

South Sudan 2013 CHF Standard Allocation Project Proposal

for CHF funding against Consolidated Appeal 2013

For further CHF information please visit <http://unocha.org/south-sudan/financing/common-humanitarian-fund>
or contact the CHF Technical Secretariat chfsouthsudan@un.org

SECTION I:

CAP Cluster	Logistics																																	
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. It should provide a brief articulation of Cluster priority activities and geographic priorities that the cluster will recommend for funding from the CHF in line with the cluster objectives highlighted in the CAP 2013.																																		
Cluster Priority Activities for this CHF Round <ul style="list-style-type: none"> 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. 	Cluster Geographic Priorities for this CHF Round																																	
Project details The sections from this point onwards are to be filled by the organization requesting CHF funding.																																		
Requesting Organization International Organization for Migration (IOM)	Project Location(s) (list State, and County (or counties) where CHF activities will be implemented. If the project is covering more than one State please indicate percentage per State)																																	
Project CAP Code SSD-13/CSS/55434/298	<table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th>State</th> <th>%</th> <th>County</th> </tr> </thead> <tbody> <tr> <td>Upper Nile</td> <td>45</td> <td>Melut, Maban, Malakal</td> </tr> <tr> <td>Unity</td> <td>20</td> <td>Pariang, Rubkona, Gult, Mayom, Ruweng</td> </tr> <tr> <td>Jonglei</td> <td>12</td> <td>Bor, Pibor, Akobo, Pochalla, Duk, Ayod</td> </tr> <tr> <td>WBeG</td> <td>5</td> <td>Wau</td> </tr> <tr> <td>Lakes</td> <td>3</td> <td>Rumbek, Cueibet, Yirol</td> </tr> <tr> <td>NBeG</td> <td>7</td> <td>Aweil north, west, south</td> </tr> <tr> <td>Warrap</td> <td>5</td> <td>Twic, Gogrial, Tonj</td> </tr> <tr> <td>WES</td> <td>1</td> <td>Tambura, Yambio, Mundri, Ezo</td> </tr> <tr> <td>EES</td> <td>1</td> <td>Torit, Kapoeta</td> </tr> <tr> <td>CES</td> <td>1</td> <td>Yei, Terekeka, Juba</td> </tr> </tbody> </table>	State	%	County	Upper Nile	45	Melut, Maban, Malakal	Unity	20	Pariang, Rubkona, Gult, Mayom, Ruweng	Jonglei	12	Bor, Pibor, Akobo, Pochalla, Duk, Ayod	WBeG	5	Wau	Lakes	3	Rumbek, Cueibet, Yirol	NBeG	7	Aweil north, west, south	Warrap	5	Twic, Gogrial, Tonj	WES	1	Tambura, Yambio, Mundri, Ezo	EES	1	Torit, Kapoeta	CES	1	Yei, Terekeka, Juba
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Implementing Partner/s (Indicate partner/s who will be sub-contracted if applicable and corresponding sub-grant amounts) N/A	CHF Project Duration (12 months max., earliest starting date will be Allocation approval date) Indicate number of months: 12 months (1 Mar 2013 - 28 Feb 2014)																																	
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SECTION II

A. Humanitarian Context Analysis

Briefly describe (in no more than 500 words) the current humanitarian situation in the specific locations where CHF funded activities will be implemented. Provide evidence of needs by referencing assessments and key data, including the number and category of the affected population¹

2012 did not witness 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, a large 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. In 2013 174,086 Internally Displaced People, 122,000 returnees and close to 153,991 returnees from Sudan and In Upper Nile States and Unity States close to 170,000 have been registered by UNOCHA, IOM and UNHCR respectively.

Humanitarian agencies providing urgently required relief assistance to these individuals have been faced with 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 in the past 12 months, 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 July 2012. The implications of these issues are that humanitarian actors find themselves unable, either due to financial or logistical constraints, to implement life-saving activities effectively.

However, at present logistical constraints, have lessened, owing to the ongoing dry season that will end in March 2013. This critical period allows humanitarian actors to preposition humanitarian supplies in key locations, that first, will become inaccessible once the rainy season resumes in April/May, and second, that are likely to be affected by emergencies.

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 current 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 2013.

B. Grant Request Justification

Briefly describe (in no more than 500 words) the reasons for requesting CHF funding at this time. Explain how CHF funding will help address critical humanitarian gaps in your cluster. Explain the value added by your organization (e.g. geographical presence). Indicate if any other steps have been taken to secure alternative funding.

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.

