

Requesting Organization :	International Organization for Migration				
Allocation Type :	2nd Round Standard Allocation				
Primary Cluster	Sub Cluster	Percentage			
LOGISTICS		100.00			
		100			
Project Title :	Humanitarian Common Logistics Services In the RoSS 2016 II				
Allocation Type Category :					
OPS Details					
Project Code :		Fund Project Code :	SSD-16/HSS10/SA2/L/UN/3517		
Cluster :		Project Budget in US\$:	1,699,994.07		
Planned project duration :	6 months	Priority:			
Planned Start Date :	01/09/2016	Planned End Date :	28/02/2017		
Actual Start Date:	01/09/2016	Actual End Date:	28/02/2017		
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.</p> <p>Avail a fleet of 15 IOM managed 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. There remains an urgent need to continue operating current facilities. 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 deliver 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.</p> <p>For the last 5 years the CTS project has been crucial in supporting humanitarian access to essential items and goods. The services that IOM provides through this project include running logistics bases and common storage sites in Bentiu and Malakal. This year in 2016. IOM is seeking funds to allocate towards the maintenance of the Bentiu airstrip. In 2015, over 13,000 metric tonnes were distributed for humanitarian needs.</p> <p>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 over the last 3 years, and particularly at this point in 2016 did not impact the work of the common transport system as IOM, in coordination with the Logistics Cluster and partners, managed to obtain the necessary clearance to operate in these airports/areas under both government and IO authorization.</p>				
Direct beneficiaries :					
	Men	Women	Boys	Girls	Total
	0	80	0	0	80
Other Beneficiaries :					
Beneficiary name	Men	Women	Boys	Girls	Total
Aid Agencies	0	80	0	0	80
Indirect Beneficiaries :					
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 UN/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 2016 Crisis Response Plan.
 Cluster Objective 2: Provide logistics, cargo, and passenger air services to the humanitarian community to address the needs of the affected population:- In 2016, IOM using a fleet of 15 trucks; moved 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 2016 shows that the activity of cargo shipment will not decrease and could actually increase drastically. The need of ground transportation in these critical areas will remain massive.

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

Organization focal point :

Name	Title	Email	Phone
iaian McLellan	Programme Support Officer	imclellan@iom.int	+211920885985
Claire Lyster	Programme Support Officer	clyster@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 2015 dry season, commercial transporters were subject to widespread checkpoints, illegal taxation, and harassment of drivers and other personnel. Now in 2016, agencies are reporting looting, and access issues across the country as a result of a more constricted humanitarian environment. Additionally, airport congestion, delayed customs clearance, bureaucratic impediments continue to impact the movement of cargo. The movement of assets through the Rubkhona airstrip is challenging as the state of the run way is poor and results in frequently cancelled flights. 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 the core pipelines are anticipating the pre-positioning of most items in UNMISS bases and logs cluster storage facilities 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 and common storage sites in Bentiu and 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. 3) the maintenance of the Rubkhona airstrip to improve the ability for flights to land more regularly to facilitate humanitarian response. 4) purchasing two additional CTS trucks with cranes to facilitate loading and offloading of cargo.

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 2016 will be complementary to previous funding as it will strengthen the provision of humanitarian supplies and storage options. With increasing numbers of IDPs (as confirmed by the HCT in November 2015), CTS needs to mobilize to increase activities to support diverse desperate needs of vulnerable pops.

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.

3. Description Of Beneficiaries

Project beneficiaries compose 80 UN/INGOs in the Republic of South Sudan and these have been selected 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.

4. Grant Request Justification

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 and common storage sites in Bentiu and 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. 3) the maintenance of the Rubkhona airstrip to improve the ability for flights to land more regularly to facilitate humanitarian response. 4) purchasing two additional CTS trucks with cranes to facilitate loading and offloading of cargo.

IOM is requesting funds from the CHF round two 2016 allocation in order to continue supporting the humanitarian community and their beneficiaries through the CTS which include 15 CTS trucks as of 2016. Two additional trucks will be procured during this project. 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 2015 and 2016, the CTS project has successfully responded to 95% of all transportation requests made by the humanitarian agencies via the Logistics cluster. The logistical capacity of IOM in Malakal, Upper Nile, offers a high level of common warehouse management coupled with a massive storage capacity in order to secure the storage of humanitarian items for the humanitarian actors in the area. IOM operates heavy duty earth machinery in Malakal that will be deployed to construct and elevate the logistical warehouse base.

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.

LOGICAL FRAMEWORK

Overall project objective

To provide efficient and cost effective transport alternatives 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
CO2: Provide logistics, cargo and passenger air services to the humanitarian community to address the needs of the affected population	HRP 2016 SO1: Save lives and alleviate suffering through safe access to services and resources with dignity	100

Contribution to Cluster/Sector Objectives : 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 2016 Crisis Response Plan. Cluster Objective 2: Provide logistics, cargo, and passenger air services to the humanitarian community to address the needs of the affected population:- In 2016, IOM using a fleet of 15 trucks; moved 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 2016 shows that the activity of cargo shipment will not decrease and could actually increase drastically. The need of ground transportation in these critical areas will remain massive.

