

**THE EUROPEAN UNION EMERGENCY TRUST FUND FOR STABILITY AND ADDRESSING THE ROOT CAUSES OF IRREGULAR MIGRATION AND DISPLACED PERSONS IN AFRICA**

**Action Fiche for the implementation of the Horn of Africa Window  
T05-EUTF-HOA-SD-55**

**1. IDENTIFICATION**

Title	<b>Provision of air services to allow access for humanitarian and development actors in Sudan</b>		
Total cost	Total estimated cost: EUR 1,460,000 Total amount from the EU Trust Fund: EUR 1,460,000.		
Aid method / Method of implementation	Project approach Indirect management with the WFP/UNHAS <i>retroactive financing is valid from 1<sup>st</sup> January 2018</i>		
DAC-code	72050	Sector	Relief co-ordination, protection and support services

**2. RATIONALE AND CONTEXT**

**2.1. Summary of the action and its objectives**

The action contributes to the **EU Trust Fund objective (2)** Strengthening resilience of communities and in particular the most vulnerable, as well as refugees and displaced people. It is also aligned with the **Valletta Action Plan priority domain (1)**, development benefits of migration and addressing root causes of irregular migration and forced displacement – particularly investing in development and poverty eradication, and feeds into the **Sustainable Development Goals (SDGs)**, contributing to the attainment of **SDG 17** on enhancing the global partnership by providing humanitarian access in remote locations.

The **intervention logic** is that providing support for the United Nations Humanitarian Air Services (UNHAS), managed by the World Food Programme (WFP), will guarantee the running of a service that is essential in Sudan, as security and access remains precarious. With limited access, UNHAS is required to meet the air travel needs of aid organisations to reach vulnerable communities in the most remote parts of the Sudan. The situation in South Sudan is continuing to deteriorate, and the ability of donors to continue reaching affected populations promptly will depend on the availability of uninterrupted air services to locations where most displaced people are arriving in Sudan. UNHAS supports the donors’ response by transporting aid workers and cargo to areas most heavily impacted by the crisis, namely Kassala, Kadugli (South Kordofan), as well as Ed Daein, Gereida and Al Radom (South & East Darfur). Furthermore, with the newly guaranteed access to Jebel Marra, UNHAS has increased activities into Zelingei, Nertiti, Golo and Rokero. Altogether, UNHAS serves 26 regular weekly destinations in Sudan.

The **overall objective** of the project is to contribute to strengthening the humanitarian and development nexus in Sudan by providing access to remote locations.

The **specific objective** of the project is to provide humanitarian and development actors, donor organisations and diplomatic missions in Sudan with safe flight connections to beneficiaries, especially vulnerable communities in hard-to-reach project implementation sites. This will be done through UN Humanitarian Air Services (UNHAS). Additionally, the project will provide humanitarian and development actors with relocation capacity for both medical and security evacuations within Sudan whenever required.

The **geographical scope** of the project focuses on conflict affected regions of Sudan. Through this action, support will be made possible for IDPs programs in Darfur, Kordofan, White Nile, Blue Nile and Kassala states, plus refugee programs in South Darfur and South Kordofan states.

Despite some reported improvements in the past months, the operating environment for humanitarian and development actors often remains restrictive, mainly due to insecurity and bureaucratic impediments that challenge effective, principled and sustained access to populations in need. Some areas affected by years of conflict remain inaccessible despite critical needs. The operational challenges are linked to a difficult logistical environment (Sudan being the third largest country in Africa, with poor and lack of basic infrastructure) and a costly and insecure operating environment. In addition, access to some states like South Kordofan has not changed and the overall security environment for humanitarian organisations has deteriorated. Denial of access by all armed actors to those most in need constitutes a major barrier to humanitarian and development assistance.

## **2.2. Context**

### **2.2.1. Country context**

With an area of approximately 1.9 million km<sup>2</sup>, Sudan is the third largest country in Africa. An estimated population of 40 million inhabitants is growing rapidly. It is estimated that 40% of the population is below 14 years.

Sudan is a low middle-income country and is a fragile country (OECD, World Bank). About half of the population lives below the poverty line, with 8% in extreme poverty. Socio-economic indicators remain low in a context of deep economic crisis, with reduced revenues after the independence of South Sudan, low oil prices and an economy which is not diversified. In the global Human Development Index rankings for 2016, Sudan was placed at 165 out of 188 countries in 2015. It is estimated that 20% of the active population is unemployed, with women's unemployment nearly twice that of men. Agriculture remains the main source of employment, although the urban informal sector is reported to account for more than 60 per cent of GDP. Poverty is heightened by inefficient development plans and strategies, reduced public expenditures on basic services, and erosion of land and natural resources. An interim Poverty Reduction Strategy Paper (I-PRSP) and the Five-Year Program for Economic Reforms were approved by the Sudan parliament in December 2014. The process of preparing a Poverty Reduction Strategy Paper (PRSP) is currently stalled. The Government of Sudan is still expected to release the results of the 2014-2015 Household Survey.

