

Requesting Organization : World Food Programme

Allocation Type : 1st Round Standard Allocation

Primary Cluster	Sub Cluster	Percentage
LOGISTICS		100.00
		100

Project Title : Logistics Cluster Activities in Support of the Humanitarian Community in South Sudan

Allocation Type Category :

OPS Details

Project Code : **Fund Project Code :** SSD-16/HSS10/SA1/L/UN/754

Cluster : **Project Budget in US\$:** 899,999.47

Planned project duration : 2 months **Priority:**

Planned Start Date : 01/02/2016 **Planned End Date :** 31/03/2016

Actual Start Date: 01/02/2016 **Actual End Date:** 31/03/2016

Project Summary : The Logistics Cluster project provides cargo airlift services to the humanitarian community to respond to the needs of the affected populations in hard to reach locations.

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 :

Catchment Population:

Link with allocation strategy :

Through the provision of common air transport services, this project links directly with the following CHF allocation strategic component: "activities in support of essential common humanitarian services that pertain to life-saving strategies."

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
Fiona Lithgow	Logistics Cluster Coordinator	fiona.lithgow@wfp.org	+211 922465747
Julie Vander Wiel	Dept. Logs Cluster Coordinator	julie.vanderwiel@wfp.org	+211 922631494

BACKGROUND

1. Humanitarian context analysis

Since December 2013, the conflict in South Sudan has devastated the lives of millions of South Sudanese and displaced more than 2 million people. About 1.5 million of them have been displaced internally in South Sudan and over 500,000 are refugees in neighbouring countries (UNOCHA).

With active hostilities ongoing in many locations, access via surface level transport (river and road) has been significantly impeded due to insecurity. This has left the humanitarian community with limited options to deliver lifesaving cargo to the displaced populations scattered across the country. Delivery of humanitarian supplies via main supply routes has been significantly disrupted and the humanitarian community has been forced to explore alternative transportation options to respond to the needs of the people.

In addition to security constraints, the complex operating environment presents further challenges in terms of delivering large quantities of humanitarian aid on behalf of a great number of humanitarian organizations. The poor infrastructure severely impacts the humanitarian response. During the rainy season, over 60% of the entire country becomes inaccessible by surface travel due to the poor road conditions and key response locations become completely cutoff. Ongoing insecurity and active violence continue to affect the majority of South Sudan's weak road network, isolating communities and people in need, and rendering the provision of humanitarian assistance extremely difficult as most areas are only accessible by air.

2. Needs assessment

3. Description Of Beneficiaries

Humanitarian organisations operating in South Sudan (UN agencies, NGOs, and International Organizations)

4. Grant Request Justification

Given the logistics complexity of the humanitarian response in South Sudan; scarce resources, poor infrastructure, lack of systematic information and large number of humanitarian organizations that operate relatively independently, coupled with the scale of the overall humanitarian operations, a coordinated logistics response continues to be required to ensure effective and efficient delivery of humanitarian assistance to affected persons.

South Sudan, a country of roughly 650,000 km², has a very underdeveloped infrastructure. The poor infrastructure, combined with the lack of road maintenance and the lengthy rainy season (May to November), makes 60% of the entire country inaccessible by surface transportation. More specifically, during the rainy season, in the main emergency response locations (Unity, Upper Nile, and Jonglei), overland transport is essentially cutoff. Additionally, the river ports throughout the country are very basic and often lead to significant transportation delays. As witnessed in 2015, delivery via barge is extremely unreliable due to lack of security assurances and the poor condition of the assets available in country.

Although the a peace agreement was signed in August 2015, insecurity surrounding the conflict, particularly in Upper Nile, Unity and Jonglei, restricts the movement of humanitarian personnel and cargo and impedes the delivery of relief items and food assistance.

5. Complementarity

LOGICAL FRAMEWORK

Overall project objective

Provision of coordination and cargo airlift services for the humanitarian community who are responding in areas not accessible by road in South Sudan.

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	75
CO1: Provide logistics coordination, support, and advisory services to the humanitarian community carrying out the emergency response	HRP 2016 SO1: Save lives and alleviate suffering through safe access to services and resources with dignity	25

Contribution to Cluster/Sector Objectives : This project directly contributes to the Logistics Cluster Objective 1 and 2 through coordination and the provision of cargo air lift services (at no cost to users) into key locations that are not accessible by road.

