

Requesting Organization :	World Food Programme		
Allocation Type :	Reserve Allocation 3		
Primary Cluster	Sub Cluster	Percentage	
LOGISTICS		100.00	
		100	
Project Title :	Provision of Humanitarian Air Services in the Republic of South Sudan		
Allocation Type Category :	Logs and CCS		

OPS Details

Project Code :	SSD-15/CSS/72559/R	Fund Project Code :	SSD-15/HSS10/RA3/L/UN/657
Cluster :	Logistics (LOGS)	Project Budget in US\$:	1,105,003.04
Planned project duration :	2 months	Priority:	High (H)
Planned Start Date :	01/11/2015	Planned End Date :	31/12/2015
Actual Start Date:	01/11/2015	Actual End Date:	31/12/2015

Project Summary :

United Nations Humanitarian Air Service (UNHAS) provides safe, reliable, effective, and efficient air transport services for the humanitarian community in South Sudan. UNHAS transports light cargo and passengers as well as conducts medical and security evacuation. More than 200 organizations use UNHAS services, including NGOs (65%), UN agencies (34%) donor community and Government personnel involved in humanitarian activities. These organisations depend on UNHAS to access to remote areas where humanitarian operations are ongoing.

The needs for humanitarian assistance in South Sudan has continued to increase due to the ongoing conflict, displacements and food and nutrition insecurity. An estimated 4.6 million people are in need of humanitarian assistance in 2015. The humanitarian community requires unrestrained access to the areas with most critical needs, mainly in the three conflict-affected states (Upper Nile, Jonglei and Unity) to meet the needs of the affected population.

However, poor road network, seasonal rains, vast distances between project implementation sites and the ongoing conflict make air transport the only means to access many of these affected population. Further, there is no local commercial alternatives for passenger air transport services, as existing commercial service provides do not meet the safety and technical standards required , which makes UNHAS one of the few options available.

UNHAS fleet is currently composed of 12 fixed wing aircraft and 5 helicopters based strategically in Juba, Rumbek, and Bor to ensure regular and reliable services.

During the first half of 2015, UNHAS has served 66 destinations through its regular schedule, of which 19 were newly added during the year to adapt to the changing needs of the user organizations including the deployment of Rapid Response Mobile teams.

UNHAS targets humanitarian organizations and as such gender-based beneficiary targeting is not relevant for UNHAS.

Direct beneficiaries :

Men	Women	Boys	Girls	Total
250	0	0	0	250

Other Beneficiaries :

Beneficiary name	Men	Women	Boys	Girls	Total
Aid Agencies	250	0	0	0	250

Indirect Beneficiaries :
Catchment Population:
Link with allocation strategy :

UNHAS South Sudan has three specific objectives;

1. Provide access to remote and isolated programme implementation sites in a reliable, safe, effective, and efficient manner to NGOs, UN agencies, and donor organizations providing humanitarian assistance to beneficiaries in South Sudan;
2. Transport light relief cargo, such as medical supplies and support equipment; and
3. Provide evacuation (medical and security) capacity for the humanitarian community in South Sudan.

The above objectives contribute to Strategic Objective 1 of the Strategic Response Plan: Save lives and alleviate suffering by providing multi-sector assistance to people in need. At the Cluster level, UNHAS operation in South Sudan contributes to the Logistics Cluster Specific Objective 2: To provide logistics, cargo and passenger air services to the humanitarian community to address the needs of the affected population.

As an aid enabler, UNHAS provides air services to transport passengers and light cargo to enable humanitarian personnel to reach field locations to carry out their programmes in a timely and effective manner. Without UNHAS services, many of the ongoing humanitarian operations will not be able to continue, thus UNHAS operation is directly contributing to the life-saving activities through a provision of cargo and passenger air services.