The humanitarian and development situation in Sudan remains serious and complex, with acute lifesaving needs across the Darfur region, Blue Nile and South Kordofan states, eastern Sudan and other areas. Humanitarian needs are primarily driven by poverty, underdevelopment, and

climatic factors, while in some areas this is caused by conflict and inter-communal tensions, as possible displacement and food insecurity drivers. The Sudan 2018 Humanitarian Needs Overview points to 5.5 million people in need of humanitarian assistance, including 3.1 million in Darfur. Environmental factors exacerbate the humanitarian crisis, contributing to displacement and food insecurity.

Food insecurity and malnutrition constitute a nationwide crisis, with 11 out of the 18 states in Sudan experiencing Global Acute Malnutrition. Three of these states—Red Sea, Kassala and Gedaref—are not affected by conflict. 3.8 million people are estimated to be food and livelihoods insecure in Sudan, according to the latest Integrated Food Security Phase Classification (IPC) analysis for Oct 2017

Sudan has borders with some of the most unstable countries in East Africa: Central African Republic, South Sudan, Libya. Sudan is at the centre of the Eastern African migration route, towards North Africa and Europe. Hundreds of migrants, asylum-seekers and refugees are originating from or transiting through Sudan every month, with only a minority choosing to settle in the country. Traffickers and smugglers are operating in the country. About 3.1 million people are internally displaced and almost 925,000 are refugees and asylum seekers.

### **2.2.2. Sector context: policies and challenges**

The donor community advocates and contributes to UNHAS to provide safe and efficient air transport to both development and humanitarian actors in Sudan; given the poor infrastructure and size of the country, access to beneficiary sites is extremely difficult. UNHAS remains a central mean through which NGOs, donor and UN agencies travel to project implementation sites and monitor humanitarian and development activities. The commercial aviation sector has not yet developed as a reliable alternative for both humanitarian and development actors in those hard-to-reach locations of Darfur and South Kordofan and Blue Nile areas. UNHAS is the only option for deep-field connections. Currently, 73 organisations implementing a variety of multi-sectoral programmes in Sudan depend on UNHAS to monitor and implement projects especially in locations only UNHAS has the operational capacity to reach.

UNHAS Sudan was established in 2004 in response to the Darfur Emergency. It has continued to facilitate air transport of aid workers in support of ongoing humanitarian crisis across the country. The concentration of services is in the conflict affected region of Darfur and emerging response to South Sudanese refugees in Blue Nile, South/West Kordofan and East Darfur states. Humanitarian and development needs are not limited to conflict-related issues only. Food insecurity, malnutrition and lack of access to basic services constitute a nationwide crisis. Environmental factors also exacerbate the already dire humanitarian situation in the country. The humanitarian situation in Sudan has deteriorated over the past two years with increase of South Sudanese seeking refuge in the country.

UNHAS serves 26 regular destinations in the country with its fleet of four airframes strategically based in Khartoum, Nyala, El Geneina and El Fasher. The operational fleet consists of one 50-seat EMB-145 and three 18-seater MI-8 helicopters. The EMB-145 provides "shuttle" services from Khartoum to the five Darfur state capitals, Kadugli (South Kordofan), Damazine (Blue Nile) and Kassala while the helicopters provide access to deep field locations within those states that are not accessible by road due to insecurity, poor road conditions or limited landing facilities for fixed-wing aircraft.

### **2.3. Lessons learnt**

Funding for UNHAS is critical as the service aims to ensure a continued and sustained

operation in 2018. A gradual shift in funding modalities has moved donor focus towards development programmes. This is based on the assumption that provision of access through UNHAS common service was well funded. This assumption caused a funding shortfall in 2017 that necessitated urgent donor appeals to sustain service. Timely information sharing needs to be emphasised in order to formulate funding solutions based on user requirements before the situation becomes dire.

The planning of UNHAS activities is guided by user demands and expressed needs. In order to determine the air transport needs of the humanitarian and development community, WFP conducts, on a regular basis, a combination of qualitative and quantitative analyses, including consultation with main users (I/NGOs, UN Agencies, donors etc.), passenger satisfaction surveys, provision of access surveys, assessment of quantitative flight statistics etc. In 2016 and 2017 passenger satisfaction reflected a 90% and 89% respectively.

In 2017, UNHAS Sudan transported 22,890 passengers and 101 MT of light cargo with approximately 4,500 flight hours flown. The performance level in terms of the number of passengers and cargo transported is expected to increase in 2018 with improvement to ease of access areas and permits being granted by the Government.

