

Requesting Organization :	International Organization for Migration				
Allocation Type :	Reserve Allocation 3				
Primary Cluster	Sub Cluster	Percentage			
LOGISTICS		100.00			
		100			
Project Title :	Humanitarian Common Logistics Services in the Republic of South Sudan.				
Allocation Type Category :	Logs and CCS				
OPS Details					
Project Code :	SSD-15/CSS/72409	Fund Project Code :	SSD-15/HSS10/RA3/L/UN/655		
Cluster :	Logistics (LOGS)	Project Budget in US\$:	322,500.14		
Planned project duration :	5 months	Priority:	High (H)		
Planned Start Date :	14/10/2015	Planned End Date :	13/03/2016		
Actual Start Date:	14/10/2015	Actual End Date:	13/03/2016		
Project Summary :	<p>The project's objective is to provide logistics support and services to the humanitarian community in an effective and cost-efficient response. Specifically, this project will support the provision of logistics services in terms of overland transport in Malakal, Melut, Upper Nile, Bor, Jonglei states, Bentiu-Rubkona, and Rumbek for the logistics Hub. The project will procure an additional 2 CTS trucks for the use of the logs Cluster and respective humanitarian agencies. This is in line with the Logistics Cluster's Strategic Priorities of multi-sectoral assistance.</p> <p>Common Transport Services (CTS): This project will add a further two trucks to the already availed fleet of 13 IOM managed trucks (10x30mt trucks and 3x10mt trucks) to provide free-to-user humanitarian cargo delivery in a timely and effective manner in critical emergency response situations; especially in Malakal, Melut, Bentiu, Bor and Rumbek for the logistics Hub, amongst other locations prioritized by the monthly Logs Cluster meetings with the Access group. This project will bring the number of CTS trucks to 15. There remains an urgent need to continue operating current facilities and, where possible, expanding these facilities to enable effective storage and mobilization of items as needed. Services include the operation of Common Transport Service (CTS) trucks that facilitate the movement of humanitarian cargo from the airport to the common warehouses and, where possible, distribution points. The CTS trucks will not only be used to delivery humanitarian cargo from place to place but also to assist the loading and offloading of humanitarian aircraft at airport level. This activity in close coordination with the Logistics Cluster is very crucial as the air cargo transport remains one of the most utilized mode of transport to guarantee the fast delivery of the humanitarian cargo. Malakal, Bentiu, Bor and Rumbek locations are covered by CTS trucks at field level. One of the significant advantages of the CTS project is its flexibility to be able to switch trucks from place to place in order to avoid the rupture of the chain of transport and continue to deliver even in volatile areas. The volatile security situations which occurred in various states in 2015 did not impact the work of the CTS trucks as IOM in coordination with the Logistics Clusters managed to obtain the necessary clearance to operate in these airports/areas under both government and IO authorization.</p> <p>For the last 3 years the CTS project has significantly progressed. From 2,000MT of humanitarian cargo in 2011 to 7,500MT in 2014, a progression of over 275% and CHF has contributed up to 80% of this result. In the first 6 months of 2015, CTS trucks have already transported 4,575MTs. The figure reached in 2014 will be easily surpassed as the cluster focuses on common transport services for the benefit of the humanitarian community and ultimately, beneficiaries as the emergency response continues.</p>				
Direct beneficiaries :					
Men	Women	Boys	Girls	Total	
80	0	0	0	80	
Other Beneficiaries :					
Beneficiary name	Men	Women	Boys	Girls	Total
Aid Agencies	80	0	0	0	80
Indirect Beneficiaries :					
All beneficiaries that benefit from the use of the CTS trucks, that are directly assisted through implementing/service delivery agencies.					