To ensure that UNHAS meets the changing needs of the humanitarian community, UNHAS operation maintains its flexibility to accommodate requests for immediate deployment of aid workers and emergency relief cargo, such as the deployment of Rapid Response teams. Poor road networks and ongoing violence makes many humanitarian sites inaccessible by surface means. Often times, these locations are also too insecure for the responding agencies to establish long-term basis, thus UNHAS service is critical to continue humanitarian operations in such locations. UNHAS serves destinations on a fixed schedule using a fleet of 16 aircraft, which is reviewed periodically to adapt to the changing demands and while maintaining the efficiency of the operation through optimal utilization of its air assets.

Without a viable humanitarian air operation such as UNHAS, the access required to carry out lifesaving assistance across South Sudan would be severely hampered.

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
Canada	786,782.00
European Commission	1,083,424.00
Japan	950,000.00
Korea Rep. of	100,000.00
Switzerland	257,998.00
U.K	2,958,580.00
UN CHF	3,000,000.00
U.S.A	4,000,000.00
Cost Recovery	20,501,403.00
	33,638,187.00

Organization focal point :

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BACKGROUND

1. Humanitarian context analysis

The humanitarian situation in South Sudan remains critical, after one and half years since the outbreak of fighting between forces loyal to the Government and the opposition elements in December 2013. Thus far, it is estimated that over two million people are displaced, either internally within South Sudan or into the neighboring countries.

The Humanitarian Response Plan for South Sudan targets to assist 4.6 million people, including 1.6 million internally displaced persons. The recent IPC analysis conducted at the end of April 2015 confirms a deterioration in the number of people facing severe food insecurity from 2.5 million people in January - March 2015 to around 4.6 million people during the lean period of May - July 2015. Further, renewed violence started in the conflict-affected Greater Upper Nile region, especially in Unity and Upper Nile states. Intensified fighting caused a large scale displacement protection issues, food insecurity, disruption of livelihoods and a major nutrition crisis. Ongoing fighting in the Greater Upper Nile region also further limits humanitarian access to the affected areas, impeding effective humanitarian responses and basic service delivery, such as safe water and health services.

2. Needs assessment

In order to determine the air transport needs of the humanitarian community, a combination of qualitative and quantitative analyses is conducted on a regular basis. The web-based booking and financial software E-FMA used by UNHAS avails real time information on passengers and cargo requests for all destinations. Priority locations as well as the frequency and case loads to different locations are determined during the monthly UNHAS User Group Meeting as well as through the Operational Working Group. Customer surveys avails information on what the aid workers' travel needs are and provides the necessary feedback adapt to clients need through improved customer service. In addition UNHAS started the implementation of the Performance Management Framework (PMF) in 2014. This framework provides value for money analysis on various UNHAS operations by quantifying each operations' effectiveness, level of access provided and cost-efficiency. All mentioned methods allow UNHAS to identify the demand and adjust the route structure and fleet composition accordingly. UNHAS has been able to respond to the current need of the humanitarian community using a fleet of 17 aircraft, 12 fixed wing and five helicopters. The existing capacity is meeting the needs and UNHAS will continue to engage with all stakeholders to ensure uninterrupted access to location with critical need.

UNHAS equally liaises with UNDSS on security related assessments to ensure maximum flight safety and security and above all the security of the humanitarian passengers.

3. Description Of Beneficiaries

UNHAS provides humanitarian air services to the humanitarian community comprising of the UN agencies and NGOs, as well as donors and Government officials who facilitate the activities of humanitarian agencies. These organizations must be registered with the South Sudan Relief and Rehabilitation Commission (RRC) and OCHA in order to be eligible to use UNHAS service. As per the Standard Administrative and Operating Procedures, UNHAS requires user organizations to submit booking forms signed by their designated focal points. The booking requests shall be stamped and approved by organizations' officials to confirm that passengers are organizations' staff members or their implementing partners. Since January 2013, travels by Government officials using UNHAS are required to be approved by designated government authorities, which is RRC chairperson for the technical officials and the office of the Minister of Humanitarian Affairs for senior government officials. Passengers' ID cards and introduction letters are verified at the time of check-in and boarding to ensure the passengers are indeed in line with the UNHAS target criteria.