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.

Outcome 1

Humanitarian services are provided to humanitarian agencies through CTS truck services and hub management and runway maintenance in critical areas designated by the Logistics Cluster

Output 1.1

Description

Humanitarian Cargo transported in 6 months in cluster identified key states of South Sudan (measured in Metric Tons)

Assumptions & Risks

Activities

Activity 1.1.1

Avail a fleet of up to 15 IOM managed 30MT and 10MT trucks to provide humanitarian cargo delivery in a timely and effective manner in critical emergency response situations;

Activity 1.1.2

Regular update with Logs cluster on truck locations and activities

Activity 1.1.3

Regular project monitoring and reporting as needed and requested

Activity 1.1.4

Bentiu airstrip maintenance

Activity 1.1.5													
Running of Logs base and common storage sites in Malakal and Bentiu													
Indicators													
Code	Cluster	Indicator	End cycle beneficiaries				End cycle						
			Men	Women	Boys	Girls	Target						
Indicator 1.1.1	LOGISTICS	Frontline # of cargo Movement Requests executed					800						
Means of Verification : IOM records													
Indicator 1.1.2	LOGISTICS	# of Metric Tons of Humanitarian Cargo transported in 6 months in cluster identified key states of South Sudan.					8,000						
Means of Verification : IOM records													
Indicator 1.1.3	LOGISTICS	# of airport runways maintained for humanitarian services					1						
Means of Verification : IOM Records													
Indicator 1.1.4	LOGISTICS	# of trucks procured during the project for CTS use					2						
Means of Verification : IOM records													
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 CTS 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.: The CTS programme manager ensures constant feedback between field locations where CTS operations occur and the main office in Juba. - The monitoring staff identify issues and solve problems in project implementation with the help of feedback from the Logs cluster and logistics staff in IOM. - Monitoring of project efficiency, reach, and accessibility for beneficiaries is important and done by the logs focal points in each location where CTS trucks operate and in Runkhona where there is a base, and storage units. - 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. Regular monitoring of the CTS project through regular data collection on requests for trucks and transport is crucial to sustaining efficient and effective delivery for the humanitarian community. It is essential for IOM to reaffirm that project direction is continuously in line with agency partners and logs cluster 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: Avail a fleet of up to 15 IOM managed 30MT and 10MT trucks to provide humanitarian cargo delivery in a timely and effective manner in critical emergency response situations;	2016									X	X	X	X
	2017	X	X										
Activity 1.1.2: Regular update with Logs cluster on truck locations and activities	2016									X	X	X	X
	2017	X	X										
Activity 1.1.3: Regular project monitoring and reporting as needed and requested	2016									X	X	X	X
	2017	X	X										
Activity 1.1.4: Bentiu airstrip maintenance	2016									X	X	X	X
	2017	X	X										
Activity 1.1.5: Running of Logs base and common storage sites in Malakal and Bentiu	2016									X	X	X	X
	2017	X	X										
OTHER INFO													
Accountability to Affected Populations													

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.

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
Logs Cluster	Coordination of CTS trucks, runway maintenance and access
Humanitarian agencies, NGOs, and iNGOs	fulfilling requests and coordinating for access

Environment Marker Of The Project

B: Medium environmental impact with NO mitigation

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. Logistics and movement project.

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
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Staff and Other Personnel Costs

1.1	Logistics Officer (1 staff/6 months) Upper Nile	D	1	16,000.00	6	100.00	96,000.00
	<i>International P3 x 1. Juba based with travel.</i>						

