

YEAR: 2018

**RESIDENT/HUMANITARIAN COORDINATOR
REPORT ON THE USE OF CERF FUNDS
LIBYA
RAPID RESPONSE
DISPLACEMENT
2018**

RESIDENT/HUMANITARIAN COORDINATOR	Maria do Valle Ribeiro
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REPORTING PROCESS AND CONSULTATION SUMMARY

- a. Please indicate when the After Action Review (AAR) was conducted and who participated.

No After Action Review has been conducted as it has not been considered relevant. The project has been monitored through the UNHAS Steering Committee (held every three months) and User Group Committee meeting (held together with the Logistics Sector on a monthly basis). A passenger satisfaction survey was also shared with the users on 02 January 2019 and closed on 18 February 2019, where 91.7% of the users were satisfied with UNHAS Libya and 81.1% of the users considered UNHAS Libya essential for the agency program delivery into the country.

- b. Please confirm that the Resident Coordinator and/or Humanitarian Coordinator (RC/HC) Report on the use of CERF funds was discussed in the Humanitarian and/or UN Country Team.

YES NO

The report has not been discussed at HCT level as it is not considered relevant. As mentioned above, the project has been monitored through the UNHAS Steering Committee (held every three months) and User Group Committee meeting (held together with the Logistics Sector on a monthly basis).

- c. Was the final version of the RC/HC Report shared for review with in-country stakeholders (i.e. the CERF recipient agencies and their implementing partners, cluster/sector coordinators and members and relevant government counterparts)?

YES NO

WFP is the sole provider of this service, and not implemented through any other partner.

PART I

Strategic Statement by the Resident/Humanitarian Coordinator

Since the UN evacuation status for Libya was lifted on 7 February 2018, humanitarian agencies and organisations have been able to return and expand humanitarian operations in Libya. However, the security situation has remained volatile and as a result, no non-Libyan commercial airline companies operate overseas to and from Tripoli. National airline companies are often unreliable and do not all meet international safety standards.

Travel by road is time consuming and often connected with serious security risks, especially to the South, so humanitarian agencies and organisations have been dependent on reliable air services into and within Libya in order to effectively be able to provide vital assistance to people in need across the country.

CERF has been important to ensure a rapid start-up of the operation of UNHAS, which has contributed significantly to providing safe access to and within Libya. UNHAS continues to be instrumental for the humanitarian community in order to reach the people affected by the current crisis in Libya.

OVERVIEW 18-RR-LBY-30399 TABLE 1: EMERGENCY ALLOCATION OVERVIEW (US\$)

a. TOTAL AMOUNT REQUIRED FOR THE HUMANITARIAN RESPONSE	3,700,000
FUNDING RECEIVED BY SOURCE	
CERF	1,153,061
COUNTRY-BASED POOLED FUND (<i>if applicable</i>)	0
OTHER (bilateral/multilateral)	598,946
b. TOTAL FUNDING RECEIVED FOR THE HUMANITARIAN RESPONSE	1,752,007

18-RR-LBY-30399 TABLE 2: CERF EMERGENCY FUNDING BY PROJECT AND SECTOR (US\$)

Allocation 1 – date of official submission: 20/04/2018			
Agency	Project code	Cluster/Sector	Amount
WFP	18-RR-WFP-030	Logistics - Common Logistics	1,153,061
TOTAL			1,153,061

18-RR-LBY-30399 TABLE 3: BREAKDOWN OF CERF FUNDS BY TYPE OF IMPLEMENTATION MODALITY (US\$)

Total funds implemented directly by UN agencies including procurement of relief goods	0
- Funds transferred to Government partners*	
- Funds transferred to International NGOs partners*	
- Funds transferred to National NGOs partners*	
- Funds transferred to Red Cross/Red Crescent partners*	
Total funds transferred to implementing partners (IP)*	
TOTAL	1,153,061

* These figures should match with totals in Annex 1.

