

Requesting Organization : World Food Programme

Allocation Type : 1st Round Standard Allocation

| Primary Cluster | Sub Cluster | Percentage |
|-----------------|-------------|------------|
| LOGISTICS | | 100.00 |
| | | 100 |

Project Title : Provision of Humanitarian Air Service in the Republic of South Sudan (UNHAS)

Allocation Type Category : Logs and CCS

OPS Details

Project Code : SSD-17/CSS/102837/R **Fund Project Code :** SSD-17/HSS10/SA1/L/UN/5061

Cluster : Logistics (LOGS) **Project Budget in US\$:** 851,977.91

Planned project duration : 6 months **Priority:**

Planned Start Date : 01/03/2017 **Planned End Date :** 31/08/2017

Actual Start Date: 01/03/2017 **Actual End Date:** 31/08/2017

Project Summary : UNHAS will serve humanitarian agencies responding to the two famine-affected counties, Leer and Mayendit, and prioritized areas in Unity, Bahr El-Ghazal, Jonglei, and Upper Nile. At present, UNHAS operates regularly scheduled flights to prioritized areas (including Mayendit, Rubkona, Aweil, Koch, Old Fangak, Mayom, Ulang). Based on indications from the ICWG and its users, UNHAS will begin to serve Leer and two other destinations in Unity State and increase its frequency to Koch. Apart from its regular scheduled services to priority areas, this contribution will allow UNHAS to adequately respond to IRNAs, RRM, and special missions to the priority areas. This project specifically targets humanitarian actors engaged in responding to prioritized areas and, in particular, those involved in IRNAs, RRM, and special mission to these areas. It will be predominately served via helicopter in addition to fixed-wing air assets. Using its hub-and-spokes approach, fixed-wing will feed into helicopters that can serve hard-to-reach destinations (e.g. destinations that have inadequate landing strips for fixed-wing air assets).

Direct beneficiaries :

| Men | Women | Boys | Girls | Total |
|-----|-------|------|-------|-------|
| 240 | 0 | 0 | 0 | 240 |

Other Beneficiaries :

| Beneficiary name | Men | Women | Boys | Girls | Total |
|------------------|-----|-------|------|-------|-------|
| Aid Agencies | 240 | 0 | 0 | 0 | 240 |

Indirect Beneficiaries :

Catchment Population:

Link with allocation strategy :

The SSHF Allocation Strategy emphasizes frontline agencies responding to the greatest humanitarian needs along with organizations that enable the response and are essential to the successful implementation of front line activities. As a common service serving 240 organizations and over 109,000 passengers in 2016 (including those in transit), UNHAS transports humanitarian actors and light humanitarian cargo to front line destinations. Due to its flexible and accommodating structure, UNHAS facilitates a time-critical response for humanitarian actors and enables the life-saving activities of user agencies. UNHAS facilitates IRNAs, RRM, and other special missions to non-scheduled destinations in support of the humanitarian community's prioritization mechanism.

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 |
|--|----------------------|
| United Kingdom (as part of multi-year funding) | 10,771,470.00 |
| Switzerland | 497,018.00 |
| Japan | 966,000.00 |
| USA | 2,850,000.00 |
| | 15,084,488.00 |

Organization focal point :

| Name | Title | Email | Phone |
|-------------------|---|---------------------------|-----------------|
| Franklyn Frimpong | Head of UNHAS and Chief Air Transport Officer | franklyn.frimpong@wfp.org | +211 922 465460 |
| Helen Somes | Performance Management Officer | helen.somes@wfp.org | +211 922465589 |

BACKGROUND**1. Humanitarian context analysis**

Three years after the outbreak of conflict in December 2013, nearly 7.5 million people are in need of humanitarian assistance and protection due to armed conflict, inter-communal violence, economic decline, disease outbreaks, and climatic shocks. In 2016, the conflict expanded beyond the Greater Upper Nile to new locations, including the Greater Equatoria region and Western Bahr el Ghazal.

