

<b>Requesting Organization :</b>	World Food Programme	
<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>	Logistics Cluster activities in support of the Humanitarian community in South Sudan	
<b>Allocation Type Category :</b>	Logs and CCS	

**OPS Details**

<b>Project Code :</b>	SSD-17/CSS/102334	<b>Fund Project Code :</b>	SSD-17/HSS10/SA1/L/UN/5087
<b>Cluster :</b>	Logistics (LOGS)	<b>Project Budget in US\$ :</b>	851,977.87
<b>Planned project duration :</b>	3 months	<b>Priority:</b>	Not Applicable
<b>Planned Start Date :</b>	01/03/2017	<b>Planned End Date :</b>	31/05/2017
<b>Actual Start Date:</b>	01/03/2017	<b>Actual End Date:</b>	31/05/2017

**Project Summary :** Support to humanitarian organisations for the delivery of Non Food items (NFIs) especially in the WASH, Nutrition, Health and FSL sectors in the Central Unity response in the famine affected counties of Koch, Leer and Mayendit. The locations indicated for support for relief cargo are largely Helicopter only locations especially in the islands off Leer county. Funding will be used to support the two helicopters based in Rumbek which is the nominated dispatch hub for this response for the Logistics Cluster. This allows for a more efficient response in terms of maximising payloads and the number of daily rotations for the Helicopters due to the proximity to Central Unity. Depending on the volume of the items to be delivered the Helicopters can achieve on average 2.7mt per rotation with a maximum of 3 rotations daily dependant on loading/offloading times and partners responsiveness in early morning calls for the weather and security updates. The amount allocated from the CHF SA1 allocation will fund the two helicopters for approximately one month.

**Direct beneficiaries :**

Men	Women	Boys	Girls	Total
40	0	0	0	40

**Other Beneficiaries :**

Beneficiary name	Men	Women	Boys	Girls	Total

**Indirect Beneficiaries :**
**Catchment Population:**
**Link with allocation strategy :**

The strategy targets locations where humanitarian needs are the most severe including the famine affected counties. These locations have been declared a priority by the Humanitarian Coordinator for Common Services which indicates the reliance the Humanitarian community has for support from the Logistics Cluster. WASH, Nutrition, FSL and Helath were also prioritised as sector responses int he Inter Cluster Working group and also in the SA1 allocation process for funding. The LC will support a multi-sector delivery response to these areas and will keep in close coordination with the ICWG in terms of planning and any requests for prioritisation of cargo if required.

**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	4,599,709.00
	<b>4,599,709.00</b>

**Organization focal point :**

Name	Title	Email	Phone
Fiona Lithgow	Logistics Cluster Coordinator	fiona.lithgow@wfp.org	0922465747
Patrick Millslamptey	Information Management Officer	patrick.millslamptey@wfp.org	0922845791

**BACKGROUND****1. Humanitarian context analysis**

In February 2017 with ongoing insecurity complicated by a collapsing economy have led to 100,000 people facing starvation where famine has been declared. The Humanitarian community has declared that urgent action is required to prevent more people dying of hunger. To prevent further deterioration of food security sustained access and the delivery of humanitarian relief items is required. The three famine affected counties are cut off from any road or river support and hence relies on air support for the delivery of relief items. A number of affected people have fled to the SUD and are inhabiting islands that are difficult to access requiring dedicated Helicopters to deliver cargo.

With active hostilities ongoing in many locations, access via surface level transport (river and road) has been significantly impeded due to insecurity. This has left the humanitarian community with limited options to deliver lifesaving cargo to the displaced populations scattered across the country. Delivery of humanitarian supplies via main supply routes has been significantly disrupted and the humanitarian community has been forced to explore alternative transportation options to respond to the needs of the people.

In addition to security constraints, the complex operating environment presents further challenges in terms of delivering large quantities of humanitarian aid on behalf of a great number of humanitarian organizations. The poor infrastructure severely impacts the humanitarian response. During the rainy season, over 60% of the entire country becomes inaccessible by surface travel due to the poor road conditions and key response locations become completely cutoff. Ongoing insecurity and active violence continue to affect the majority of South Sudan's weak road network, isolating communities and people in need, and rendering the provision of humanitarian assistance extremely difficult as most areas are only accessible by air.

**2. Needs assessment**

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.

The baseline is zero and from there on average the IC is called upon to airlift approximately 4,500mt a year. Using this as the key most expensive operation, and in recognition that a lot 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 or 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. The LC will also maximize the use of barges and has educated Malakal partners to adjust stock levels to ideally allow resupply by barges which is cheaper than air operations.

**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 Logistics Cluster is a service orientated cluster. Based on preliminary planning meetings coordinated by OCHA there will be up to 40 organisations participating in the famine response. Needs assessments per sector are currently underway and at present only tentative tonnage figures are available for proposed delivery. It is expected the response will be a combination of support to ongoing static interventions supported by rapid response missions in areas that face insecurity or are isolated as in the islands. Funding for the Helicopters (2x M18-MTV) is required to provide support to the response. The dispatch hub in Rumbek due to its proximity to the affected area will allow for up to 11-14mt of relief items (volume dependent) to be delivered on a daily basis as required and will be augmented by the fixed wing plane to locations where this can land.

**5. Complementarity**

The LC will have a wide impact on complementing projects outside of WFP. Most organisations, especially in the wet season rely exclusively on the LC for relief item movement support. The LC directly supports the rapid response mechanism with WFP/UNICEF and FAO. These missions involve the LC providing airlift capacity to support the Nutrition response and any seeds and tools. WFP Logistics (separate to the LC) organises the food distribution. These missions have been in place for the last few years and are expected to continue.