UNHAS maintains strong links with Civil Aviation Authorities and other relevant local authorities. As a humanitarian and development actor/aid enabler, UNHAS will continue to align its services to humanitarian and development actors' needs through monthly User Group Committee meetings, on-line customer surveys, quarterly Steering Committee, bilateral engagement and the Humanitarian Country Team. The UGC provides a platform for all users to influence the operations and to ensure that their operational access needs are met. Its role is limited to administrative matters and includes decisions on destinations to be served and weekly flight schedules and/or to the quality of service. In addition to the UGC, the SC provides strategic guidance to UNHAS. The Steering Committee is responsible for establishing administrative policies that detail eligibility of organisations, priority of passengers and cargo, booking fee procedures not to mention determining service management based on upcoming needs. UNHAS collaborates with the UNDSS, NGO Security form and host government security arms in mitigating security risks when operating in/out of conflict areas, i.e. Jebel Marra and South Kordofan.

To ensure safety and security of the UNHAS operation, WFP Aviation implemented a technical organisational structure that includes the Aviation Safety Unit responsible for safety assurance of the contracted air operators. The Quality Assurance Unit oversees the operational control of the service and dedicated Aviation Security officers in the field. These WFP units facilitate internal and external audits of UNHAS operations.

#### **2.4. Complementary actions**

Apart from UNAMID (which provides transport to Darfur for their own staff and exceptionally to third parties) and Sudanese Armed Forces, no other actor provides services similar to the ones performed by UNHAS.

#### **2.5. Donor co-ordination**

In accordance with WFP's Air Transport Directive of January 2004, WFP has set up the User Group Committee (UGC) composed of I/NGOs, UN agencies, and donor representatives in Nyala (South Darfur), El Fasher (North Darfur) and El Geneina (West Darfur) to assist UNHAS in determining requirements and establish priorities in air transport needs. UGC meetings are conducted monthly at state level and the Steering Committee (SC) convenes

quarterly or when deemed necessary at Khartoum level. Additionally, surveys are launched on customer satisfaction and access provision with the aim to receive feedback from a wider audience and to tailor the use of air assets to real demands.

A Development Partners Group (DPG) was established in 2015. The DPG was to convene active development partners in the country, of which there is a limited amount, on a semi-regular basis. The UNDP acts as a secretariat to the DPG. The DPG has not met since September 2016.

At the EU level, donor coordination takes place through the EU Heads of Cooperation monthly meetings, as well as the EU+ (Switzerland and Norway) Migration Coordination Group held monthly.

### **3. DETAILED DESCRIPTION**

#### **3.1. Objectives**

The **overall objective** of the project is to contribute to strengthening the humanitarian and development nexus in Sudan by providing access to remote locations.

The **specific objective** of the project is to provide humanitarian and development actors, donor organisations and diplomatic missions in Sudan with safe flight connections to beneficiaries, especially vulnerable communities in hard-to-reach project implementation sites. This will be done through UNHAS (UN Humanitarian Air Services).

Additionally, the project will provide humanitarian and development actors with relocation capacity for both medical and security evacuations within Sudan whenever required.

#### **3.2. Expected results and main activities**

The **expected results** are:

**Result 1: Safe, effective, efficient and reliable air services are provided to the humanitarian and development community.**

Activity 1.1. Agree on access priorities based on available resources and fleet composition in coordination with UNHAS stakeholders and with guidance from the Humanitarian Coordinator. The current fleet (1 large aircraft & 3 helicopters) is based on actual needs and is in line with the approved humanitarian plan. Any need to modify the composition of the existing fleet will be subject to discussions in UNHAS Steering Committee Meeting.

Target 98% booking requests served

Activity 1.2. Provide air transport service to some 21,600 passengers from 73 humanitarian and development organisations, including EU personnel, UN Agencies, NGOs and donors.

The criteria for allocation of seats are based on “**first booked–first served**” practices. However to avoid one agency taking all the seats through early online booking, agencies are limited to five bookings per sector. Additional seats can be allocated once all bookings have been captured and seats remain available. Moreover, a sudden rise in emergency demands is given the highest priority, and may disrupt the regularity of the schedule. In this regard, the Steering Committee may re-adjust these priorities as necessary.

Target 1800 passengers per month

Activity 1.3. Ensure transportation of 120 MT of light cargo from 73 humanitarian and development organisations, including EU, UN Agencies, NGOs and donors.

Target 10 MT per month.

Activity 1.4. Ensure continuous engagement with users through User Group Meeting platform and on-line customer surveys to gauge service satisfaction and/or gaps in quality of service.

Target 98% customer satisfaction and Quarterly User Group Meetings.

## **Result 2: On-demand services is provided for life-threatening situations**

Activity 2.1. In coordination with agency focal points, UN Department of Safety and Security (UNDSS) and other reliable security arms, plan and execute timely extraction of both development and humanitarian actors when their lives are at risk and threatened by security lapses.

Target 100% response.

## **Result 3: Capacity of local aviation operators is enhanced through the provision, sharing and transfer of technical expertise**

Activity 3.1. Map ways of knowledge sharing/acquisition among local aviation actors in close coordination with the Sudan Civil Aviation Authorities (CAA)

Target 100% response to CAA.

Activity 3.2. WFP Aviation Safety Unit to provide support to Sudan CAA sharing a common platform for hazard/risk reports.