Coupled with expansion of conflict, South Sudan's economy has faced major shocks, including the eruption of conflict in Juba and the drop in international oil prices. Staple foods, such as sorghum, maize, and beans, are at record highs. The World Bank recorded annual inflation increased by 661.3 percent from July 2015 to July 2016 and by 730 percent from August 2015 to August 2016.

The latest Integrated Food Security Phase Classification (IPC) for February to April 2017, declared famine in Leer and Mayendit counties for Greater Unity State, with a strong likelihood for famine to occur in Koch County and Panyijar, however, famine can be avoided if humanitarian actors deliver assistance as planned. Most recent figures indicate that the number of people estimated to be in need of humanitarian assistance (IPC phase 3 and above) has increased to almost 5 million, out of which 100,000 are facing famine conditions. By the peak of lean season in July, those requiring humanitarian assistance will rise to 5.5 million (almost 50 percent of the population). In the southern part of Unity State, one in three children is acutely malnourished and an estimated one million children across the country are acutely malnourished.

Humanitarian access is further hampered by the fact that South Sudan remains one of the most logistically challenging places in the world and has one of the most underdeveloped communications technology infrastructure. The already severely under-developed and under-maintained roads have continued to deteriorate over the past year. There is only one sealed international road, a 192 kilometer stretch between Juba-Nimule on the Ugandan border and interstate and international road networks consist of around 5,000 kilometers of gravel road with approximately 300 kilometers of sealed roads. The limited road network is compounded by the resumption of violence in 2013, making road travel precarious. Roughly 60 percent of the country becomes inaccessible by road during the rainy season, which typically lasts from June to December. Major supply routes through the Western corridor, which have historically been more stable, are now affected by fighting and physical access constraints.

Other means of transport, e.g. river travel, is limited as the majority of river ports are in poor condition, resulting in significant delays with loading and offloading. Moreover, many of the ports do not have the equipment required to offload heavy and or bulk items. Again, insecurity and conflict hinder river transport.

The access constraints including underdeveloped infrastructure, long rainy season, conflict affecting the ability to use road networks, leave the humanitarian community with limited options to deliver life-saving cargo to people in dire need and in some hard-to-reach places. Furthermore, prepositioning of stocks in some deep field locations is not feasible due to insecurity and the increase in looting of humanitarian supplies. Instead, humanitarian actors and agencies rely extensively on air operations to respond effectively due to limited other options and cost efficiency, since road transport can cost up to eight times more than if supplies were transported by road.

2. Needs assessment

UNHAS will focus the majority of its resources (80%) on Jonglei, Unity, and Upper Nile in order to reflect anticipated need and priority as indicated by the SSHF strategy and ICWG. Unity will receive the majority of resources (40%) given a noticeable increase in requests via the ICWG and OCHA. As a result, UNHAS has updated its regular schedule, effective the beginning of April, to serve three new locations in Unity (Dindin, Padeah, and Leer) and increase the frequency of flights to Koch (twice weekly). Since the beginning of the year, UNHAS has facilitated a total of 11 ICWG, IRNA, RRM missions. The locations of the missions were primarily in Unity but also in Upper Nile. The locations thus reflect the balance of ICWG, IRNA, RRM missions and the regularly scheduled flights to priority states.

3. Description Of Beneficiaries

UNHAS provides humanitarian air services to the humanitarian community, including UN agencies, NGOs, donors, and Government officials who facilitate the activities of humanitarian agencies and are registered organizations.

