*Note: This table is intended for inclusion in an online appendix.*

**Table 3. Cost estimation and apportion methods for each cost category**

|  |  |  |
| --- | --- | --- |
| **Category** | **Data collected and cost calculation** | **Apportioned to phases** |
| Personnel | We collected data on number of persons, salary, and time spent supporting the rollout by directly interviewing persons who contributed time, or if not available, their supervisor. We obtained annual or monthly salary. Where possible, time contributed was given in days or hours, and otherwise was estimated in percentage time. Time spent in group planning meetings was standardized across all persons. For each individual, we calculated the cost estimate of their time contribution based on their salary and the percentage of time contributed. | Costs were apportioned to phases based on the amount of time the person reported spending on eIDSR WAR activities relative to all work activities. |
| Office Operating | We assessed office costs related to office supplies and use, rentals, and eIDSR operations such as cellular data and mobile device management (MDM) (Table2) from invoices, project agreements, and local market prices. Local market prices were used to estimate costs for printing and a donated generator. No organization provided detailed costs on utilities and maintenance. Three organizations estimated overhead costs from budgets and funding documents. | When actual resource usage by phase was not available, costs were apportioned to phases using the average time surveillance staff spent on WAR in each phase multiplied by the ratio of surveillance personnel to total personnel. For two organizations that shared building overhead costs, we first attributed overhead costs to each organization based on percentage occupancy of the building. |
| Transport | Vehicle and transportation costs were collected. Fuel costs were calculated using a standard formula: Fuel cost = [(1/Fuel Efficiency)x(Cost/Liter)x(Distance)]. Distance between locations was measured in kilometers based on trips reported in interviews. Average fuel efficiency of 6 KM/L was reported by one partner and was used across all partners. Fuel cost was 6,000 Leones per liter. Vehicle maintenance cost was reported by two organizations, and was used as a proxy for other organizations with similar vehicles. Traveler costs were calculated from number of travelers, per diem, lodging, and other travel related costs. Per diem and lodging was only necessary for two HF staff due to the proximity of training to participants’ location. Use of vehicles are captured in Capital costs. | Costs were apportioned to the phases according to when the travel occurred. |
| Capital | We assessed use of buildings, vehicles, equipment, and eIDSR capital equipment (devices, cases, chargers). Two organizations had estimated costs of their building. Two organizations had vehicle costs and were used as a proxy for the other organizations. No organization provided costs for equipment shared between programs such as computers and printers. Life span of items were assumed to be 3 years for eIDSR equipment, 10 years for cars, and 50 years for buildings, and a depreciation rate of 5% was used for annualization of buildings and vehicles. Two organizations provided eIDSR capital equipment, for 50 (eHA) and 13 (FOCUS1000) health facilities, and their costs were combined. | Building costs were apportioned to phases using the average time surveillance staff spent on WAR in each phase multiplied by the ratio of surveillance personnel to total personnel. For two organizations that shared building space, we first attributed building cost to each organization based on percentage occupancy of the building. Vehicle costs were apportioned by the percentage of time the vehicle was in use during each phase. eIDSR equipment was apportioned to the phase of purchase and was not annualized. |