

Requesting Organization :	World Food Programme				
Allocation Type :	2nd 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 :	Logs and CCS				
OPS Details					
Project Code :	SSD-17/CSS/102334	Fund Project Code :	SSD-17/HSS10/SA2/L/UN/6525		
Cluster :	Logistics (LOGS)	Project Budget in US\$:	1,000,000.60		
Planned project duration :	2 months	Priority:	Not Applicable		
Planned Start Date :	01/08/2017	Planned End Date :	30/09/2017		
Actual Start Date:	01/08/2017	Actual End Date:	30/09/2017		
Project Summary :	<p>Support to humanitarian organisations for the delivery of Non Food items (NFIs) especially in the Inter Cluster working group nominated priority sectors for WASH, Nutrition, Health and FSL. The SSHF allocation will cover 90% of the costs of maintaining the large Mi26 Helicopter with a 10mt uplift capacity. The Logistics Cluster requires at least one large asset with a greater uplift capacity than the usual Mi8s which have a 2.5mt load limit. The higher payload allows for a more rapid and financially efficient operation especially where there are no fixed wing airstrips. The Mi26 can land in most (80%) traditional Helicopter destinations. Currently the LC is without a fixed wing plane due to a minor incident while landing resulting in the specialised Buffalo plane being out of commission through July and into August. The only air assets available for large airlifts that can handle the conditions in SSUD is the Mi26 and the Buffalo plane based on years of operational experience in the current context. The Mi26 will provide large capacity airlifts as requested by the ICWG and depending on location proximity to the Bor dispatch hub the Mi26 can do a maximum of two rotations daily.</p>				
Direct beneficiaries :					
Men	Women	Boys	Girls	Total	
30	0	0	0	30	
Other Beneficiaries :					
Beneficiary name	Men	Women	Boys	Girls	Total
Indirect Beneficiaries :					
Catchment Population:					
Link with allocation strategy :					
The Mi26 will provide large capacity airlifts to locations linked into the ICWG priorities and with the SSHF strategy including Jongeli, Upper Nile, and the Greter Bahr el Ghazals especially. Intercluster mission will be supported as well as support to static responses.					
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		
DFID			7,665,144.00		
USAID			7,500,000.00		
EU			2,171,533.00		

CERF	500,000.00
SSHF SA1	851,978.00
	18,688,655.00

Organization focal point :

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BACKGROUND

1. Humanitarian context analysis

The current humanitarian context in SSUD from the logistics perspective indicates that the current insecurity across the country will continue into 2018. geographically the populations requiring support are isolated to remote areas where access by air is the only means possible to provide relief item deliveries. Indications show that Jongeli will require dedicated air support on a regular basis as will all other areas listed on the strategy paper for SSHF SA2. Meteorological forecasts over the next three months show an above average rainfall which means that weather will start interrupting deliveries even Helicopters if landing sites are wet or there is weather en route. Roads are now generally closed physically, with limited options to deliver by road predictably for the next 5 to 6 months meaning air support is the only viable method to provide deliveries. The benefit of the Mi26 is that one delivery is equivalent to 4 rotations of the Mi8s smaller helis hence locations with large cargo requirements can be served more efficiently.

2. Needs assessment

3. Description Of Beneficiaries

Humanitarian organisations operating in South Sudan (UN agencies, NGOs, and International Organizations). In 2017 the LC is expected to provide operational services to approximately 80 organisations and up to 20 more will use the LC coordination and information management services. Of these approximately 20% is expected to be UN agencies with the rest being INGOs, NGOs and International organisations. The LC does not use beneficiary specific data in the narrative of its project document.

4. Grant Request Justification

The needs assessment of the LC operation is based on a combination of information in the Humanitarian needs overview, Humanitarian Response plan, pipeline indications, discussions with the larger users of the LC services and retroactive reviews of the previous years demands. Of the 24 locations all bar 7 are only accessible by air i.e. no road access. The baseline is zero and from there on average the LC is called upon to airlift approximately 4,500mt a year. Using this as the key most expensive operation, and in recognition that alot of static response especially the PoC camps, a dry season plan was briefed to multiple forums at the end of the wet season to try and work to mitigate the use of the Helicopters and have them focus on inaccessible areas close to the dispatch Hub. this allowed the plane to do the longer trips, achieving efficiencies across all assets. in combination the LC availed a convoy coordination plan to support road movements and encourage the use of roads as the cheapest means of delivery. The LC works with the Intercluster working group to emphasise the need to inform the LC of prior planning to allow the LC to match demands with assets should funding be sufficient. It also adds support to donor discussions based on projections as opposed to retroactive planning. It should be noted that apart from the Shelter cluster, no other clusters after repeated request are able to provide forecasts of indicitive mts for deliveries resulting in the LC always being retroactive in being able to provide the air support requirements within the forecast financial operational budget.

