

<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>	Common Transport Services for humanitarian partners in South Sudan				
<b>Allocation Type Category :</b>	Logs and CCS				
<b>OPS Details</b>					
<b>Project Code :</b>	SSD-18/LOG/119323	<b>Fund Project Code :</b>	SSD-18/HSS10/SA1/L/UN/7900		
<b>Cluster :</b>	Logistics (LOGS)	<b>Project Budget in US\$ :</b>	1,300,000.00		
<b>Planned project duration :</b>	6 months	<b>Priority:</b>			
<b>Planned Start Date :</b>	13/03/2018	<b>Planned End Date :</b>	12/09/2018		
<b>Actual Start Date:</b>	13/03/2018	<b>Actual End Date:</b>	12/09/2018		
<b>Project Summary :</b>	<p>The Common Transport Services (CTS) is a free-for-user service that transports key humanitarian supplies on behalf of humanitarian actors. CTS serves as a critical link in the supply chain, enabling products and materials that arrive from regional and international suppliers to rapidly move onwards to partners located deep in the field. IOM CTS has significantly progressed from a baseline of 2,000 metric tons (MTs) of humanitarian cargo delivered in 2011; a total of 19,827 metric tonnes were transported in 2017 with plans for reaching 20,000 MT during 2018. IOM works with 80 unique agencies in key operational locations in Jonglei, Unity and Greater Upper Nile Region and Humanitarian Logistics Hubs (Malakal, Melut, Bentiu) and Rumbek, Bor, Juba and Wau. IOM will maintain heavy vehicles and transport cargo from the main ports of dispatch via air, road and river and will continue, warehouse management in key operational locations.</p> <p>Through the effective management of the CTS IOM aims to support organizations preparedness measures to mitigate risk associated with increased insecurity, looting/theft of humanitarian supplies, critical access impediments to very vulnerable people and reduce expensive air and road transport costs and ultimately support the timely response to the needs of the affected populations.</p>				
<b>Direct beneficiaries :</b>					
	<b>Men</b>	<b>Women</b>	<b>Boys</b>	<b>Girls</b>	<b>Total</b>
	20	20	20	20	80
<b>Other Beneficiaries :</b>					
<b>Beneficiary name</b>	<b>Men</b>	<b>Women</b>	<b>Boys</b>	<b>Girls</b>	<b>Total</b>
Aid Agencies	20	20	20	20	80
<b>Indirect Beneficiaries :</b>					
<b>Catchment Population:</b>					
<b>Link with allocation strategy :</b>					
<p>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 people. HRP 2018 SO1: Save lives by providing timely and integrated multisector assistance to reduce acute needs. This proposal has been developed in coordination and agreement with the Logistics cluster. All activities proposed under this project fall within the Logistics Cluster's strategy as outlined in the 2018 Humanitarian Response Plan (HRP).</p>					
<b>Sub-Grants to Implementing Partners :</b>					
<b>Partner Name</b>	<b>Partner Type</b>			<b>Budget in US\$</b>	
<b>Other funding secured for the same project (to date) :</b>					
<b>Other Funding Source</b>				<b>Other Funding Amount</b>	

**Organization focal point :**

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

Since the crisis began in 2013, the conflict dynamics within South Sudan have evolved into a broader conflict involving many communities experiencing localized instances of violence throughout South Sudan. In 2017, armed conflict remained rife across the country, primarily in Greater Equatoria, Greater Upper Nile and Western Bahr el Ghazal. Increasing insecurity has restricted access to humanitarian assistance in many parts of the country. As the crisis enters its fifth year, the crisis is deepening and becoming increasingly protracted. The number of individuals displaced due to the conflict has reached record levels, with approximately four million people uprooted at the end of October 2017. This figure includes more than 1.9 million IDPs and more than two million people who have fled the country as refugees. At the same time, the needs of vulnerable people continue to compound as a result of more than 4-years of uninterrupted conflict; the capacity to mitigate risks to life, livelihoods and wellbeing have severely deteriorated.

South Sudan is one of the most complex humanitarian operating environments in the world, with persistent insecurity, poor infrastructure and seasonal hazards. Humanitarian needs are dispersed across the country, often in areas very difficult to access due to geographical remoteness and lack of infrastructure. Affected populations in hard-to-reach locations face considerable protection risks with many not provided with consistent humanitarian assistance. Of the 1.9 million IDPs in South Sudan, most live in remote and hard-to reach areas. Due to limited road availability during the rainy season when over 60 per cent of the country is inaccessible by road, it is necessary for Cluster pipeline partners to pre-position lifesaving supplies and materials during the dry season. Any reduction in scale will reduce the humanitarian response and put already vulnerable lives in danger.