1.2	Logistics Officer (2 staff/6 months) Juba, Rumbek	D	2	16,00 0.00	6	25.00	48,000.00
	<i>International P3 x 2. Juba based with travel.</i>						
1.3	Mechanics Officer (3staff/6months) Malakal, Bor, Rumbek, Bentiu	D	3	6,000 .00	6	25.00	27,000.00
1.4	Warehouse Officer (1 staff/6months) Malakal	D	1	14,00 0.00	6	100.00	84,000.00
	<i>Int P2 - Mkl based</i>						
1.5	Engineer Officer (1staff/2months) Malakal	D	1	12,00 0.00	2	100.00	24,000.00
	<i>UG staff MKL based</i>						
1.6	Engineer Officer (1staff/6months) Bentiu	D	1	14,00 0.00	6	40.00	33,600.00
	<i>Int P2 - Bentiu based</i>						
1.7	International Support staff (12 staff/6months) Upper Nile, Juba, Bor, Rumbek, Bentiu	D	12	14,00 0.00	6	3.00	30,240.00
	<i>International staff P2x 12 staff. This budget line reflects the number of national support staff tied to the thematic unit. This budget line will cover support staff over the implementation of this project. Based across Upper Nile, Rumbek, Bor and Bentiu.</i>						
1.8	Logistics Assistant (5 staff/6months) Malakal, Melut, Bor, Rumbek, Bentiu	D	5	2,300 .00	6	100.00	69,000.00
	<i>National staff G5 x 5 staff. Based in Upper Nile, Bor, Rumbek, Bentiu.</i>						
1.9	Warehouse Assistant (1 staff/6months) Malakal	D	1	2,000 .00	6	100.00	12,000.00
	<i>National staff G4 x 1 staff. Based in Upper Nile</i>						
1.10	Mechanics Assistant (6staff/6months) Upper Nile, Bor, Rumbek, Bentiu, Juba	D	6	2,000 .00	6	25.00	18,000.00
	<i>National staff G4 x 6 staff. Based in Upper Nile, Bor, Rumbek, bentiu, Juba</i>						
1.11	Support staff (30 field staff/6 months) Upper Nile, Juba, Rumbek, Bor, Bentiu)	D	30	2,300 .00	6	3.00	12,420.00
	<i>National staff G5x 30 staff. This budget line reflects the number of national support staff tied to the thematic unit. This budget line will cover support staff over the implementation of this project. Based across Upper Nile, Rumbek, Bor and Bentiu.</i>						
	Section Total						454,260.00
Supplies, Commodities, Materials							
2.1	Trucks (with cranes)	D	2	165,0 00.00	1	100.00	330,000.00
	<i>acquisition cost of new trucks for Bor and Rumbek</i>						
2.2	Truck running cost (15 units/6months)	D	15	2,310 .00	6	100.00	207,900.00
	<i>fuel, oil, repairs, maintenance, spare parts of 15 CTS trucks</i>						
2.3	CTG (Drivers and Coordinator)	D	18	675.0 0	6	100.00	72,900.00
	<i>service fee for 18 CTS trucks drivers/coordinators</i>						
	Section Total						610,800.00
Contractual Services							
4.1	Handling-Loading/offloading cargo trucks to planes / MSUs set-up (Malakal, Bentiu, Rumbek, Juba, Melut, Wau)	D	42	8.42	132	100.00	46,680.48
	<i>(daily workers for loading/uploading of cargo and set-up of mobile storage for Log Cluster in Bor, Rumbek, Wau, Malakal, Bentiu and Juba)</i>						
4.2	Maintenance of Bentiu airstrip	D	1	200,0 00.00	1	100.00	200,000.00
	<i>cleaning, repairs, maintenance, leveling, compacting, fencing, drainage</i>						
4.3	Maintenance and operational costs of Malakal Logistics bases	D	1	10,63 1.00	6	100.00	63,786.00
	<i>cleaning, repairs, maintenance leveling, compacting, fencing, drainage, Fuel for vehicles, generator fuel, property and equipment insurance</i>						

4.4	Maintenance and operational costs of Bentiu Logistics bases	D	1	19,069.17	6	100.00	114,415.02
	<i>cleaning, repairs, maintenance leveling, compacting, fencing, drainage, Fuel for vehicles, generator fuel, property and equipment insurance</i>						
	Section Total						424,881.50
Travel							
5.1	Ticket	D	4	400.00	6	100.00	9,600.00
	<i>4 trips per month</i>						
5.2	DSA	D	28	91.00	6	100.00	15,288.00
	<i>28 days of DSA per month</i>						
	Section Total						24,888.00
General Operating and Other Direct Costs							
7.1	Office Rent, Maintenance, Utilities and Other Common Costs	S	1	125,000.00	6	3.50	26,250.00
	<i>Shared costs are directly linked to the project implementation, based on a well-justified, reasonable and fair allocation system. Rent, Fuel for vehicles, generator fuel, property and equipment insurance, vehicles insurance, Juba Vehicle Maintenance, UNDSS cost shares. Project only charged 3.5% of entire costs for mission.</i>						
7.2	Communication Costs	S	1	80,000.00	6	3.00	14,400.00
	<i>Standard communication costs and supplies for use by project staff. This project only charged 3% of yearly cost.</i>						
7.3	Security & Shared Radio Room Costs	S	1	145,000.00	6	3.00	26,100.00
	<i>Security contract costs and common radio costs, WFP radio room, Warrior Security, charged 3% of entire costs for mission of yearly cost.</i>						
7.4	Other Office Costs	S	1	40,000.00	6	3.00	7,200.00
	<i>cleaning, water, electricity, UNMISS stress counseling, water, sewage, garbage. Project charge 3% of costs</i>						
	Section Total						73,950.00
SubTotal			179.00				1,588,779.50
Direct							1,514,829.50
Support							73,950.00
PSC Cost							
PSC Cost Percent							7.00
PSC Amount							111,214.57
Total Cost							1,699,994.07
Grand Total CHF Cost							1,699,994.07
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	8		10			10	
Lakes	20		20			20	
Unity	25		20			20	
Upper Nile	37		20			20	
Western Bahr el Ghazal	10		10			10	
Documents							