

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 logistic services in the Republic of South Sudan 2017-2018	
Allocation Type Category :	Logs and CCS	

OPS Details

Project Code :	SSD-17/CSS/103164	Fund Project Code :	SSD-17/HSS10/SA2/L/UN/6536
Cluster :	Logistics (LOGS)	Project Budget in US\$:	1,000,000.00
Planned project duration :	6 months	Priority:	
Planned Start Date :	01/10/2017	Planned End Date :	31/03/2018
Actual Start Date:	01/10/2017	Actual End Date:	31/03/2018

Project Summary : The project's objective is to provide humanitarian agencies with efficient, timely and cost effective transportation and warehousing of humanitarian cargo through continuing to run the Common Transport System (CTS). The project will avail a fleet of 18 IOM managed trucks to support 80 agencies benefiting in key operational locations in Greater Upper Nile Region and Humanitarian Logistics Hubs (Malakal, Melut, Bentiu) and Rumbek, Bor, Juba and Wau.

This will mitigate increased insecurity, looting/theft of humanitarian supplies, serious access issues to very vulnerable people and reduce expensive air and road transport costs. Due to limited road availability it is necessary for Cluster pipeline partners to pre-position lifesaving supplies and materials prior to the rainy seasons. Any reduction in scale of the CTS will reduce the humanitarian response and put already vulnerable lives in danger.

Direct beneficiaries :

Men	Women	Boys	Girls	Total
40	40	0	0	80

Other Beneficiaries :

Beneficiary name	Men	Women	Boys	Girls	Total
Aid Agencies	40	40	0	0	80

Indirect Beneficiaries :
Catchment Population:
Link with allocation strategy :

This project falls in line with Cluster Objective 2: Provide logistics, cargo and passenger air services to the humanitarian community to address the needs of the affected population/HRP 2017 SO1: Save lives and alleviate suffering through safe access to services and resources with dignity). 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 2017 Humanitarian Response Plan (HRP).

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
Anders HAUGLAND	Head of Logistics and Common Services	ahaugland@iom.int	+211 912 379 600
Claire LYSTER	Programme Support Coordinator	ssudanpsu@iom.int	+211928067356

BACKGROUND**1. Humanitarian context analysis**

Roughly the size of France, at over 600,000 square kilometers, South Sudan has less than 100 kilometers of paved road and one of the least developed road networks in the world. Seasonal precipitation turns much of the country to swamps and approximately 60% of all roads are inaccessible during the seven-month wet period. In addition, insecurity and widespread incidents of armed conflict make the 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.

The deterioration of the economy and general insecurity challenge humanitarian agencies to securely store warehouse humanitarian supplies. In the beginning of the crisis in 2014, widespread looting of supplies was reported nationwide this has continued into 2017. Due to limited road availability it is necessary for Cluster pipeline partners to pre-position lifesaving supplies and materials prior to the rainy seasons. Pre-positioning large amount of supplies and food can often create a target for opportunistic looting. It has become necessary for supplies to be stored within safe perimeters in order to guarantee the security of supplies and assets. Geographical constraints, unfavorable weather and rampant insecurity make South Sudan one of the most challenging and expensive operational environments in the world. There is a need to ensure that 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. Continuing Logistics Cluster (LC)/CTS support to the various clusters in the Upper Nile region will enhance collaboration and promote synergies.

Needs and recommendations for assistance to the humanitarian community were identified by the humanitarian community. CHF funding in 2017 will be complementary to previous funding as it will strengthen the provision of humanitarian supplies and storage options. With increasing numbers of internally displaced persons (IDPs), CTS needs to mobilize to increase activities in line with the increasing desperate needs seen, especially in key operational locations in Greater Upper Nile Region and Humanitarian Logistics Hubs (Malakal, Melut, Bentiu) and Rumbek, Bor, Juba and Wau.