**2. Needs assessment**

Effective logistics and Supply Chain Management is the backbone of Humanitarian Response operation, enabling delivery of frontline response. More than 80 Agencies representing all relevant clusters are dependent on the CTS for transport, airport/river port clearing, loader management, and warehousing. Any reduction in scale will affect the humanitarian response and put the already vulnerable lives in danger. 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.

Needs and recommendations for assistance to the humanitarian community will be identified by the humanitarian community and in consultation with the Logistics Cluster. South Sudan Humanitarian Fund (SSHF) funding in 2018 will be complementary to previous funding as it will strengthen the provision of humanitarian supplies and storage options in key operational locations in Jonglei, Unity and Greater Upper Nile Region and Humanitarian Logistics Hubs (Malakal, Melut, Bentiu) and Rumbek, Bor, Juba and Wau.

**3. Description Of Beneficiaries**

More than 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**

Since 2013, the SSHF (previously CHF) has provided critical funding to allow IOM to support the Logistics Cluster with efficient, cost effective transportation of humanitarian supplies. It is critical to maintain the CTS to support front line response in prioritized locations where populations face the greatest needs. The current SSHF funding expires on 31 March, 2018. IOM is requesting funds to continue to support the humanitarian community to meet the lifesaving needs of affected populations without a break. For the last four years, the CTS project has significantly progressed from delivering 2,000 MT of humanitarian cargo in 2011, to 20,000 MTs by the end of 2017. The logistics capacity of IOM in Bentiu and Malakal 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 Bentiu and Malakal that will be deployed to construct and elevate the logistical warehouse base. One of the significant comparative advantages of IOM management of the CTS is its flexibility to be able to move trucks from between key locations in order to avoid a break of the chain of transport and continue to deliver even in volatile areas.

Through this project IOM 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. This project will also allow the full-time availability of 18 dedicated 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. IOM positions 18 trucks in Bor (3 trucks), Bentiu (4 trucks), Malakal (4 trucks), Melut (1 truck), Rumbek (3 trucks), Juba (2 trucks), Wau (1 truck), reflecting operational requirements of humanitarian agencies.

**5. Complementarity**

IOM has been managing the CTS on behalf of the Logistics Cluster since 2011, IOM will continue to actively coordinate with the Logistics Cluster, and all humanitarian partners accessing the CTS. CTS is a critical enabler of the humanitarian response to support humanitarian agencies deliver life saving commodities to people in need. This project is aligned with objectives of the Logistics Cluster and supports and coordinates with all agencies and humanitarian organizations accessing services through the CTS.

**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 people		SO1: Save lives by providing timely and integrated multisector assistance to reduce acute needs				100								
<p><b>Contribution to Cluster/Sector Objectives :</b> This project falls in line with the SSHF strategic objective to support at-risk communities to sustain their capacity to cope with significant threats by enabling effective logistics to assist 80 NGOs in South Sudan to deliver 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 2018 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 2018 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 or Riverport for transport to the common warehouses.</p>														
<b>Outcome 1</b>														
To provide efficient and cost effective transportation to humanitarian actors, enabling the timely delivery of relief items to priority locations.														
<b>Output 1.1</b>														
<b>Description</b>														
Humanitarian Cargo is transported to cluster identified states of South Sudan.														
<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>														
			End cycle beneficiaries				End cycle							
<b>Code</b>	<b>Cluster</b>	<b>Indicator</b>	<b>Men</b>	<b>Women</b>	<b>Boys</b>	<b>Girls</b>	<b>Target</b>							
Indicator 1.1.1	LOGISTICS	(Logs/CCS) Amount of cargo moved in LC air Ops support					8,500							
<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 humanitarian organizations assisted					80							
<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>														
Manage a fleet of 18 IOM 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>														
<b>M &amp; R</b>														
<b>Monitoring &amp; Reporting plan</b>														
The CTS Program Manager and field staff meet regularly to discuss operational activities, security and logistics. Regular information sharing about the project results and activities, means to accurate programme information is relayed effectively to humanitarian organizations, the Logistics cluster, IOM Senior management and donors. IOM has developed and maintains a comprehensive trends analysis dashboard detailing the quantity of cargo transported, allocation of materials transport by cluster, location materials are transported, truck locations and the number of agencies supported. Regular (weekly) updates on truck locations and activities will continue to be produced and shared with the Logistics Cluster and other partners. In coordination with the Logistics cluster, IOM trucks are positioned in priority locations. Updates on locations and activities are provided to the Logs cluster on a weekly basis. The IOM team worked regularly with the Logistics cluster to ensure that any information needed was accessed quickly.														
<b>Workplan</b>														
	<b>Activitydescription</b>	<b>Year</b>	<b>1</b>	<b>2</b>	<b>3</b>	<b>4</b>	<b>5</b>	<b>6</b>	<b>7</b>	<b>8</b>	<b>9</b>	<b>10</b>	<b>11</b>	<b>12</b>
	Activity 1.1.1: Manage a fleet of 18 IOM trucks to provide timely overland transport of humanitarian cargo, including air cargo handling.	2018			X	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.	2018			X	X	X	X	X	X	X			
	Activity 1.1.3: Regular use of Fleet Management System.	2018			X	X	X	X	X	X	X			
<b>OTHER INFO</b>														