1. HUMANITARIAN CONTEXT AND NEEDS

The evacuation status for Libya – active since 2014 – was formally lifted on 7 February, opening a window of opportunity to expand humanitarian operations in Libya. The Secretary-General's expectation of a swift return of agencies, funds and programmes (AFPs) to Libya was expressed in his subsequent memo of 9 February, which strongly encourages AFPs to make full use of the facilities and security arrangements already in place at the UN compound in Tripoli, and to explore possibilities for further expansion on the basis of mandates. Since the evacuation of international UN staff in 2014, humanitarian agencies have primarily operated remotely out of Tunis, relying on national staff, local organisations and consultants inside Libya.

Implementation of the 2018 Libya Humanitarian Response Plans (HRPs) depended on reliable air services into Libya. With the lifting of the evacuation status, humanitarian actors had the opportunity to be consistently present in Libya, which is crucial in particular for protection assistance. The United Nations Humanitarian Air Service (UNHAS) functions under WFP's operational plan, which is included in the HRP. The humanitarian situation remained fragile due to ongoing conflict, political instability, the disruption of markets and local food production, all of which damage livelihoods and their ability to meet basic needs.

Commercial air capacities fell short of humanitarian requirements. Commercial air travel options into Libya existed, but were prone to disruption and did not reliably provide the required reach to the east and south of the country. Moreover, travel via commercial airlines posed security risks. There were as many 50 UN and INGO partners, all of whom travel regularly between Libya and Tunisia, where many of their operational bases are still located. UNHAS was needed to establish flights from Tunis to Libya.

A needs assessment was launched on 17 July 2017. Several organizations operating in the country indicated high interest in the establishment of the United Nations Humanitarian Air Service (UNHAS), with about 90 percent indicating that they depended on air transport to reach project implementation or monitoring sites. A subsequent mission conducted by WFP Aviation on 4-5 April 2018 held discussion with IOM, UNDP, OCHA, WFP, UNHCR, WFP, and the INGO forum. Technical meetings were also held. All interviewed UN agencies/representatives clearly communicated their needs for UNHAS services to be established in Libya, highlighted their current access requirements and shared their opinions of the positive impact that UNHAS would bring for all humanitarian programs.

Consequently, CERF support was required to kick start the Air service and support the international community (UN, NGOs, Diplomatic community) to have a restored, sustainable and reliable access into Libya.

2. PRIORITIZATION PROCESS

Destinations were prioritized through the User Group Committee meeting (held together with the Logistics Sector on a monthly basis), where the users of the humanitarian and development community (NGOs and UN agencies) were discussing the actual logistical needs inside the country. Destinations and frequency were decided based on the actual needs on the ground. UNHAS Libya started to serve the Tripolitania region in September 2018, Misratah in October 2018 and Benghazi in December 2018 playing a key role in terms of accessibility into the country, granting a reliable transport into the western and eastern part of Libya and providing an efficient service between Tripoli and Tunis, where most of the sub-offices of the humanitarian community are based. The project has been monitored through the Steering Committee (held every three months) and attended by the head of the UN Agencies, the donor community and the INGO coordinator.

Actual needs of the humanitarian and development community are shared with the UNHAS Team during these meetings and destinations are agreed accordingly, taking into consideration safety and security situation on the ground and the performance of the aircraft.

CERF funds allowed WFP to launch the UNHAS flights. The first months of service were partially covered by CERF funds. The other funds received from the Government of Norway have been used to cover the Staff costs and Travel costs uncovered by CERF, and additional flights in the schedule. After the termination of the CERF funds, other funds allowed WFP to maintain the flights schedule.

3. CERF RESULTS

The operation, partly funded by CERF RR grant, was launched in May 2018, beginning its operations in late September due to delays receiving flight permits. The flight immediately showed itself to be imperative in greatly facilitating safe access to Libya, including outside of Tripoli, as seen by the September flight to Zwara, which was instated due to the closing of the Tripoli Airport in September, giving the humanitarian community an alternate option. UNHAS showed its capacity in augmenting the United Nations Support Mission in Libya (UNSMIL) flights and filling gaps where necessary, allowing for the continuation of operations inside the country. The international community has responded very positively to the launch of the flights.