Catchment Population:**Link with allocation strategy :**

This project falls in line with the CHF strategic objective of saving lives and alleviating suffering through multi-sectoral assistance. Enabling effective logistics to assist 80 NGOs in South Sudan in delivering emergency materials and products to where they are most needed in South Sudan. This proposal has been developed in close coordination with the Logistics cluster. All activities proposed under this project fall within the Logistics cluster's strategy as outlined in the 2015 Crisis Response Plan and mid-year review. Cluster Objective 2: Provide logistics, cargo, and passenger air services to the humanitarian community to address the needs of the affected population:- Since January 2014, IOM using a fleet of 13 Common Transport Service trucks; moved nearly 11,500 Tons of humanitarian cargo for the humanitarian community in critical areas, especially Malakal, Melut, Bentiu, Bor and Rumbek for the logistics Hub. The needs of the humanitarian community for 2015 shows that the activity of cargo shipment has increased, for the first half of 2015 IOM have transported 61% of the total amount transported in 2014. CTS trucks are anticipated to meet increased numbers of requests for transport. The cluster target is 100 SRFs for 80 organisations in 2015. Therefore the need of ground transportation in these critical areas will remain massive. The project will also focus on increasing storage capacity in Malakal. The common warehouse management in Malakal will also offer a high level of storage capacity to absorb the massive volume expected in Malakal in 2015. IOM secured a safe perimeter allocated by UNMISS and set-up a logistical warehouse site to accommodate up to 20 units of storage provided by the Logistics Cluster. Moreover, IOM will coordinate closely with UNMISS to ensure that force protection is provided, where necessary, particularly during pick up of humanitarian items from the airport for transport to the common warehouses.

Sub-Grants to Implementing Partners :

Partner Name	Partner Type	Budget in US\$

Other funding secured for the same project (to date) :

Other Funding Source	Other Funding Amount
CHF II 2015	322,502.78
	322,502.78

Organization focal point :

Name	Title	Email	Phone
Iain McLellan	Programme Support Officer	imclellan@iom.int	+211920885985

BACKGROUND**1. Humanitarian context analysis**

South Sudan is the newest country in the world with over 600,000 square kilometers of land area with one of the least developed road networks in the world. In addition, about 60% of all roads become inaccessible during the seven month rainy season making South Sudan one of the most challenging and costly operating environments in the world. During the 2014 dry season, commercial transporters were subject to widespread checkpoints, illegal taxation, and harassment of drivers and other personnel. Additionally, airport congestion, delayed customs clearance, bureaucratic impediments continue to impact the movement of cargo. These factors, coupled with insecurity and widespread incidents of armed conflict, make delivery of humanitarian aid a costly and difficult exercise. Insecurity regularly restricts the ability of aid organizations to reach communities in need of life-saving assistance. Relief organizations often rely on expensive air assets for delivering lifesaving assistance. There is a need to ensure that, where possible, partners capacities to transport essential humanitarian cargo is enhanced through the provision of cargo handling support and trucking services to move items from airports to common warehouses by road and to points of distribution. Warehousing of humanitarian cargo is extremely challenging. With the onset of the crisis, humanitarian assets were looted from offices and warehouses throughout the country. In many locations, commercial storage options are not available and ongoing insecurities further limit options for humanitarian partners to set up storage facilities. Cluster's managing core pipelines are anticipating pre-positioning most items in UNMISS bases in 2015 as a result of continued unpredictability of the security situation. There is a need to ensure that common warehousing within the UNMISS bases continue to operate and, where necessary, scale up in order to facilitate effective pre-positioning and distribution of essential humanitarian items. Given the logistical complexity of this operation, due to scarce resources, poor infrastructure and lack of systematic information, coupled with the scale of the overall humanitarian response, a coordinated logistics response continues to be required in order to ensure effective and efficient delivery of humanitarian assistance to affected persons. In response to these needs, IOM as an active member of the logistics cluster, aims to 1) continue to operate the common transport service (CTS), providing reliable and readily-available assets for overland transport of humanitarian supplies, and 2) continue to manage the humanitarian logistic hub in Malakal in order to increase overall storage capacity of humanitarian actors operating in these locations. These common warehouses will serve as the Logistics Cluster's Mobile Storage Units for the entire humanitarian community. The needs that have been identified are a result of cluster specific assessments that have given rise to these recommended actions to assist the humanitarian community. CHF funding in 2015 will be complementary to previous funding as it will strengthen the provision of humanitarian supplies and storage options. With increasing numbers of IDPs as witnessed over the last 6 months, CTS needs to mobilize to increase activities in line with the increasing desperate needs seen across the country, especially in key locations such as Malakal.

