

## South Sudan 2012 CHF Standard Allocation Project Proposal

*Proposal for CHF funding against Consolidated Appeal*

For further CHF information please visit <http://unhcr.org/south-sudan/information/consolidated-appeal>  
or contact the CHF Technical Secretariat at [ahf@refugees.org](mailto:ahf@refugees.org)

This proposal shall be submitted by cluster partners in two stages to the Cluster Coordinators and Co-coordinators for each project against which CHF funds are sought. In the **First Stage**, before cluster defenses, applying partners fill sections I and II. The proposal should explain and justify the activities for which CHF funding is requested and it is intended to supplement information already available in the CAP Project Sheets. The proposals will be used by the cluster Peer Review Team in prioritizing and selecting projects for CHF funding during CHF Standard Allocation round. Partners should also fill and submit to cluster coordinator/co-coordinator the CHF Project Summary (Annex 1) in the second stage projects recommended for funding by the CHF Advisory Board must complete Section III of this application and revised/update sections I and II if needed.

### SECTION I:

#### CAP Cluster

#### Logistics

#### CHF Cluster Priorities for 2012 Second Round Standard Allocation

This section should be filled by the cluster Coordinators/Co-coordinators before sending to cluster partners. Provide a brief articulation of Cluster priority activities and geographic priorities that the cluster will recommend for funding from the CHF.

##### Cluster Priority Activities

- Continued common transport services for cargo by air, barges, boats, trucks
- Passenger air service
- Continued coordination on logistics, such as facilitating convoys with force protection
- Warehousing in key locations for transshipment and pre-positioning before the rainy season

##### Cluster Geographic Priorities

Geographical areas to be prioritized are areas hard to reach with commercial transport option, and areas cut off from road transport to area all across the country based on requests from humanitarian organizations.

##### Project details

The sections from this point onwards are to be filled by the organization requesting for CHF.

##### Requesting Organization

International Organization for Migration (IOM)

Project CAP Code

SSD-12/CSS/46053/R/296

CAP Project Title *(please write exact name as in the CAP)*  
Humanitarian common logistic services in the Republic of South Sudan

Project Location(s) (list State, County and if possible Payam where CHF activities will be implemented. If the project is covering more than one State please indicate percentage per state)

In the 10 states of South Sudan and Abyei. The project aims at supporting front line agencies and will therefore more specifically focus on NBeG, Warrap, Unity, Upper Nile, Jonglei, Lakes and WBeG.

<b>Total Project Budget in South Sudan CAP</b>	US\$6,635,655
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<b>Amount Requested from CHF</b>	US\$ 1,710,000	<b>Other Secured Funding</b>	US\$ 3,499,005
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<b>Direct Beneficiaries (scaled appropriately to CHF request)</b>	
Women:	N/A
Men:	N/A
Girls:	N/A
Boys:	N/A
<b>Total:</b>	N/A

<b>Indirect Beneficiaries (scaled appropriately to the CHF)</b>	N/A
<b>Catchment Population (if applicable)</b>	

Implementing Partners (Indicate partners who will be subcontracted if applicable and corresponding sub-grant amounts.)  
N/A

CHF Project Duration (max. of 12 months, starting date will be Allocation approval date)  
Indicate number of months: 6

**Address of Country Office**  
Chief of Mission IOM : Mr. Youssef Elwanzi, yelwanzi@iom.int  
Project Focal Person: Berna  
Finance officer: pstenson@iom.int  
Address: New Industrial Are

**Address of HQ**  
e-mail desk officer  
phone officer

## SECTION II

### A. Humanitarian Context Analysis

Briefly describe (in no more than 500 words) the current humanitarian situation in the specific locations where CHF supported activities will be implemented. Provide evidence of needs by referencing assessments and key data, including the number and type of the affected population<sup>1</sup>

The first eight months of 2012 haven't witnessed any improvement of the humanitarian situation in South Sudan. Humanitarian actors have been, and continue to be, required to urgently strengthen their preparedness and response capacities in order to provide life-saving assistance to vulnerable populations across many areas of the country. South Sudan is faced with a multiplicity of humanitarian crises that are caused by a variety of political, social, economic and environmental factors. Inter- and intra-ethnic conflict, border tensions with Sudan, the influx of returnees and refugees from Sudan, rebel militia activities and floods are amongst the most significant occurrences in 2012 that have worsened the already precarious living conditions of hundreds of thousands of individuals in South Sudan. To date, 164,331 Internal Displaced People, 122,000 returnees and close to 170,000 refugees have been registered by UNOCHA, IOM and UNHCR respectively.

