

Get Airports Ready for Disasters (GARD) Project Board Meeting Minutes

Date	17 April 2019
Attendees	<ol style="list-style-type: none"> 1. Timo Mahn-Jones, Senior Policy Officer, Federal Ministry for Economic Cooperation and Development (BMZ), Bonn Timo.Mahn-Jones@bmz.bund.de 2. Ioana Creitaru, GARD Project Manager, UNDP Geneva ioana.creitaru@undp.org 3. Patrick Grémillet, Partnership Advisor, UNDP Geneva patrick.gremillet@undp.org 4. Manish Mohandas, UNDP India manish.mohandas@undp.org 5. Ruben Vargas, UNDP Regional Advisor LAC ruben.vargas@undp.org 6. Kathrin Mohr, Head of GoHelp Program, DPDHL, Bonn kathrin.mohr@dpdhl.com 7. Rania Al-Khatib, GARD Program Manager, DPDHL, Bonn rania.alkhatib@dpdhl.com 8. Cheryl Chen, DP DHL Singapore Cheryl.Chen@dhl.com
Agenda	<ol style="list-style-type: none"> 1. Introduction 2. Welcome remarks 3. GARD at 10 years 4. Overview of GARD Results and Lessons Learned (2016-2019) 5. Views from the field – Lessons from the implementing GARD in four countries in Latin America and the Caribbean. Scaling up GARD: Piloting the GARD Train the Facilitators programme in India. 6. GARD, a flagship public-private partnership: Remarks by Deutsche Post DHL 7. Next Steps
Decisions	<ul style="list-style-type: none"> ▪ The Board acknowledged the achievements of the GARD project activities between 2016 and mid-2019. The work plan has been completed and most outcomes have been achieved. ▪ The board recognized the Train the Facilitator trainings as a critical step to scale up GARD interventions and support the roll-out of assessment workshops in a much larger number of airports at the national level. ▪ UNDP and DPDHL to agree on strategic direction of the programme, in order to decide its future funding and format.
Discussion	<ul style="list-style-type: none"> ▪ Overview of results: The three main outputs of the project from 2016 to mid-2019 are included in the Results Report. In total, 17 airports in 14 countries have received GARD Trainings. More than 600 Airport staff were successfully trained during this period. The programme supports SDGs 9, 11, 13 and 17. Under output 2, 17 Action Plans have been implemented. Output 3 highlights that airport preparedness efforts are mainly sustained through increased national ownership. The overview of results also covers the additional period of the no-cost extension.

- **Views from the field:** LAC region – Workshops have successfully been held at airports in Peru, Costa Rica, Ecuador and most recently in Honduras. The involvement of the NDMA was seen as very relevant and beneficial for taking GARD forward. UNDP and OCHA accompany follow-up after the workshop to ensure the implementation of the Action Plan. India – Train the Facilitator workshop trained airport managers across India. The Aviation Authority in India aims to incorporate the program into their curriculum.
- **Remarks by Deutsche Post DHL:** DHL can build on strong local present and core competency as a logistics provider. Employees volunteer with their unique competencies as aviation experts in disaster preparedness and response. UNDP is the ideal partner to establish the link with Governments to ensure the workshop results are integrated into the national disaster management plans. Thus GARD can be seen as a successful model for private-public partnerships.
- **Lessons learned:** GARD Owner selection procedure ensures that follow-up activities are initiated on senior level by the GARD owner. Sustainable impact has been achieved when GARD outcomes were integrated into Airport preparedness plans, such as in Armenia or Peru. The selection of participants as representatives of all functions at the airport is crucial for the success of the workshop. GARD facilitated synergies of regional networks to share experiences and knowledge, such as the Indian ocean. This model could be replicated.
- **Communications:** Various communications approaches and products are used for GARD workshops in countries, such as press releases, social media texts and blogs. GARD has been featured at the Humanitarian Networks and Partnerships Week in 2017 and 2019, a major global event for the humanitarian community taking place annually in Geneva. GARD owners from previous workshops held in the Seychelles and Armenia were present at HNPW 2017 to share their experiences of GARD; and from the Maldives and Bosnia & Herzegovina at HNPW 2019.
- **Sustainability:** National ownership is key to sustain the outcomes of the GARD workshop. GARD Plus workshops are envisaged to be a standard follow-up measure after the GARD workshop took place. GARD should be better anchored in disaster risk reduction programme of UNDP country offices and other UN agencies should be encouraged to participate in the implementation of the follow-up actions.
- **Partners** from the International Civil Aviation Organisation (ICAO), Airports Council International (ACI) and the International Air Trade Association (IATA) can complement the workshop content from a technical perspective. ICAO and ACI have attended the GARD Honduras workshop and the feedback will be integrated into the upcoming GARD workshops.
- **Next steps.** Various options for the future of GARD could be envisaged. These can be pursued sequentially. A first, immediate scenario would be to maintain status quo by running GARD as it is today, but with a cost-sharing approach from UNDP Country Offices, whereby UNDP, DPDHL and the GARD

Owner (i.e. the respective national disaster management organization or the respective national airport authority) contribute to the organization of the workshop. A second scenario could be to expand the programme to a larger constituency of partners from the aviation industry, such as ICAO, ACI and IATA, and involving organizations with a role in humanitarian logistics (WFP/ Logistics Cluster) and preparedness (the International Movement of the Red Cross and Red Crescent). A concept note on an expanded programme for preparedness of the aviation sector was developed in 2018, and is discussed at the level of the Task Force for Airport Efficiency co-chaired by OCHA and ICAO. A third scenario is for UNDP and DPDHL to reach out to existing private-public partnerships and/ or innovation programmes and initiatives to explore ways to link GARD in mutually-beneficial ways.

- **Resource mobilization.** Opportunities for resource mobilization could be explored with the BMZ HQ, European Commission, the Government of Switzerland, and other donors such as JICA, Japan, Sweden. It was noted that DPDHL's GoHelp approach covers response and recovery besides disaster preparedness for airports, which might also be an avenue to pursue while approaching institutional donors.