Target 100% response to CAA.

### **3.3. Risks and assumptions**

The main risks are:

<b>Risks</b>	<b>Risk levels (L/M/H)</b>	<b>Mitigating measures</b>
Disruption in operations due insufficient support from donors	H	Resource mobilisation strategies will include steps to be taken to address any funding shortfalls. Fundraising activities will be conducted jointly by UNHAS, the WFP Country Office, the Regional Bureau and Headquarters in order to ensure uninterrupted services for the humanitarian community
Inability for UNHAS fleet to land in deep field locations due to security concerns	M	UNHAS will work with UNDSS to ensure timely communication of the security situation at destinations and will plan its operations accordingly
Government authorities deny approval for access of UNHAS flights in certain areas	M	WFP will continue dialogue with the Humanitarian Aid Commission (HAC) and other concerned Government authorities to secure

		continuous and unrestricted access to largest number of locations
Increase in UNHAS demand as due to a scale up of assistance by humanitarian and development organisations in remote locations	L	Ensure efficient planning of flight operations using current UNHAS fleet. Additional aircraft capacity can be rapidly deployed for passenger and cargo transport, if required.

The **assumptions** for the success of the project and its implementation include:

- Host government will allow unhindered access to vulnerable communities.
- Predictable funding
- No commercial service provider of a safe reliable air transport
- User agencies will share timely caseload and areas of intervention

### 3.4. Cross-cutting issues

**Gender:** UNHAS promotes the adoption of staff codes of conduct for prevention of Gender Based Violence (GBV) and Sexual Exploitation and Abuse (SEA). UNHAS aims at having equal representation of women and men in its labour forces as well as equal opportunities to progress. WFP works towards equal representation of women and men employees, especially at management level for both international and national employee. Where lack of parity persists, hiring units are encouraged to implement innovative corrective action

**Climate change:** Climate change is expected to escalate the need for humanitarian and development assistance in coming decades, with significant financial and resource implications. WFP’s roll-out plan will set out actions for strengthening staff capacities, integrating specialized climate change funding into the policy’s financial framework, and developing more specific, practical, country-level guidance for staff and partners. WFP will continue to:

- i) develop, pilot and scale up its implementation of innovative tools and approaches, including more predictable, multi-year, immediate-response financing for climate-related shocks and disasters;
- ii) work with governments to attract sufficient resources to address the impacts of climate change on food security and nutrition as identified in national plans and priorities.

UNHAS has implemented a Performance Management Tool to facilitate efficient utilization of air assets based on optimum flight scheduling and route planning which also contributes to the cost efficiency of the service.

**Conflict mitigation:** By enabling access of humanitarian and development workers and humanitarian cargo to conflict affected states of Blue Nile, South/West Kordofan and East Darfur states, the action will directly contribute to mitigate the impact of such conflicts on vulnerable populations.

**Good governance:** This issue is addressed by ensuring an adequate involvement of beneficiaries and users through a number of mechanisms, such as the User Group Committee

and Steering Committee meetings, customer surveys, bilateral engagement with the Humanitarian Country Team.

### **3.5. Stakeholders**

UNHAS air service is intended for the use of the humanitarian and development community engaged in the operationalisation of the humanitarian development nexus, and is operating with the agreement of the Government of Republic of Sudan.

UNHAS provide air services to eligible users on the basis of a strict prioritisation system as outlined in the Standard Operating Procedures.

The stakeholders involved are therefore:

- **Government institutions:** Humanitarian Aid Commission (HAC) coordinates the humanitarian activities in Sudan and facilitates Government approval for access to afflicted populations in the country. Sudan Civil Aviation Authority (SCAA) has the oversight responsibility of aviation services and provides the necessary operating permits for UNHAS aircraft and crew. Other Government institutions responsible for access and facilitation of humanitarian and development activities include the Ministry of Foreign Affairs, Military Intelligence, National Intelligence and Security Services (NISS) and Government of Sudan police.
- **Other partners:** Users of the service and implementing partners include National and International NGOs, UN Agencies, donor organisations and diplomatic missions in Sudan, including EU & EU Member States staff, UNDSS and UNAMID.
- UNHAS has started engaging local operators to prequalify them to be eligible for WFP aviation contracts. One local operator has successfully gone through the initial safety assessment and accepted for provision of local ad-hoc flights in Sudan.

## **4. IMPLEMENTATION ISSUES**

### **4.1. Financing agreement, if relevant**

Financing agreements are not envisaged.

### **4.2. Indicative operational implementation period**

The indicative period of implementation of this action will be 24 months, whilst the overall execution period will not exceed 48 months.

As activities will need to commence prior to finalisation of the agreement between WFP and the European Union, retroactive financing is valid from 1 January 2018.



### 4.3. Implementation components and modules

The envisaged implementation modality is indirect management with World Food Programme. The European Commission will sign a Delegation Agreement with World Food Programme.

The implementation of the project will be coordinated and led by WFP/UNHAS Chief Air Transport Officer and overseen by a Steering Committee / Project Advisory Committee.