4. Grant Request Justification

The continued provision of air service remains fundamental for effective humanitarian response in South Sudan. South Sudan is one of the most complex operating environments in the world, with poor road infrastructure, weak national institutions and widespread humanitarian crisis. These factors coupled with the ongoing conflict severely hamper humanitarian access to the affected population through surface transport, making air transport the only option to reach many of the beneficiary sites.

The scope of the humanitarian operation in South Sudan is huge - one of the biggest in Africa - and more frontline partners are needed to ensure an effective response. However, the operating environment remains challenging, as aid organizations face extreme difficulty in the implementation and monitoring of their programme due to significant logistical obstacles. The prevailing insecurity and widespread incidents of armed conflict especially in the Greater Upper Nile states of Jonglei, Unity, and Upper Nile – where humanitarian response is needed most – continue to impede aid delivery to the affected population. Road travel is extremely dangerous in these areas, leaving air transport the only means of access. Further, over 60 percent of the entire country, including key response locations, becomes completely cut-off during the rainy season. However, there are very few commercial air service providers in the country that conform to international standards. Some air transport support is offered by actors such as the United Nations Mission in South Sudan (UNMISS), ICRC, and Médecins Sans Frontières (MSF), but these services are not sufficient to meet the needs of the humanitarian community. Therefore, UNHAS services remains essential for an effective humanitarian intervention in South Sudan.

UNHAS operation focuses on the areas with the most critical humanitarian needs which are determined at the UNHAS User Group Committee and the Operational Working Group. During the first half of 2015, UNHAS has served 66 destinations through its regular schedule, of which 19 were newly added during the year to adopt the changing needs of the user organizations including the deployment of Rapid Response Mobile teams. 90 percent of these new destinations are in Unity and Jonglei states. UNHAS has three strategic aircraft base in Juba, Rumbek and Bor to ensure maximum utilization of air assets to connect different locations especially in the crisis areas. UNHAS also deploys skilled staff to facilitate air operation in ten key locations across country.

With increasing needs for humanitarian assistance, escalating insecurity, and limited availability of alternative service providers, it was recognized at the UNHAS User Group Committee and Steering Committee meetings in July 2015, that UNHAS service will remain critical for the implementation of humanitarian activities in South Sudan. UNHAS will increase its participation in the Operational Working Group (OWG) to better support the Rapid Response Mechanism. It was further envisaged that increasingly timely and flexible humanitarian responses will be needed in South Sudan due to ongoing active fighting and moving frontlines. The demand for the continuation of UNHAS has also been confirmed through needs assessments such as UNHAS customer surveys and bilateral consultations with various users. UNHAS South Sudan intends to manage the service through a continuous monitoring to ensure that passenger demands, the level of customer satisfaction, effectiveness, responsiveness, and efficiency will be maintained at all times.

5. Complementarity

Additional contribution of US\$1.1million will enable UNHAS run the operation until the end of October and brings the total contribution from CHF to US\$4.1million.

LOGICAL FRAMEWORK

Overall project objective

Provide access to remote and isolated humanitarian programme implementation sites in a reliable, safe, effective, and efficient manner to the humanitarian community in South Sudan, including NGOs, UN agencies, donor organizations and relevant government officials.

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 : UNHAS South Sudan has three specific objectives;

1. Provide access to remote and isolated programme implementation sites in a reliable, safe, effective, and efficient manner to NGOs, UN agencies, and donor organizations providing humanitarian assistance to beneficiaries in South Sudan;
2. Transport light relief cargo, such as medical supplies and support equipment; and
3. Provide evacuation (medical and security) capacity for the humanitarian community in South Sudan.

The above objectives contribute to Strategic Objective 1 of the Strategic Response Plan: Save lives and alleviate suffering by providing multi-sector assistance to people in need. At the Cluster level, UNHAS operation in South Sudan contributes to the Logistics Cluster Specific Objective 2: To provide logistics, cargo and passenger air services to the humanitarian community to address the needs of the affected population.