4. Grant Request Justification

Continued Need for Humanitarian Assistance: Ongoing conflict, political instability, economic hardship, and the recent declaration of localized famine have led to a severe humanitarian crisis in South Sudan. About 5 million people are classified in “crisis” phase and above, with 100,000 in “catastrophe” in Unity State. Economic crisis, caused by dwindling oil revenue and the world’s highest inflation rate, has eliminated the purchasing power of the population. According to WFP Price Monitoring in January 2017, cereal prices continue to rise while household incomes remain stagnant and crop production from recent harvests is estimated to be lower than last year and the cereal crop deficiency in South Sudan could be as high as half a million metric tonnes. It is estimated that 7.5 million are currently in need of assistance, a situation that may deteriorate if displaced people are unable to return to their farms during the farming season. Humanitarian assistance is particularly critical at present, with a time-sensitive response averting the risk for famine in Koch County and Panyijar, and reaching the needs of those in Unity State.

Continued Demand: With the anticipated scale-up in humanitarian assistance in declared famine locations, UNHAS anticipates a corresponding scale-up in demand beyond its regularly scheduled destinations. It is expected that more than 240 organizations facilitating humanitarian response in South Sudan will depend on UNHAS to reach beneficiaries this year. Besides regularly scheduled services, UNHAS facilitates UNHAS security relocations and medical evacuations along with Rapid Response Missions (RRM), Inter-Agency Needs Assessments (IRNA), and other time critical missions. In 2016, UNHAS responded to 100% of requests for medical and security evacuations, totaling 702 relocations (of which 174 were medical and 528 were security). Security relocations were mainly out of locations in Malakal, Boma, Pochalla, Pibor, Jazeera, Nhaildiu, Maban, Ganyiel and Nyal in the Greater Upper Nile. In the aftermath of the July crisis, UNHAS evacuated 118 aid workers to Nairobi.

Access and Lack of Viable Alternatives: Roads and basic infrastructure in South Sudan are rudimentary and inadequate for surface travel and the delivery of cargo. The rainy season, which lasts from May to November, renders nearly 60 percent of the country inaccessible, meaning that road access to numerous areas of humanitarian intervention becomes impossible. There are demographic and geographic constraints affecting humanitarian assistance. With a population of approximately 12 million, over 80 percent of which lives in rural areas spread across 650,000 square kilometers, movement of humanitarian personnel and cargo from the major hubs to areas of operation is challenging if not impossible without a viable air service.

There are significant security constraints that make road transport less plausible: increasing banditry and incursion by security forces on the main trade and supply routes, such as Nimule-Juba and Rumbek-Wau-Aweil roads. There are no reliable commercial aviation options in the country serving deep field locations and UNHAS remains the only common service for the entire humanitarian community. There are a few other service providers in the country, such as the United Nations Mission in South Sudan (UNMISS), International Committee of the Red Cross (ICRC), and Médecins Sans Frontières (MSF), however, their services are limited and do not serve the wider humanitarian community.

The continued provision of air service remains fundamental for effective and efficient humanitarian response in South Sudan, a country with one of most logistically complex operating environments in the world.

5. Complementarity

LOGICAL FRAMEWORK

Overall project objective

UNHAS provides air transport services for the humanitarian community, delivering both passengers and light humanitarian cargo (e.g. mission support cargo, light medical supplies) to hard-to-reach and hardest-hit locations, including those outside of its regularly scheduled destinations. For this contribution, UNHAS is prioritizing IRNA, RRM, and special missions that allow for adequate assessment and response to priority locations in particular in Jonglei, Unity, and Upper Nile. Using strategically located aircrafts, UNHAS will serve the priority locations primarily with helicopter and fixed-wing services from their strategically located hubs.

