

**South Sudan
2012 CHF Standard Allocation Project Proposal
Proposal for CHF funding against Consolidated Appeal**

For further CHF information please visit <http://unocha.org/south-sudan/financing/common-humanitarian-fund> or contact the CHF Technical Secretariat chfsouthsudan@un.org

This proposal shall be submitted by cluster partners in two stages to the Cluster Coordinators and Co-coordinators for each project against which CHF funds are sought. In the first stage, before cluster defenses, applying partners fill sections I and II. The proposal should explain and justify the activities for which CHF funding is requested and it is intended to supplement information already available in the CAP Project Sheets. The proposals will be used by the cluster Peer Review Team in prioritizing and selecting projects for CHF funding during CHF Standard Allocation round. In the second stage projects recommended for funding by the CHF Advisory Board must complete Section III of this application and revised/update sections I and II if needed. Partners should also fill and submit to cluster coordinator/ co-coordinator the CHF Allocation Matrix (Excel template).

SECTION I:

CAP Cluster	Logistics
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CHF Cluster Priorities for 2012 First Round Standard Allocation

This section should be filled by the cluster Coordinators/Co-coordinators before sending to cluster partners. Provide a brief articulation of Cluster priority activities and geographic priorities that the cluster will recommend for funding from the CHF.

Cluster Priority Activities	Cluster Geographic Activities
<ul style="list-style-type: none"> • Logistics support to the humanitarian community through: • Common transport services (trucks, barges, and boats) • Passenger air services • Storage services • Mapping (GIS) services 	All of South Sudan

Project details

The sections from this point onwards are to be filled by the organization requesting for CHF.

Requesting Organization	Project Location(s) (list State, County and if possible Payam where CHF activities will be implemented)
International Organization for Migration, IOM	All of South Sudan
Project CAP Code	
SSD-12/CSS/46053	
CAP Project Title	
Humanitarian common logistic services in the Republic of South Sudan	

Total Project Budget in South Sudan CAP	Amount Requested from CHF	Other Resources Secured
US\$6,635,855	US\$ 3,499,005	US\$ 0

Direct Beneficiaries	Total Indirect Beneficiary
Women: N/A	
Men: N/A	Catchment Population (if applicable)
Girls: N/A	
Boys: N/A	

Implementing Partners (Indicate partners who will be sub-contracted if applicable and corresponding sub-grant amounts)	Project Duration (max. of 12 months, starting from allocation date)
N/A	Start Date (mm/dd/yy): 14/03/12
	End Date (mm/dd/yy): 15/03/13

Address of Country Office	Address of HQ
Project Focal Person: Bernard Lami Email & Tel: blami@iom.int	e-mail desk officer
e-mail country director: yhouver@iom.int	e-mail finance officer:
e-mail finance officer: gstenson@iom.int	Address:
Address:	



SECTION II

A. Humanitarian Context Analysis

Briefly describe (in no more than 500 words) the current humanitarian situation in the specific locations where CHF supported activities will be implemented. Provide evidence of needs by referencing assessments and key data, including the number and type of the affected population¹.

The Republic of South Sudan in 2012 continues to be a theatre for spiralling inter-tribal conflict, border tensions, and rebel militia activity, affecting hundreds of thousands of South Sudanese.

The current situation presents significant challenges to the humanitarian community operating in South Sudan. With numerous conflicts and humanitarian situations occurring simultaneously, humanitarian agencies find themselves over-stretched and with insufficient resources to meet the humanitarian needs of vulnerable populations.

Since January 2009, Jonglei State has witnessed an escalation of violence: increasingly deadly inter-tribal clashes and continuous retaliations have led to the killing of thousands of civilians, mainly women and children, and the displacement of thousands of others. These clashes constitute a major cause of continued internal displacement in the region, affecting both new and previously displaced people, and further burdening local resources. The most recent spasm of violence, which began in Pibor County in late December 2011, has affected an estimated 160,000 people.

South Sudan is also characterized by large-scale returns that continue to take place from Sudan to South Sudan. To date, approximately 365,000 returnees have arrived in South Sudan. Following an agreement between the governments of Sudan and South Sudan facilitating returns, and the looming April 8 deadline for South Sudanese in Sudan, it is expected that a massive influx of returnees from Sudan will be seen in the coming month, and that extensive NFI and ES intervention will be required, particularly in Upper Nile, Unity, Northern Bahr el Ghazal and Warrap.

