

SAVING
LIVES
CHANGING
LIVES



WFP Aviation

Operational Snapshot
January - June 2019



World Food
Programme

October 2019

At present, one in every 70 people around the world is caught up in crisis and urgently needs humanitarian assistance and protection. Aid workers are often in a race against time to reach communities threatened by violence, hunger and disease.

Most humanitarian emergencies occur in conflict settings, and people most in need of assistance tend to be isolated by damaged or extremely poor infrastructure.

Humanitarian and development organizations must be able to safely and quickly deploy personnel and supplies to some of the world's most challenging settings.

They depend on the air transport services offered by the World Food Programme (WFP).



Background

Until the 1980s, WFP used only land and water transport. But during complex emergencies in Angola, Ethiopia, Somalia and Sudan it had to resort to delivering its food by air. Air transport soon became a key pillar in WFP's logistics capabilities, and when the United Nations centralized their humanitarian air services in 2003 they chose WFP to manage them.

Today, the Aviation Service supports both UN organizations and the wider humanitarian and development community. It facilitates delivery of relief supplies across the world and enables aid workers to access populations in remote and hard-to-reach locations. Its services are offered under two brands: WFP Aviation for cargo transport and bilateral services, and the United Nations Humanitarian Air Service (UNHAS) for passenger flights and light cargo.

WFP Aviation

WFP Aviation offers air transport capacity for the delivery of large quantities of humanitarian cargo through airlift, airfreight and airdrop. It is used mainly by WFP's food assistance programmes and by external partners. Particularly in sudden-onset emergencies, WFP Aviation makes it possible for organizations to quickly provide life-saving assistance while longer-term supplies are in transit via land and sea.

In both emergency and protracted operations, the service can be used to ensure uninterrupted delivery of relief supplies when surface transport is disrupted by insecurity or damaged infrastructure.

WFP Aviation also offers dedicated bilateral services for passenger transport to meet other organizations' needs. Examples are dedicated aircraft for the United Nations High Commissioner for Refugees (UNHCR) in Tanzania and United Nations Department of Safety and Security (UNDSS) in Somalia.



2019 WFP AVIATION IN NUMBERS

AIRLIFT, AIRFREIGHT AND CHARTER PASSENGER SERVICES

359

PASSENGERS



8,969

MT OF CARGO



2 x UNHCR



1 x UNDSS



DEDICATED AIRCRAFT

AIRDROPS

296

DROPS



8,052

MT OF CARGO



23

DROP ZONES

1

COUNTRY:
SOUTH SUDAN



WFP Aviation: January to June 2019

During the first half of 2019, WFP Aviation supported humanitarian responses to some of the world's direst emergencies, including Cyclones Idai and Kenneth in Mozambique, drought-affected Somalia, and the ongoing crises in Venezuela and Yemen.

In South Sudan, WFP scaled-down food airdrops to reduce operational costs and redirect funds to food assistance. WFP optimized preparedness on the ground — for example, by pre-positioning stock and scaling up river transport — and was able to reduce food airdrops by 70 percent compared with the same period in 2018. Air assets dedicated to airdrops were reduced from eight to two Ilyushin IL-76 aircraft, bringing significant savings to the Programme.

United Nations Humanitarian Air Service

UNHAS is a critical enabler of humanitarian and development assistance. It provides safe, reliable, cost-efficient and effective passenger and light cargo transport to and from areas affected by natural and man-made disasters. UNHAS currently operates across 16 countries, facilitating assistance to some of the hardest to reach and most isolated communities in the world.

UNHAS' fleet is activated at the request of the humanitarian community when surface transport is not feasible and there are no suitable or safe commercial aviation services. **UNHAS is often the only way in or out of an area of operation.**