The LC, WFP Logistics and UNHAS also work in at the UNHAS tasking level to coordinate the pooled assets from each operation that allows the common use of assets wherever gaps are evident or asset use can be combined. i.e. cargo and pax.

**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				
<b>Contribution to Cluster/Sector Objectives :</b> The Logistics Cluster will coordinate through the Inter Cluster working group the delivery of relief items to Central Unity. The LC will provide airlift support with Helicopters and coordinate with the organisations requesting the services directly regarding planning and the delivery time-frame. using the Logistics Cluster Cargo tracking database we will also provide updated weekly reports identifying the amount of cargo and sector moved to each location while also indicating the amount of pending cargo available for airlift.							
<b>Outcome 1</b>							
A coordinated response to the affected area in line with ICWG priorities based on the needs of the affected population.							
<b>Output 1.1</b>							
<b>Description</b>							
Provision of 2 x MI8 MTV helicopters for the Central Unity response							
<b>Assumptions &amp; Risks</b>							
Security allows access to the areas by air support. Cargo is available in Rumbek for airlift to Central Unity							
<b>Indicators</b>							
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
<b>Means of Verification :</b> Logistics Cluster Cargo tracking database							
<b>Activities</b>							
<b>Activity 1.1.1</b>							
Air-lifts on a priority basis to Central Unity completed six days a week if cargo is available.							
<b>Additional Targets :</b>							

## M & R

### Monitoring & Reporting plan

The LC will use the transport tracking database and the priority location tracking to capture all information related to supporting the Central Unity response. A weekly report will be submitted in Infographic format and widely circulated through the mailing list and also through to OCHA and the Inter Cluster working group for tracking purposes.

### Workplan

Activitydescription	Year	1	2	3	4	5	6	7	8	9	10	11	12
Activity 1.1.1: Air-lifts on a priority basis to Central Unity completed six days a week if cargo is available.	2017			X	X	X							

### OTHER INFO

#### Accountability to Affected Populations

The Logistics Cluster is a service based common services cluster. The LC does not include affected population data in its requests but works to support as in 2016, 117 organisations who avail the LC services.

#### Implementation Plan

The helicopter surge will be deployed at the end of March 2017 and will engage in the Central Unity support throughout the end of March and in April to support all response to these areas.

#### Coordination with other Organizations in project area

Name of the organization	Areas/activities of collaboration and rationale
All organisations requiring LC support in central Unity	Response is coordinated through the Inter-Cluster working group.

#### Environment Marker Of The Project

N/A: Not applicable, only used for a small number of services

#### Gender Marker Of The Project

0-No signs that gender issues were considered in project design

#### Justify Chosen Gender Marker Code

The Special Operation project document for the Logistics Cluster does not include any beneficiary numbers nor any Gender related markers. The LC personnel in South Sudan have all completed mandatory online courses as set by WFP and the Juba based personnel have received training in gender in logistics. This training will be rolled out to the operating hubs to provide a Gender in Logistics training for the LC field based teams and also to encourage local field organisations to join.

#### Protection Mainstreaming

N/A

#### Country Specific Information

#### Safety and Security

The three counties affected in this response comprise all have internal security concerns that will be monitored closely by UNDSS OCHA, WFP and partners on the ground to provide the latest security updates on a daily basis. The surge support of the Helicopters for the response will allow especially the Inter cluster missions to be completed in as short a time as is possible to minimize teams being present on the ground. The helicopters are managed by UNHAS Aviation who control the security clearances required based on the requested daily flight schedule. This is cleared initially by having Flight Safety assurances for the individual areas then UNDSS clearances and the pre-clearance by organisations on the ground prior to the release of the assets,

#### Access

Access is being negotiated for the Inter-cluster response by OCHA and supported by WFP as the assets are under the overall umbrella of WFP Aviation. This robust clearance and access mitigation systems have been in place in the last few years and have been proven to be successful.

### 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	Consultants - Logistics Officers	D	3	7,600.00	1	100.00	22,800.00
1.2	National Staff - Logistics Support	D	4	2,000.00	1	100.00	8,000.00

								<b>30,800.00</b>
<b>Supplies, Commodities, Materials</b>								
2.1	Office Supplies	D	1	441.00	1	100.00		441.00
								<b>441.00</b>
<b>Contractual Services</b>								
4.1	Mi8-MTV Helicopter Contract - 4 weeks	D	1	346,000.00	1	100.00		346,000.00
4.2	Jet A1 Aviation Fuel - 4 weeks	D	1	104,000.00	1	100.00		104,000.00
4.3	Mi8-MTV Helicopter contract - 3 weeks	D	1	346,000.00	1	70.00		242,200.00
4.4	Jet A1 Aviation Fuel - 3 weeks	D	1	104,000.00	1	70.00		72,800.00
								<b>765,000.00</b>
<b>SubTotal</b>			12.00					<b>796,241.00</b>
Direct								796,241.00
Support								
<b>PSC Cost</b>								
PSC Cost Percent								7.00
PSC Amount								55,736.87
<b>Total Cost</b>								<b>851,977.87</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		
Unity -> Koch	35	15				15	Activity 1.1.1 : Air-lifts on a priority basis to Central Unity completed six days a week if cargo is available.	
Unity -> Leer	35	15				15	Activity 1.1.1 : Air-lifts on a priority basis to Central Unity completed six days a week if cargo is available.	
Unity -> Mayendit	30	10				10	Activity 1.1.1 : Air-lifts on a priority basis to Central Unity completed six days a week if cargo is available.	
<b>Documents</b>								
Category Name				Document Description				