Since the beginning of 2012, humanitarian agencies providing urgently required relief assistance to these individuals have been faced with their own challenges in doing so. Due to the nature of these challenges, they are unlikely to be overcome by the humanitarian community in the near future. Most significantly humanitarian agencies find themselves over-stretched, in terms of capacity, and with insufficient resources to meet the staggering humanitarian needs of vulnerable populations.

These difficulties are amplified by, first, the exponentially rising fuel prices that South Sudan has been experiencing this year, as well as its unavailability during certain periods, and second, severe access constraints in nine out of South Sudan's ten states due to severe flooding that has been affecting the country since the month of July. The implications of these issues are that humanitarian actors find themselves unable, either due to financial or logistical constraints, in providing their much needed assistance.

Logistical constraints, however, will ease with the ending of the rainy season in November. The period thereafter will allow for the repositioning of humanitarian supplies in key locations that will remain accessible when the next rainy season arrives in 2013.

This IOM project entitled "Humanitarian Common Logistics Services in the Republic of South Sudan" will specifically address the constraints that the humanitarian community is currently experiencing in South Sudan, and will take the opportunity of the coming dry season to mitigate the negative consequences of inaccessibility during the 2013 rainy season. Through the provision of a reliable and time-efficient Common Transport Services (hereinafter "CTS") system, the IOM will provide consistently reliable and timely transportation services to humanitarian actors operating in emergencies, and preposition assets in areas that are probable to receive very significant numbers of returnees and refugees during the remainder of 2012 and into 2013.

### B. Grant Request Justification

Briefly describe (in no more than 500 words) how proposed activities support the agreed cluster priorities and the value added by your organization

In response to the numerous humanitarian situations that have arisen in a variety of locations in South Sudan in 2012, the humanitarian community has intervened by mobilizing resources in the form of staff and humanitarian supplies. However, operational and logistical challenges have negatively impacted the humanitarian community's ability to perform timely assessments in hard-to-reach areas and to rapidly deliver relief assistance to natural or man-made disaster affected populations.

IOM, in collaboration with the Logistics Cluster, is capable of providing reliable and readily-available assets to transport humanitarian supplies intended to provide relief to affected populations who find themselves in emergency situations.

Since the beginning of 2012, ten IOM trucks were deployed, through the CTS, to guarantee the delivery of humanitarian supplies and to assist humanitarian organizations in accessing and assisting those most in need: 2,500 Metric Tons of humanitarian supplies were delivered by road and by River to more than 50 aid organizations and Government agencies such as the Relief and Rehabilitation Commission (RRC) and the Ministry of Humanitarian Affairs. The CTS successfully responded to 90% of the total requests.

At the arrival of the rainy season, barges and boats were used by the IOM-organized CTS in order to allow for the transportation of humanitarian supplies in as undisturbed a manner as possible. With roads leading to areas where humanitarian needs are highest being closed due to flooding, these barge and movements became the lifeline for a number of humanitarian agencies, and their beneficiaries, allowing the former to continue with the implementation of emergency response activities that allowed for the latter's living conditions to remain as dignified and humane as possible. During the past two months, this has particularly been the case in Upper Nile State's refugee camps in Maban, to which access by land proves to be impossible at present.

IOM is therefore requesting funds from the CHF round two allocations in order to continue to be able to support the humanitarian community and their beneficiaries through this common transport service which includes truck, barge and boat transport. This will guarantee the full-time availability of especially dedicated trucks that will meet the cargo movement capacity that is necessary for the transportation of relief items to various NGOs and humanitarian agencies serving the ten states of the Republic of South Sudan and Abyei.

In order to continue responding to the immediate needs of IDPs, conflict-affected people, returnees and their host communities, humanitarian partners urgently require humanitarian supplies. The CTS will ensure that emergency relief is delivered in a timely and effective manner, responding to the needs of large numbers of people who require immediate life-saving assistance.

