project at the beginning as they sent representatives to the meeting in Gabon:

ICAO
 WHO
 International Air Transport Association
 Airports Council International
 Algeria
 Burkina Faso
 Congo RDC
 Côte d'Ivoire
 Ethiopia
 Gabon
 Ghana
 Kenya
 Mali
 Morocco
 Namibia
 Nigeria
 Senegal
 Togo
 South Africa

At the present time (Mid January 2008), none of those States have received the project document describing in details the activities to be conducted under the CAPSCA project in Africa. This list is based on the interest expressed by the participants to the Gabon Aviation Medicine seminar as well as the level of air transport activities in the countries.

2. Purpose of Proposed Programme/Project

Detail key objectives, output, activities and indicator of success from programme/project cover sheet and attach detailed programme/project document in standard format.

- What problem(s) does the programme/project address? What specific assessments have been made and by whom?

The primary aim of CAPSCA is to ensure that in the event of an outbreak of a communicable disease of international public health concern, such as pandemic influenza, the aviation sector is in a position to respond in a proportionate and efficient manner. It is clear, from the seminar held in Gabon that ICAO undertook and from meetings by ICAO staff with health officials, that the response to the threat is piecemeal. Some airports and airlines within certain States are well prepared, whereas others are not. The key performance indicator is the number of States that have established a preparedness plan in

compliance with the ICAO guidelines, and have had at least one international airport successfully evaluated. A further key performance indicator is the establishment of a network of experts, actually two Regional Aviation Medicine Teams that will be able to provide ongoing advice on the subject.

- How do the proposed outputs and activities help solve these problems? How does the programme/project fit in with the national AI Plan?

CAPSCA encourages airports and airlines to develop an aviation preparedness plan, that is in line with the ICAO guidelines. To have a successful evaluation, lines of communication must be established with all relevant stakeholders, at varying levels. At a local level, communication must be established between the airport operator, public health authority, customs and immigration and security and other organizations. At a national level communication is required between the ministry of transport and the ministry of health. Internationally, bilateral links are needed to ensure regional harmonization of response. The aviation preparedness plan must fit in with the national plan. It must also reflect the IHR (2005) and any associated guidelines.

- What are the essential features of the programme/project's operating environment?

The aviation operating environment is highly dynamic and cost intensive. Decisions that affect passenger traffic can have an immediate, detrimental and serious financial effect.

- How does the programme/project fit into the UN Consolidated Action Plan on AHI?

The programme has been developed in line with the proposal that has been included in the Consolidated Action Plan.

- What are the expected benefits and who are the main targeted beneficiaries

The expected benefits are that should there be an outbreak and a scaling up of the WHO Phase level, the aviation sector will be able to respond promptly and appropriately to any call for health protection measures from the WHO. This might entail providing accurate, consistent and timely information about the operating status of an airport or airline to passengers and crew, having the ability to screen passengers on departure and being able to deal with a suspected case on an inbound aircraft. In fact, a wide range of responses may be called for, ranging from segregation of potentially infectious travellers to effective cleaning of aircraft after a suspect case has been transported.

- Are the needs of particularly vulnerable or marginalised groups and issues of gender addressed? How?

The project is not designed to address the needs of vulnerable or marginalised groups.

- How does the programme/project relate to existing national structures and how will it contribute to national capacity building

It is clear that national preparedness planning should include provisions for the aviation sector. Establishing reliable lines of communication to develop preparedness plans across different departments in an organization and across disparate organizations is a key objective. At a government level the ministry of health is responsible for controlling the national plan but collaboration with the ministry of transport is essential if transport issues are to be adequately addressed.

3. Project Implementability

	<i>CFIA 2007 grant (Africa portion)</i>		
	2007	2008	
<i>Estimated commitments (\$mill)</i>	0.01	0.14	
<i>Estimated disbursements (\$mill)</i>	0.01	0	
	<i>CFIA 2008 funds (current application)</i>		
	2008	2009	
<i>Estimated commitments (\$mill)</i>	0.202	0.198	
<i>Estimated disbursements (\$mill)</i>	0	0	

4. Evaluation of Proposals

Provide concise summary evaluation of proposal against:

	<i>General principles and selection criteria</i>	
(a)	Must be explicitly based on UN Consolidated Action Plan (UNCAP),	Yes <input checked="" type="checkbox"/> No <input type="checkbox"/>
(b)	Must support national strategies,	Yes <input checked="" type="checkbox"/> No <input type="checkbox"/>
(c)	Must promote and ensure national ownership,	Yes <input checked="" type="checkbox"/> No <input type="checkbox"/>
(d)	Must demonstrate UN's comparative advantage for specific intervention ,	Yes <input checked="" type="checkbox"/> No <input type="checkbox"/>
(e)	The organization must have the appropriate system to deliver the intervention,	Yes <input checked="" type="checkbox"/> No <input type="checkbox"/>
(f)	The UN response must be effective, coherent, context-sensitive, cost-efficient and the outcomes, sustainable,	Yes <input checked="" type="checkbox"/> No <input type="checkbox"/>
(g)	Must avoid duplication of and significant overlap with the activities of other actors,	Yes <input checked="" type="checkbox"/> No <input type="checkbox"/>
(h)	Must use strategic entry points that respond to immediate needs and yet facilitate longer-term improvements,	Yes <input checked="" type="checkbox"/> No <input type="checkbox"/>
(i)	Must build on existing capacities, strengths and experience,	Yes <input checked="" type="checkbox"/> No <input type="checkbox"/>
(j)	Must promote consultation, participation and partnerships.	Yes <input checked="" type="checkbox"/> No <input type="checkbox"/>