Since the launch of the operation in September 2018, 1,148 people from 26 organisations and 61 nationalities have been transported between Tunis, Tripoli, Misrata and Benghazi. 66% of the passengers were from the UN, 26% from INGOS, and the remaining 8% were members of EU specialised missions, IFIs (International Financial Institutions) and the Diplomatic community. The operation provided vital access in an unstable environment, also facilitating ad hoc flights to difficult-to-reach areas, including negotiating and carrying out the access for the UN mission to Derna in February 2019. The aircraft was also made available for medical and/or security relocations of international personnel.

4. PEOPLE REACHED

UNHAS Special Operation provided air service to humanitarian organizations including UN agencies, NGOs, donors and the diplomatic community. It did not target direct beneficiaries of humanitarian assistance. UN agencies, NGOs, donors and the diplomatic community have responded very positively to the air service operation by using it extensively for their movements between Tunisia and Libya and across Libya.

18-RR-LBY-30399 TABLE 4: NUMBER OF PEOPLE DIRECTLY ASSISTED WITH CERF FUNDING BY SECTOR ¹									
Cluster/Sector	Female			Male			Total		
	Girls (< 18)	Women (≥ 18)	Total	Boys (< 18)	Men (≥ 18)	Total	Children (< 18)	Adults (≥ 18)	Total
Common Support Services - Common Humanitarian Air Services			n/a			n/a			n/a

¹ Best estimate of the number of individuals (girls, women, boys, and men) directly supported through CERF funding by cluster/sector.

18-RR-LBY-30399 TABLE 5: TOTAL NUMBER OF PEOPLE DIRECTLY ASSISTED WITH CERF FUNDING ²									
	Female			Male			Total		
	Girls (< 18)	Women (≥ 18)	Total	Boys (< 18)	Men (≥ 18)	Total	Children (< 18)	Adults (≥ 18)	Total
Planned									
Reached			n/a			n/a			n/a

² Best estimate of the total number of individuals (girls, women, boys, and men) directly supported through CERF funding. This should, as best possible, exclude significant overlaps and double counting between the sectors.

18-RR-LBY-30399 TABLE 6: PEOPLE DIRECTLY ASSISTED WITH CERF FUNDING BY CATEGORY		
Category	Number of people (Planned)	Number of people (Reached)
Refugees		
IDPs		
Host population		
Affected people (none of the above)		
Total (same as in table 5)		n/a

5. CERF's ADDED VALUE

a) Did CERF funds lead to a fast delivery of assistance to people in need?

YES

PARTIALLY

NO

CERF funds were quickly released compared to other donors and was decisive to start the service as soon as possible.

b) Did CERF funds help respond to time-critical needs?

YES

PARTIALLY

NO

By supporting the air access to all humanitarian actors in several parts of Libya, CERF funds contributed to the improvement of the humanitarian response in Libya and allowed the humanitarian community to address time critical needs of the affected populations in Libya.

c) Did CERF improve coordination amongst the humanitarian community?

YES

PARTIALLY

NO

CERF contribution allowed all the UN agencies to access Libya. UNHAS was part of all the humanitarian community's collective discussions on access as a key access tool.

d) Did CERF funds help improve resource mobilization from other sources?

YES

PARTIALLY

NO

CERF RR funds allowed WFP to start the project. This allowed the service to be fully operational and become an indispensable service for the organisations. In that sense, it helped to show the donor community the first results and the very positive added-value of the service. If it did raise the attention of the donor community, additional funding from other sources has been very limited (1 donor).

e) If applicable, please highlight other ways in which CERF has added value to the humanitarian response

n/a

6. LESSONS LEARNED

TABLE 6: OBSERVATIONS FOR THE CERF SECRETARIAT

Lessons learned	Suggestion for follow-up/improvement
n/a	n/a

TABLE 7: OBSERVATIONS FOR COUNTRY TEAMS

Lessons learned	Suggestion for follow-up/improvement	Responsible entity
Government officials are confusing humanitarian and political mission, as such landing and overflight permits are sometime delayed or denied.	Clear distinction between the humanitarian and the political mission should apply.	All members