<sup>1</sup> To the extent possible reference needs assessment findings and include key data such as mortality and morbidity rates and nutritional status, and how the data differs among specific groups and/or geographic regions. Refer situation/data/indicators to national and/or global standards

### C. Project Description (For CHF Component only)

#### i) Purpose of the grant

Briefly describe how CHF funding will be used to support core cluster priorities

The purpose of the grant is to facilitate timely delivery of supplies to support emergency response across South Sudan

#### ii) Objective

State the objectives of the project. Objectives should be specific, measurable, achievable, relevant and time-bound (SMART)

The objective is to ensure that humanitarian supplies reach front line agencies on time for an adequate response.

#### iii) Proposed Activities

List the main activities to be implemented with CHF funding. As much as possible link activities to the exact location of the operation and the corresponding number of direct beneficiaries.

1. Avail a fleet of up to 10 IOM managed 30MT and 5MT trucks to provide humanitarian cargo delivery in a timely and effective manner in critical emergency response situations;
  2. Operate Barge movements to deliver massive amount of cargo to the main location along the Nile river
  3. Operate Boat movements from Juba and from Malakal to supply Bentiu, Renk, Melut, Akobo, Fangak.
  4. Handle cargo effectively and professionally, through consolidation and loading at hubs, and unloading at final destination by users;
  5. Develop and maintain a cargo tracking database to monitor cargo movements;
  6. Provide staff to accompany project vehicles, monitor cargo handling, and maintain communications with the control centre in Juba;
  7. Coordinate with humanitarian forums and relevant logistics forums on needs, gaps and monitoring (Humanitarian Forum, the Emergency and Preparedness Taskforce, the cluster, Logistics sector meetings, and the access working group);
- Ensure monitoring of use of the Common Transport Service and contribute to reporting on the Common Transport Service as required

#### iv) Cross Cutting Issues

Briefly describe how cross-cutting issues are taken into consideration (i.e. gender, environment, HIV/AIDS)

1. The environmental impact of this project will be neutral. All of the activities implemented will respect environmental considerations. In addition, it will be ensured that all activities related to this project will avoid depleting natural resources.
2. All activities related to this project will equally benefit women and men. IOM will pro-actively recruit women to implement activities when possible.
3. All IOM staff in this project will be sensitized on HIV/AIDS. Awareness will be raised in HIV/AIDS prevention, treatment and care.

#### v) Expected Results

Briefly describe (in no more than 300 words) the results you expect to have at the end of the CHF grant period.

1. 10 trucks operated by IOM will be at the disposal of the logistic cluster for 240 days
2. IOM will organize 1 barge movements
3. IOM will organize 4 boat movements Juba/Malakal/Bentiu
4. IOM will organize 4 boat movements from Malakal to Bentiu, Renk, Melut, Fangak, Akobo.

List below no more than five indicators you will use to measure the extent to which those results will have been achieved. At least three of the indicators should be out of the cluster defined Standard Output Indicators (annexed).

Indicator	Target (indicate numbers or percentages)
1. Number of barge movements	1 movements
2. Number of trucks available	10 trucks
3. Quantity of supplies transported	Up to 1,700 MT

#### vi) Implementation Mechanism

Describe planned mechanisms for implementation of the project. Explain if it is implemented through implementing partners such as NGOs, government actors, or other outside contractors.

Free-to-User, Common Transport Services (CTS): In relation to CTS IOM will operate two modalities, a) Long Range Supply, and b) Local Area Supply. In relation to Long Range Supply, IOM will enhance existing Common Transport Services to provide up to 1,700 MT. Working through the Logistics Cluster, IOM will send out advance notice of possible convoys a minimum of one week ahead of departure. IOM will organize, fuel, security and route planning. CTS will be free to the user, but cargos are carried at the agencies risk. In terms of Local Area Supply, IOM will provide a mixture of 30MT Hino trucks, 6MT Hino trucks and boats to assist agencies in the movement of relief items around the region in which humanitarian operations are concentrated.

#### vii) Monitoring Plan

Describe how you will monitor progress and achievements of the project.