### Accountability to Affected Populations

CTS is a common service for the humanitarian community.

### Implementation Plan

All components of this project will be carried out by IOM staff in accordance with IOM policies and procedures. Management, coordination, and finance processes will be overseen by an experienced project manager. Project finances will be managed by the project manager and overseen by IOM's resource management unit. Financial oversight will also be monitored at regional level 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 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
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### Environment Marker Of The Project

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

### 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

CTS is a support service for the humanitarian community.

### Protection Mainstreaming

CTS is a support service for the humanitarian community. Protection mainstreaming is the responsibility of organizations accessing the CTS. This project will service beneficiaries through agencies and humanitarian organizations who have already assessed and planned the needs. 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.

### Country Specific Information

#### Safety and Security

Persistent insecurity including deliberate targeting of humanitarian assets 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. IOM Safety and Security Unit maintains a comprehensive and flexible security strategy to ensure that all cargo movements meet UNDSS and humanitarian agency standards. Staff in the field undergo a series of security trainings and are properly equipped with personal protective equipment and communication devices. While operations often require staff 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

South Sudan remains one of the most challenging service delivery environments in the world as agencies continue to operate in a context of shrinking access. 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>1. Staff and Other Personnel Costs</b>							
1.1	Head of Logistics	D	1	22,000.00	6	50.00	66,000.00
	<i>International P4. Project Manager</i>						
1.2	Logistics Officer	D	1	14,000.00	6	50.00	42,000.00
	<i>International staff P-3. Juba based with travel.</i>						
1.3	Logistics Officer	D	2	14,000.00	6	50.00	84,000.00
	<i>International staff P-2 X 2. Bentiu and Malakal based. Malakal staff also function as SFP LC Upper Nile.</i>						
1.4	Warehouse Officer	D	1	12,000.00	6	50.00	36,000.00

	<i>International staff P-1 (roaming between all Warehouses).</i>						
1.5	Mechanics Officer	D	3	12,000.00	6	30.00	64,800.00
	<i>(3staff/6months) upper Nile, Bor, Rumbek, Bentiu</i>						
1.6	International Support Staff	S	5	16,500.00	6	10.00	49,500.00
	<i>5 internationals consisting of Programmes support staff, logistics (P3), HR (P2), Senior Resource Manager (P4), Resource Manager (P2) and Security (P3) in Juba and sub offices. The budget line covers two full time equivalent support staff over this project implementation (across 5 positions)</i>						
1.7	Logistics Assistant	D	3	2,800.00	6	100.00	50,400.00
	<i>National staff (G5 x 3, Juba, Bentiu, Malakal).</i>						
1.8	Logistics Assistant	D	2	2,400.00	6	100.00	28,800.00
	<i>National staff G4 x 2, Bor, Rumbek).</i>						
1.9	Workshop Assistant	D	5	2,400.00	6	30.00	21,600.00
	<i>National staff (G4 x 5, Juba, Bentiu, Bor, Malakal, Rumbek).</i>						
1.10	Warehouse Assistant	D	5	2,400.00	6	100.00	72,000.00
	<i>National staff (G4 x 5, Juba, Bentiu, Bor, Malakal, Rumbek).</i>						
1.11	Support Staff	S	10	2,800.00	6	20.00	33,600.00
	<i>National staff G4 x 10 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>						
	<b>Section Total</b>						<b>548,700.00</b>
<b>2. Supplies, Commodities, Materials</b>							
2.1	Spare parts and tools	D	1	160,000.00	1	50.00	80,000.00
	<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 expenses. During one month spare parts and tools cost \$740 per truck (based on historical data). Over 6 months this is equivalent to 6 months X 18 trucks X 740 = 80,000 or \$4,444 for 6 months for 18 trucks.</i>						
2.2	Truck running costs	D	18	2,250.00	6	100.00	243,000.00
	<i>Daily rate for running costs for 18 heavy duty trucks over 6 months - insurance, drivers (non-staff), fuel and maintenance, and cost of outsourcing drivers where necessary. Over 6 months: truck operator (10,200); Fuel consumption 1,167 (350 km per month X 3.6 per km @2 per litre); maintenance and repair 900; truck insurance 1,233. 1 truck = 1,233 X 18 trucks = 13,500.</i>						
2.3	Logistics hub running costs Bentiu and Malakal (excl. personnel and loaders)	D	4	3,000.00	6	50.00	36,000.00
	<i>Minimum requirements for frontline storage facilities (Machine running costs, sand, gravel, security)</i>						
2.4	Rehabilitation of Warehouses and Warehouse areas	D	4	20,000.00	1	100.00	80,000.00
	<i>Two distribution hubs and two storage hubs (Bentiu, Malakal, Bor and Rumbek) = 4. The costs are spread across all four sites. Lump sum for necessary maintenance and emergency repair of storage facilities and access roads (Machine running costs, sand, gravel). Replacement of canvas/pallets 10,000 Drainage rehabilitation 5,000 White sand/aggregate/marram 40,000 Proper backfilling/compacting 12,000 Repair of outdoor storage facilities and fence 5,000 Repair of access roads 8,000</i>						
	<b>Section Total</b>						<b>439,000.00</b>
<b>3. Equipment</b>							
NA	NA	NA	0	0.00	0	0	0.00
	NA						
	<b>Section Total</b>						<b>0.00</b>
<b>4. Contractual Services</b>							
4.1	Handling-Loading/offloading cargo trucks to planes / MSUs set-up	D	40	20.00	90	100.00	72,000.00