PART II

7. PROJECT REPORTS

8.1. Project Report 18-RR-WFP-030 - WFP

1. Project information			
1. Agency:	WFP	2. Country:	Libya
3. Cluster/Sector:	Logistics - Common Logistics	4. Project code (CERF):	18-RR-WFP-030
5. Project title:	Provision of Humanitarian Air Service in Libya		
6.a Original Start date:	07/05/2018	6.b Original End date	06/11/2018
6.c. No-cost Extension	<input type="checkbox"/> No <input checked="" type="checkbox"/> Yes	if yes, specify revised end date:	06/03/2019
6.d Were all activities concluded by the end date (including NCE date)	<input type="checkbox"/> No <input checked="" type="checkbox"/> Yes (if not, please explain in section 3)		
7. Funding	a. Total requirement for agency's sector response to current emergency:		US\$ 3,700,000
	b. Total funding received for agency's sector response to current emergency:		US\$ 1,702,007
	c. Amount received from CERF:		US\$ 1,153,061
	d. Total CERF funds forwarded to implementing partners of which to:		US\$ 0
		<ul style="list-style-type: none"> ▪ <i>Government Partners</i> ▪ <i>International NGOs</i> ▪ <i>National NGOs</i> ▪ <i>Red Cross/Crescent</i> 	

2. Project Results Summary/Overall Performance

The operation partly funded by CERF RR grant was launched in May 2018, beginning its operations in late September due to delays receiving flight permits. The flight immediately showed itself to be imperative in greatly facilitating safe access to Libya, including outside of Tripoli, as seen by the September flight to Zwara, which was instated due to the closing of the Tripoli Airport in September, giving the humanitarian community an alternate option. UNHAS showed its capacity in augmenting the United Nations Support Mission in Libya (UNSMIL) flights and filling gaps where necessary, allowing for the continuation of operations inside the country. The international community has responded very positively to the launch of the flights.

Since the launch of the operation in September 2018, 1,148 people from 26 organisations and 61 nationalities have been transported between Tunis, Tripoli, Mistratah and Benghazi. The operation provided vital access in an unstable environment, also facilitating ad hoc flights to difficult-to-reach areas, including negotiating and carrying out the access for the UN mission to Derna in February 2019. The aircraft was also available for medical and/or security relocations of international personnel.

3. Changes and Amendments

The upsurge of clashes in August/September 2018 constrained WFP to delay the start of UNHAS operation. A no-cost extension submitted and approved by CERF allowed WFP to run the service with CERF funds until March 2019 to compensate this delay.

4. People Reached

4a. Number of people directly assisted with cerf funding by age group and sex

	Female			Male			Total		
	Girls (< 18)	Women (≥ 18)	Total	Boys (< 18)	Men (≥ 18)	Total	Children (< 18)	Adults (≥ 18)	Total
Planned									
Reached	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a

4b. Number of people directly assisted with cerf funding by category

Category	Number of people (Planned)	Number of people (Reached)
Refugees		n/a
IDPs		n/a
Host population		n/a
Affected people (none of the above)		n/a
Total (same as in 4a)		n/a
<i>In case of significant discrepancy between planned and reached beneficiaries, either the total numbers or the age, sex or category distribution, please describe reasons:</i>	n/a	

5. CERF Result Framework

Project objective	To support the overall humanitarian response by enabling access to populations in need in Libya through air transport service.			
Output 1	Safe, effective, efficient and reliable air services are provided to the humanitarian community			
Indicators	Description	Target	Achieved	Source of verification
Indicator 1.1	Total number of flights per month (4 per week)	16	17	Performance Management Tool
Indicator 1.2	Amount of light cargo transported per month (MT)	Mt 1.80	0	Performance Management Tool
Indicator 1.3	Percentage of passenger bookings served	95	97	Performance Management Tool
Explanation of output and indicators variance:	Indicator 1.2 service is not active due to absence of governmental clearances			

Activities	Description	Implemented by
Activity 1.1	Operate 3 regular flights per week for the humanitarian community	WFP (October 2018)
Activity 1.2	Implement 4 WFP management structures and systems for the overall project and funds management of the operation. Use of Electronic Flight Management Applications and Performance Management Tools for the purpose of planning, costing, flight following and monitoring of the operation.	WFP (June 2018)
Activity 1.3	Conduct 1 assessment for involvement of service users in determining actual needs are continuous throughout the project duration. They help align operation to the demand of the user community.	WFP (June 2018)