Outcome 1

Continuation of cargo deliveries by air into hard to reach locations

Output 1.1

Description

Helicopter/fixed-wing air deliveries

Assumptions & Risks

Activities

Activity 1.1.1

Deploy/maintain air assets appropriate to respond into the locations identified by the humanitarian community															
Indicators															
			End cycle beneficiaries				End cycle								
Code	Cluster	Indicator	Men	Women	Boys	Girls	Target								
Indicator 1.1.1	LOGISTICS	Frontline # of cargo Movement Requests executed					140								
Means of Verification : Logistics Cluster Transport Database															
Indicator 1.1.2	LOGISTICS	Frontline # of humanitarian organizations assisted					80								
Means of Verification : Logistics Cluster Transport Database															
Additional Targets :															
M & R															
Monitoring & Reporting plan															
Based on the targets identified the project will indicate performance to these targets. Supporting this is internal mapping of key performance indicators to highlight and allow action to address any performance issues.															
Workplan															
Activitydescription			Year	1	2	3	4	5	6	7	8	9	10	11	12
Activity 1.1.1: Deploy/maintain air assets appropriate to respond into the locations identified by the humanitarian community			2016		X	X									
OTHER INFO															
Accountability to Affected Populations															
The Project document does not identify any beneficiary numbers nor does it include any gender population information															
Implementation Plan															
The funding will be used to support air assets and operational staff in the existing pooled funding for a period of up to 2 months. While the large proportion of the costs are associated with air transport, supporting costs are captured in operations of the hubs where cargo will arrive prior to the dispatch dates and will be prioritized based on the ICWG priority locations.															
Coordination with other Organizations in project area															
Name of the organization						Areas/activities of collaboration and rationale									
Environment Marker Of The Project															
N/A: Not applicable, only used for a small number of services															
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															
The Project document does not identify any beneficiary numbers nor does it include any gender population information.															
Protection Mainstreaming															
The project document does not indicate any beneficiary information nor does it indicate any Protection related issues.															
Country Specific Information															
Safety and Security															
Safety and security issues are mitigated by using the existing forums in conjunction with WFP, OCHA UNDSS.															
Access															
Access is negotiated using the existing forums in conjunction with WFP, OCHA UNDSS and the partners															
BUDGET															
Code	Budget Line Description	D / S	Quantity	Unit cost	Duration Recurrence	% charged to CHF	Total Cost								
1.1	Consultants- Logistics Officers	D	2	7,600.00	2	65%	19,863.36								
<i>The project will support 2 consultants and 2 national staff for 1 and just less than 2 weeks. Consultants salary include hazard pay.</i>															

1.2	National staff- Logistics Assistants	D	2	2,000.00	2	65%	5,228.00
<i>The project will support 2 consultants and 2 national staff for 1 and just less than 2 weeks. Consultants salary include hazard pay.</i>							
Section Total							25,091.36
Travel							
5.1	Consultants- Logistics Officers	D	2	4,100.00	2	65%	10,710.84
<i>The project will support 2 consultants and 2 national staff for 1 and just less than 2 weeks. Consultants travel cost include DSA and rest and recuperation while for national staff it is just DSA.</i>							
5.2	National staff- Logistics Assistants	D	2	2,400.00	2	65%	6,268.80
<i>The project will support 2 consultants and 2 national staff for 1 and just less than 2 weeks. Consultants travel cost include DSA and rest and recuperation while for national staff it is just DSA.</i>							
Section Total							16,979.64
General Operating and Other Direct Costs							
7.1	Mi8 helicopter - cargo uplifts	D	1	500,000.00	1	100%	500,000.00
<i>This covers the operational costs for one Mi8 for one month.</i>							
7.2	Mi8 helicopter - cargo uplifts for 2 and a half weeks	D	1	500,000.00	1	60%	299,050.00
<i>The standard cost for the Mi8 is now reduced at an MGH rate of \$3550 per hour for 100 hours per months (\$355,000); plus AMT \$40,000 per month plus fuel at \$1.30 per litre at a burn rate of 800 litres per hour totalling \$104,000. Total operating cost for the Mi8 heli is \$500,000.</i>							
Section Total							799,050.00
SubTotal			10.00				841,121.00
Direct							841,121.00
Support							
PSC Cost							
PSC Cost Percent							7%
PSC Amount							58,878.47
Total Cost							899,999.47
Grand Total CHF Cost							899,999.47
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 -> Akobo	4						
Jonglei -> Ayod	4						
Jonglei -> Canal	4						
Jonglei -> Fangak	4						
Jonglei -> Nyirol	4						
Jonglei -> Pibor	4						
Jonglei -> Pochalla	4						
Jonglei -> Twic East	4						
Jonglei -> Uror	4						
Unity -> Abiemnhom	4						
Unity -> Guit	5						

Unity -> Koch	5						
Unity -> Leer	5						
Unity -> Mayom	4						
Unity -> Panyijiar	5						
Unity -> Rubkona	4						
Upper Nile -> Fashoda	4						
Upper Nile -> Longochuk	4						
Upper Nile -> Luakpiny/Nasir	4						
Upper Nile -> Maiwut	4						
Upper Nile -> Malakal	4						
Upper Nile -> Melut	4						
Upper Nile -> Renk	4						
Upper Nile -> Ulang	4						

Documents

Category Name	Document Description