All cargo transport requests and transported cargo will be entered in a database. Transported cargo will be tracked until they reach the intended destination.

Project operations will be monitored directly through IOM's sub-offices, under the overall management by IOM's Head Office in Juba. The Mission office in Juba will provide overall financial management and oversight of activities. Regular internal reporting will be provided by all field offices, for supervisory review in Juba. IOM will produce regular statistical reporting on tracking, monitoring and transportation operations. Over the course of implementation, field visits shall be conducted to monitor project activities against stated targets within the framework of the present proposal. Internal reporting, monitoring and evaluation will take note of all constraints or impediments to activities in order to undertake a regular evaluation of project goals and implementing strategies. Project updates will be distributed to IOM Geneva, donors and any other concerned stakeholders. A final narrative and financial report will be produced at the end of the project, covering project activities and outcomes.



### SECTION III:

LOGFRAME			
CHF ref./CAP Code: SSD-12/CSS/46053	Project title: Humanitarian Common Transport Services in the Republic of South Sudan,	Organisation: IOM	
<p><b>Overall Objective:</b> <i>What is the overall broader objective, to which the project will contribute? Describe the expected long-term change.</i></p> <ul style="list-style-type: none"> <li>To support emergency life-saving activities to be provided all over the country To transport emergency cargo for humanitarian organizations especially in remote and difficult access areas.</li> </ul>	<p><b>Indicators of progress:</b> <i>What are the key indicators related to the overall objective?</i></p> <ul style="list-style-type: none"> <li>Metric ton per movement</li> </ul>	<p><b>How indicators will be measured:</b> <i>What are the sources of information on these indicators?</i></p> <ul style="list-style-type: none"> <li>CTS database</li> <li>Waybills</li> <li>Service Request Form (SRF)</li> </ul>	
<p><b>Specific Project Objectives:</b> <i>What are the specific objectives, which the project shall achieve? These relate to the immediate effect of the intervention measured at the end of the project.</i></p> <p>CHF resources will serve to operate the following cargo movements in support humanitarian stakeholders active throughout the 10 States of the country: barge movements Juba- to Upper Nile/Unity all location along the Nile River to transport humanitarian cargo</p> <ul style="list-style-type: none"> <li>(1); boat movements Juba- Bentiu, Renk, Melut, Akobo, Fangak to transport humanitarian cargo (4); boat movements Malakal- Bentiu, Akobo, Fangak, Naser to transport humanitarian cargo (4).</li> <li>10 Trucks of 30MT capacity each for 6 months activity.</li> </ul>	<p><b>Indicators of progress:</b> <i>What are the quantitative and qualitative indicators showing whether and to what extent the project's specific objectives are achieved?</i></p> <p>Up to 1 barge, of 400 MT, managed by IOM will be operational for 1 trip Juba-Upper Nile/Unity all location along Nile River</p> <p>Up to 4 boats, of 40 MT each, managed by IOM will be operational for 4 trips (Juba-Malakal, Melut, Bentiu, Akobo, Fangak, Naser)</p> <p>Up to 4 boats, of 30-40 MT each, managed by IOM will be operational for 4 trips (Malakal-Bentiu, Melut, Akobo, Fangak, Naser)</p> <p>Up to 10 Trucks, 30MT each to deliver humanitarian cargo for 6 months all over the</p>	<p><b>How indicators will be measured:</b> <i>What are the sources of information that exist and can be collected? What are the methods required to get this information?</i></p> <ul style="list-style-type: none"> <li>Tracking sheet for river movement</li> <li>CTS database</li> <li>Waybills</li> <li>SRF</li> </ul>	<p><b>Assumptions &amp; risks:</b> <i>What are the factors and conditions not under the direct control of the project, which are necessary to achieve these objectives? What risks have to be considered?</i></p> <ul style="list-style-type: none"> <li>The security situation to permit access to delivery destination</li> </ul>
<p><b>Results - Outputs (tangible) and Outcomes (intangible):</b></p> <ul style="list-style-type: none"> <li>Please provide the list of concrete DELIVERABLES - outputs/outcomes, leading to the specific objective/s:</li> <li>Up to 1,700MT of humanitarian cargo to be transported in the 10 states to the country</li> </ul>	<p><b>Indicators of progress:</b> <i>What are the indicators to measure whether and to what extent the project achieves the envisaged results and effects?</i></p> <p>Up to 1 barge, of 400 MT, managed by IOM will be operational for 1 trip Juba-Upper Nile/Unity all location along Nile River</p> <p>Up to 4 boats, of 40 MT each, managed by IOM will be operational for 4 trips (Juba-Malakal, Melut, Bentiu, Akobo, Fangak, Naser)</p> <p>Up to 4 boats, of 30-40 MT each, managed by IOM will be operational for 4 trips (Malakal-Bentiu, Melut, Akobo, Fangak, Naser)</p> <p>Up to 10 Trucks, 30MT each to deliver humanitarian cargo for 6 months all over the country</p>	<p><b>How indicators will be measured:</b> <i>What are the sources of information on these indicators?</i></p> <ul style="list-style-type: none"> <li>CTS database</li> <li>Waybills</li> <li>SRF</li> </ul>	<p><b>Assumptions &amp; risks:</b> <i>What external factors and conditions must be realized to obtain the expected outcomes and results on schedule?</i></p> <ul style="list-style-type: none"> <li>The security situation to permit access to delivery destination</li> </ul>