In 2012, thirteen 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. 5,300 Metric Tons (MT)/ 20,200 cubic meters (CM) of humanitarian supplies and 400,000 liters of fuel were transported by road and by river and road to more than 50 aid organizations. The CTS successfully responded to 90% of all transportation requests made by humanitarian agencies 85% of the users expressed satisfaction with the service in a 2012 survey conducted by the Logistics Cluster.

Regarding river transport: barges and boats are used by the IOM-organized CTS in order to allow for the transportation of humanitarian supplies in as efficient manner as possible. With roads leading to areas where humanitarian needs are highest being damaged due to flooding, these barge and boat movements are the lifeline for a number of humanitarian agencies, and their beneficiaries, allowing the former to continue with the implementation of emergency response activities that allow for the latter's living conditions to remain as dignified and humane as possible. This has particularly been the case in 2012 in Upper Nile State's refugee camps in Maban, to which access by land proves to be impossible, especially to route Juba – Malakal.

IOM is therefore requesting funds from the CHF round one allocation in order to continue to be able to support the humanitarian community and their beneficiaries through the CTS which include truck, barge and boat as modes of 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.

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.

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.

C. Project Description (For CHF Component only)			
i) Contribution to Cluster Objectives			
Briefly describe how CHF funding will be used to contribute to the achievement of the cluster priority activities identified for this allocation.			
The purpose of the grant is to facilitate the timely delivery of supplies to support prepositioning in emergency-prone locations and emergency responses across South Sudan			
ii) Project Objective			
State the objective/s of this CHF project will achieve. Objective/s should be Specific, Measurable, Achievable, Relevant and Time-bound (SMART)			
To ensure that humanitarian supplies reach front line agencies to facilitate rapid 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 (broken down by age and gender to the extent possible).			
<ol style="list-style-type: none"> 1). Avail a fleet of up to 13 IOM managed 30MT and 10MT trucks to provide humanitarian cargo delivery in a timely and effective manner in critical emergency response situations; 2). Operate barge movements to deliver the necessary amounts of humanitarian cargo to principle hubs along the Nile river 3). Operate boat movements from Juba and from Malakal to supply Bentiu, Renk, Melut, Akobo and Fangak. 4). Handle cargo effectively and professionally, through consolidation and loading at hubs, and unloading at final destination by users; 5). Comply with the Logistics Cluster 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); 8). Ensure monitoring of the use of the CTS and contribute to reporting on the CTS as required. 			
iv). Cross Cutting Issues			
Briefly describe how cross-cutting issues (e.g. gender, environment, HIV/AIDS) are addressed in the project implementation.			
<ol style="list-style-type: none"> 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 Result/s			
Briefly describe (in no more than 300 words) the results you expect to achieve at the end of the CHF grant period.			
<ol style="list-style-type: none"> 1. 13 trucks operated by IOM will be at the disposal of the Logistic Cluster for 180 days. 2. IOM will organize 2 barge movements Juba/Malakal/Bentiu/Melut 3. IOM will organize 7 boat movements Juba/Malakal/Bentiu/Melut 4. IOM will organize 2 boat movements from Malakal to Bentiu, Renk, Melut, Fangak, Akobo. 5. Number of requests targeted: 1,000 			
List below the output indicators you will use to measure the progress and achievement of your project results. <u>At least three</u> of the indicators should be taken from the cluster defined Standard Output Indicators (SOI) (annexed). Put a cross (x) in the first column to identify the cluster defined SOI. Indicate as well the total number of direct beneficiaries disaggregated by gender and age.			
SOI (X)	#	Output Indicators <small>(Ensure the output indicators are consistent with the output indicators that will be used in the results framework section III of this project proposal).</small>	Target (indicate numbers or percentages) <small>(Targets should be disaggregated by age and sex as per the standard output indicators list and add-up to the number of direct beneficiaries identified page 1)</small>
	1.	Number of barge movements	2 movements of 300mt max each, total: 600mt maximum.
	2.	Number of boat movements	9 movements of 30mt max each, total: 270mt maximum.
	3.	Number of trucks available	10 Trucks of 30mt and 3 trucks of 10mt for 6 months: 1,630mt max.
	4.	Quantity of supplies transported	Up to 2,500 MT maximum.
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.			
In order to maximize the effectiveness of the 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 2,500 MT / 20,200 CM. Working through the Logistics Cluster; IOM will send out notifications about upcoming convoys to Logistics Clusters a minimum of one week ahead of departure. IOM will organize the mode of transport, 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 combination of 30MT Hino trucks, 10MT Hino trucks, boats and barges to assist agencies with the movement of relief items in locations where humanitarian operations are concentrated.			
vii) Monitoring and Reporting Plan			
Describe how you will monitor and report on the progress and achievements of the project. Notably:			
<ol style="list-style-type: none"> 1. Explain how will you measure whether a) Activities have been conducted, b) Results have been achieved, c) Cross-cutting issues have been addressed, and d) Project objectives have been met 2. Indicate what monitoring tools and technics will be used 			

3. Describe how you will analyze and report on the project achievements
4. Ensure key monitoring and reporting activities are included in the project workplan (Section III)².