Continued deadlock on the question of oil has seen continued tensions in the border areas with Sudan, including aerial bombardment. Rebel militia activity continues to affect civilians, particularly in Upper Nile and Unity states.

The first months of 2012 have seen the humanitarian situation in South Sudan continue to deteriorate, requiring humanitarian actors to urgently ramp up preparedness and response capacity.

This IOM project entitled "Humanitarian Common Logistics Services in the Republic of South Sudan" will specifically address these constraints that the humanitarian community is currently experiencing in South Sudan. Through the provision of a reliable and time-efficient Common Transport Services (hereinafter "CTS") system, the IOM will, first, preposition humanitarian supplies in areas that are inaccessible by road during the rapidly-approaching rainy season, second, through this prepositioning provide consistently reliable and time-effective transportation services to humanitarian actors operating in emergencies, and third, preposition assets in areas that are expected to receive a massive influx of returnees.

B. Grant Request Justification

Briefly describe (in no more than 500 words) how proposed activities support the agreed cluster priorities and the value added by your organization

In response to flashpoints across South Sudan, the humanitarian community has intervened by mobilizing resources in the form of staff and humanitarian supplies. However, operational and logistical challenges have negatively impacted the humanitarian community's ability to perform timely assessments and to rapidly deliver relief assistance.

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.

In 2011, ten IOM trucks were deployed, through the CTS, to guarantee the delivery of humanitarian supplies and to assist humanitarian organizations in accessing and assisting those most in need: 2,500 metric tons of humanitarian supplies were delivered by road to more than 30 aid organizations and the South Sudan Relief and Rehabilitation Commission (SSRRC). The CTS successfully responded to 90% of the total requests.

More recently, on 13 January 2012, 5 CTS trucks have also been deployed to support the delivery and distribution of NFIs, food and humanitarian supplies in Jonglei's Pibor county. By opening the road between Bor and Pibor, IOM trucks brought a reliable, lasting and cost effective alternative to the airlifting solution.

For these reasons IOM is requesting funds from the CHF first round allocation to support his common transport service which include truck, barge and boat transport. This will guarantee the full-time availability of especially dedicated trucks that will meet the cargo movement capacity that is necessary for the transportation of relief items to various NGOs and humanitarian agencies serving the ten states of the Republic of South Sudan.

The need of common transport is particularly acute with the ongoing emergency in Jonglei state and the humanitarian situations in Unity and Upper Nile states. Moreover, 250,000 South Sudanese from the North are expected to return to South Sudan by as early as March 2012, requiring a surge in response capacity from the humanitarian community. In order to continue responding to the immediate needs of IDPs, conflict-affected people, returnees and their host communities, humanitarian partners urgently require humanitarian supplies. The CTS will ensure that emergency relief is delivered in a timely and effective manner, responding to the needs of large numbers of people who require immediate life-saving assistance.

¹ To the extent possible reference needs assessment findings and include key data such as mortality and morbidity rates and nutritional status, and how the data differs among specific groups and/or geographic regions. Refer situation/data/indicators to national and/or global standards.

C. Project Description (For CHF Component only)

i) Purpose of the grant Briefly describe how CHF funding will be used to support core humanitarian activities

The humanitarian community in South Sudan relies significantly on transportation-related support in order to ensure that humanitarian relief can be provided to those in need in a timely and effective manner. Due to security constraints, limited access owing to poor transport infrastructure and very high transportation costs, a considerable proportion of the humanitarian actors operating in South Sudan rely heavily on the CTS in order to meet the urgent needs of IDPs, conflict-affected populations, returnees and their host communities, amongst other vulnerable populations. With the coming rainy season, this reliance is accentuated due to the diminished capacity that the majority of humanitarian actors have to transport humanitarian supplies within large areas of South Sudan, that become inaccessible due to the rains. As the number of concerning humanitarian situations in South Sudan increases, so does the need for a reliable transportation system that can ensure the delivery of humanitarian supplies throughout South Sudan. Through the funds provided by the CHF, the IOM will ensure that the transportation-related needs of the humanitarian community in South Sudan are largely met through the implementation of two capacity-strengthening frameworks.