<p><b>Activities:</b>  <i>What are the key activities to be carried out and in what sequence in order to produce the expected results?</i></p> <ul style="list-style-type: none"> <li>• Avail 400MT/1,300m3 barge common transport movement for 1trip: Juba→to Upper Nile-Unity, all location along the Nile river to transport humanitarian cargo</li> <li>• Avail 40MT boats common transport movement for 4 trips: Juba→Malakal→Melut/Bentiu, Akobo, Fangak, Naser to transport humanitarian cargo</li> <li>• Avail 30 to 40MT boats common transport movement for 4 trips: Malakal→Melut/Bentiu, Akobo, Fangak, Naser to transport humanitarian cargo</li> <li>• Avail 10 Trucks of 30MT each to transport humanitarian cargo in the 10 Stated of the Country.</li> <li>• Handle cargo effectively and professionally, through consolidation and loading at hubs, and unloading at final destination by users;</li> </ul> <p>• Develop and maintain a cargo tracking database to monitor cargo movements</p>	<p><b>Inputs:</b>  <i>What inputs are required to implement these activities, e.g. staff time, equipment, mobilities, publications etc.?</i></p> <ul style="list-style-type: none"> <li>• Staff</li> <li>• Barge (1)</li> <li>• Boats (8)</li> <li>• Trucks (10)</li> </ul>	<p><b>Assumptions, risks and pre-conditions:</b>  <i>What pre-conditions are required before the project starts? What conditions outside the project's direct control have to be present for the implementation of the planned activities?</i></p> <ul style="list-style-type: none"> <li>• The security situation to permit access to delivery destination</li> </ul>
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## PROJECT WORK PLAN

This section must include a workplan with clear indication of the specific timeline for each main activity and sub-activity (if applicable).  
The workplan must be outlined with reference to the quarters of the calendar year.

Activities	Q3/2012			Q4/2012			Q1/2013			Q2/2013			Q3/2013		
	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep		
Avail 400MT/1,200m3 barges common transport movement for 1 trip: Juba→to Upper Nile/Unity all location along the Nile River to transport humanitarian cargo		X	X	X	X	X	X								
Avail 40MT boats common transport movement for 6 trips: Juba→ Bentiu, Renk, Melut, Akobo, Fangak to transport humanitarian cargo			X	X	X	X	X								
Avail 30 to 40MT boats common transport movement for 4 trips: Malakal→Bentiu, Akobo, Fangak, Naser to transport humanitarian cargo			X	X	X	X	X								
Avail a fleet of 10 trucks each with 30MT capacity to deliver humanitarian cargo in the 10 states of the country			X	X	X	X	X								
Handle cargo effectively and professionally, through consolidation and loading at hubs, and unloading at final destination by users			X	X	X	X	X								
Develop and maintain a cargo tracking database to monitor cargo movements			X	X	X	X	X								