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
Provide logistics coordination, support and technical advisory services to the humanitarian community carrying out the emergency response.	SO1: Save lives and alleviate the suffering of those most in need of assistance and protection	100

Contribution to Cluster/Sector Objectives : The LC will provide multi-sector airlifts to deliver the cargo as requested based on the Humanitarians community decisions regrding priority locations.

Outcome 1

A coordinated response to the affected area in line with ICWG priorities based on the needs of the affected population.

Output 1.1

Description

Provision of a Mi26 Helicopter to support the SA2 strategic response

Assumptions & Risks													
Air access is permissible to the areas requested Cargo is available for dispatch with correct documentation and in a condition suitable for airlift, all in a timely manner.													
Indicators													
Code	Cluster	Indicator	End cycle beneficiaries				End cycle						
			Men	Women	Boys	Girls	Target						
Indicator 1.1.1	LOGISTICS	Amount of Humanitarian relief cargo (mt) delivered by the LC airlifts					0						
Means of Verification : Logistics Cluster tracking database													
Activities													
Activity 1.1.1													
Airlifts completed six days a week as required if cargo is available and the air asset is also available (not on scheduled maintenance)													
Additional Targets :													
M & R													
Monitoring & Reporting plan													
The LC will track the amount of cargo using the LC tracking database that the Mi26 airlifts over the Aug/Sept period. Note that the funding will only cover 45% of the costs of the Mi26 over this period. Actual airlift tonnage, sector and items are all captured allowing for accurate reporting over the period indicated. The data is captured daily based on the delivery plans sent in from the field dispatch hubs and recorded in the database which is the centralized dispatch record of all airlifts/barge movements for the LC. The SSHF grant will be fully utilised over the period and will be monitored with the Finance unit of the LC.													
Workplan													
Activitydescription	Year	1	2	3	4	5	6	7	8	9	10	11	12
Activity 1.1.1: Airlifts completed six days a week as required if cargo is available and the air asset is also available (not on scheduled maintenance)	2017								X	X			
OTHER INFO													
Accountability to Affected Populations													
The LC does not include beneficiary numbers per se in its proposals as the LC is a service based cluster working to support organisations of which they identify as the beneficiaries of the LC operation. It is expected that 30 organisations will be involved with requesting cargo airlifts that the LC will plan to use the Mi26. This however is not able to be controlled by the LC as it depends on which organisations are working where and also to which location based on access and the amount of cargo to be delivered that the LC decides to plan to use the Mi26. Detailed plan of cargo deliveries are sent out the previous day to all organisations and a tentative weekly dispatch plan is loaded every week onto the LC website so organisations can see where the LC plans it airlifts. The LC is running under priority locations and sectors as requested by the Inter-cluster working group based on needs assessments to prioritize airlifts to the most vulnerable population. The LC then takes the global plan and implements this. Currently prioritized are Inter-cluster missions, RRM for UNICEF/WFP nutrition, Cholera responses and Jongeli locations.													
Implementation Plan													
As is the general norm for LC support it would be expected that 20% of the support would be to UN Agencies, with the other 80% to INGOs and NNGOs. The SSHF funding will go into the pooled funding for the LC and will be monitored and expended on covering the operational costs for the Mi26 heli. This unit costs approximately US\$1.2 million per month to fund hence depending on the release of the funding a two month period will ensure all funds are expended. The Mi26 is generally planned to go to areas where there are high mt deliveries as the capacity of the unit is 10mt and can usually complete two rotations daily. Currently with the Buffalo plane out of action for approximately 4 weeks, the Mi26 provides the high capacity airlift that the LC currently needs to be able to deliver a lot of cargo within a short timeframe. The Mi26 has been in SSUD operated by the LC for the past 5 months hence the operational management and supply chain support for this is already in place and does not require any further scale up in other support costs. The LC will plan for airlifts based on priorities by the ICWG. The large airlift capacity provides a more efficient cost effective uplift than using multiple rotations of small Helis.													
Coordination with other Organizations in project area													
Name of the organization				Areas/activities of collaboration and rationale									
Environment Marker Of The Project													
N/S: Not specified													
Gender Marker Of The Project													
0-No signs that gender issues were considered in project design													

Justify Chosen Gender Marker Code

The LC does not include gender markers in its project document. As a service based cluster the LC works directly with organisations who request the services. If called upon the LC will use priority locations as described by the ICWG. All staff in the LC have completed WFP online Gender training as well as specific trainings related to Gender in Logistics held in Juba and also being rolled out to field based operations.