2. Needs assessment

The Humanitarian Response Plan (HRP) identified 7.5 million people in need of humanitarian assistance and protection across the country (OCHA, 2017). Needs and recommendations for assistance to the humanitarian community have identified by the Clusters and partners in the HRP, with the Logistics Cluster targeting 32 organisations – this CTS project targets 80 Humanitarian/UN Agencies. With increasing numbers of IDPs, CTS needs to mobilize to increase activities in line with the increasing desperately needs seen, especially in key operational locations in Greater Upper Nile Region and Humanitarian Logistics Hubs (Malakal, Melut, Bentiu) and Rumbek, Bor, Juba and Wau. Due to limited road availability it is necessary for Cluster pipeline partners to pre-position lifesaving supplies and materials prior to the rainy seasons when populations are cut off. Agencies with stretched resources need common services that maximise efficiency, in the uniquely challenging and costly operational environment. The CTS is a critical link in the humanitarian supply chain for partners and the humanitarian community, as it enables products that come in from the regional and international to move quickly through to partners working the deep field. It has become necessary for supplies to be stored within warehouses, in order to guarantee the security of supplies and assets. It is crucial that bases are equipped as staging posts for supplies, with proper cargo handling, to quickly deal with the volume of humanitarian supplies that will be arriving, and distribute for partners. Humanitarian convoys and utilising the existing networks of supply bases is the most cost-effective, streamlined process to move supplies to the critical locations.

3. Description Of Beneficiaries

80 UN Agencies/International and National NGOs 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 South Sudan Humanitarian Fund (SSHF) round two 2017 allocation to continue to support the humanitarian community and their beneficiaries. This will guarantee the full-time availability of 18 dedicated trucks that will ensure that a minimum of 15 trucks are operating simultaneously to meet the cargo movement capacity necessary for the transportation of relief items to various NGOs and humanitarian agencies serving the critical areas in South Sudan.

The last four years, the CTS project has significantly progressed from delivering 2,000 MT of humanitarian cargo in 2011, to the current volume of 18-20,000 MTs per year. 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.

It is crucial that bases in Malakal, Rumbek, and Bor are equipped as staging posts for supplies, with proper cargo handling, to quickly deal with the volume of humanitarian supplies that will be arriving, and distribute to partners. Commercial storage options, particularly in Malakal that is used as a staging post for Fashoda are not available and ongoing conflict prevent humanitarian partners from setting up storage facilities. It is not expected that logistical and geographical conditions in the country will improve over the next six months. The rampant insecurity means that humanitarian convoys and utilising the existing networks of supply bases is the most cost-effective, streamlined process to move supplies to the critical locations.

The project will:

Maintain sufficient staffing and office facilities to provide adequate Logistics support to partners and counterparts; and
Maintain capacity to negotiate with Government, loaders union and contractors in terms of load/offload fees/modalities, airport/river port fees/modalities.

5. Complementarity

Continuing Logistics Cluster (LC)/CTS support to the various clusters in the Greater Upper Nile region (including WASH, Food Security and Livelihoods and Shelter-Non Food Items) will enhance collaboration and promote synergies. The CTS is an essential enabler to the rapid delivery of Humanitarian relief supplies by providing necessary services linking the Humanitarian supply chain. Linking in to the Logistics Cluster, alongside other Cluster core pipelines, the CTS provides delivery from warehousing to aircraft for consolidated cargo. This enables partners to make onwards distributions to those people in very hard-to-access areas. South Sudan Humanitarian Fund (SSHF) funding the second round of 2017 will be complementary to previous funding as it will strengthen the provision of humanitarian supplies and storage options.

LOGICAL FRAMEWORK

Overall project objective

To provide efficient and cost effective transportation to humanitarian actors, enabling the timely delivery of relief items to key priority locations.