\*: TIMELINE FOR EACH SPECIFIC ACTIVITY MUST BE MARKED WITH AN X AND SHADED GREY 15%

Total Estimated Budget USD

1,710,000

Items Description (Insert more budget line rows as needed)	Cost D or I	Unit	Qty	Unit Cost	Total Cost (USD)		* Other secured funding
<b>1 SUPPLIES/COMMODITIES/EQUIPMENT/TRANSPORT (please itemize expendable operational inputs including asset purchases)</b>							
1.1 Spare parts & Tools	D	1	1	100,000		100,000	
<b>Sub-total SUPPLIES, COMMODITIES...</b>						<b>100,000</b>	
<b>2 PERSONNEL (Staff/consultants salaries, entitlements,.)</b>							
2.1 Expatriate staff							
2.1.1 logistics coordinator (100% 4 months)	D	1	4	14,000		56,000	
2.1.2 logistics officer (100%/4 months)	D	1	4	12,000		48,000	
2.1.3 Mechanics officer (2 staff/3 months)	D	2	3	10,000		60,000	
2.1.4 International Support Staff (1 staff in Upper Nile for 3 months)	I	1	3	14,000		42,000	
<b>National Staff</b>							
2.5 logistics assistant (3 staff/6 months)	D	3	6	2,000		36,000	
2.6 mechanics (3 staff/6 months)	D	3	6	1,200		21,600	
2.7 Support staff (3 field staff/Malakal, Melut, Wau for 6 months)	D	3	6	2,000		36,000	
<b>Sub-total PERSONNEL COSTS</b>						<b>299,600</b>	
<b>3 STAFF TRAVEL (Flights, DSA, Peridium, Terminal)</b>							
3.1 International Travel							
International TDY (2 staff/ 20 days)	D	2	20	214		8,560	
3.2 Local Travel							
DSA Local TDY (2 staff / 30 days)	D	2	30	125		7,500	
<b>Sub-total STAFF TRAVEL</b>						<b>16,060</b>	
<b>4 TRAININGS, WORKSHOPS, SEMINARS, CAMPAIGNS</b>							
4.1							
4.2							
<b>Sub-total TRAINING, WORKSHOPS...</b>						<b>-</b>	
<b>5 CONTRACTS (Specialized services for the project provided by outside contractors or partners/NGOs)</b>							
5.1 Barge rental (max 450 MT) Juba-Makal	D	1	2	110,000		220,000	
5.2 Boat rental Juba-Malakal/Bentiu	D	1	4	28,000		112,000	
5.3 Boat rental Malakal/Bentiu	D	1	4	11,000		44,000	
<b>Sub-total CONTRACTS</b>						<b>376,000</b>	
<b>6 VEHICLE OPERATING &amp; MAINTENANCE COSTS</b>							
6.1 Trucks running costs (10 trucks, 6 months)	D	10	180	400		720,000	
6.2 Transportation & Car Rental (2 cars x 90 Days x \$400 per day)	D	2	30	400		24,000	
<b>Sub-total VEHICLE OPERATING &amp; MAINTENANCE COSTS</b>						<b>744,000</b>	
<b>7 OFFICE EQUIPMENT &amp; COMMUNICATIONS</b>							
7.1 Office cost (Malakal, Wau, Malbon, Melut) 2 months 25%	D	4	2	4,000		32,000	
7.2 office cost Juba (2 months 25%)	I	1	2	4,000		8,000	
7.3 Communication Juba (2months 10%)	I	1	2	1,000		2,000	
7.4 Communications (Malakal, Wau, Malbon, Melut) 2 months 10%	D	4	2	1,000		8,000	
<b>Sub-total OFFICE EQUIP. &amp; COMMUNICATIONS</b>						<b>50,000</b>	
<b>8 OTHER COSTS (e.g. bank charges, fuel for office generator)</b>							
8.1 Radio room and Security	I	12	2	520		12,470	
8.2 Money transfer charges	I					-	
<b>Sub-total OTHER COSTS</b>						<b>12,470</b>	
<b>(A) SUBTOTAL Project Costs</b>						<b>1,598,130</b>	
<b>(B) Programme Support costs</b>						<b>111,869</b>	
<b>(C) AUDIT COSTS for NGO implemented projects</b>							
<b>GRAND TOTAL (A+B+C)</b>						<b>1,710,000</b>	