

## 2012 Common Humanitarian Fund for South Sudan

### CHF Reserve Application Template

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

**Note:**

This application shall be submitted to the cluster coordinator and co-coordinator for the relevant cluster with copy to the CHF Technical Secretariat.

If the project is not already in the CAP a project sheet must also be prepared and submitted into OPS.

CHF Reserve No.	
Date Received:	
CAP Project	<input type="checkbox"/> Yes <input type="checkbox"/> No
Focal point:	

To be filled in by the CHF Technical Secretariat

CHF Reserve Grant Request Summary	
Requesting Organisation:	International Organization for Migration – IOM
Project Title:	Humanitarian common logistics services in the Republic of South Sudan (Common Transportation Service – Upper Nile).
Project Code (if CAP project):	SSD-12/CSS/46053
Cluster/Sector:	Logistics
Geographic areas of implementation (list State, County and if possible Payam. If the project is covering more than one State please indicate percentage per state):	Upper Nile – Malakal, Melut, Maban
Total project budget:	US\$6,635,855
Amount requested from CHF Reserve:	US\$507,103
Project Duration (indicate number of months, starting date will be Allocation approval date):	6 months
Total number of beneficiaries targeted by the CHF Reserve grant request (disaggregated by sex/age):	105,000+ refugees in Maban county and surrounding areas
Implementing partners (include those that will benefit sub-grant from CHF funding):	60+ humanitarian organizations benefit from CTS services. Main stakeholders in Upper Nile are expected to be Goal, Solidarites, Save, MSF, UNHCR, WFP, UNICEF, IOM
Project Contact Details (Provide names, phone numbers, and emails of head of your organization, and the project focal person)	Vincent Houwer, IOM Chief of Mission, <a href="mailto:yhouwer@iom.int">yhouwer@iom.int</a> Bernard Lami, Head of logistics, IOM South Sudan, <a href="mailto:blami@iom.int">blami@iom.int</a>



### A. Humanitarian Context (Context Analysis)

- In approximately 1,000 words briefly describe the humanitarian situation in the specific region/area where CHF Reserve activities are planned for with reference to assessments and key data, including the number and type of the affected population<sup>1</sup>.
- Also explain relation to the work of other partners in the area.

The project aims to support emergency life-saving activities to be provided to approximately 105,000 refugees who have fled ongoing violence in Blue Nile State, Sudan into South Sudan's Upper Nile State.

Since the outbreak of violence as a result of SAF military activities in early November 2011 in the neighbouring state of Blue Nile, IOM has been one of the leading agencies to respond to the emergency, in support of the UNHCR-led refugee response, as a provider of common logistical services to the humanitarian community and as a direct provider of relief assistance. As of June 2012, the confirmed number of people seeking asylum is in excess of 105,000 refugees with 35,000+ new arrivals since May 2012. As the situation in Blue Nile state is not improving UNHCR anticipates the total number of refugees in Upper Nile to reach 140,000 refugees in the coming months.

In response to the refugee influx in 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. The situation has been further compounded by the current drastic shortage of fuel affecting Upper Nile state in particular (the state used to be supplied through areas further north, whereas cross-border trade has now completely stopped between the two countries); furthermore commercial transport within the region is virtually non-existent, a situation made worse by the recent onset of the rain season which now makes most of the roads leading into refugee areas difficult to access, with the exception of heavy equipment. In response to such a challenging environment, IOM and the Logistics Cluster operate the common transport service through the chartering of river and road cargo movements.

IOM, in order to respond to the quick escalation of needs and the sheer scale of the refugee response, in collaboration with UNHCR and the Logistics Cluster, is therefore proposing to provide reliable and dedicated assets to transport humanitarian supplies intended to provide relief to affected refugee populations. As a matter of example, in 2012, 1200 MT of goods have so far been transported. Dedicating specific resources towards Common Transport Services (CTS) support to the refugee response is dictated by the scale of the response and challenges faced by NGO partners in particular in transporting their assets to areas of operations, where roads are close to impassable in the midst of the rain season.

For these reasons IOM and the Logistics Cluster is requesting funds from the CHF emergency reserve to support the continuation of common transport support for the response to the newly displaced refugees, focusing on barge and boat transport. This will guarantee the full-time availability of 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 refugee crisis response, and this through to the end of the year.

### B. Grant Request Justification

- In approximately 500 words describe why CHF Reserve funding is sought for this project, and why this particular activity is important. Explain why the activity is time critical and need rapid funding through the CHF Reserve.
- Confirm that your organization's internal reserves or other donor funds are not immediately available and/or appropriate to fund the proposed activities. Please provide information on which donors or what other funding sources have been approached.
- Briefly describe the value added by your organization
- Describe why this activity was not funded through the CHF standard allocation process, and what has changed since that process was completed to make this project emerge as a priority.