2. Needs assessment

Target groups are the Aid agencies and humanitarian organisations that use the Common Transport Services in South Sudan. This project supports their needs as most agencies and organisations do not have the capacity to transport and deliver materials across South Sudan. This project fills the gaps that most organisations face. Trucking and transport is expensive, and this projects facilitates service delivery to the most vulnerable. This project is based on the needs identified by the ICWG, the HCT, and the Access Working group. These groups meet weekly to discuss access, issues, and needs of beneficiaries. This CTS project responds to the changing weekly needs in-country. This project maintains flexibility to meet the fast changing needs in a highly responsive manner. Working directly with the Logistics Cluster, IOM are able to deliver goods and services as needed based on the latest information.

This specific project will purchase two additional vehicles that are required for the Logs Cluster> IOM requires the purchase of two additional trucks for CTS as the Government of SOuth Sudan reclaimed several trucks that were used by IOM to support CTS. Purchasing two additional trucks for the specific use of the Logs Cluster will relieve the pressures of IOM trucks that have been used to facilitate CTS, in addition to the 13 CTS trucks that are sequestered by the Logs Cluster. The needs of this project have been reviewed by the logs cluster and approved.

3. Description Of Beneficiaries

IOM is requesting funds from the CHF 3rd reserve 2015 allocation in order to continue to be able to support the humanitarian community and their beneficiaries through the CTS service that will increase the number of trucks available to the humanitarian community, from 13 to 15 trucks. 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 critical areas in South Sudan. Based on prior experience and success IOM is best placed to successfully deliver this project. In response to the logistics challenges faced in critical areas in South Sudan, 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 the first 6 months of 2015, 4,575MTs have been transported by CTS trucks. In 2014, the CTS project successfully responded to 95% of all transported requests made by the humanitarian agencies via the Logistics cluster. In 2014 nearly 7,500 tons of emergency humanitarian cargo was moved by the 13 CTS trucks. This movement supported 55 organisations. In 2013, over 4,000 tons was moved.

4. Grant Request Justification

80 UN/INGOs in The Republic of South Sudan, in line with Cluster Specific objectives. Through the Logistics Cluster, IOM will enable humanitarian actors to deliver their programmes to the affected population by providing timely information, coordination, and logistics services.

5. Complementarity

This project follows on from previous CTS operations in South Sudan. Maintaining essential common transport services is essential for the delivery of life saving commodities. This project works hand in hand with the Logistics Cluster, and with all agencies and humanitarian organizations delivering critical aid to the most vulnerable in South Sudan. This project does not stray from previous mechanisms or methods, and ensures that there is a solid foundation and support service that agencies and humanitarian organizations can rely on.

This project will operate alongside the current CHF Logs CTS grant by supporting the 13 trucks with an additional 2 trucks. The trucks for all the projects will be split along the same locations to ensure effective CTS response for all humanitarian agencies. Both projects work alongside each other to achieve the intended outcomes of the Logs Cluster project. The project are complementary and will not be affected negatively by the other.

LOGICAL FRAMEWORK

Overall project objective

To provide efficient and cost effective transport alternatives and storage provision to humanitarian actors thereby enabling the timely delivery of relief items to front line locations.

LOGISTICS

Cluster objectives	Strategic Response Plan (SRP) objectives	Percentage of activities
2015 SSO 2: Provide logistics, cargo and passenger air services to the humanitarian community to support operations and provide access to the targeted population	SRP 1 Provide a coordinated lifesaving response to immediate humanitarian needs of conflict-affected people	100

Contribution to Cluster/Sector Objectives : This project falls in line with the CHF strategic objective of saving lives and alleviating suffering through multi-sectoral assistance. Enabling effective logistics to assist 80 NGOs and UN agencies in South Sudan in delivering emergency materials and products to where they are most needed in South Sudan. This proposal has been developed in close coordination with the Logistics cluster. All activities proposed under this project fall within the Logistics cluster's strategy as outlined in the 2015 Crisis Response Plan and mid-year review. Cluster Objective 2: Provide logistics, cargo, and passenger air services to the humanitarian community to address the needs of the affected population:- Since January 2014, IOM using a fleet of 13 Common Transport Service trucks; moved nearly 11,500 Tons of humanitarian cargo for the humanitarian community in critical areas, especially Malakal, Melut, Bentiu, Bor and Rumbek for the logistics Hub.