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 offices (located in Bentiu, Maban, Malakal, Renk, Turalei, Malouakon and Wau), under the overall management by IOM's Head Office in Juba. The 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.

E. Total funding secured for the CAP project

Please add details of secured funds from other sources for the project in the CAP.

Source/donor and date (month, year)	Amount (USD)

² CHF minimum narrative reporting requirements will include the submission of a final narrative report and where applicable a narrative mid-term report. Narrative reports will include a progress on the project achievements using the outputs indicators listed in this project proposal.

SECTION III:

The logical framework is a tool to present how the implementation of CHF funded activities and their results (outputs and outcomes) will contribute to achieving higher level humanitarian results (project and cluster objectives) and how these results will be measured.

Fill in the logical framework below for this project proposal ensuring the information provided is in accordance with the strategies and activities described in the narrative section of this proposal, in particular section C.

LOGICAL FRAMEWORK				
CHF ref./CAP Code: SSD-13/CSS/55434/298		Project title: Humanitarian Common Transport Services in the Republic of South Sudan	Organisation: IOM	
Overall Objective	<p>Cluster Priority Activities for this CHF Allocation: <i>What are the Cluster Priority activities for this CHF funding round this project is contributing to:</i></p> <ul style="list-style-type: none"> 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. 	<p>Indicators of progress: <i>What are the key indicators related to the achievement of the CAP project objective?</i></p> <ul style="list-style-type: none"> Metric ton per movement 	<p>How indicators will be measured: <i>What are the sources of information on these indicators?</i></p> <p>CTS database Waybills Service Request Form (SRF)</p>	
Purpose	<p>CHF Project Objective: <i>What are the specific objectives to be achieved by the end of this CHF funded 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 (2); barge movement Juba-Malakal, Melut, Bentiu (7); boat movements Juba- Bentiu, Renk, Melut, Akobo, Fangak to transport humanitarian cargo (2); boat movements Malakal- Bentiu, Akobo, Fangak, Naser to transport humanitarian cargo.</p> <ul style="list-style-type: none"> 13 Trucks of 30MT (10) and 10 MT (3) capacity each for 6 months activity. 	<p>Indicators of progress: <i>What indicators will be used to measure whether the CHF Project Objectives are achieved. Indicators may be quantitative and qualitative</i></p> <ul style="list-style-type: none"> Up to 2 barges, of 300 MT each, managed. Total 600mt max. IOM will operate 2 trips between Juba and location along the Nile River in Unity and Upper Nile States. Up to 7 boats, of 30 MT each, managed IOM will operate 7 trips (Juba-Malakal, Melut, Bentiu, Akobo, Fangak. Up to 2 boats, of 30MT each, managed IOM will operate 2 trips (Malakal-Bentiu, Melut, Akobo, Fangak, Naser) Total of boats capacity: 270mt max. Up to 13 Trucks, 10x30MT and 3x10mt each to deliver humanitarian cargo for 6 months all over the country to facilitate prepositioning and emergency responses. Total of trucks capacity: 1,630mt max. 	<p>How indicators will be measured: <i>What sources of information already exist to measure this indicator? How will the project get this information?</i></p> <p>CTS database Waybills Service Request Form (SRF)</p>	<p>Assumptions & risks: <i>What factors not under the control of the project are necessary to achieve these objectives? What factors may get in the way of achieving these objectives?</i></p> <ul style="list-style-type: none"> The security situation to permit access to delivery destination
Results	<p>Results - Outcomes (intangible): <i>State the changes that will be observed as a result of this CHF Project. E.g. changes in access, skills, knowledge, practice/behaviors of the direct beneficiaries.</i></p> <ul style="list-style-type: none"> N/A 	<p>Indicators of progress: <i>What are the indicators to measure whether and to what extent the project achieves the envisaged outcomes?</i></p> <ul style="list-style-type: none"> N/A 	<p>How indicators will be measured: <i>What are the sources of information on these indicators?</i></p> <ul style="list-style-type: none"> N/A 	<p>Assumptions & risks: <i>What factors not under the control of the project are necessary to achieve the expected outcomes? What factors may get in the way of achieving these objectives?</i></p>