LOGISTICS

Cluster objectives	Strategic Response Plan (SRP) objectives	Percentage of activities
Provide logistics, cargo and passenger air services to the humanitarian community to address the needs of the affected population.	SO1: Save lives and alleviate the suffering of those most in need of assistance and protection	100

Contribution to Cluster/Sector Objectives : This project falls in line with the CHF strategic objective of supporting at-risk communities to sustain their capacity to cope with significant threats by enabling effective logistics to assist 80 humanitarian agencies (UN Agencies/International and National NGOs) in South Sudan in delivering emergency materials and products to where they are most needed in South Sudan. This project falls in line with Cluster Objectives, which are to provide logistics, cargo, and passenger air services to the humanitarian community to address the needs of the affected population. 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 2017 Humanitarian Response Plan (HRP). 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

Improved logistic for the humanitarian community ensuring preposition of humanitarian cargo 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

Assumptions & Risks

Assuming good weather and security conditions that allows movements across the country. Risks are insecurity and safety being compromised and/or incapacitated due to conflict, confiscation of assets, civil unrest (warehouse looting).

Indicators

Code	Cluster	Indicator	End cycle beneficiaries				End cycle
			Men	Women	Boys	Girls	Target
Indicator 1.1.1	LOGISTICS	Number of humanitarian organizations assisted					80

Means of Verification : Databases (fleet management, hub management, financial records), requests, minutes, stock reports, tracking sheets, & packing lists

Indicator 1.1.2	LOGISTICS	Number of Metric Tons of Humanitarian Cargo transported using the CTS fleet in the hubs.					8,500
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Means of Verification : Databases (fleet management, hub management, financial records), requests, minutes, stock reports, tracking sheets & packing lists

Activities

Activity 1.1.1

Avail a fleet of 18 IOM managed CTS trucks to provide timely overland transport of humanitarian cargo, including air cargo handling.

Activity 1.1.2

Full Common Warehouse Management in Malakal and Bentiu, and other priority locations for INGOs and UN agency cargo and supplies.

Activity 1.1.3

Regular use of Fleet Management System

Additional Targets : Frontline # storage capacity made available to the humanitarian community (SQM).

M & R

Monitoring & Reporting plan

IOM's monitoring and evaluation framework focuses on maintaining and strengthening operational standards so that accountability and efficiency are reflected in all activities and projects. The Program Manager tracks all movement through a dashboard which contains information of number of requests, number of transportations, weight of the moved goods, port origin and destination etc. Regular project reporting occurs to the Cluster.

IOM projects have a network of accountability coordinated through the Program Managers, who is responsible for facilitating the following processes:

- Constant feedback between field locations and the Juba main office;
- Identifying issues and solving problems in project implementation and design;
- Monitoring project efficiency, reach, and accessibility for beneficiaries; and
- Evaluating projects targets and achievements.

CTS field staff and the Program Manager meet regularly to discuss operational activities, security and logistics information and ensure efficient information sharing about the project results and activities, meaning accurate programme information is relayed effectively to donors, Cluster leads and other stakeholders.

Workplan													
Activitydescription	Year	1	2	3	4	5	6	7	8	9	10	11	12
Activity 1.1.1: Avail a fleet of 18 IOM managed CTS trucks to provide timely overland transport of humanitarian cargo, including air cargo handling.	2017										X	X	X
	2018	X	X	X									
Activity 1.1.2: Full Common Warehouse Management in Malakal and Bentiu, and other priority locations for INGOs and UN agency cargo and supplies.	2017										X	X	X
	2018	X	X	X									
Activity 1.1.3: Regular use of Fleet Management System	2017										X	X	X
	2018	X	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 Logistics Cluster. This will ensure solid impact, avoid duplication, and promote sustainability where possible.