As an aid enabler, UNHAS provides air services to transport passengers and light cargo to enable humanitarian personnel to reach field locations to carry out their programmes in a timely and effective manner. Without UNHAS services, many of the ongoing humanitarian operations will not be able to continue, thus UNHAS operation is directly contributing to the life-saving activities through a provision of cargo and passenger air services.

To ensure that UNHAS meets the changing needs of the humanitarian community, UNHAS operation maintains its flexibility to accommodate requests for immediate deployment of aid workers and emergency relief cargo, such as the deployment of Rapid Response teams. Poor road networks and ongoing violence makes many humanitarian sites inaccessible by surface means. Often times, these locations are also too insecure for the responding agencies to establish long-term basis, thus UNHAS service is critical to continue humanitarian operations in such locations. UNHAS serves destinations on a fixed schedule using a fleet of 17 aircraft, which is reviewed periodically to adapt to the changing demands and while maintaining the efficiency of the operation through optimal utilization of its air assets.

Without a viable humanitarian air operation such as UNHAS, the access required to carry out lifesaving assistance across South Sudan would be severely hampered.

Outcome 1

The Humanitarian community are able to access project implementation and monitoring sites in remote and hard-to-reach locations.

Output 1.1

Description

Provide cargo and passenger transport to scheduled and non-scheduled destinations

Assumptions & Risks

Activities

Activity 1.1.1

Passenger and light cargo transport: UNHAS will use a fleet of 17 aircraft to support requests for passenger and cargo transport.

Activity 1.1.2

Perform medical and security evacuations: UNHAS maintains the capacity to conduct security relocation and medical evacuation of humanitarian workers within South Sudan. Medical and security evacuation have priority over regular flights when all other technical, safety and security considerations are considered sufficiently met.

Activity 1.1.3

Prepare end of project reports: UNHAS is committed to reporting on the output of the project and will provide the required report at the end of project.

Indicators

Code	Cluster	Indicator	End cycle beneficiaries				End cycle
			Men	Women	Boys	Girls	Target
Indicator 1.1.1	LOGISTICS	[Logs/CCS] Monthly average # of passengers transported monthly (UNHAS)					3,033
Means of Verification : E-Flight Management Application							
Indicator 1.1.2	LOGISTICS	[Logs/CCS] # of tons of light cargo transported (MTs) (UNHAS)					65
Means of Verification : E-Flight Management System							
Indicator 1.1.3	LOGISTICS	Percentage response to medical and security evacuations					100

Means of Verification : E-Flight Management Application

Protection Mainstreaming**Country Specific Information****Safety and Security****Access****BUDGET**

Code	Budget Line Description	D / S	Quantity	Unit cost	Duration Recurrence	% charged to CHF	Total Cost
Staff and Other Personnel Costs							
1.1	Air Transport Officer, Juba	D	1	684.89	61	11%	4,537.12
1.2	Security and Safety Officer, Juba	D	2	630.36	61	11%	8,351.77
1.3	Air Transport Officer, Rumbek, Wau & Malakal	D	3	630.36	61	11%	12,527.65
1.4	Logistics Assistant (Rome)	D	1	342.03	61	11%	2,265.81
<i>All aircraft contracting is centralized in Rome. One of the Logistics Assistants supporting the country offices is funded through the South Sudan Special Operation. South Sudan is the largest of the 14 UNHAS operations across the globe.</i>							
1.5	Air Movement Officer Juba, Rumbek, Malakal, Bor, Aweil, Wau, Yida, Maban, Rubkona, Yambio	D	21	310.00	61	11%	43,126.15
1.6	Aviation Security and Safety Officer, Juba	D	2	256.67	61	11%	3,400.67
1.7	National Officer, Juba, Wau, Rumbek & Malakal	D	4	153.33	61	11%	4,063.00
1.8	Senior Air Movement Assistant, Juba	D	1	91.67	61	11%	607.28
1.9	Air Movement Assistant, Rumbek, Malakal, Juba, Bor, Yambio, Aweil and Bentiu	D	15	55.03	61	11%	5,468.28
1.10	Logistics Assistant, Juba, Bor and Rumbek	D	10	30.44	61	11%	2,018.39
1.11	Chief Air Transport Officer, Juba	S	1	806.39	61	11%	5,342.01
1.12	Air Transport Officer, Juba	S	1	630.36	61	11%	4,175.88
1.13	Finance Officer, Juba	S	1	630.36	61	11%	4,175.88
1.14	Reports, Finance and Administration Officer, Juba	S	3	310.00	61	11%	6,160.88

