

## CHF Project submission form

Part A: Programme Summary	
<i>To be completed by the Participating UN Organisation or NGO</i>	
From: Edouard Nizeyimana Country Director, WFP CAR	Date of Submission: 07 August, 2012
Contact:  <b>Email:</b> Edouard.Nizeyimana@wfp.org  <b>Phone:</b> Office: Mobile:	
Participating UN Organisation or NGO: <b>World Food Programme</b>	
Programme <sup>1</sup> Title: <b>Provision of Humanitarian Air Services in Central African Republic</b>	
Programme Code: CAF-12/CSS/44091/R	
Sector/Cluster: <b>Logistics</b>	
Objective: <b>To provide air transport services for humanitarian agencies assisting to over 11,000 beneficiaries in Goldil and Tiringoulou Sikikedde in the North eastern region of Central African Republic</b>	
Beneficiaries: TOTAL:11,000 children: 2621 women: 5,609 Other groups (specify):	
Partners: n/a	
Project Duration: 2 months	
Total Programme Budget: \$718,484	
<b>CHF funds requested: \$ 150,000</b>	
Amount and percentage of indirect costs requested: \$ 9,813 (7%)	
Describe any efforts that have been made to secure follow-on funding after a possible CHF contribution:  CERF grant has been made available to start the humanitarian action. The potential donors are being updated on the UNHAS CAR needs.	

<sup>1</sup> The term "programme" is used for projects, programmes and joint programmes.

## Narrative summary of programme

### 1. Background

The Central African Republic (CAR) is one of the poorest countries in the world, landlocked and with neighboring countries in crisis. Access to vulnerable populations is a chronic challenge due to conflict, banditry, and poor infrastructure.

Due to insecurity in the Central African Republic (CAR) resulting from acts of armed conflict in the north of the country and from Lord's Resistance Army activities in the south-east of the country, humanitarian workers are unable to travel safely by road. Furthermore, during the rainy season (May to November), many roads are closed as they are not maintained and become impassable. Therefore, access to beneficiaries is impeded. Consequently, air travel is crucial for the provision of an effective and timely humanitarian response to internally displaced people (IDPs), refugees, host populations and other vulnerable people throughout the entire country.

The Humanitarian Country Team in CAR is concerned that conditions are likely to deteriorate – in particular in Gordil, Tiringoulou and Sikikede. This is due various factors including the approaching rainy season; delay in agricultural cultivation due to population displacement and security threats; poor crop yields due to drought; and the massive return of internally displaced persons to food-insecure regions.

The resilience of local populations in the remote and marginalized areas of Gordil, Tiringoulou and Sikikede has been largely weakened; activities such as fishing, hunting, and gathering wild food products remain limited. The acute shortage of food availability results in lower consumption – which in turn has increased malnutrition rates among children and under five, as well as pregnant and lactating mothers.

Furthermore, other factors that are likely to worsen the humanitarian situation in the area including:

- The initial phase of the rainy season which makes roads impassable for the rest of the year;
- The inability to access the target areas by roads due to security threats;
- A delay in the harvest season due to population displacement and security threats;
- An influx of IDPs to their villages of origin is further aggravating the food security situation in the region;

The humanitarian agencies aim to provide assistance to an estimated 11,000 people affected by severe food shortage in the target areas, where food stocks are exhausted and purchasing power is almost non-existent. The target group includes approximately 5,609 girls and women and 2,621 children under five year who, according to various NGOs operating in the area, are particularly vulnerable.

Due to the remote location of the target population, air transportation remains the only means by which to deliver food aid. Through this project WFP/UNHAS will deploy one Mi8-MTV helicopter with its operational base in Ndele to transport humanitarian personnel, food and non-food items to the beneficiary sites.

## 2. Purpose of Proposed Programme

### a) Outcome

- The area of intervention is accessible to the humanitarian personnel to the beneficiaries.
- Uninterrupted humanitarian air services during rainy season

### b) Indicator and target

- Approximate number of flights available for humanitarian personnel to Gordil, Tiringoulou, Sikikede and other remote beneficiary sites, at least 50 flights during the period from Ndele to the sites.
- Transportation from Ndele in the affected region of:
  - Approximately 300 passengers (humanitarian actors);
  - over 100 metric tons of food
  - about 7 metric tons of medicinesduring the period.

