

South Sudan 2013 CHF Standard Allocation Project Proposal

Proposal for CHF funding against Consolidated Appeal

For further CHF information please visit <http://unocha.org/south-sudan/financing/common-humanitarian-fund>
or contact the CHF Technical Secretariat chfsouthsudan@un.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. 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. Partners should also fill and submit to cluster coordinator/ co-coordinator the CHF Allocation Matrix (Excel template).

SECTION I:

CAP Cluster	LOGISTICS
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CHF Cluster Priorities for 2013 First 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	Cluster Geographic Activities
<ul style="list-style-type: none"> 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 	<p>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.</p>

Project details

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

Requesting Organization	Project Location(s) (list State, County and if possible Payam where CHF activities will be implemented)
WFP	All of South Sudan
Project CAP Code	
SSD-13/CSS/55435/7575	
CAP Project Title	
United Nations Humanitarian Air Services SO 200341 UNHAS, South Sudan.	

Total Project Budget in South Sudan CAP	Amount Requested from CHF	Other Resources Secured
US\$40,292,027	US\$2,238,004	US\$6,980,238

Direct Beneficiaries	Total Indirect Beneficiary
Women: N/A	
Men: N/A	
Girls: N/A	
Boys: N/A	
Catchment Population (if applicable)	

230 UNHAS User agencies supported through this common service and agreement on implementation is through User Group meeting and Steering Committee meeting/s.

Implementing Partners (Indicate partners who will be sub-contracted if applicable and corresponding sub-grant amounts)	Project Duration (max. of 12 months, starting from allocation date)
	2 Months (1April – 31 May 2013)

Address of Country Office	Address of HQ
Project Focal Person : Samson Mwangi Email & Tel: Samson.Mwangi@wfp.org , +211 922 465 460 e-mail country director: chris.nikoi@wfp.org e-mail finance officer : Desire.Mugisha@wfp.org Address: WFP Compound, Jebel Kujur Juba, South Sudan	e-mail desk officer: cameron.birge@wfp.org e-mail finance officer: yuliya.petrova@wfp.org Address: 68/70 Via Guilo Viola Cesare 000148 Roma, Italy

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 population¹

The humanitarian community is responding to the humanitarian crisis in various hot spots across the Republic of South Sudan and one of the major challenges is access to the locations of the affected population.

South Sudan is the size of Austria and Switzerland combined, yet there are no paved roads outside of the capital and the road network are comprised of dirt roads and bush tracks. During the rainy season, the roads become completely impassable and 60 per cent of the country is not accessible by surface transportation.

Additionally, several areas are not safe for road travel due to risk of encountering armed militia groups, armed bandits and several sections of the roads, particularly in the Northern border states, are mined. Other stretches can only be accessed through travelling under the most strict security precautions, which ties down extra resources and prolongs the travelling time significantly.

At this point, domestic commercial air service is not readily available to most of the locations required by the humanitarian aid community, even to main hubs in South Sudan.

The United Nations Humanitarian Air Service (UNHAS) Special Operation in South Sudan commenced on 1st January 2013. This operation caters for the provision of a safe, reliable and cost efficient air transport service to the humanitarian community throughout the country. Some 230 humanitarian agencies including UN agencies, NGOs, diplomatic missions and donor organizations providing humanitarian assistance to, but not limited to, refugees, host populations, IDPs and conflict-affected populations in the Republic of South Sudan rely extensively on the operation. UNHAS is also transporting light relief items and cargo such as medical supplies, high energy foods and ICT equipment. Furthermore, the services also include the provision of timely evacuations (medical and security) for the humanitarian community in South Sudan.

There has also been a significant increase in demand for humanitarian agencies to access areas affected by recent humanitarian crisis in order to deliver emergency assistance to large numbers of affected people, mainly Abyei, Unity, Upper Nile and Jonglei States.

UNHAS is currently providing regular flights to 42 locations. Five of these locations are served by domestic commercial airlines; however they do not meet the United Nations safety standards. The current destinations include areas where intensive humanitarian interventions are currently ongoing, such as Aweil, Maban, Yida and Pibor among others.

Since the start of its operation in September 2011, the UNHAS operation in South Sudan has transported an average of 6,887 passengers per month against its target of 6,000 passengers and 25MT of urgent NFI/month. In 2012, UNHAS transported over 88,000 passenger and 343MT of NFI not to mention 110 Medical evacuations.

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

The needs for UNHAS service are assessed through customer surveys, User Group meetings and feedback from the Steering Committee. The humanitarian organizations using UNHAS services have expressed strong support for the continuation of the service in South Sudan in 2013.