### 4.4. Indicative budget

<b>Component</b>	<b>EU Contribution<sup>1</sup> EUR</b>
2018 Requirements for UNHAS	1,460,000.00
Monitoring, audit and evaluation	0
Communications and visibility (included in the 2018 requirement for 2018 budget)	0
<b>Total</b>	<b>1,460,000</b>

The progress of the action will be monitored as follows:

### 4.5. Evaluation and audit

All components of this action will have to be integrated with the EUTF Monitoring and Learning System (MLS)<sup>2</sup> for the reporting of selected output and outcome indicators, and project implementing partners must take part in case study exercises and the learning strategy developed by the MLS. Project implementing partners will be expected to provide regular (at least quarterly) data to the MLS in a format which will be introduced during the contract negotiation stage.

Project implementing partners will have to report against a selected number of the MLS output indicators (see full list in annex III). The monitoring of these indicators will therefore have to be included in the M&E systems of each component (in addition to the indicators already existing in the project logical framework, see annex II).

If necessary, ad hoc audits or expenditure verification assignments could be contracted by the European Commission for one or several contracts or agreements.

Audits and expenditure verification assignments will be carried out in conformity with the risk analysis in the frame of the yearly Audit Plan exercise conducted by the European Commission. The amount allocated for external evaluation and audit purposes should be shown in the budget at section 4.4. Evaluation and audit assignments will be implemented through service contracts, making use of one of the Commission's dedicated framework contracts or alternatively through the competitive negotiated procedure or the single tender procedure.

The day-to-day technical and financial monitoring of the implementation of will be a continuous process and part of WFP/UNHAS responsibilities. WFP established a permanent

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<sup>1</sup> The EU contribution will help UNHAS to cover its needs, which are estimated at EUR 18,065,558 for 2018. The budget will be co-financed by other donors – including received contributions from US OFDA (EUR 3.46 million), the Republic of Korea (EUR 0.233 million) and Sweden (EUR 0.496 million). Remaining EUR 12.3 million to be mobilized from other donors and cost recovery income.

<sup>2</sup> T05-EUTF-HOA-REG-28

internal, technical and financial monitoring system for the action and elaborate regular progress/final reports. The reports shall provide an accurate account of implementation of the action, difficulties encountered, changes introduced, as well as the degree of achievement of its results (outputs and direct outcomes) as measured by corresponding indicators, using as reference the log frame matrix. The report shall be laid out in such a way as to allow monitoring of the means envisaged and employed and of the budget details for the action.

#### **4.6. Communication and visibility**

Communication and visibility of the EU is a legal obligation for all external actions funded by the EU. This action shall contain communication and visibility measures which shall be based on a specific Communication and Visibility Plan of the Action. Appropriate contractual obligations shall be included in the procurement contracts. The Communication and Visibility Manual for European Union External Action<sup>3</sup> shall be used to establish the Communication and Visibility Plan and the appropriate contractual obligations.

The Akvo RSR<sup>4</sup> on-line reporting platform, which is available to the public, will be used to communicate and report on this action as well as on all project components. Akvo RSR links directly to the EUTF website. The project logical frameworks will be encoded in their respective Akvo pages and regular reporting of project activities and outputs will take place on this platform.

As indicated by the budget in 4.4 above no specific communication and visibility activities are foreseen under this action, given the specific and unique nature of the air service provided.

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<sup>3</sup> <https://ec.europa.eu/europeaid/node/17974>

<sup>4</sup> Akvo Really Simple Reporting

## Annex I: Mapping against EUTF strategies policies, Valetta Action Plan and the United Nations Sustainable Development Goals