1.15	National Finance Officer , Juba	S	1	153.3 3	61	11%	1,015.75
1.16	Senior Finance Assistant	S	1	91.67	61	11%	607.28
1.17	Travel Assistant	S	8	54.79	61	11%	2,906.37
1.18	Finance and Administration Assistants, Juba	S	5	54.79	61	11%	1,816.48
1.19	Radio Operator	S	9	44.86	61	11%	2,677.08
1.20	Drivers, Rumbek, Malakal, Juba and Wau	S	15	30.44	61	11%	3,027.58
1.21	Porters/Helpers, Rumbek, Malakal, Juba, Aweil and Wau	S	70	21.90	61	11%	10,164.86
1.22	Telecom Assistant	S	2	21.90	61	11%	290.42
1.23	Danger Pay	S	1	2,000 .00	61	11%	13,261.40
Section Total							141,987.99
Supplies, Commodities, Materials							
2.1	Office Supplies DSC	S	1	644.4 4	61	11%	4,269.16
2.2	Office Rent	S	1	266.6 6	61	11%	1,766.52
2.3	Communication & IT -CD&A	D	1	99.31	61	11%	657.89
2.4	Communication & IT DSC	S	1	505.5 6	61	11%	3,352.22
Section Total							10,045.79
Equipment							
3.1	Equipment & Supplies CD&A	D	1	333.3 3	61	11%	2,208.18
3.2	TC/IT Equipment DSC	S	1	250.8 3	61	11%	1,661.65
3.3	Vehicle Leasing CD&A	D	14	23.33	61	11%	2,163.73
3.4	Vehicle Leasing DSC	S	1	23.33	61	11%	154.55
Section Total							6,188.11

Contractual Services							
4.1	Aircraft Contracts	D	1	92,95 2.99	61	11%	625,982.62
4.2	Fuel	D	1	31,93 3.33	61	11%	211,935.12
Section Total							837,917.74
Travel							
5.1	Travel CD&A	D	1	2,000 .00	61	11%	13,261.40
5.2	Travel DSC	S	1	600.0 0	61	11%	3,978.42
Section Total							17,239.82
General Operating and Other Direct Costs							
7.1	Vehicle Running Costs & Maintenance-CD&A	D	1	2,705 .00	61	11%	17,936.04
7.2	Vehicle Running Costs & Maintenance-DSC	S	1	83.34	61	11%	552.60
7.3	Office Cleaner	S	1	127.5 6	61	11%	845.03
Section Total							19,333.67
SubTotal			206.00				1,032,713.12
Direct							960,511.10
Support							72,202.02
PSC Cost							
PSC Cost Percent							7%
PSC Amount							72,289.92
Total Cost							1,105,003.04
Grand Total CHF Cost							1,105,003.04
Project Locations							
Location	Estimated percentage of budget for each location	Estimated number of beneficiaries for each location					Activity Name
		Men	Women	Boys	Girls	Total	
Eastern Equatoria	7						
Jonglei	38						
Lakes	3						
Northern Bahr el Ghazal	2						
Unity	25						

Upper Nile	18						
Warrap	3						
Western Bahr el Ghazal	2						
Central Equatoria	2						

Documents

Category Name	Document Description
Project Supporting Documents	1st September 2015.pdf