In order to make the services more cost efficient and not to inflate the demand for passenger services the operation is partly supported through a cost recovery scheme, whereby organizations are contributing to the cost of the services.

The need for the UNHAS has already been described above fully justifies the current operation and with the humanitarian situation still required, the need for safe and reliable air passenger services will be crucial for the humanitarian community's ability to respond in the coming months.

With the current funds available to the UNHAS in South Sudan, the operation cannot be sustained beyond end January 2013 and if no additional funding is received the passenger service will be suspended. Therefore immediate funds are needed to extend the operation and to sustain not only the UNHAS but the humanitarian community's ability to respond to the crisis in South Sudan and reach the affected populations.

C. Project Description (For CHF Component only)

i) Purpose of the grant

Briefly describe how CHF funding will be used to support core humanitarian activities

While WFP continue to negotiate with potential donor, the CHF will allow for the UNHAS to operate at least for a month. The activities will be crucial to the organizations and agencies working in areas where air transport remains as the only means of transport and will:

- ensure the rapid deployment of humanitarian aid workers in the area of operation;
- ensure access for rapid assessment teams to move into locations throughout the country;
- ensure the safety of staff deployed in the area of operation through the facilitation and provision of medical or security based evacuations;
- movement of life saving relief items and/or food aid.

¹ 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.

ii) Objective State the objective/s of the project. Objective/s should be specific, measurable, achievable, relevant and time-bound (SMART)		
To provide safe, efficient, reliable and cost effective air transport to the humanitarian community in South Sudan 01 st April until 30 th April 2013.		
iii) Proposed Activities <u>List the main activities to be implemented with CHF funding.</u> As much as possible link activities to the exact location of the operation and the corresponding number of <u>direct beneficiaries.</u>		
With this funding proposal UNHAS will be able to continue offering their passenger services for an additional period of one month and will serve approximately 42 regular destinations in South Sudan as well as other locations as dictated by the humanitarian community's demand.		
iv). Cross Cutting Issues Briefly describe how cross-cutting issues are taken into consideration (i.e. gender, environment, HIV/AIDS)		
Increased accessibility for the humanitarian community will benefit the least mobile of the affected population, including but not limited to children, pregnant and lactating women and elderly.		
v) Expected Result/s List below the results you expect to have at the end of the CHF grant period, and provide no more than five indicators you will use to measure the extent to which those results will have been achieved. At least <u>three</u> of the indicators should be out of the cluster <u>defined Standard Output Indicators.</u>		
<ul style="list-style-type: none"> • Humanitarian staff are transported and deployed safely to the field • Cargo is moved to the field • Humanitarian community has access to the area of operation • Safety of the humanitarian community is ensured through security and medical evacuations. 		
SOI (X)	Indicator	Target (indicate numbers or percentages)
x	1 Passenger transport via UNHAS including emergency/medical evacuations provided	6000 clients served
x	2 Number of medical and security evacuations requests received (target) /No. of evacuation requests successfully achieved (achievement)	Target 100% of requests received are successfully achieved
x	3 Light cargo transported against the planned quantities	25 Mt
	4 Number organization using the services	230
	5 Utilization of the aircraft contracted hour	100%
	6 Number of destinations served	42

E. Committed funding Please add details of committed funds for the project from other sources including <u>in-kind supports</u> in monetary terms (USD)	
Source/donor and date (month, year)	Amount (USD)
USAID	3,600,000
Cost Recovery (Booking fee)	2,142,782
Germany	679,425
Spain	339,213
Switzerland	218,818
Total	6,980,238

SECTION III:

LOGFRAME			
CAP Code: SSD-13/CSS/55435/7575	Project title: United Nations Humanitarian Air Services SO 200341 UNHAS, South Sudan.		Organisation: UNHAS
Overall Objective: <i>What is the overall broader objective, to which the project will contribute? Describe the expected long-term change.</i> <ul style="list-style-type: none"> Humanitarian community will have access to the affected population in order to implement relief, aid, and development projects across RoSS 	Indicators of progress: <i>What are the key indicators related to the overall objective?</i> <ul style="list-style-type: none"> Implementation of relief, aid and development projects is not hindered due to limited accessibility humanitarians. 	How indicators will be measured: <i>What are the sources of information on these indicators?</i> <ul style="list-style-type: none"> User group meetings and surveys will determine if areas or inaccessible due to the lack of air services. 	
Specific Project Objective/s: <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> <ul style="list-style-type: none"> Ensure that the humanitarian community has access to all the areas of operation, to reach the affected population. 	Indicators of progress: <i>What are the quantitative and qualitative indicators showing whether and to what extent the project's specific objectives are achieved?</i> <ul style="list-style-type: none"> Destinations which are requested to be served by the User Group is served Necessary capacity is available to move the humanitarian staff to the requested destinations Lifesaving cargo is moved to the required destinations 	How indicators will be measured: <i>What are the sources of information that exist and can be collected? What are the methods required to get this information?</i> <ul style="list-style-type: none"> User Group requests for destinations to the actual destinations served. Number of passengers using the service against request for service Number of request for movement of lifesaving cargo against requests 	Assumptions & risks: <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> <ul style="list-style-type: none"> Security situation deteriorates. Deployment of ground staff in some or all areas. This could limit the number of destinations served and the number of passengers Environmental conditions such as floods, storms etc, which can close down airstrips and airspace.
Results - Outputs (tangible) and Outcomes (intangible): <ul style="list-style-type: none"> Please provide the list of concrete DELIVERABLES - outputs/outcomes (grouped in Workpackages), leading to the specific objective/s: <p>Outcomes</p> <ul style="list-style-type: none"> Humanitarian community has access to the area of operation Safety of the humanitarian community is ensure through security and medical evacuations <p>Outputs</p> <ul style="list-style-type: none"> Passenger transport via UNHAS including emergency/medical evacuations provided 	Indicators of progress: <i>What are the indicators to measure whether and to what extent the project achieves the envisaged results and effects?</i> <ul style="list-style-type: none"> No. of Passenger transport via UNHAS including emergency/medical evacuations provided. No. of medical and security evacuations requests received (target) /No. of evacuation requests successfully achieved (achievement) No. MT of Light cargo transported against the planned quantities No. of organizations using the services 	How indicators will be measured: <i>What are the sources of information on these indicators?</i> <ul style="list-style-type: none"> Passenger and cargo manifests to quantify the passengers and cargo moved. This will also give the number of destinations served. Number of evacuations performed against actual requests (target 100%) Number of accidents 	Assumptions & risks: <i>What external factors and conditions must be realised to obtain the expected outcomes and results on schedule?</i> <ul style="list-style-type: none"> Security situation deteriorates. Deployment of ground staff in some or all areas. This could limit the number of destinations served and the number of passengers Environmental conditions such as floods, storms etc, which can close down airstrips and airspace.

<ul style="list-style-type: none"> • Number of medical and security evacuations requests received (target) /No. of evacuation requests successfully achieved (achievement) • Light cargo transported against the planned quantities • Number organization using the services • Utilization of the aircraft contracted hour • Number of destinations served. 	<ul style="list-style-type: none"> • Utilization of the aircraft contracted hour • No. of destinations served 		
<p>Activities: <i>What are the key activities to be carried out (grouped in Workpackages) and in what sequence in order to produce the expected results?</i></p> <p>Contracting service providers in terms of aircrafts, prepositioning of aircrafts, crew to operate and the maintenance of them. Handled by UNHAS HQ.</p> <ul style="list-style-type: none"> • Operational implementation of the UNHAS on the ground • Facilitation of the passenger services, schedules and bookings. • Running and maintenance of the aircrafts, to ensure compliance with international aviation standards. • Contingency planning for evacuation of humanitarian personnel, either in terms of medical or security. 	<p>Inputs: <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"> • Passenger aircraft- different types of aircrafts are needed to serve the approximately 42 destinations across South Sudan. • Ground staff to ensure the safety and movements of the flights • Operational staff to run the fleet and organize the flights • Administrative staff to organize the bookings and coordination of the flights. • Crew to operate the flights • Maintenance crew of the aircrafts to keep them up to international safety and security standards. 		<p>Assumptions & risks:</p> <ul style="list-style-type: none"> • Airstrips and airports will meet the standards of United Nations Aviation Standards for Peace Keeping and Humanitarian Air Transport Operations (AVSTADS) and ICAO recommendations and practices. • Security situation deteriorates. Deployment of ground staff in some or all areas. This could limit the number of destinations served and the number of passengers • Environmental conditions such as floods, storms etc, which can close down airstrips and airspace.

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
Activity 1 – Provision of air passenger services										X	X				
Activity 2 -Provision of air transport of urgent non-food items										X	X				
Activity 3 –Provision of timely medical and security evacuation										X	X				
Activity 4 - Number organization using the services										X	X				
Activity 5 - Utilization of the aircraft contracted hour										X	X				
Activity 6 - Number of destinations served										X	X				