EU Trust Fund Strategy	Valetta Action Plan	United Nations Sustainable Development Goals
<b>Four main areas of intervention</b>	<b>Five priority domains, and 16 initiatives</b>	<b>17 goals</b>
<p>1) Greater economic and employment opportunities</p> <p>2) Strengthening resilience of communities and in particular the most vulnerable, as well as refugees and displaced people</p> <p>3) Improved migration management in countries of origin and transit</p> <p>4) Improved governance and conflict prevention, and reduction of forced displacement and irregular migration</p>	<p>1) Development benefits of migration and addressing root causes of irregular migration and forced displacement</p> <ol style="list-style-type: none"> <li>1. enhance employment opportunities and revenue-generating activities</li> <li>2. link relief, rehabilitation and development in peripheral and most vulnerable areas</li> <li>3. operationalise the African Institute on Remittances</li> <li>4. facilitate responsible private investment and boost trade</li> </ol> <p>2) Legal migration and mobility</p> <ol style="list-style-type: none"> <li>5. double the number of Erasmus scholarships</li> <li>6. pool offers for legal migration</li> <li>7. organise workshops on visa facilitation</li> </ol> <p>3) Protection and asylum</p> <ol style="list-style-type: none"> <li>8. Regional Development and Protection Programmes</li> <li>9. improve the quality of the asylum process</li> <li>10. improve resilience, safety and self-reliance of refugees in camps and host communities</li> </ol> <p>4) Prevention of and fight against irregular migration, migrant smuggling and trafficking of human beings</p> <ol style="list-style-type: none"> <li>11. national and regional anti-smuggling and anti-trafficking legislation, policies and action plans</li> <li>12. strengthen institutional capacity to fight smuggling and trafficking</li> <li>13. pilot project in Niger</li> <li>14. information campaigns</li> </ol> <p>5) Return, readmission and reintegration</p> <ol style="list-style-type: none"> <li>15. strengthen capacity of countries of origin to respond to readmission applications</li> <li>16. support reintegration of returnees into their communities</li> </ol>	<ol style="list-style-type: none"> <li>1) End poverty in all its forms everywhere</li> <li>2) End hunger, achieve food security and improved nutrition and promote sustainable agriculture</li> <li>3) Ensure healthy lives and promote well-being for all at all ages</li> <li>4) Ensure inclusive and equitable quality education and promote lifelong learning opportunities for all</li> <li>5) Achieve gender equality and empower all women and girls</li> <li>6) Ensure availability and sustainable management of water and sanitation for all</li> <li>7) Ensure access to affordable, reliable, sustainable and modern energy for all</li> <li>8) Promote sustained, inclusive and sustainable economic growth, full and productive employment and decent work for all</li> <li>9) Build resilient infrastructure, promote inclusive and sustainable industrialisation and foster innovation</li> <li>10) Reduce inequality within and among countries</li> <li>11) Make cities and human settlements inclusive, safe, resilient and sustainable</li> <li>12) Ensure sustainable consumption and production patterns</li> <li>13) Take urgent action to combat climate change and its impacts</li> <li>14) Conserve and sustainably use the oceans, seas and marine resources for sustainable development</li> <li>15) Protect, restore and promote sustainable use of terrestrial ecosystems, sustainably manage forests, combat desertification, and halt and reverse land degradation and halt biodiversity loss</li> <li>16) Promote peaceful and inclusive societies for sustainable development, provide access to justice for all and build effective, accountable and inclusive institutions at all levels</li> <li>17) Strengthen the means of implementation and revitalise the global partnership for sustainable development</li> </ol>

## Annex II: Logical Framework

	Results chain	Indicators	Baseline (2018)	Current value Reference date	Targets (2018)	Sources and means of verification	Assumptions
<b>Overall objective: Impact</b>	To contribute to strengthening the humanitarian and development nexus in Sudan by providing access to remote locations.	Continued access to the Humanitarian Aid workers to assist vulnerable communities in areas in Darfur, South Kordofan and Blue Nile, that are hard to reach due to insecurity and lack of infrastructure.	1800 passengers per Month	1642 passengers per Month (Jan-Feb 2018)	1800 passengers per Month (2018)	WFP Aviation Electronic Flight Management System and Performance Management Tool	
<b>Specific objective(s): Outcome(s)</b>	<p>- provide humanitarian and development actors, donor organisations and diplomatic missions in Sudan with safe flight connections to beneficiaries, especially vulnerable communities in hard-to-reach project implementation sites. This will be done through UNHAS (UN Humanitarian Air Services).</p> <p>- provide humanitarian and development actors with relocation capacity for both medical and security evacuations within Sudan whenever required</p>	% of UNHAS flights (for passengers and cargo) successfully operated as per weekly schedules	100% flights operated	To be determined	98% flights operated (target is 21,600 passengers and 120 MT of light cargo)	<p>WFP Aviation Electronic Flight Management System and Performance Management Tool</p> <p>Weekly Flight Schedules</p>	<p>Quality assurance and safety due diligence in vetting would be contracted service providers</p> <p>Predictable funding</p> <p>Host government will allow unhindered access to vulnerable community</p> <p>No commercial service provider of a safe reliable air transport</p> <p>Availability of OCHA data on Sudan user agencies</p>
<b>Outputs</b>	<b>Safe, effective, efficient and reliable air services are provided to the humanitarian and development community</b>	Number of tickets booked and served as per request	1,800 passengers per Month	Average 1,642 passengers per Month (Jan-Feb 2018)	1,800 passengers per Month	WFP Aviation Electronic Flight Management System and Performance	No commercial service provider of a safe reliable air transport User agencies will

