

<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 Logistics Services in the Republic of South Sudan	
<b>Allocation Type Category :</b>	Logs and CCS	

**OPS Details**

<b>Project Code :</b>	SSD-17/CSS/103164	<b>Fund Project Code :</b>	SSD-17/HSS10/SA1/L/UN/5108
<b>Cluster :</b>	Logistics (LOGS)	<b>Project Budget in US\$ :</b>	796,044.01
<b>Planned project duration :</b>	6 months	<b>Priority:</b>	
<b>Planned Start Date :</b>	01/04/2017	<b>Planned End Date :</b>	30/09/2017
<b>Actual Start Date:</b>	01/04/2017	<b>Actual End Date:</b>	30/09/2017

**Project Summary :** The project's objective is to provide humanitarian 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 15 IOM managed trucks (of the 18 trucks in usage, due to necessary repairs) 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 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	Logistics Officer	AHaugland@iom.int	+211 912 379 600
Claire Lyster	Program Support Coordinator	Clyster@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 on the planet. Seasonal precipitation turns much of the country to swamps and approximately 60 per cent 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 2016 with reports of significant looting and theft from June 2016 onwards. Over 2016 and early 2017, the conflict spread to new locations, including the Greater Equatoria region and Western Bahr el Ghazal. A major battle in the capital Juba occurred in July 2016, and 2017 has seen increasing instability in Equatorias – affecting transport routes. With increasing needs in new conflict sites such as Wau and in the Equatorias, there will be a focus on responding in new locations and as such the Juba dispatch hub will require additional support through this project. Though the crisis in South Sudan has taken on a protracted nature, humanitarians continue to have supplies taken from agency warehouses and offices. In many locations, commercial storage options are not available and ongoing insecurities further limit options for humanitarian partners to set up storage facilities.

**2. Needs assessment**

The HRP identified 7.5 million people in need of humanitarian assistance and protection across the country. 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 SSHH round one 2017 allocation to continue to support the humanitarian community and their beneficiaries. This will guarantee the full-time availability of 15 trucks that will 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. Effective logistics/Supply Chain Management is the backbone of any humanitarian response operation in Upper Nile Region. 80 Agencies representing all relevant clusters are dependent on the CTS for transport, airport/river port clearing, loader management, warehousing. Any reduction in scale will reduce the humanitarian response and put already vulnerable lives in danger. 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. 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. For the last four years, the CTS project has significantly progressed from delivering 2,000 MT of humanitarian cargo in 2011, to the current target of reaching 20,000 MTs by the end of 2016. 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 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 in 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		
<p><b>Contribution to Cluster/Sector Objectives :</b> This project falls in line with the SSHF strategic objective of supporting at-risk communities to sustain their capacity to cope with significant threats by 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 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. Cluster Objective 2: CO2: 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). 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.</p>							
<b>Outcome 1</b>							
CTS trucks are operated by IOM and prepositioned in critical areas designated by the Logistics Cluster to transport humanitarian cargo for the humanitarian community							
<b>Output 1.1</b>							
<b>Description</b>							
Humanitarian Cargo is transported to cluster identified key states of South Sudan (measured in Metric Tons)							
<b>Assumptions &amp; Risks</b>							
Assuming ability to transport across the land. Assuming good weather conditions and security that allows movements. Risks are insecurity and safety being compromised and/or incapacitated due to conflict, confiscation of assets, civil unrest (warehouse looting).							
<b>Indicators</b>							
Code	Cluster	Indicator	End cycle beneficiaries				End cycle
			Men	Women	Boys	Girls	Target
Indicator 1.1.1	LOGISTICS	Number of humanitarian organizations assisted					80
<b>Means of Verification :</b> 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
<b>Means of Verification :</b> Databases (Fleet Management, Hub Management, Financial records), requests, minutes, stock reports, Tracking sheets, Packing Lists							
<b>Activities</b>							
<b>Activity 1.1.1</b>							
Avail a fleet of 15 IOM managed CTS trucks to provide timely overland transport of humanitarian cargo, including air cargo handling.							
<b>Activity 1.1.2</b>							
Full Common Warehouse Management in Malakal and Bentiu, and other priority locations for INGOs and UN agency cargo and supplies							
<b>Activity 1.1.3</b>							
Regular use of Fleet Management System							
<b>Additional Targets :</b>							

**M & R****Monitoring & Reporting plan**

IOM's M&E Framework is concerned with maintaining and strengthening operational standards so that accountability and efficiency are reflected in all activities and projects. 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. Regular project reporting occurs to the Cluster, and the Program Manager is current improving the dashboard used to report data to enable better understanding of stocks moved.