Coordination with other Organizations in project area

Name of the organization	Areas/activities of collaboration and rationale
Logistics Cluster	Coordination of the CTS trucks and access
Humanitarian agencies, NGOs and INGOs	Fulfilling requests and coordinating for access

Environment Marker Of The Project

N/S: Not specified

Gender Marker Of The Project

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

Justify Chosen Gender Marker Code

N/A

Protection Mainstreaming

Protection mainstreaming will 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 all humanitarian 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, including drivers of CTS trucks, and for assets. 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. 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. IOM follows UNDSS protocols for including security clearance and convoy travel for vehicles and responds immediately when alerted to emerging threats to best ensure staff and asset security.

Access

Humanitarian access is not possible to all areas targeted by this project at all times, due to the continued conflict. 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. The CTS project will also closely align 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
1. Staff and Other Personnel Costs							
1.1	Head of Logistics	D	1	22,000.00	6	20.00	26,400.00
	<i>International P-4, Project Manager</i>						
1.2	Logistics Officer	D	1	16,500.00	6	40.00	39,600.00
	<i>International P3, Juba based with travel</i>						
1.3	Logistics Officer	D	2	14,000.00	6	40.00	67,200.00
	<i>International P2 x 2. Bentiu and Malakal based</i>						
1.4	Logistics Officer	D	1	12,000.00	6	40.00	28,800.00
	<i>International P1, Juba, Wau, Bor, Rumbek.</i>						
1.5	International Support staff	S	6	16,000.00	6	5.00	28,800.00
	<i>6 internationals consisting of Programmes support staff, logistics, HR, IT, Management, Operations in Juba and sub offices. The budget line covers two full time support staff over this project implementation</i>						
1.6	Logistics Assistant	D	3	2,800.00	6	100.00	50,400.00
	<i>National staff, G5 x 3, Juba, Bentiu, Malakal)</i>						
1.7	Logistics Assistant	D	1	2,400.00	6	40.00	5,760.00
	<i>National staff, G4 x 1, Rumbek</i>						
1.8	Warehouse Assistant	D	3	2,400.00	6	40.00	17,280.00
	<i>National staff, G4 x 3, Juba, Bentiu, Malakal</i>						
1.9	Support staff	S	15	2,800.00	6	10.00	25,200.00
	<i>National staff G5 x5 staff. This budget line reflects the number of national support staff tied to the mission. This budget line will cover three full time support staff over the implementation of this project. Based across Upper Nile, Rumbek, Bor and Bentiu.</i>						
	Section Total						289,440.00
2. Supplies, Commodities, Materials							
2.1	Spare parts and tools	D	1	39,600.00	1	85.00	33,660.00
	<i>Lump sum for spare parts for heavy duty trucks and tools for essential repairs and maintenance for 18 trucks over 6 months, projected expenses are based on historical records.</i>						
2.2	Truck running costs	D	15	225.00	110	100.00	371,250.00
	<i>Daily rate for running costs for 15 heavy duty trucks constantly on the road over 6 months - insurance, drivers (non-staff), fuel and maintenance, and cost of outsourcing drivers where necessary.</i>						
2.3	Logbase running costs Bentiu and Malakal (excl. personnel and loaders)	D	2	4,560.30	6	40.00	21,889.44