						Management Tool	share timely caseload and areas of intervention
		Number of agencies (UN, NGOs and donors) receiving air transport services for passengers	73 User Agencies Served	50 User Agencies Served (Jan-Feb 2018)	73 User Agencies Served	WFP Aviation Electronic Flight Management System	Availability of OCHA data on Sudan user agencies.
		MT of light cargo transported as per request	10 MT per Month	Average of 7.7 MT per Month (Jan-Feb 2018)	9 MT per Month	WFP Aviation Electronic Flight Management System and Performance Management Tool	Host government will allow unhindered access to vulnerable community
		% of customer service satisfaction	100% satisfaction	- (pending the first customer satisfaction survey for 2018)	98% satisfaction	Performance Management Tool and Needs Assessments  User Group Meeting platform  on-line customer surveys	User agencies will share timely caseload and areas of intervention
	<b>On-demand services is provided for life-threatening situations.</b>	% of response to execute timely extractions of both development and humanitarian actors at risk	100% response	2 medical evacuations performed (Jan-Feb 2018)	100% response	WFP Aviation Electronic Flight Management System and Performance Management Tool	Host government will allow unhindered access to vulnerable community
	<b>Capacity of local aviation operators is enhanced through the provision, sharing and transfer of technical expertise</b>	Number of safety awareness training for Sudan CAA	0	0	At least 2 training sessions	Project Reports	Availability of funds

<b>Activities</b>	<p>Activity 1.1. Agree on access priorities based on available resources and fleet composition in coordination with UNHAS stakeholders and with guidance from the Humanitarian Coordinator. (User Group meetings, Steering Committee, User surveys and donor consultations (Outcome 1)) Target 98% booking requests served</p> <p>Activity 1.2. Provide air transport service to some 21,600 passengers from 73 humanitarian and development organisations, including UN Agencies, NGOs and donors. Target 1800 passengers per month. (Managing a weekly flight schedule that meets user requirements. (Outcome 1)</p> <p>Activity 1.3. Ensure transportation of 120 MT of light cargo from 73 humanitarian and development organisations, including UN Agencies, NGOs and donors. (. Provide cargo capacity based on available space (Outcome 2)) Target 10 MT per month. Target 98% customer satisfaction and Quarterly User Group Meetings.</p> <p>Activity 1.4. Ensure continuous engagement with users through User Group Meeting platform and customer surveys to gauge service satisfaction and/or gaps in quality of service. (Outcome 4)</p> <p>Activity 2.1. In coordination with agency focal points, UNDSS and other reliable security arms, plan and execute timely extraction of both development and humanitarian actors when their lives are at risk and threatened by security lapses. Facilitate and get approval for emergency evacuations and medical referrals upon request. (Outcome 3) Target 100% response.</p> <p>Activity 3.1. Map ways of knowledge sharing/acquisition among local aviation actors in close coordination with the</p>	<p><b>Means:</b></p> <ul style="list-style-type: none"> <li>-Three helicopters in the main Darfur states and two fixed wing aircraft in Khartoum for passengers and light cargo.</li> <li>- Adjust the flight schedule in accordance with requests from User Group Meetings.</li> <li>- Maintain standby status in preparation for urgent evacuations.</li> <li>- Keep close coordination and cooperation with relevant authorities for flight clearance.</li> <li>- Continuous donor advocacy to ensure sustainability of the service.</li> <li>- Continuous coordination and collaboration with all relevant arms of Sudan Government authorities.</li> <li>- User Group meetings, Steering Committee, User surveys and donor consultations.</li> </ul> <p><b>Costs</b> All activities are covered by the Implementation cost of the budget.</p>	<ol style="list-style-type: none"> <li>1) Availability of funds</li> <li>2) Continuous and unrestricted access provided by the GoS.</li> <li>3) Security situations gets too tight, so as helicopters can't land anymore in deep field locations</li> </ol>
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	<p>Sudan Civil Aviation Authorities (CAA) - Facilitate the implementation of an occurrence database management system for Sudan CAA. (Outcome 1)</p> <p>Activity 3.2. WFP Aviation Safety Unit to provide support to Sudan CAA sharing a common platform for hazard/risk reports. Provide safety awareness training for Sudan CAA. (Outcome 1,2,3,4)</p>		
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## Annex III: EUTF Indicators as part of the Monitoring and Learning System