First, the IOM will support the prepositioning of humanitarian supplies in key locations that have been identified by the humanitarian community. These locations will act as warehousing hubs for the geographical region that surrounds them. The need to implement this operation as soon as possible, in order to have sufficient humanitarian supplies stocked throughout all of South Sudan's conflict-prone and soon-to-be inaccessible locations, is fundamental due to the approaching rainy season. Within few months, many regions of South Sudan will no longer be accessible by road, and with the rising number of humanitarian situations in the country, IOMs ability to preposition humanitarian supplies through the use of its transportation fleet will help ensure that the humanitarian needs of vulnerable populations in these regions will be met. Once the rains have begun, the humanitarian community throughout the country will benefit significantly as their ability to access humanitarian supplies and to consequently implement their relief work will be facilitated.

The second framework, significantly facilitated by the first, will ensure the transportation, through the CTS, of humanitarian supplies that will support ongoing emergency relief operations in Jonglei, Unity, and Upper Nile states. Humanitarian agencies responding to specific emergency contexts within these states often do not have the funding or transportation capacities required to ensure that the humanitarian supplies necessary, to successfully implement their activities, can be transported to the locations at which they operate. The CTS enables many of these actors to operate effectively, and consequently IOM intends to ensure that their life-saving activities continue by prepositioning humanitarian supplies and strengthening the operating capacity of the CTS.

ii) Objective State the objective/s of the project. Objective/s should be specific, measurable, achievable, relevant and time-bound (SMART)

- Prepositioning of humanitarian supplies, before the rainy season, in key locations that will enable the humanitarian community to operate effectively.
- Facilitate timely delivery of supplies to support emergency response
- Procurement of assets (10 x 30MT Hinos and 3 x 6MT scanias)

iii) Proposed Activities List the main activities to be implemented with CHF funding. As much as possible link activities to the exact location of the operation and the corresponding number of direct beneficiaries.

- Avail a fleet of up to 10 IOM managed 30MT and 6MT trucks to provide humanitarian cargo delivery in a timely and effective manner in critical emergency response situations;
- Operate Barge movements to deliver massive amount of cargo to the main location along the Nile river
- Operate Boat movements from Juba and from Malakal to supply Bentu, Renk, Melut, Akobo, Fangak.
- Handle cargo effectively and professionally, through consolidation and loading at hubs, and unloading at final destination by users;
- Develop and maintain a cargo tracking database to monitor cargo movements;
- Provide staff to accompany project vehicles, monitor cargo handling, and maintain communications with the control centre in Juba;
- Coordinate with humanitarian forums and relevant logistics forums on needs, gaps and monitoring (Humanitarian Forum, the Emergency and Preparedness Taskforce, the cluster, Logistics sector meetings, and the access working group);
- Ensure monitoring of use of the Common Transport Service and contribute to reporting on the Common Transport Service as required.
- Procure 10 x 30MT Hinos and 3 x 6MT scanias

iv). Cross Cutting Issues Briefly describe how cross-cutting issues are taken into consideration (i.e. gender, environment, HIV/AIDS)

- The environmental impact of this project will be neutral. All of the activities implemented will respect environmental considerations. In addition, it will be ensured that all activities related to this project will avoid depleting natural resources.
- All activities related to this project will equally benefit women and men. IOM will pro-actively recruit women to implement activities when possible.
- All IOM staff in this project will be sensitized on HIV/AIDS. Awareness will be raised in HIV/AIDS prevention, treatment and

care.

v) Expected Results

List below the results you expect to have at the end of the CHF grant period, and provide no more than five indicators you will use to measure the extent to which those results will have been achieved. At least three of the indicators should be out of the cluster defined Standard Output Indicators.