Outcome 1

CTS trucks operated by IOM and prepositioned in critical areas designated by the Logistics Cluster to transport humanitarian cargo for the humanitarian community

Output 1.1

Description

Humanitarian Cargo transported in cluster identified key states of South Sudan (measured in Metric Tons)

Assumptions & Risks

Assuming security and safety of vehicles and staff. Also assuming that safety allows movement and access to key areas.

Specific risks include conflict, theft, and constraints to access from parties of conflict etc

Activities

Activity 1.1.1													
Procurement of two (2) CTS trucks for common transport services under the Logs Cluster													
Activity 1.1.2													
Delivery of CTS trucks to locations													
Activity 1.1.3													
Regular updates and reporting to Cluster, CHF, and agency as required.													
Indicators													
Code	Cluster	Indicator	End cycle beneficiaries				End cycle						
			Men	Women	Boys	Girls	Target						
Indicator 1.1.1	LOGISTICS	# of CTS trucks purchased for the use of CTS under the Logs Cluster					2						
Means of Verification : Purchase orders													
Indicator 1.1.2	LOGISTICS	[Logs/CCS] Cluster Coordination Meetings Held (State and National levels)					4						
Means of Verification : Coordination meetings related to CTS trucks													
Additional Targets :													
M & R													
Monitoring & Reporting plan													
<p>The International Organisation for Migration's Mission in South Sudan places a significant emphasis on Monitoring and Evaluation (M&E) systems. IOM ensures that for each project there is a network of accountability which is coordinated through the mission's Programme Support Unit (PSU) and thematic Programme Managers. The Mission's PSU is a multi-disciplinary unit providing strategic and thematic assistance, and programme development and implementation support to all the Mission's units and offices. IOM's M&E framework is designed to strengthen accountability through facilitating the following processes: - Ensure constant feedback between field locations and the main office in Juba. - Identification of issues and solving problems in project implementation and design - Monitoring of project efficiency, reach, and accessibility for beneficiaries - Evaluation of projects targets and achievements IOM's M&E Framework for the Mission in South Sudan is comprised of a three tiered system centred around IOM's project cycle. IOM's M&E Framework is primarily concerned with maintaining and strengthening operational standards so that accountability and efficiency are reflected in all activities and projects. - The first tier ensures IOM's accountability to donors; ensuring that project design and implementation are in line with donor priorities and humanitarian and/or development frameworks. - The second tier ensures that project implementation is effective and that data management is a key focus of implementation; field staff, thematic unit programme managers, and information managers (responsible for effective data management) meet regularly to discuss operational activities and ensure efficient information sharing. - The third tier links Information Management with PSU and Programme Managers. This third layer is critical as it ensures that crucial programme information is relayed effectively to donors, cluster leads and other stakeholders. This regular monitoring is essential for IOM to reaffirm that project direction is continuously in line with key stakeholder's priorities. IOM's Programme Managers work in collaboration with PSU to certify that each project falls in line with agreed specifications related to donors' contractual obligations and set project activity frameworks. This involves working directly with field staff, and Information Managers to regularly collect qualitative and quantitative project details. The process provides a channel for continuously building on lessons learned and methods of best practice.</p>													
Workplan													
Activitydescription	Year	1	2	3	4	5	6	7	8	9	10	11	12
Activity 1.1.1: Procurement of two (2) CTS trucks for common transport services under the Logs Cluster	2015										X	X	X
	2016												
Activity 1.1.2: Delivery of CTS trucks to locations	2015												X
	2016	X	X	X									
Activity 1.1.3: Regular updates and reporting to Cluster, CHF, and agency as required.	2015										X	X	X
	2016	X	X	X									
OTHER INFO													
Accountability to Affected Populations													
<p>In line with cluster strategies, IOM will maintain its commitment to engaging with affected communities at all phases of the program cycle. The CTS project works directly with organisations that will directly implement their own projects but will also be working within the directions of accountability to affected populations with their respective clusters. IOM's M&E framework ensures that each project implemented is carried out effectively and continually reviewed in line with community needs and humanitarian frameworks.</p>													
Implementation Plan													

All components of this project will be carried out by IOM staff through IOM procedures.