**Workplan**

Activitydescription	Year	1	2	3	4	5	6	7	8	9	10	11	12
Activity 1.1.1: Avail a fleet of 15 IOM managed CTS trucks to provide timely overland transport of humanitarian cargo, including air cargo handling.	2017				X	X	X	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	X	X	X			
Activity 1.1.3: Regular use of Fleet Management System	2017				X	X	X	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 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**

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 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
<b>Staff and Other Personnel Costs</b>							
1.1	Logistics Officer	D	2	16,000.00	6	40.00	76,800.00
	<i>International P3 x 2. Juba and Malakal based with travel.</i>						
1.2	Warehouse Officer	D	1	12,000.00	6	40.00	28,800.00
	<i>International staff equivalent P2 x 1. Juba based with travel.</i>						
1.3	International support staff	D	12	16,000.00	6	5.00	57,600.00
	<i>12 internationals consisting of Programme 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>						
1.4	Logistics Assistant	D	4	2,600.00	6	40.00	24,960.00
	<i>National staff G5 x 4 staff. Based in Upper Nile, Juba, Rumbek, Bentiu.</i>						
1.5	Warehouse Assistant	D	1	2,600.00	6	100.00	15,600.00
	<i>National staff G5 x 1 staff. Based in Upper Nile</i>						
1.6	Support staff	D	18	2,600.00	6	10.00	28,080.00
	<i>National staff G4 x 18 staff. This budget line reflects the number of national support staff tied to the mission. This budget line will cover 18 support staff at 10% over the implementation of this project. Based across Upper Nile, Rumbek, Bor and Bentiu.</i>						
	<b>Section Total</b>						<b>231,840.00</b>
<b>Supplies, Commodities, Materials</b>							
2.1	Spare parts and tools	D	1	58,166.36	1	100.00	58,166.36
	<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	200.00	112	100.00	336,000.00
	<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>394,166.36</b>
<b>Contractual Services</b>							
4.1	Handling-Loading/offloading cargo trucks to planes / MSUs set-up	D	30	14.00	112	100.00	47,040.00
	<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>47,040.00</b>
<b>Travel</b>							
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.</i>						
	<b>Section Total</b>						<b>24,120.00</b>
<b>General Operating and Other Direct Costs</b>							
7.1	Office Rent, Maintenance, Utilities and Other Common Costs	s	1	125,000.00	6	2.00	15,000.00
	<i>Shared costs are directly linked to the project implementation, based on a well-justified, reasonable and fair allocation system. Rent, Fuel for vehicles, generator fuel, property and equipment insurance, vehicles insurance, Juba Vehicle Maintenance, UNDSS cost shares. Project only charged 2% of entire costs for mission.</i>						
7.2	Communication Costs	s	1	80,000.00	6	2.00	9,600.00
	<i>Standard communication costs and supplies for use by project staff. This project only charged 2% of yearly cost.</i>						
7.3	Security & Shared Radio Room Costs	s	1	145,000.00	6	2.00	17,400.00
	<i>Security contract costs and common radio costs, WFP radio room, Warrior Security, charged 2% of entire costs for mission of yearly cost.</i>						
7.4	Other Office Costs	s	1	40,000.00	6	2.00	4,800.00
	<i>cleaning, water, electricity, UNMISS stress counseling, water, sewage, garbage. Project charge 2% of costs</i>						
	<b>Section Total</b>						<b>46,800.00</b>
<b>SubTotal</b>			97.00				<b>743,966.36</b>
Direct							697,166.36
Support							46,800.00
<b>PSC Cost</b>							
PSC Cost Percent							7.00
PSC Amount							52,077.65
<b>Total Cost</b>							<b>796,044.01</b>
<b>Project Locations</b>							
Location	Estimated percentage of budget for each location	Estimated number of beneficiaries for each location					Activity Name
		Men	Women	Boys	Girls	Total	
Jonglei	10	2	2			4	Activity 1.1.1 : Avail a fleet of 15 IOM managed CTS trucks to provide timely overland transport of humanitarian cargo, including air cargo handling. Activity 1.1.3 : Regular use of Fleet Management System
Lakes	20	7	8			15	Activity 1.1.1 : Avail a fleet of 15 IOM managed CTS trucks to provide timely overland transport of humanitarian cargo, including air cargo handling. Activity 1.1.3 : Regular use of Fleet Management System
Unity	28	12	12			24	Activity 1.1.1 : Avail a fleet of 15 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	40	18	18			36	<p>Activity 1.1.1 : Avail a fleet of 15 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 -> Juba	2	1				1	<p>Activity 1.1.1 : Avail a fleet of 15 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