| 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 : As a common service, UNHAS provides passenger and light relief cargo services to the humanitarian community in support of SRP SO1. | | | | | | | |
| Outcome 1 | | | | | | | |
| The humanitarian community are able to access project implementation and monitoring sites in locations with the greatest humanitarian need. | | | | | | | |
| Output 1.1 | | | | | | | |
| Description | | | | | | | |
| Provide cargo and passenger transport to scheduled and non-scheduled destinations. | | | | | | | |
| Assumptions & Risks | | | | | | | |
| <ol style="list-style-type: none"> 1. Airstrips and helipads are not maintained according to the standard thus affecting the air operation; 2. Unfavorable weather conditions affecting the air operation; 3. Restriction of movement due to insecurity or government restrictions; 4. Fuel shortage or delay of fuel supply to field locations due to the poor road infrastructure and insecurity may hamper passenger and cargo movement via air and threatens to suspend field organizational programmes; 5. Financial shortfall not allowing timely delivery of services, notably air movement options 6. User organizations failing to comply with UNHAS' Standard Operational Procedures (SOP). | | | | | | | |
| Indicators | | | | | | | |
| | | | | | End cycle beneficiaries | | End cycle |
| Code | Cluster | Indicator | Men | Women | Boys | Girls | Target |
| Indicator 1.1.1 | LOGISTICS | Number of passengers transported (UNHAS) | 5,500 | 0 | 0 | 0 | 5,500 |
| Means of Verification : E-Flight Management Applications will track number of passengers transported per month. | | | | | | | |
| Indicator 1.1.2 | LOGISTICS | Number of tons of light cargo transported (MTs) (UNHAS) | | | | | 100 |
| Means of Verification : E-Flight Management Applications will track tons of light cargo transported per month. | | | | | | | |
| Activities | | | | | | | |
| Activity 1.1.1 | | | | | | | |
| Passenger and cargo transport | | | | | | | |
| Output 1.2 | | | | | | | |
| Description | | | | | | | |
| Special inter-agency missions adequately facilitated. | | | | | | | |
| Assumptions & Risks | | | | | | | |
| Indicators | | | | | | | |
| | | | | | End cycle beneficiaries | | End cycle |
| Code | Cluster | Indicator | Men | Women | Boys | Girls | Target |
| Indicator 1.2.1 | LOGISTICS | Percentage of special inter-agency mission requests fulfilled | | | | | 100 |
| Means of Verification : E-FMA, internal tracking reports | | | | | | | |
| Indicator 1.2.2 | LOGISTICS | Number of adjustments to the regular schedule based on feedback from ICWG regarding priority locations for response. | | | | | 0 |
| Means of Verification : E-FMA, internal tracking reports | | | | | | | |
| Indicator 1.2.3 | LOGISTICS | Number of passengers transported (UNHAS) | 0 | 0 | 0 | 0 | 0 |
| Means of Verification : E-FMA | | | | | | | |
| Activities | | | | | | | |
| Activity 1.2.1 | | | | | | | |
| Participate in the Security Cell meetings to support deliberations on security risk assessments. | | | | | | | |
| Activity 1.2.2 | | | | | | | |
| Participate in the ICWG meetings to support deliberations on and prioritization of inter-agency special missions (e.g. IRNAs, response missions) | | | | | | | |
| Activity 1.2.3 | | | | | | | |

Track special inter-agency missions from requests to fulfillment (disaggregated by type: UNDSS security-related missions, IRNAs, single agency response missions)

Activity 1.2.4

Document timeliness of launching missions requested.

Additional Targets :

M & R**Monitoring & Reporting plan**

UNHAS monitors its performance in terms of effectiveness and efficiencies with a value-for-money approach, using the Performance Management Tool (PMT), regularly reviewing its fleet and staffing level, ensuring adequate response to demand and strive for efficiency. Data from the PMT is regularly reviewed to ensure UNHAS is meeting its targets and to determine areas. The PMT is supported by the Electronic Flight Management Application (E-FMA) which tracks all flight information, bookings, etc. Together, these tools allow UNHAS to monitor its key targets and ensure that they are being met on a monthly basis as per the indicators outlined in the Project Document. The PMT and E-FMA are used to produce inputs for the weekly Situation Report produced by WFP and are drawn on at the monthly User Group Meetings and quarterly Steering Committee Meetings.