EUTF COMMON OUTPUT INDICATORS *					
1. Greater economic and employment opportunities		Optimal disaggregation (in addition to geographical location)		3. Improving Migration Management	Optimal disaggregation (in addition to geographical location)
1.1	Number of jobs created	Gender Target groups (refugee, IDP, Host community, returnee, migrant in transit) Age group Types of Job (permanent, short term, cash for work, etc.) Location		3.1	Number of projects by diaspora members Type of projects
1.2	Number of MSMEs created or supported	Type of support (access to finance, business development, training, equipment, market access, etc.)		3.2	Number of migrants in transit, victims of human trafficking, children in the mobility, IDPs and refugees protected or assisted. Gender Target groups (refugee, IDP, returnee, migrant in transit) Age group Types of Protection (protection measures, medical and psychosocial, shelter, food, legal, etc.)
1.3	Number of people assisted to develop economic income-generating activities	Gender Target groups (refugee, IDP, Host community, returnee, migrant in transit) Age group Types of support (funding, finance education, entrepreneurship prog., business dev service, etc.)		3.3	Number of migrants, or potential migrants, reached out by information campaign on migration and risks linked to irregular migration Gender Target groups (refugee, IDP, returnee, migrant in transit) Age group
1.4	Number of people benefiting from professional trainings (TVET) and/or skills development	Gender Target groups (refugee, IDP, Host community, returnee, migrant in transit) Age group Types of TVET (professional training, skills dev scheme, internship, other)		3.4	Number of voluntary returns or humanitarian repatriation supported Gender Age group Types of assistance (transportation, pre-departures counselling assistance to obtain documents, return tickets, travel escorts, assistance upon arrival, etc.)
1.5	Number of job placements facilitated and/or supported	Gender Target groups (refugee, IDP, Host community, returnee, migrant in transit) Age group Types of Job (permanent, short term, cash for work, incentive, etc.)		3.5	Number of returning migrants benefiting from reintegration assistance Gender Age group Types of assistance (income generating, medical, education, housing support etc.)
1.6	Number of industrial parks and business infrastructure created, expanded or improved			3.6	Number of institutions and non-state actors strengthened through capacity building or operational support on protection and migration management Types of support (capacity building, operational support, etc.)
1.7	Financial volume of new funding instruments for scholarships or self-employment			3.7	Number of individuals trained on migration management Target groups (state, non-state)
1.7 bis	Financial volume granted to individual recipients			3.8	Number of refugees and forcibly displaced persons receiving legal assistance to support their integration Gender Target groups (refugee, IDP) Age group
2. Strengthening resilience		Optimal disaggregation (in addition to geographical location)		3.9	Number of early warning systems on migration flows created
2.1	Number of local development plans directly supported			3.10	Number of people benefitting from legal migration and mobility programmes Gender Age group
2.1 bis	Number of social infrastructure built or rehabilitated	Use of infrastructure (health, education, water, sanitation, housing, domestic energy, legal, etc.)		3.11	Number of activities/events explicitly dedicated to raising awareness and sensitivity of general public regarding all aspects of migration Types of activity (media campaigns, etc.)
2.2	Number of people receiving a basic social service	Gender Target groups (refugee, IDP, Host community, returnee, migrant in transit) Age group Types of Service (health, education, water, sanitation, housing, energy, legal, nutrition, etc.)			
2.3	Number of people receiving nutrition assistance	Gender Target groups (refugee, IDP, Host community, returnee, migrant in transit) Age group		4. Improved governance	
2.4	Number of people receiving food security related assistance	Gender Target groups (refugee, IDP, Host community, returnee, migrant in transit) Age group Types of assistance (social protection schemes, training on agri practice, agri inputs, land dev, etc.)		4.1	Number of border stations supported to strengthen border control
2.5	Number of local governments and/or communities that adopt and implement local disaster risk reduction strategies			4.2	Number of staff from governmental institutions, internal security forces and relevant non-state actors trained on security, border management, CVE, conflict prevention, protection of civilian populations and human rights Gender capacity building Type of
2.6	Hectares of land benefitting from improved agricultural management	Types of support (irrigation, rehabilitation, improved management, etc.)		4.2 bis	Number of institutions and Non-State actors benefitting from capacity building and operational support on security, border management, CVE, conflict prevention, protection of civilian populations and human rights Gender capacity building Type of
2.7	Number of people reached by information campaigns on resilience-building practices and basic rights	Gender Target groups (refugee, IDP, Host community, returnee, migrant in transit) Age group Types of practices and rights (health, education, water, energy, rights, etc.)		4.3	Number of people participating in conflict prevention and peace building activities Gender Target groups (refugee, IDP, Host community, returnee, migrant in transit) Age group Types of Activities (community dialogue, civilian mediation, peacebuilding, awareness raising, etc.)
2.8	Number of staff from local authorities and basic service providers benefitting from capacity building for strengthening services delivery	Type of service (health, education, etc.)		4.4	Number of victims of trafficking assisted or referred to assistance services Gender Target groups (refugee, IDP, Host community, returnee, migrant in transit) Age group Types of Services (medical assistance, psychosocial assistance, counselling, accomodation, legal counselling, family tracking, travel docs, assistance to voluntary return, etc.)
2.9	Number of people having improved access to basic services	Target groups (refugee, IDP, Host community, returnee, migrant in transit)		4.5	Number of cross-border cooperation initiatives created / launched or supported
CROSS-CUTTING		Optimal disaggregation		4.6	Number of strategies, policies and plans developed and / or directly supported Types of output
5.1	Number of multi-stakeholders groups and learning mechanisms formed and regularly gathered	Type of actors (state-level, local authorities, civil society) Goal of the group/platform (coordination or learning)		4.7	Number of refugees benefiting from an Out-of-Camp policy
5.2	Number of planning, monitoring, learning, data-collection and analysis tools set up, implemented and / or strengthened	Types of tools (studies, needs assessment, market assessments, reporting and statistics, etc.)		4.8	Number of national/regional/local networks and dialogues on migration related issues newly established or functionally enhanced
5.3	Number of field studies, surveys and other research conducted	Focus of research		* Definition and methodology will be introduced to the implementing partners of the action	