Protection Mainstreaming

The LC works with the ICWG as per the prioritized plans for locations to be served using the LC support and from there it is connected to protection mainstreaming only.

The locations prioritized are a result of a number of assessments including protection assessments.

The prioritized locations are set at the national level and the LC is engaged with the process, once areas are prioritised the LC will work out the best most efficient way to direct the airlifts to these locations.

Country Specific Information

Safety and Security

Of the 24 locations listed under the SSHF SA2 strategy paper there are 17 that are accessible by air only due largely to the impact of the wet season in closing the roads and the lack of access due to security issues en-route.

The LC uses a number of security mitigation measures to ensure that the helis are protected when tasked for airlifts. Organisations are responsible for calling in early morning with the local airstrip conditions and the local security in the area, UNDSS clearances, FSA approval and UNHAS approval for airstrips.

The LC also maintains close contact with the WFP access unit to ensure that the air assets will not be at risk in flying into areas.

On notification of any airlift deliveries the LC mentions in the email for all organisations to abide by the Aviation safety and security procedures which includes having cleared landing spaces with crowd control in place. The Mi26 requires far greater area for safe landing and this is highlighted, also indicated is the need for organisations to provide sufficient support for quick unloading more for efficiency purposes.

Access

As described above the LC has a number of aviation procedures it must adhere to prior to the departure of any air asset, this is centralised by the LC funding a UNHAS Aviation officer within the LC unit who tasks the actual airlift ensuring the rotations are feasible and are entered into the UNHAS TAKEFLIGHT tracking system.

Close coordination with the WFP Access unit and following the Aviation safety procedures mitigates the risk that the air assets do not go into areas that have security issues.

This process has been in place for the last few years and has mitigated any security access issues with airlifts.

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	Logistics Officer Consultant salary including accommodation - P3	D	1	9,600.00	1	100.00	9,600.00
	<i>International Staff</i>						
1.2	Logistics Assistant salary - SC6	D	2	1,800.00	1	100.00	3,600.00
	<i>National staff</i>						
1.3	Storekeeper salary - SC4	D	2	1,600.00	1	100.00	3,200.00
	<i>National</i>						
1.4	Driver salary - SC3	D	1	1,200.00	1	100.00	1,200.00
	<i>National</i>						
	Section Total						17,600.00
2. Supplies, Commodities, Materials							
NA	NA	NA	0	0.00	0	0	0.00
	<i>NA</i>						
	Section Total						0.00
3. Equipment							
NA	NA	NA	0	0.00	0	0	0.00
	<i>NA</i>						
	Section Total						0.00

4. Contractual Services										
4.1	Mi26 contracted for transporting humanitarian cargo over 2 months	D	80	7,650.00	1	100.00	612,000.00			
	<i>Minimum Guaranteed Hours maximum cargo 10 mt</i>									
4.2	Mi26 fuel.	D	80	3,250.00	1	100.00	260,000.00			
	<i>Consumption 2500 litres per hour at \$1.30</i>									
4.3	Mi26 crew accommodation	D	1	22,490.00	2	100.00	44,980.00			
	<i>Paid as a lumpsum</i>									
	Section Total							916,980.00		
5. Travel										
NA	NA	NA	0	0.00	0	0	0.00			
	NA									
	Section Total							0.00		
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										
NA	NA	NA	0	0.00	0	0	0.00			
	NA									
	Section Total							0.00		
SubTotal			167.00				934,580.00			
Direct								934,580.00		
Support										
PSC Cost										
PSC Cost Percent								7.00		
PSC Amount								65,420.60		
Total Cost								1,000,000.60		
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	10	3				3				
Jonglei -> Ayod	10	3				3				
Jonglei -> Duk	10	3				3				
Jonglei -> Nyirol	10	3				3				
Jonglei -> Uror	10	3				3				
Northern Bahr el Ghazal -> Aweil North	10	3				3				
Northern Bahr el Ghazal -> Aweil South	10	3				3				
Unity -> Guit	10	3				3				

Upper Nile -> Fashoda	10	3			3
Upper Nile -> Luakpiny/Nasir	10	3			3
Documents					
Category Name			Document Description		
Budget Documents			CERF LC_Budget.xlsx		
Budget Documents			CERF LC_Budget.xlsx		