	<p>Immediate-Results - Outputs (tangible): <i>List the products, goods and services (<u>grouped per areas of work</u>) that will result from the implementation of project activities. Ensure that the outputs are worded in a manner that describes their contribution to the outcomes.</i></p> <p>Up to 2,500MT of humanitarian cargo to be transported in the 10 states of the country</p>	<p>Indicators of progress: <i>What are the indicators to measure whether and to what extent the project achieves the envisaged outputs? Ensure the indicators identified in Section II (v) of this proposal are adequately inserted in this section.</i></p> <ul style="list-style-type: none"> • Up to 2 barges, of 300 MT each managed. Total 600mt max. • IOM will operate 2 trips between Juba and location along the Nile River in Unity and Upper Nile States. • Up to 7 boats, of 30 MT each, managed • IOM will operate 7 trips (Juba-Malakal, Melut, Bentiu, Akobo, Fangak. • Up to 2 boats, of 30MT each, managed • IOM will operate 2 trips (Malakal-Bentiu, Melut, Akobo, Fangak, Naser) Total of boats capacity: 270mt max. • Up to 13 Trucks, 10x30MT and 3x10mt each to deliver humanitarian cargo for 6 months all over the country to facilitate prepositioning and emergency responses. Total of trucks capacity: 1,630mt max. 	<p>How indicators will be measured: <i>What are the sources of information on these indicators?</i></p> <p>CTS database Waybills Service Request Form (SRF)</p>	<p>• N/A</p> <p>Assumptions & risks: <i>What factors not under the control of the project are necessary to achieve the expected outcomes? What factors may get in the way of achieving these objectives?</i></p> <ul style="list-style-type: none"> • The security situation to permit access to delivery destination
	<p>Activities: <i>List in a chronological order the key activities to be carried out. Ensure that the key activities will results in the project outputs.</i></p> <ul style="list-style-type: none"> • Avail 300MT/1,300m3 barge common transport movement for 2trip: Juba to Upper Nile-Unity, all location along the Nile river to transport humanitarian cargo Total 600mt max. • Avail 30MT boats common transport movement for 7 trips: Juba Malakal Melut/Bentiu, Akobo, Fangak, Naser to transport humanitarian cargo • Avail 30MT boats common transport movement for 2 trips: Malakal Melut/Bentiu, Akobo, Fangak, Naser to transport humanitarian cargo Total of boats capacity: 270mt max • Avail 13 Trucks of 30MT and 10MT each to transport humanitarian cargo in the 10 states of the country. Total of trucks capacity:1,630mt max. • Handle cargo effectively and professionally, through consolidation and loading at hubs, and unloading at final destination by users; • Comply with the Logistics Cluster cargo tracking database to monitor cargo movements 	<p>Inputs: <i>What inputs are required to implement these activities, e.g. staff time, equipment, travel, publications costs etc.?</i></p> <p>Staff Barge (2) Boats (9) Trucks (13)</p>		<p>Assumptions, risks and pre-conditions: <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"> • The security situation to permit access to delivery destination

PROJECT WORK PLAN															
Activities	Q1/2013		Q2/2013			Q3/2013			Q4/2013			Q1/2014			
	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	
Avail 300MT/1,300m3 barge common transport movement for 2trip: Juba · to Upper Nile-Unity, all location along the Nile river to transport humanitarian cargo: Total 600mt max.		X	X	X	X	X	X	X	X	X	X	X	X	X	
Avail 30MT boats common transport movement for 7 trips: Juba · Malakal · Melut/Bentiu, Akobo, Fangak, Naser to transport humanitarian cargo: Total of boats capacity: 210mt max.		X	X	X	X	X	X	X	X	X	X	X	X	X	
Avail 30MT boats common transport movement for 2 trips: Malakal · Melut/Bentiu, Akobo, Fangak, Naser to transport humanitarian cargo: Total of boats capacity: 210mt max. Total of boats capacity: 60mt max.		X	X	X	X	X	X	X	X	X	X	X	X	X	
Avail 13 Trucks of 30MT and 10MT each to transport humanitarian cargo in the 10 Stated of the Country. Total of trucks capacity: 1,630mt max.		X	X	X	X	X	X	X	X	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	X	X	X	X	X	X	X	X	
Comply with the Logistics Cluster cargo tracking database to monitor cargo movements		X	X	X	X	X	X	X	X	X	X	X	X	X	