- 10 trucks operated by IOM will be at the disposal of the logistic cluster for 60 days
- IOM will organized 4 barge movements
- IOM will organized 6 boat movements Juba/Malakal
- IOM will organized 6 boat movements from Malakal to Bentiu, Renk, Melut, Fangak, Akobo.
- IOM will organized 10 x 30MT Hinos and 3 x 6MT scanias will be procured

Indicator	Target (indicate numbers or percentages)
1	Number of barge movements 4 movements
2	Number of trucks available 10 trucks
3	Quantity of supplies transported Up to 3,000 MT
4	Number of trucks procured 10 x 30MT Hinos and 3 x 6MT scanias
5	

vi) Implementation Mechanism

Describe planned mechanisms for implementation of the project. Explain if it is implemented through implementing partners such as NGOs, government actors, or other outside contractors.

Free-to-User, Common Transport Services (CTS): In relation to CTS IOM will operate two modalities, a) Long Range Supply, and b) Local Area Supply. In relation to Long Range Supply, IOM will enhance existing Common Transport Services to provide up to 3,000 MT. Working through the Logistics Cluster, IOM will send out advance notice of possible convoys a minimum of one week ahead of departure. IOM will organise, fuel, security and route planning. CTS will be free to the user, but cargos are carried at the agencies risk. In terms of Local Area Supply, IOM will provide a mixture of 30MT Hino trucks, 6MT Scania trucks and boats to assist agencies in the movement of relief items around the region in which humanitarian operations are concentrated.

vii) Monitoring Plan

Describe how you will monitor progress and achievements of the project.

IOM will initiate procurement immediately upon receipt of CHF funding. The procurement of vehicle assets is able to be completed within two months. Transport of humanitarian cargo will be prioritized by type of items and based on the humanitarian needs at the final destination. All cargo transport requests and transported cargo will be entered in a database. Transported cargo will be tracked until they reach the intended destination.

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Project operations will be monitored directly through IOM's sub-offices, under the overall management by IOM's Head Office in Juba. The Mission office in Juba will provide overall financial management and oversight of activities. Regular internal reporting will be provided by all field offices, for supervisory review in Juba. IOM will produce regular statistical reporting on tracking, monitoring and transportation operations. Over the course of implementation, field visits shall be conducted to monitor project activities against stated targets within the framework of the present proposal. Internal reporting, monitoring and evaluation will take note of all constraints or impediments to activities in order to undertake a regular evaluation of project goals and implementing strategies. Project updates will be distributed to IOM Geneva, donors and any other concerned stakeholders. A final narrative and financial report will be produced at the end of the project, covering project activities and outcomes.

E. Committed funding	
Please add details of committed funds for the project from other sources including in-kind supports in monetary terms (USD)	
Source/donor and date (month, year)	Amount (USD)

SECTION III:

LOGFRAME			
CHF ref. Code: SSD-12/CSS/46053	Project title: Humanitarian common logistic services in the Republic of South Sudan	Organisation: International Organization for Migration, IOM	
<p>Overall Objective: <i>What is the overall broader objective, to which the project will contribute? Describe the expected long-term change.</i></p> <ul style="list-style-type: none"> Facilitate timely delivery of supplies to support emergency response 	<p>Indicators of progress: <i>What are the key indicators related to the overall objective?</i></p> <ul style="list-style-type: none"> Quantity of supplies transported 	<p>How indicators will be measured: <i>What are the sources of information on these indicators?</i></p> <ul style="list-style-type: none"> CTS tracking sheet 	
<p>Specific Project Objective/s: <i>What are the specific objectives, which the project shall achieve? These relate to the immediate effect of the intervention measured at the end of the project.</i></p> <p>a) Prepositioning of humanitarian supplies, before the rainy season, in key locations that will enable the humanitarian community to operate effectively. b) Facilitate timely delivery of supplies to support emergency response c) Procurement of assets (10 x 30MT Hinos and 3 x 6MT scanias)</p>	<p>Indicators of progress: <i>What are the quantitative and qualitative indicators showing whether and to what extent the project's specific objectives are achieved?</i></p> <p>a) up to 3,000 MT of supplies transported b) 13 trucks are procured</p>	<p>How indicators will be measured: <i>What are the sources of information that exist and can be collected? What are the methods required to get this information?</i></p> <p>a) CTS tracking sheet b) invoices</p>	<p>Assumptions & risks: <i>What are the factors and conditions not under the direct control of the project, which are necessary to achieve these objectives? What risks have to be considered?</i></p> <ul style="list-style-type: none"> Affected areas are accessible during rainy season and safe from security. Local authority facilitate the access to affected targeted population The fund is available on time. Assets for transportation are available
<p>Results - Outputs (tangible) and Outcomes (intangible): <ul style="list-style-type: none"> Please provide the list of concrete DELIVERABLES - outputs/outcomes (grouped in Workpackages), leading to the specific objective/s: <p>a) Avail a fleet of IOM managed trucks to provide humanitarian cargo delivery in a timely and effective manner in critical emergency response situations; b) Operate barge movements c) Operate Boat movements d) Procurement of assets</p> </p>	<p>Indicators of progress: <i>What are the indicators to measure whether and to what extent the project achieves the envisaged results and effects?</i></p> <p>a) 10 trucks available b) 4 barge movements implemented c) 12 boats movement implemented d) 13 trucks are procured</p>	<p>How indicators will be measured: <i>What are the sources of information on these indicators?</i></p> <ul style="list-style-type: none"> CTS tracking sheet invoices 	<p>Assumptions & risks: <i>What external factors and conditions must be realised to obtain the expected outcomes and results on schedule?</i></p> <ul style="list-style-type: none"> Affected areas are accessible during rainy season and safe from security. Local authority facilitate the access to affected targeted population The fund is available on time. Assets for transportation are available

