

<b>Requesting Organization :</b>	International Organization for Migration				
<b>Allocation Type :</b>	1st Round Standard Allocation				
<b>Primary Cluster</b>	<b>Sub Cluster</b>	<b>Percentage</b>			
LOGISTICS		100.00			
		<b>100</b>			
<b>Project Title :</b>	Humanitarian common logistic services in the Republic of South Sudan				
<b>Allocation Type Category :</b>	Logs and CCS				
<b>OPS Details</b>					
<b>Project Code :</b>	SSD-16/CSS/88865	<b>Fund Project Code :</b>	SSD-16/HSS10/SA1/L/UN/686		
<b>Cluster :</b>	Logistics (LOGS)	<b>Project Budget in US\$ :</b>	1,250,000.00		
<b>Planned project duration :</b>	6 months	<b>Priority:</b>	1		
<b>Planned Start Date :</b>	01/02/2016	<b>Planned End Date :</b>	31/07/2016		
<b>Actual Start Date:</b>	01/02/2016	<b>Actual End Date:</b>	31/07/2016		
<b>Project Summary :</b>	<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>Common Transport Services (CTS):          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 significantly progressed. From 2,000MT of humanitarian cargo in 2011 to over 13,000MT in 2015, a progression of 250% and CHF has contributed up to 80% of this result.</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 in 2014 and 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>				
<b>Direct beneficiaries :</b>					
<b>Men</b>	<b>Women</b>	<b>Boys</b>	<b>Girls</b>	<b>Total</b>	
0	80	0	0	80	
<b>Other Beneficiaries :</b>					
<b>Beneficiary name</b>	<b>Men</b>	<b>Women</b>	<b>Boys</b>	<b>Girls</b>	<b>Total</b>
Aid Agencies	0	0	0	80	80
<b>Indirect Beneficiaries :</b>					
<b>Catchment Population:</b>					
<b>Link with allocation strategy :</b>					

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.  
 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 trucks; moved nearly 13,000 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 will not decrease and could actually increase drastically. Therefore the need of ground transportation in these critical areas will remain massive. The project will also focus on increasing storage capacity in Malakal. 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

**Organization focal point :**

Name	Title	Email	Phone
Iain McLellan	PSO	imclellan@iom.int	+211920885985
Jenny Pro	Programme Support Coordinator	jpro@iom.int	+211920885986

**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. 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 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 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.

**3. Description Of Beneficiaries**

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.

#### **4. Grant Request Justification**

IOM is requesting funds from the CHF round one 2016 allocation in order to continue to be able to support the humanitarian community and their beneficiaries through the CTS which include 15 CTS trucks as of 2016. 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, the CTS project 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**

<b>Cluster objectives</b>	<b>Strategic Response Plan (SRP) objectives</b>	<b>Percentage of activities</b>
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 project falls in line with the CHF strategic objective of saving lives and alleviating suffering through multi-sectoral assistance. Enabling effective logistics to assist 75 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.  
Cluster Objective 2: Provide logistics, cargo, and passenger air services to the humanitarian community to address the needs of the affected population:- In 2015, IOM using a fleet of 13 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 2015 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**

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

##### **Assumptions & Risks**

Assuming ability to transport across the land. Assuming good weather conditions and security that allows movements. Risks are insecurity and safety being compromised.

##### **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 use of Fleet Management System

###### **Activity 1.1.3**

Regular update with Logs cluster on truck locations and activities

##### **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								
<b>Means of Verification</b> : database															
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								
<b>Means of Verification</b> : Database and requests															
<b>Additional Targets</b> :															
<b>M &amp; R</b>															
<b>Monitoring &amp; Reporting plan</b>															
<p>The International Organisation for Migration's Mission in South Sudan places a significant emphasis on Monitoring and Evaluation (M&amp;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&amp;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&amp;E Framework for the Mission in South Sudan is comprised of a three tiered system centred around IOM's project cycle. IOM's M&amp;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>															
<b>Workplan</b>															
<b>Activitydescription</b>			<b>Year</b>	<b>1</b>	<b>2</b>	<b>3</b>	<b>4</b>	<b>5</b>	<b>6</b>	<b>7</b>	<b>8</b>	<b>9</b>	<b>10</b>	<b>11</b>	<b>12</b>
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	X	X					
Activity 1.1.2: regular use of Fleet Management System			2016		X	X	X	X	X	X					
Activity 1.1.3: Regular update with Logs cluster on truck locations and activities			2016		X	X	X	X	X	X					
<b>OTHER INFO</b>															
<b>Accountability to Affected Populations</b>															
<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&amp;E framework ensures that each project implemented is carried out effectively and continually reviewed in line with community needs and humanitarian frameworks.</p>															
<b>Implementation Plan</b>															
<p>All components of this project will be carried out by IOM staff through IOM procedures.</p> <p>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.</p> <p>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.</p>															
<b>Coordination with other Organizations in project area</b>															
<b>Name of the organization</b>			<b>Areas/activities of collaboration and rationale</b>												
Logs Cluster			Coordination of the CTS trucks and access												
Humanitarian agencies, NGOs and INGOs.			Fulfilling requests and coordinating for access.												
<b>Environment Marker Of The Project</b>															