- Overall review of programme submission

Recommendations: UN Organizations that have lead responsibilities for the objectives of the UN CAP

OCHA: The proposal provides a sound basis for the provision of international guidelines and also technical support to the air industry (through national government planning) in case of pandemic (or other infectious diseases). Practical compliance to the guidelines might be challenging to obtain given that many countries do not have a Pandemic contingency plan. We should consider including this in the PIC Readiness Tracker in order to provide a means of monitoring the overall impact.

WHO: Overall objective is sound but the proposal is very sketchy. It will be important to use the project the develop capacity to respond to all public health emergencies of international concern not just pandemic influenza. This is noted but details are lacking.

5. Review by Secretariat

Check on Programme/Project Proposal Format Contents

- | | | |
|---|---|---|
| <input type="checkbox"/> Cover sheet (first page) | Yes <input checked="" type="checkbox"/> | No <input type="checkbox"/> |
| <input type="checkbox"/> Logical Framework with indicators of success and timelines | Yes <input checked="" type="checkbox"/> | No <input type="checkbox"/> not required <\$500,000 |
| <input type="checkbox"/> Programme/Project Justification | Yes <input checked="" type="checkbox"/> | No <input type="checkbox"/> |
| <input type="checkbox"/> Programme/Project Management Arrangements | Yes <input checked="" type="checkbox"/> | No <input type="checkbox"/> |
| <input type="checkbox"/> Risks and Assumptions | Yes <input checked="" type="checkbox"/> | No <input type="checkbox"/> |
| <input type="checkbox"/> Budget | Yes <input checked="" type="checkbox"/> | No <input type="checkbox"/> |
| <input type="checkbox"/> Progress Report (for supplementary funding only) | Yes <input type="checkbox"/> | No <input checked="" type="checkbox"/> |

Implementability

The project has clear measurable deliverables: increased number of participating States develop and test contingency aviation plans; plans are incorporated into the State's national preparedness plans; global effort are established to ensure national plans are harmonized regionally and globally; and regional aviation medicine teams are established.

<i>General criteria for prioritisation</i>		
(a)	Must be in line with UN Consolidated Action Plan	Yes <input checked="" type="checkbox"/> No <input type="checkbox"/>
(b)	Recipient Organization is unable to meet high or urgent priority needs with existing level of funding.	Yes <input checked="" type="checkbox"/> No <input type="checkbox"/>
(c)	Need to address high priority activities that have significant impact, and by nature must address seasonal or timing imperatives and considerations.	Yes <input checked="" type="checkbox"/> No <input type="checkbox"/>
(d)	Supports activities that are likely to improve the overall situation at national and local levels.	Yes <input checked="" type="checkbox"/> No <input type="checkbox"/>
(f)	Does not overlap with other ongoing programmes	Yes <input checked="" type="checkbox"/> No <input type="checkbox"/>

Overall review of programme submission

Project proposal submission criteria have been fulfilled. **See Section 4, Evaluation of Proposals, for comments by the lead agencies, OCHA & WHO.**

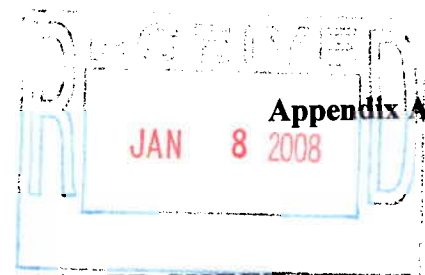
This proposal covers Output 6.1.1 of the UN Consolidated Action Plan for which ICAO has been unable to find funding.

6. Decision of the Management Committee for the UN CFIA

- Approved content and budget as submitted
- Approved for a total budget of \$ 399,960.00
- Approved with modification/condition on content
- Deferred
- Rejected

Reason/Comments

David Nabarro
UN System Senior Coordinator for Avian and Human Influenza
Chair of the Management Committee for the CFIA