Activities:

What are the key activities to be carried out (grouped in Workpackages) and in what sequence in order to produce the expected results?

- Avail a fleet of up to 10 IOM managed 30MT and 6MT trucks to provide humanitarian cargo delivery in a timely and effective manner in critical emergency response situations;
- Operate Barge movements to deliver massive amount of cargo to the main location along the Nile river
- Operate Boat movements from Juba and from Malakal to supply Bentiu, Renk, Melut, Akobo, Fangak.
- Handle cargo effectively and professionally, through consolidation and loading at hubs, and unloading at final destination by users;
- Develop and maintain a cargo tracking database to monitor cargo movements;
- Provide staff to accompany project vehicles, monitor cargo handling, and maintain communications with the control centre in Juba;
- Coordinate with humanitarian forums and relevant logistics forums on needs, gaps and monitoring (Humanitarian Forum, the Emergency and Preparedness Taskforce, the cluster, Logistics sector meetings, and the access working group);
- Ensure monitoring of use of the Common Transport Service and contribute to reporting on the Common Transport Service as required.
- Procure 10 x 30MT Hinos and 3 x 6MT scanias

Inputs:

What inputs are required to implement these activities, e.g. staff time, equipment, mobilities, publications etc.?

- 13 trucks are procured
- Staff hired
- Requests submitted to the Logistic cluster

Assumptions, risks and pre-conditions:

What pre-conditions are required before the project starts? What conditions outside the project's direct control have to be present for the implementation of the planned activities?

- Affected areas are accessible during rainy season and safe from security.
- Local authority facilitate the access to affected targeted population
- The fund is available on time.
- Assets for transportation are available

PROJECT WORK PLAN

This section must include a workplan with clear indication of the specific timeline for each main activity and sub-activity (if applicable).
The workplan must be outlined with reference to the quarters of the calendar year.

Activity	Q1 / 2012			Q2 / 2012			Q3 / 2012			Q4 / 2012			Q1. / 2013		
	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sept	Oct	Nov	Dec	Jan	Feb	Mar
Result 1 10 trucks operated by IOM will be at the disposal of the logistic cluster for 60 days			X	X	X										
Result 2 IOM will organized 4 barge movements			X	X	X	X									
Result 3 IOM will organized 6 boat movements Juba/Malakal			X	X	X										
Result (..) IOM wil organized 6 boat movements from Malakal to Bentiu, Renk, Melut, Fangak, Akobo.			X	X	X	X									
Result (..) 10 x 30MT Hinos and 3 x 6MT scantias will be procured			X	X	X										

*: TIMELINE FOR EACH SPECIFIC ACTIVITY MUST BE MARKED WITH AN X AND SHADED GREY 15%

PART I

CHF reference code: **SSD-12/CSS/46053**
 Project title: **Humanitarian common logistic services in the Republic of South Sudan**
 Implementing Partner: **IOM**