	<i>Minimum requirements for maintenance of frontline storage facilities (Machine running costs, sand, gravel, security).</i>						
2.4	Rubkona Airstrip Maintenance	D	1	90,000.00	1	100.00	90,000.00
	<i>Lump sum for minimum maintenance and emergency repair of Rubkona Airstrip during the rainy season (Machine running costs, sand, gravel).</i>						
	Section Total						516,799.44
3. Equipment							
NA	NA	NA	0	0.00	0	0	0.00
	NA						
	Section Total						0.00
4. Contractual Services							
4.1	Handling-Loading/offloading cargo trucks to planes / MSUs set-up	D	30	14.00	110	60.00	27,720.00
	<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>						
	Section Total						27,720.00
5. Travel							
5.1	Ticket	D	4	550.00	6	100.00	13,200.00
	<i>Domestic - estimated number of trips based on previous experience and projected estimates. Based on UNHAS flight costs. 12 trips for four locations, five days each trip over six months. Each return is 550 USD per trip.</i>						
5.2	DSA	D	5	91.00	24	100.00	10,920.00
	<i>Domestic - estimated number of trips based on previous experience and projected estimates. Based on UNHAS flight costs. 12 trips for four locations, five days each trip over six months. Each return is 550 USD per trip.</i>						
	Section Total						24,120.00
6. Transfers and Grants to Counterparts							
NA	NA	NA	0	0.00	0	0	0.00
	NA						
	Section Total						0.00
7. General Operating and Other Direct Costs							
7.1	Office Rent, Maintenance, Utilities and Other Common Costs	S	1	140,000.00	6	3.00	25,200.00
	<i>Shared costs are directly linked to the project implementation, based on well-justified, reasonable and fair allocation system. Rent, cleaning, water, electricity. Project only charged 3% of entire costs for the mission</i>						
7.2	Communication Costs	S	1	40,000.00	6	3.00	7,200.00
	<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	160,000.00	6	3.00	28,800.00
	<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	85,000.00	6	3.00	15,300.00

	Cleaning, water, electricity, UNMISS stress counseling, water, sewage, garbage. Project charge 3% of costs						
	Section Total						76,500.00
SubTotal		95.00					934,579.44
Direct							804,079.44
Support							130,500.00
PSC Cost							
PSC Cost Percent							7.00
PSC Amount							65,420.56
Total Cost							1,000,000.00
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	18	7	7			14	Activity 1.1.1 : Avail a fleet of 18 IOM managed CTS trucks to provide timely overland transport of humanitarian cargo, including air cargo handling. Activity 1.1.2 : Full Common Warehouse Management in Malakal and Bentiu, and other priority locations for INGOs and UN agency cargo and supplies. Activity 1.1.3 : Regular use of Fleet Management System
Lakes	15	6	6			12	Activity 1.1.1 : Avail a fleet of 18 IOM managed CTS trucks to provide timely overland transport of humanitarian cargo, including air cargo handling. Activity 1.1.2 : Full Common Warehouse Management in Malakal and Bentiu, and other priority locations for INGOs and UN agency cargo and supplies. Activity 1.1.3 : Regular use of Fleet Management System
Unity	25	10	10			20	Activity 1.1.1 : Avail a fleet of 18 IOM managed CTS trucks to provide timely overland transport of humanitarian cargo, including air cargo handling. Activity 1.1.2 : Full Common Warehouse Management in Malakal and Bentiu, and other priority locations for INGOs and UN agency cargo and supplies. Activity 1.1.3 : Regular use of Fleet Management System
Upper Nile	35	14	14			28	Activity 1.1.1 : Avail a fleet of 18 IOM managed CTS trucks to provide timely overland transport of humanitarian cargo, including air cargo handling. Activity 1.1.2 : Full Common Warehouse Management in Malakal and Bentiu, and other priority locations for INGOs and UN agency cargo and supplies. Activity 1.1.3 : Regular use of Fleet Management System

Western Bahr el Ghazal	5	2	2			4	<p>Activity 1.1.1 : Avail a fleet of 18 IOM managed CTS trucks to provide timely overland transport of humanitarian cargo, including air cargo handling.</p> <p>Activity 1.1.2 : Full Common Warehouse Management in Malakal and Bentiu, and other priority locations for INGOs and UN agency cargo and supplies.</p> <p>Activity 1.1.3 : Regular use of Fleet Management System</p>
Central Equatoria	2	1	1			2	<p>Activity 1.1.1 : Avail a fleet of 18 IOM managed CTS trucks to provide timely overland transport of humanitarian cargo, including air cargo handling.</p> <p>Activity 1.1.2 : Full Common Warehouse Management in Malakal and Bentiu, and other priority locations for INGOs and UN agency cargo and supplies.</p> <p>Activity 1.1.3 : Regular use of Fleet Management System</p>

Documents							
Category Name				Document Description			