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**

**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
<b>Staff and Other Personnel Costs</b>							
1.1	Logistics Officer	D	1	16,000.00	6	50.00	48,000.00
	<i>International P3 x 1. Juba based with travel.</i>						
1.2	Warehouse Officer	D	1	14,000.00	6	50.00	42,000.00
	<i>International staff equivalent P2 x 1. Juba based with travel.</i>						
1.3	International Support staff	s	4	16,000.00	6	20.00	76,800.00
	<i>4 internationals consisting of Programmes support staff, logistics, HR, IT, Management, Operations in Juba and sub offices. The budget line covers 20% of the total costs for these staff.</i>						
1.4	Logistics Assistant	D	4	2,300.00	6	50.00	27,600.00
	<i>National staff G5 x 4 staff. Based in Upper Nile, Juba, Rumbek, Bentiu.</i>						
1.5	Warehouse Assistant	D	1	2,300.00	6	100.00	13,800.00
	<i>National staff G5 x 4 staff. Based in Upper Nile</i>						
1.6	Support staff	s	12	2,000.00	6	25.00	36,000.00
	<i>National staff G4 x 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>						
	<b>Section Total</b>						<b>244,200.00</b>

<b>Supplies, Commodities, Materials</b>							
2.1	Spare parts and tools	D	1	160,000.00	1	100.00	160,000.00
	<i>Lump sum for spare parts for heavy duty trucks and tools for essential repairs and maintenance for 15 trucks over 6 months, projected expenses are based on historical expenses.</i>						
2.2	Truck running costs	D	15	220.00	180	100.00	594,000.00
	<i>Daily rate for running costs for 15 heavy duty trucks over 6 months - insurance, drivers (non-staff), fuel and maintenance, and cost of outsourcing drivers where necessary.</i>						
	<b>Section Total</b>						<b>754,000.00</b>
<b>Contractual Services</b>							
4.1	Handling-Loading/offloading cargo trucks to planes / MSUs set-up	D	30	13.00	180	100.00	70,200.00
	<i>Labor days per person, 30 x 180 daily sums for loading/offloading at Rub Halls and project destinations as per locations and MSU set-up (Malakal, Bentiu, Bor).</i>						
	<b>Section Total</b>						<b>70,200.00</b>
<b>Travel</b>							
5.1	DSA	D	40	91.00	6	100.00	21,840.00
	<i>Domestic - estimated number of trips based on previous experience and projected estimates. Based on IOM standard costs - 91USD for estimated 40 days of DSA.</i>						
5.2	Ticket	D	8	400.00	6	100.00	19,200.00
	<i>Domestic - estimated number of trips based on previous experience and projected estimates. Based on UNHAS flight costs. 8 trips spread across four locations. Each return is 400 USD per trip.</i>						
	<b>Section Total</b>						<b>41,040.00</b>
<b>General Operating and Other Direct Costs</b>							
7.1	Office cost (Malakal, Bor, Bentiu, Rumbek)	s	1	27,473.83	6	10.00	16,484.30
	<i>Shared costs are directly linked to the project implementation, based on a well-justified, reasonable and fair allocation system. Rent, cleaning, water, electricity. Project only charged 10% of entire costs for mission.</i>						
7.2	Office Rent and Common Costs Juba	s	1	110,000.00	6	2.00	13,200.00
	<i>Shared costs are directly linked to the project implementation, based on a well-justified, reasonable and fair allocation system. Rent, cleaning, water, electricity. Fuel for vehicles, generator fuel, property and equipment insurance, UNMISS stress counseling, water, sewage, garbage, vehicles insurance, Juba Vehicle Maintenance, UNDSS cost shares. Project only charged 2% of entire costs for mission.</i>						
7.3	Communication Juba	s	1	30,000.00	6	2.00	3,600.00
	<i>Standard communication costs and supplies for use by project staff. This project only charged 2% of yearly cost.</i>						
7.4	Communication Malakal, Bor, Bentiu, Rumbek	s	1	20,000.00	6	10.00	12,000.00
	<i>Standard communication costs and supplies for use by project staff in field locations, radios/Internet/VHF radios/thurayas/phones. This project only charged 10% of yearly cost.</i>						
7.5	Radio room and security	s	1	112,500.00	6	2.00	13,500.00
	<i>Security contract costs and common radio costs, WFP radio room, Warrior Security, charged 2% of entire costs for mission of yearly cost.</i>						
	<b>Section Total</b>						<b>58,784.30</b>
<b>SubTotal</b>			122.00				<b>1,168,224.30</b>
Direct							996,640.00
Support							171,584.30
<b>PSC Cost</b>							
PSC Cost Percent							7%
PSC Amount							81,775.70
<b>Total Cost</b>							<b>1,250,000.00</b>
<b>Grand Total CHF Cost</b>							<b>1,250,000.00</b>

**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	2						
Jonglei	10						
Lakes	20						
Unity	28						
Upper Nile	40						

**Documents**

Category Name	Document Description