2019 UNHAS IN NUMBERS

16
COUNTRIES



264
DESTINATIONS



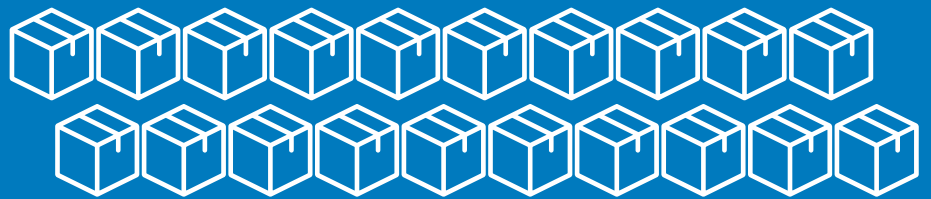
191,069
PASSENGERS



594
EVACUATIONS



2,096
MT OF CARGO

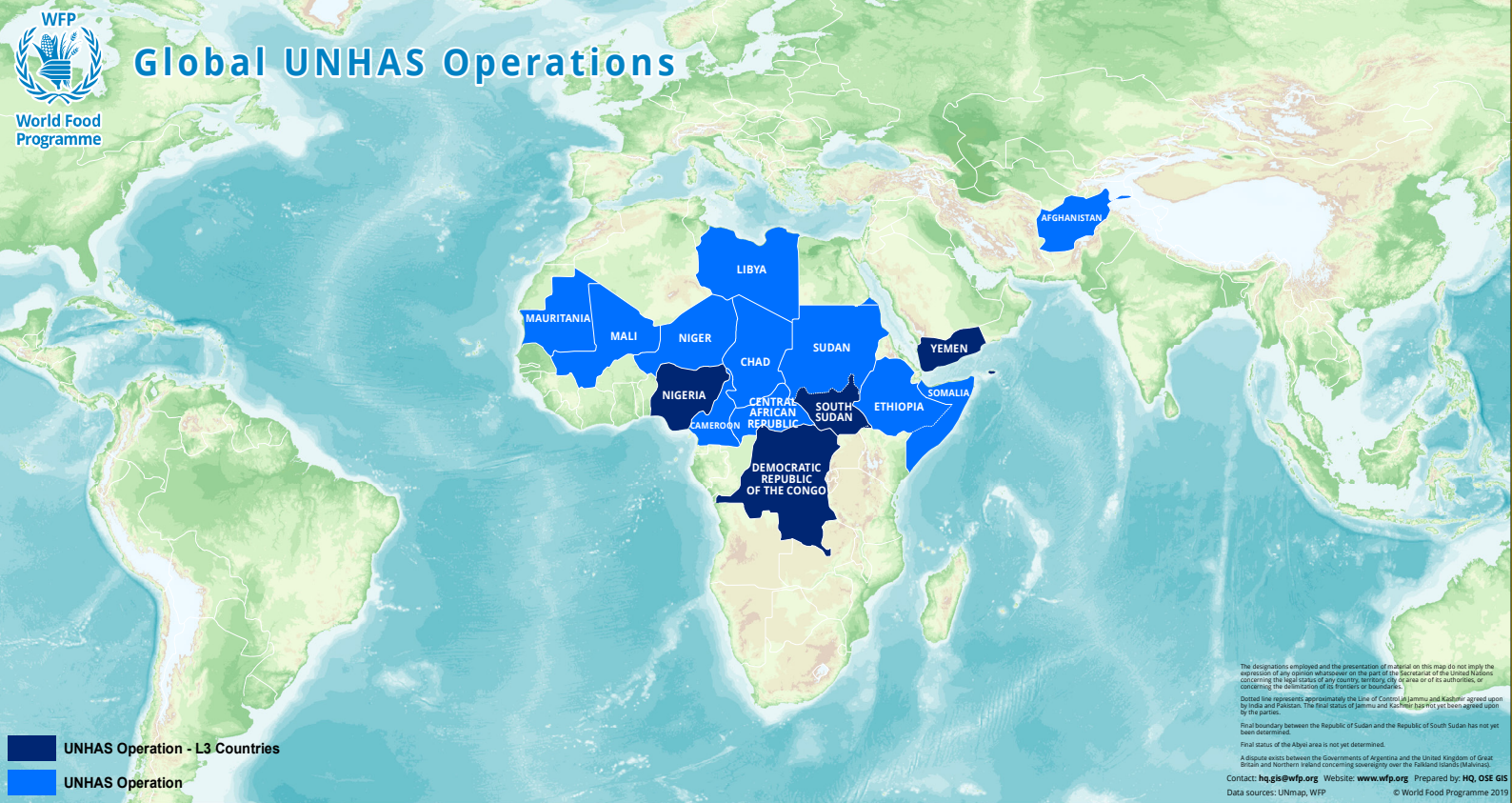


UNHAS USERS BY CATEGORY

56%
NGOs

40%
UN

4%
Donors, diplomats
and others



Level 3 Emergencies

The most complex and challenging humanitarian emergencies are defined as Level 3 (L3).

Some require mobilization across the UN and non-UN systems. In these cases, the Inter-Agency Standing Committee issues an L3 Activation triggering a system-wide response that ensures the right capacities and systems are in place to effectively meet humanitarian needs.

Individual agencies use the same classification system but in different ways. A WFP-designated L3 emergency is one in which humanitarian need exceeds the organization's regional human and financial resources, and requires WFP's global, corporate involvement to mount an effective response. Such

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https://www.yunbaogao.cn/report/index/report?reportId=5_4292