Output 2	On-demand services provided for life-threatening situations			
Indicators	Description	Target	Achieved	Source of verification
Indicator 2.1	Percentage response to medical or security evacuations	100	100	Manually collected data
Explanation of output and indicators variance:		No medical evacuation has been requested since the beginning of the operation. WFP kept giving stability, development and humanitarian organisations the insurance that they had a safe exit solution in case of emergency, supported their presence on the ground and therefore ensured continuity of their operations.		
Activities	Description	Implemented by		
Activity 2.1	Perform medical or security relocations as and when duly requested	WFP (September 2018)		

6. Accountability to Affected People

A) Project design and planning phase:

UNHAS Special Operation provided air service to humanitarian organizations including UN agencies, NGOs, donors and the diplomatic community. It did not target direct beneficiaries of humanitarian assistance and as such, it did not follow the requirements of the framework for accountability to the affected populations (AAP). Such beneficiaries are third tier beneficiaries who are not involved in the planning, implementation and monitoring and evaluation of the common service. However, UNHAS governance structure provided for a Steering Committee and User Group Committee composed of its user community, through which benefitting organizations contribute to the planning, implementation and monitoring of the operations.

B) Project implementation phase:

UNHAS Libya started to transport passengers between Tunisia and Libya on 20 September 2018, when the service successfully instated the Tunis-Zwara flight, giving the humanitarian community an alternate access point into the country when air traffic was diverted from Mitiga Airport in Tripoli due to the ongoing clashes. On 08 October access was regularly provided to Misrata in order to serve the needs of the NGO community and, respectively, on 18 October and 04 December regular flights started to serve Mitiga and Benghazi airport.

A proactive, flexible and reliable response was particularly crucial in a complex security environment such as the one in Libya, where the situation on the ground was likely to change at a moment's notice.

C) Project monitoring and evaluation:

The project has been monitored through the Steering Committee (held every three months) and User Group Committee meeting (held together with the Logistics Sector on a monthly basis). A passenger satisfaction survey was also shared with the users on 02 January 2019 and closed on 18 February 2019, where 91.7% of the users were satisfied with UNHAS Libya and 81.1% of the users considered UNHAS Libya essential for the agency program delivery into the country.

7. Cash-Based Interventions

7.a Did the project include one or more Cash Based Intervention(s) (CBI)?

Planned	Actual
No	No

7.b Please specify below the parameters of the CBI modality/ies used. If more than one modality was used in the project, please complete separate rows for each modality. Please indicate the estimated **value of cash** that was transferred to people assisted through each modality (best estimate of the value of cash and/or vouchers, not including associated delivery costs). Please refer to the guidance and examples above.

CBI modality	Value of cash (US\$)	a. Objective	b. Conditionality	c. Restriction
n/a	0	Choose an item.	Choose an item.	Choose an item.
n/a	0	Choose an item.	Choose an item.	Choose an item.
n/a	0	Choose an item.	Choose an item.	Choose an item.
n/a	0	Choose an item.	Choose an item.	Choose an item.
n/a	0	Choose an item.	Choose an item.	Choose an item.

Supplementary information (optional)

Nothing further to add.

8. Evaluation: Has this project been evaluated or is an evaluation pending?

The project has been monitored through the Steering Committee (held every three months) and User Group Committee meeting (held together with the Logistics Sector on a monthly basis). A passenger satisfaction survey was also shared with the users on 02 January 2019 and closed on 18 February 2019, where 91.7% of the users were satisfied with UNHAS Libya and 81.1% of the users considered UNHAS Libya essential for the agency program delivery into the country.

EVALUATION CARRIED OUT

EVALUATION PENDING

NO EVALUATION PLANNED

ANNEX 1: ACRONYMS AND ABBREVIATIONS (Alphabetical)

IFI	International Financial Institutions
UNHAS	United Nations Humanitarian Air Service
WFP	World Food Programme