Total Estimated Budget USD 3,499,005

Items Description (insert more budget line rows as needed)	Cost Type D or I	Unit	Qty	Unit Cost	Total Cost (USD)	*Other secured funding
Sub-total SUPPLIES, COMMODITIES...						
1 SUPPLIES/COMMODITIES/EQUIPMENT/TRANSPORT (please itemize expendable operational inputs including Trucks 30MT MOSS	D	Lumpsum	10	150,000	1,500,000	
1.1 Trucks 30MT MOSS	D	Lumpsum	3	75,000	225,000	
1.2 Trucks 6MT MOSS	D	Lumpsum	1	131,738	131,738	
1.3 Spare parts and tools	D	Lumpsum	1	0	0	
1.4					0	
Sub-total SUPPLIES, COMMODITIES...						1,856,738
2 PERSONNEL (Staff/consultants salaries, entitlements...)						
2.1 Expatriate staff	D	Month	5	14,000	70,000	
2.2 logistic coordinator (1 staff/5 months)	D	Month	7	12,000	84,000	
2.3 heat officer (1 staff/7 months)	D	Month	6	12,000	72,000	
2.4 Field officer (1 staff/6 months)	D	Month	1	14,000	14,000	
2.5 support staff (3 staff/1 months)	D	Month	6	2,000	12,000	
2.6 National Staff	D	Month	4	2,000	8,000	
2.7 Logistic assistant (5 staff/6 months)	D	Month	12	1,200	14,400	
2.8 support staff (6 staff/4 months)	D	Month	4	2,000	8,000	
2.9 mechanics (6 staff/12 months)	D	Month	12	1,200	14,400	
Sub-total PERSONNEL COSTS						478,400
3 STAFF TRAVEL (Flights, DSA, Peridium, Terminus)						
3.1 International Travel	D	Days	20	164	3,280	
3.2 International TDY (2 staff/ 20 days)	D	Days	40	164	6,560	
3.3					0	
3.4 Local Travel	D	Days	40	164	6,560	
3.5 Local TDY (15 staff/ 40 days) trucks drivers	D	Days	40	164	6,560	
3.6					0	
3.7					0	
3.8					0	
Sub-total STAFF TRAVEL						22,400
4 TRAININGS, WORKSHOPS, SEMINARS, CAMPAIGNS						
4.1					0	
4.2					0	
Sub-total TRAINING, WORKSHOPS...						0
5 CONTRACTS (Specialized services for the project provided by outside contractors or partners/NGOs)						
5.1 Barge rental (450 MT)	D	Lumpsum	4	100,000	400,000	
5.2 Boat rental Juba Malakal	D	Lumpsum	6	6,000	36,000	
5.3 Boat rental Malakal	D	Lumpsum	6	10,000	60,000	
5.4					0	
5.5					0	
5.6					0	
Sub-total CONTRACTS						496,000
6 VEHICLE OPERATING & MAINTENANCE COSTS						
6.1					0	
6.2 Transportation and car rental (2 cars x 1 month x \$400 day)	D	4	2	9,000	72,000	
6.3 Trucks running costs (10 trucks, 60 days)	D	10	60	400	240,000	
6.4					0	
Sub-total VEHICLE OPERATING & MAINTENANCE						312,000
7 OFFICE EQUIPMENT & COMMUNICATIONS						
7.1 Office cost	I	Month	4	6,000	24,000	
7.2 Communication	I	Month	4	7,000	28,000	
7.3					0	
Sub-total OFFICE EQUIP. & COMMUNICATIONS						52,000
8 OTHER COSTS (e.g. bank charges, fuel for office generator)						
8.1 Radio room and Security	I	Month	2	500	2,000	
8.2 Money transfer charges	I	Month	2	100	800	
Sub-total OTHER COSTS						2,800
(A) SUBTOTAL Project Costs						3,270,938
(B) Programme Support costs						228,907
(C) AUDIT COSTS for NGO Implemented						0
GRAND TOTAL (A+B+C)						3,499,845

* Other secured funding: please indicate if there is any other funding or resources (cash or in-kind) received toward activity
 ** Pls indicate D or I against each budget line to indicate whether cost is direct (D) or indirect project cost
 *** Total Direct (D) Cost 3,109,238 89%
 **** Total Indirect (I) Cost 389,707 11%