

Annex I

WFP Special Operations Logistics

As a separate programme category Special Operations (SOs) cover various logistics activities, such as intermittent airlifts, road, rail, airport and port rehabilitation projects. Special Operations are mainly aimed at improving or equipping infrastructure to permit speedy and efficient delivery of food aid. The number and requirements of Special Operations will be substantial in the year 2002, particularly due to the precarious situation in Afghanistan. WFP continuously manages and coordinates an increasing number of logistics operations, which support international humanitarian agencies and the donor community.

HORN OF AFRICA

Kenya

Special Operations in Kenya are in support of increasing logistics capacity related to transport infrastructure. The increased tonnage that needs to be moved into drought-affected areas in the Horn of Africa requires that certain transport corridors be rehabilitated and upgraded to ensure smooth and cost-efficient flow of food aid.

Garissa-Dadaab Road Rehabilitation. This operation is to ensure that the road section between Garissa and Dadaab remains passable and open for relief deliveries in order to reduce the transport costs.

- **Projected 2002 requirement: \$ 1,400,000**

Road Rehabilitation in Support of Kenya Drought EMOP. The increased tonnage to northern Kenya under the drought emergency operation requires road works to ensure continuous access to delivery points for the continuation of food deliveries. Road sections concerned are Eldoret - Lokichoggio, Isiolo-Moyale and Garissa - Mandera.

- **Projected 2002 requirement: \$ 2,300,000**

Eritrea

Support of Immediate Intervention and Augmentation of Transport Capacity for the Emergency Operation. The operation has covered emergency airlifts in the initial phase of the emergency with the provision of biscuits and other ready-to-eat foods. Another component includes the improvement of port handling and storage capacities, as well as the increase of the overall warehousing capacity, the provision of adequate communication infrastructure and the provision of an air bridge between Asmara and Nairobi and also Djibouti.

- **Projected 2002 requirement: \$ 3,000,000**

Somalia

United Nations Common Aircraft Service UNCAS. It is on behalf of the partner UN agencies and user NGOs that WFP manages this operation. This operation provides reliable means of transport into and out of Somalia and services some of the most needed humanitarian projects in various parts of the country.

- **Projected 2002 requirement: \$ 3,700,000**

Sudan

Sudan Logistics Infrastructure Rehabilitation (Roads/Airstrips). The operation is part of a series of infrastructure improvement activities in support of the ongoing emergency operation in Southern Sudan. The purpose of the SO is to enable WFP to increase its use of more economical modes for food aid deliveries into Sudan; to increase WFP's capacity to deliver relief food by air if needed; and to improve the security aspects of its air operations.

- **Projected 2002 requirement: \$ 8,000,000**

GREAT LAKES REGION

Burundi

Burundi Light Air Craft Service. Due to a precarious security situation, WFP provides a light aircraft service as a safer means of movement for staff members of all humanitarian agencies. The aircraft transports UN and NGO staff members to and from eight points in Burundi.

- **Projected 2002 requirement: \$ 1,300,000**

SOUTHERN AFRICA REGION

Angola

Passenger Aircraft Service. Due to the insecurity and inaccessibility of critical areas with presence of landmines, WFP operates a passenger air service for certain humanitarian agencies and donors.

- **Projected 2002 requirement: \$ 4,800,000**

Transport of Non-Food Items. As WFP is managing the large air operation for the delivery of food in Angola, the service was extended to other humanitarian agencies for the movement of their non food items to affected areas. The project is a continuation of the previous phase.

- **Projected 2002 requirement: \$ 3,400,000**

Angola De-mining. Many areas in Angola remain inaccessible due to land mines. To reduce the high costs of air transport, WFP plans to implement a de-mining operation, in partnership with de-mining specialists.

- **Projected 2002 requirement: \$ 1,800,000**

Interagency Integrated Voice and Data Communications Network. In many parts of Angola, public telecommunications are congested, unreliable, or non-existent. Absence of reliable communication makes humanitarian work risky and difficult. As the humanitarian assistance in Angola requires a reliable and fast communication network, WFP has installed UHF repeaters for local communications at field stations and operates HF communications in several provinces.

- **Projected 2002 requirement: \$ 800,000**

DR Congo

Humanitarian Aircraft Service. In the DR Congo, security for humanitarian assistance personnel is a major concern. Accordingly, WFP has launched an aircraft service to be able to reach the beneficiaries that cannot be reached by surface transport means.

- **Projected 2002 requirement: \$ 2,100,000**

WEST AFRICA REGION

Guinea

Passenger Aircraft Operation in Guinea, Liberia, Sierra Leone and Ivory Coast. The security situation in the sub-regions in these countries has negatively affected the mobility by surface means. In order to assist international humanitarian agencies in the region, a light passenger aircraft is facilitating the movement of personnel in Guinea and neighbouring countries.

- **Projected 2002 requirement: \$ 800,000**

Sierra Leone

Helicopter Support for the Regional PRRO. Helicopter support has proved to be a critical asset in times of crisis. The helicopter support for monitoring of vulnerable areas, evacuations, and distribution of relief supplies is still required. The aircraft is operated by WFP and is for use by the humanitarian community in Sierra Leone.

- **Projected 2002 requirement: \$ 2,100,000**

Logistic Support to Humanitarian Activities in Sierra Leone-Road Rehabilitation. This SO was launched as an immediate solution to a key section of road while roads assessment and project formulation could be carried out for the rest of the network in Sierra Leone. As the Government gains control over more areas, WFP has the opportunity to open new transport corridors. This project will continue until June 2002.

- **Projected 2002 requirement: \$ 3,600,000**

MIDDLE EAST AND CENTRAL ASIA

Afghanistan

Afghanistan, support to interagency humanitarian assistance to the Afghan people. This Special Operation is a compilation of interagency plans to implement and co-ordinate humanitarian assistance activities. In light of the current humanitarian crisis in Afghanistan, WFP has identified special humanitarian assistance, which this Special Operation will support. Besides the establishment of WFP's presence at key logistics nodes on main supply routes into Afghanistan, operation of a common air service and expansion of

the regional truck fleet, WFP will take the lead in establishing and managing a Joint Logistics Centre and support telecommunications.

- **Projected 2002 requirement: \$ 23,300,000**

ASIA

DPR Korea

Support to Local Production; Logistics; and Food for work. To meet the acute need for fortified nutritious food, a production facility consisting of grinding mills, micronutrient mixers is set up in order to convert WFP food locally. Furthermore, this SO supports emergency cargo handling in the port.

- **Projected 2002 requirement: \$ 9,100,000**