CFIA PROJECT DOCUMENT COVER SHEET

<p>Participating UN or Eligible Partner Organisation: INTERNATIONAL CIVIL AVIATION ORGANIZATION</p>	<p>UN CAP objective: 6.1 Contingency planning for operational continuity during a pandemic</p>
<p>Programme/Project Manager</p> <p>Name: Dr Anthony Evans</p> <p>Address: Medical Section, International Civil Aviation Organization, 999 University Street, Montreal, Québec, CANADA, H3C 5H7</p> <p>Telephone: +1 514 954 8150</p> <p>E-mail: aevans@icao.int</p>	<p>UN or Eligible Partner Organization that has lead responsibilities for the objective of the UN CAP</p> <p>Name: Office for the Coordination of Humanitarian Affairs (OCHA) & World Health Organization (WHO)</p>
<p>Programme/Project Title: Cooperative Arrangement for the Prevention of Spread of Communicable Disease by Air Transport (CAPSCA)</p> <p>Programme/Project Number: <u>CFIA/A-11</u></p>	<p>Programme/Project Country and Location: This is a global project. This request pertains to the Africa region.</p>
<p>Programme/Project Description: Lack of adequate pandemic planning in the aviation sector</p> <p>People affected: Population affected by disease; population that relies on aviation for livelihood; international travellers</p>	<p>Total Programme/Project Cost: CFIA: US \$399,960 Government Input (if relevant): Other: US \$47,640 + 150,000 (from previous CFIA grant) Total: US \$597,600</p>
	<p>Programme/Project Duration: 12 months (possible extension)</p> <p>Expected start-up date : March 2008</p>
<p>UN CAP Objective (one or more of the seven objectives) and Key Immediate Objectives:</p> <p>CAP Objective: Adequate Contingency planning for operational continuity during a pandemic.</p> <p>Key immediate objectives</p> <ol style="list-style-type: none"> 1. States established a preparedness plan in compliance with the ICAO guidelines 2. International airports successfully evaluated. 3. Network of experts established to provide ongoing advice on the subject. 	

Outputs and Key Activities:

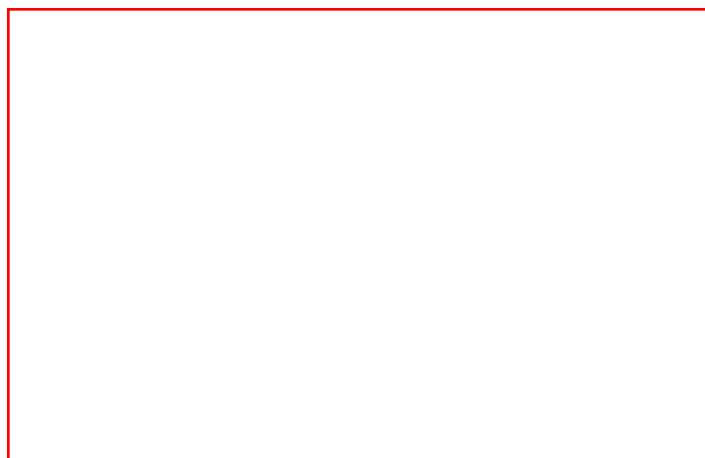
In the event of an outbreak the aviation sector will be implicated in two ways. Firstly, air transport is likely to be the main method by which the pathogen is widely, and quickly, disseminated and secondly, a rapid reduction in demand for air travel will have major financial implications for airlines and supporting industry, as well as the States they service. This project is designed to:

- 1) increase the level of preparedness of States and regions by assisting them to develop contingency plans, and to test such plans.
- 2) ensure that aviation related plans are incorporated into the State's national general preparedness plan
- 3) coordinate a global effort to ensure that national plans are harmonised with each other, within regions, and globally.
- 4) develop a global network of experts to provide ongoing advice on preparedness planning to the aviation sector
- 5) minimise the economic fallout from an outbreak

UN organization that has lead responsibilities for the objective of the UN CAP Review Date:
13 February 2008

Secretariat Review Date: 28 January 2008

Management Committee Approval Date: 20 February 2008
Total Approved Amount: \$399,960.00



<i>Date</i>	<i>Name/Title</i>
20 Feb 2008	David Nabarro UN System Senior Coordinator for AHI

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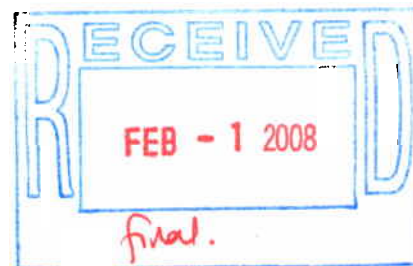
Management Committee Approval Date: 20 February 2008
Total Approved Amount: \$399,960.00

On behalf of:
Participating Organisation

Signature

Chair CFIA MC





Appendix C

THE PROGRAMME/PROJECT BUDGET - ICAO

CATEGORY	ITEM	UNIT COST	NUMBER OF UNITS	TOTAL COST
1. Personnel • including staff and consultants	Aviation medicine expert	290,400	1	290,400
2. Contracts • including companies, professional services, grants				
3. Training		10,000	1	10,000
4. Transport	Missions within the region	10,000	1	10,000
5. Supplies and commodities				
6. Equipment		7,000	1	7,000
7. Travel	ICAO Officials missions	35,000	1	35,000
8. Miscellaneous	Reporting, Sundry	11,200	1	11,200
<i>SUB-TOTAL</i>				363,600
9. Management Support (10%)	Handling charges			36,360
TOTAL				399,960