Successful implementation in terms of management, coordination, and finance will be overseen by an experienced project manager. Project finances will be coordinated by the project manager and overseen by IOM's resource management unit. Financial oversight will be monitored at regional level also to ensure that accountability and effective use of resources, in line with project contracts, is maintained. Project coordination will be overseen by the project manager, in partnership with IOM South Sudan's Programme Support Unit. The programme support unit assist with project administration, technical oversight, and project M+E. Reporting lines and distribution of labor will be overseen by the resource management unit, and the project manager will be charged with direct supervision.

To maximize efficiency, this project will be carried out in consultation with the South Sudan Cluster. This will ensure solid impact, avoid duplication, and promote sustainability where possible.

Coordination with other Organizations in project area

Name of the organization	Areas/activities of collaboration and rationale
Logistics Cluster	Allocation and service areas of CTS trucks

Environment Marker Of The Project

N/S: Not specified

Gender Marker Of The Project

4-Not applicable - Only used for very small number of projects, such as "support services"

Justify Chosen Gender Marker Code

N/A

Protection Mainstreaming

This project is a common transport services project. Protection mainstreaming will already be taken into account by organizations making use of the service for their own interventions or projects. The safety and dignity of beneficiaries and the Do No Harm principles will be anticipated by the agencies who have direct association with beneficiaries. This project enables equal and impartial access to assistance and services and the targeting of vulnerable groups and people with specific needs. This is achieved through the Cluster who direct where materials goods are sent. This is achieved with the coordination of humanitarian agencies and organizations that operate in key areas. This project will service beneficiaries through agencies and humanitarian organizations who have already assessed and planned the needs. Self-protection capacities are organized by the requesting agencies or humanitarian organizations.

Country Specific Information

Safety and Security

Violent conflict remains a concern for project implementation in South Sudan, including fighting between non-state actors and SPLA as well as inter-communal violence. These factors present a constant threat to the security of staff, particularly in staff heavy projects such as emergency health responses. To mitigate these risks, IOM is a member of the UN Department of Safety and Security (UNDSS) which includes local field structures as well as tailored protocols for South Sudan, and oversight at the country level by the Security Management Team. IOM is a permanent member of the SMT which provides recommendations and consultation on security policy and criteria in coordination with the designated security representative of the SRSG, and the UN in New York. Furthermore, staff in the field undergo a series of security trainings and are properly equipped with personal protective equipment and communication devices. While our operations require staff to often enter into insecure areas, IOM does its best to ensure that all staff have the proper knowledge, training and equipment to ensure their safety. Lastly, IOM follows UNDSS protocols for including security clearance and convoy travel for vehicles.

Access

Humanitarian access is currently not possible to all areas targeted by this project. In order to address sporadic incidents of insecurity, a comprehensive and flexible security strategy is in place and provides for a tailored response to insecure conditions. This CTS project will also closely align itself with the Logistics Cluster and Civil/Military personnel with OCHA for the use of UNMISS force protection when required/as necessary.

BUDGET

Code	Budget Line Description	D / S	Quantity	Unit cost	Duration Recurrence	% charged to CHF	Total Cost
Equipment							
3.1	CTS Trucks	D	2	150,701.00	1	100%	301,402.00

	2 x CTS trucks to be placed where agreed with cluster			
	Section Total			301,402.00
SubTotal		2.00		301,402.00
Direct				301,402.00
Support				
PSC Cost				
PSC Cost Percent				7%
PSC Amount				21,098.14
Total Cost				322,500.14
Grand Total CHF Cost				322,500.14

Project Locations

Location	Estimated percentage of budget for each location	Estimated number of beneficiaries for each location					Activity Name
		Men	Women	Boys	Girls	Total	
Jonglei -> Bor South	8						
Lakes -> Rumbek Centre	15						
Unity -> Rubkona	24						
Upper Nile -> Malakal	30						
Upper Nile -> Melut	23						

Documents

Category Name	Document Description