### c) Activities

- Establishment of UNHAS operational base in Ndele (crew accommodation, fuel mobilisation, security)
- Deployment of one MI8-MTV helicopter with its base in Ndele, CAR for 2 months
- Establishment of additional staffing structure during the period
- Elaboration and diffusion of a flight schedule
- Transportation of food and non-food items

### Financial summary of programme

Budget Item	Amount (US\$)	Repartition	
		CHF	Others
<b>Do not change budget lines below</b>			
1.1 Supplies, commodities, equipment and transport			
1.2 Personnel (staff, consultants, travel and training)	74,680	34,740	39,940
1.3 Training of counterparts			
1.4 Contracts	596,800	105,447	491,353
1.5 Other Direct Costs			
<b>Sub-Total</b>	671,480	140,187	531,293
2.0 Indirect Costs	47,004	9,813	37,191
<b>TOTAL</b>	718,484	150,000	568,484

\* For more information on the above expenditure categories, see: [http://www.undg.org/archive\\_docs/8746-Harmonised\\_Financial\\_Reporting\\_to\\_Donors\\_in\\_JPs\\_-\\_Explanatory\\_Note.doc](http://www.undg.org/archive_docs/8746-Harmonised_Financial_Reporting_to_Donors_in_JPs_-_Explanatory_Note.doc)

### Part B: Technical Review

*To be completed by the Cluster Lead*

#### 4. Evaluation of Proposal by the Cluster

*Projet d'urgence ayant pour objectif de soutenir logistiquement les opérations d'urgence dans la Vakaga*

**Part C: Administrative Review**

To be completed by the Technical Unit (OCHA)

(a)	Does the programme documentation comply with format?	Yes <input checked="" type="checkbox"/> No <input type="checkbox"/>
(b)	Is the Budget in compliance with required categories?	Yes <input checked="" type="checkbox"/> No <input type="checkbox"/>
(c)	Is the Indirect Support Cost within the approved rate?	Yes <input checked="" type="checkbox"/> No <input type="checkbox"/>

**Part D: Humanitarian Coordinator's Decision**

To be completed by the Technical Unit (OCHA)

**5. Decision of the Humanitarian Coordinator**

- Approved for a total budget of **\$150,000**
- Approved with modification/condition
- Deferred/returned with comments for further consideration
- Rejected

**Comments/Justification:** Le projet vise à appuyer logistiquement les opérations de largage de vivres alimentaires dans l'ouest de la Vakaga et entre de ce fait dans une urgence humanitaire reconnu.

**Modibo Ibrahim TOURE**

Humanitarian Coordinator, I, CAR



Signature

19/09/2012

Date

**Part E: Administrative Agent Review**

To be completed by the Administrative Agent (UNDP)

**6. Action taken by the Administrative Agent:**

- Programme consistent with provisions of the CHF-CAR Memorandum of Understanding and Standard Administrative Arrangements with donors.

**Administrative Agent:**  
**[Name and title]**

\_\_\_\_\_  
Signature

\_\_\_\_\_  
Date

## Attachment No. 1:

## CHF Project Work Plan

Expected outcomes	Indicators	Planned Activities	Timeframe (quarter)				Responsible Party <sup>2</sup>	Planned Budget		
			Q1	Q2	Q3	Q4		Source of Funds <sup>3</sup>	Budget Description <sup>4</sup>	Amount <sup>5</sup>
Uninterrupted humanitarian air services during rainy season	Approximately 300 passengers (humanitarian actors); over 100 metric tons of food about 7 metric tons of medicines	Establishment of UNHAS base in Ndele  Deployment of 1 Mi8-MTV helicopter  Establishment of additional staffing structure during the period			X		WFP	CHF	Air operations components and support personnel	140,187
Easy access of humanitarian personnel to the beneficiaries in remote areas	Scheduled flights to Gordil, Tiringoulou, Silkede and other locations in the region	Approximately 50 flights								
<b>Sub-total:</b>										140,187
Indirect costs (7% administrative costs):										9,813
<b>Total:</b>										150,000

<sup>1</sup> The responsible party is usually the organisation submitting a project to the CHF unless other organisations are involved in the implementation of specific project activities.

<sup>2</sup> You may include funding sources other than the CHF but please make sure that CHF funding is clearly marked and that it matches the amount indicated on your project submission.

<sup>3</sup> Budget description refers to broad categories like staff costs, logistics, transport, etc.

<sup>4</sup> If other are funding sources are included, the amount financed by the CHF needs to be clearly separated.

## Attachment No. 2:

### Detailed Budget

Budget Item  Do not change budget lines below	Total Amount (US\$)	Repartition	
		CHF	Other donors
1.1 Supplies, commodities, equipment and transport (please itemize below; add rows if necessary)			
a)			
b)			
c)			
1.2 Personnel (staff, consultants, travel and training) (please itemize below; add rows if necessary)			
a) 2 P3 air transport officers for 2 months	69,480	34,740	34,740
b) Hazard Entitlement	5,200		5,200
c)			
1.3 Training of counterparts (please itemize below; add rows if necessary)			
1.4 Contracts (please itemize below; add rows if necessary)			
a) Helicopter costs for 2 months	333,800	105,447	228,353
b) Crew costs for 2 months	36,000		36,000
c) Mobilization costs from Entebbe	40,000		40,000
d) fuel	160,000		160,000
e) Handling, radios, war risk insurance	27,000		27,000
1.5 Other Direct Costs (please itemize below; add rows if necessary)			
<b>Sub-Total</b>	<b>671,480</b>	<b>140,187</b>	<b>531,293</b>
2.0 Indirect Costs	47,004	9,813	37,191
<b>Total Project Budget</b>	<b>718,484</b>	<b>150,000</b>	<b>568,484</b>