	<i>Labor days per person, 40 (loaders) x 20 USD per day X 90 daily sums for on loading/offloading at Rub Halls and project destinations as per locations and MSU set-up / maintenance (Juba, Malakal, Bentiu, Rumbek, Bor). These are contracted services (casual loaders) dealing with airport authorities and loaders unions across South Sudan. 20 USD covers offload / onloading at both port of origin and port of receiving cargo.</i>						
	<b>Section Total</b>						<b>72,000.00</b>
<b>5. Travel</b>							
5.1	Ticket	D	6	550.00	6	100.00	19,800.00
	<i>Domestic - estimated number of trips based on previous experience and projected estimates. Based on UNHAS flight costs. 6 trips for six locations, five days each trip over six months. Each return is 550 USD per trip.</i>						
5.2	DSA	D	10	91.00	24	100.00	21,840.00
	<i>Domestic - estimated number of trips based on previous experience and projected estimates. Based on UNHAS flight costs. 6 trips for six locations, five days each trip over six months. Each return is 550 USD per trip.</i>						
	<b>Section Total</b>						<b>41,640.00</b>
<b>6. Transfers and Grants to Counterparts</b>							
NA	NA	NA	0	0.00	0	0	0.00
	NA						
	<b>Section Total</b>						<b>0.00</b>
<b>7. General Operating and Other Direct Costs</b>							
7.1	Office Rent, Maintenance, Utilities and Other Common Costs	S	1	108,400.00	6	3.00	19,512.00
	<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 3% of entire costs for mission.</i>						
7.2	Communication Costs	S	1	111,000.00	6	3.00	19,980.00
	<i>Standard communication costs and supplies for use by project staff. This project only charged 3% of yearly cost.</i>						
7.3	Vehicle Running Costs	S	1	71,500.00	6	3.00	12,870.00
	<i>Costs include fuel, repair and maintenance and other vehicle related costs, project charged 3% of entire mission's yearly cost</i>						
7.4	Security & Shared Radio Room Costs	S	1	220,000.00	6	3.00	39,600.00
	<i>Security contract costs and common radio costs, WFP radio room, Warrior Security, charged 3% of entire costs for mission of yearly cost.</i>						
7.5	Other Office Costs	S	1	120,284.84	6	3.00	21,651.27
	<i>cleaning, water, electricity, stress counseling, water, sewage, garbage. Project charge 3% of costs</i>						
	<b>Section Total</b>						<b>113,613.27</b>
<b>SubTotal</b>			126.00				<b>1,214,953.27</b>
Direct							1,018,240.00
Support							196,713.27
<b>PSC Cost</b>							
PSC Cost Percent							7.00
PSC Amount							85,046.73
<b>Total Cost</b>							<b>1,300,000.00</b>

**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	2				5	5	
Jonglei	15	3	3	3	3	12	
Lakes	20	5	5	5	5	20	
Unity	25	4	4	4	4	16	
Upper Nile	35	6	6	6	6	24	
Central Equatoria	3			2	1	3	

**Documents**

Category Name	Document Description
Project Supporting Documents	IOM CTS Activity Report 2017.pdf
Budget Documents	SSHf SA1 2018 CTS Budget.xlsx