Workplan

| Activitydescription | Year | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 |
|---|------|---|---|---|---|---|---|---|---|---|----|----|----|
| Activity 1.1.1: Passenger and cargo transport | 2017 | | | X | X | X | X | X | X | | | | |
| Activity 1.2.1: Participate in the Security Cell meetings to support deliberations on security risk assessments. | 2017 | | | X | X | X | X | X | X | | | | |
| Activity 1.2.2: Participate in the ICWG meetings to support deliberations on and prioritization of inter-agency special missions (e.g. IRNAs, response missions) | 2017 | | | X | X | X | X | X | X | | | | |
| Activity 1.2.3: Track special inter-agency missions from requests to fulfillment (disaggregated by type: UNDSS security-related missions, IRNAs, single agency response missions) | 2017 | | | X | X | X | X | X | X | | | | |
| Activity 1.2.4: Document timeliness of launching missions requested. | 2017 | | | X | X | X | X | X | X | | | | |

OTHER INFO**Accountability to Affected Populations**

As a common service, accountability to affected populations is not applicable. Rather, UNHAS supports 240 organizations in serving affected populations in the priority areas.

Implementation Plan

UNHAS will implement the project for a period of six months to priority areas.

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

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

Justify Chosen Gender Marker Code**Protection Mainstreaming**

N/A

Country Specific Information**Safety and Security**

The security situation of the identified priority areas are monitored by UNDSS, OCHA, and WFP while UNHAS ensures aviation safety and security. UNHAS obtains weekly Flight Security Assurances (FSAs) from the Government in order to secure safety and security of aircrafts; should an FSA not be obtained, UNHAS will not fly to a location without it. Aviation Security Officers are deployed in Juba and Rumbek along with support provided by the WFP Aviation Safety Unit (ASU) in the Nairobi Regional Bureau. The Aviation Safety Officers and designated focal points perform field visits to assess the operational risk level of the operators and aircraft inspections to ensure the operation is conducted within acceptable limits of risk.

Access

UNHAS operates only when access to a site is obtained and FSAs are issued in order to operate safely and securely.

| BUDGET | | | | | | | | | |
|---|--|---|----------|------------|----------------------|------------------|-------------------|-------------------|-------------------|
| Code | Budget Line Description | D / S | Quantity | Unit cost | Duration Recurrence | % charged to CHF | Total Cost | | |
| Supplies, Commodities, Materials | | | | | | | | | |
| 2.1 | Air assets | D | 1 | 106,165.47 | 6 | 100.00 | 636,992.82 | | |
| | <i>monthly contribution to air assets</i> | | | | | | | | |
| | Section Total | | | | | | | 636,992.82 | |
| General Operating and Other Direct Costs | | | | | | | | | |
| 7.1 | Utilities, fuel and maintenance | S | 1 | 26,541.37 | 6 | 100.00 | 159,248.22 | | |
| | Section Total | | | | | | | | 159,248.22 |
| SubTotal | | | 2.00 | | | | 796,241.04 | | |
| Direct | | | | | | | | 636,992.82 | |
| Support | | | | | | | | 159,248.22 | |
| PSC Cost | | | | | | | | | |
| PSC Cost Percent | | | | | | | | 7.00 | |
| PSC Amount | | | | | | | | 55,736.87 | |
| Total Cost | | | | | | | | 851,977.91 | |
| 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 | 3 | 240 | | | | | 240 | | |
| Jonglei | 20 | | | | | | | | |
| Northern Bahr el Ghazal | 5 | | | | | | | | |
| Unity | 40 | | | | | | | | |
| Upper Nile | 20 | | | | | | | | |
| Western Bahr el Ghazal | 5 | | | | | | | | |
| Western Equatoria | 3 | | | | | | | | |
| Central Equatoria | 4 | | | | | | | | |
| Documents | | | | | | | | | |
| Category Name | | | | | Document Description | | | | |
| | | | | | | | | | |