The CTS has emerged as an essential element of the humanitarian response in Upper Nile. With the onset of the rains, road access is now severely limited. This has prompted the Logistics Cluster and IOM to activate a dedicated CTS for Upper Nile refugee relief operations with a new hub in Melut and Palloch, where barges and boats are being chartered to (ex Juba). A recent contribution from the CERF has assisted in the establishment of the CTS/Melut, however those resources may only cover an estimated three months' operations of boats and barges. Demand for CTS support into Upper Nile has also been on the increase, already outstripping existing resources, with the tentative chartering of four full barges set to depart Juba within the next few weeks, and ongoing boat (40 mT each) operations between Juba, Malakal and Melut.

Initial CHF support to the CTS was limited to four months of operations. Those resources were therefore depleted early on. IOM internal resources have been earmarked for the continuation of CTS truck operations and ongoing support to humanitarian operations elsewhere in the country, or unrelated to refugees. CHF resources, at this point in time, therefore appear essential in order to ensure that there will be no disruption in service until the end of the year, at least as far as river-based movements into Upper Nile are concerned.

IOM created the CTS in South Sudan a year and half ago, offering free to user transport service through the mobilization of 10 trucks from within its fleet, and the chartering of river-based assets. Since then 5,000 tons of humanitarian assets

<sup>1</sup> 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.



have been transported throughout the country, in support of 60+ humanitarian organizations. The service has clearly proven its value added to partners.

### C. Project Description

#### i) Purpose of the Grant

In approximately 500 words, briefly describe how CHF funding will be used to support core humanitarian activities

Provision of cargo transport service to support humanitarian agencies to respond to the refugee crisis in Upper Nile State; CHF will serve to ensure that CTS support to refugee relief operations is not disrupted throughout the remainder of the rain season.

#### ii) Objective

The objective should be specific, measurable, achievable, relevant and time-bound.

CHF resources will serve to operate the following cargo movements in support humanitarian stakeholders active in the refugee response throughout Upper Nile State: barge movements Juba-Malakal-Melut (2); boat movements Juba-Malakal-Melut (6); boat movements Malakal-Melut (4).

#### iii) Proposed Activities

List the main activities to be implemented with CHF Reserve funding. State the exact location of the operation (provide map if relevant). As much as possible link activities to the exact location of the operation and the corresponding number of direct beneficiaries.

- Avail 400MT/1,200m3 barges common transport movement for 2 trips: Juba→to Upper Nile to transport humanitarian cargo.
- Avail 40MT boats common transport movement for 6 trips: Juba→Malakal→Melut to transport humanitarian cargo.
- Avail 30 to 40MT boats common transport movement for 4 trips: Malakal→Melut to transport humanitarian cargo.
- Handle cargo effectively and professionally, through consolidation and loading at hubs, and unloading at final destination by users.
- maintain a cargo tracking database to monitor cargo movements

#### iv) Cross Cutting Issues

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

The project is gender neutral

#### v) Expected Outcomes

List the results you expect to have at the end of the CHF grant period, and provide no more than three measurable indicators you will use to measure your achievement. Please use the defined CHF Standard Output Indicators whenever possible.

Indicator	Target
1 Up to 2 barges, of 400 MT each, managed by IOM will be operational for 2 trips or 1 combined trip (Juba-Malakal/Melut)	Up to 800 MT/2,400 cubic meters by barge
2 Up to 6 boats, of 40 MT each, managed by IOM will be operational for 6 trips (Juba-Malakal-Melut)	Up to 240 MT by boat
3 Up to 4 boats, of 30-40 MT each, managed by IOM will be operational for 4 trips (Malakal-Melut)	Up to 160 MT by boat

#### vi) Implementation Plan

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-Refugees (CTS-R): In relation to CTS IOM will operate on the basis of the following 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 1,200 MT ongoing capacity to the refugee response. Working in close coordination with the UNHCR Logistics and Logistics Cluster team, IOM will disseminate advance notice of possible convoys a minimum of one week ahead of departure. IOM will organise, provide fuel, security and route planning for all arrange cargo movements. 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 combination 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.

All cargo transport requests and transported cargo will be entered in a database. Transported cargo will be tracked until they reach the intended destination.

Project activities will be implemented over a period of 6 months.

Barge operations will be arranged over a total of 2 rotations.

Boat movements will run concurrently to barge movements, for items of a smaller size, and necessitating quicker delivery to areas of operation over a total of 10 rotations.

Truck movements will run constantly over the full 6-month implementation period.

#### **vii) Monitoring Plan**

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

Project operations will be monitored directly through IOM's sub-offices, under the overall management of IOM's head office in Juba. IOM 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 OCHA, UNHCR, Logistics Cluster 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.

#### **D. Secured funding**

Please provide details of secured funds for the project from other sources. Indicate the date (month and year) when the funding was secured.

<b>Source/donor and date</b>	<b>Amount (USD)</b>
CHF round 1 - 2012	3,499,005
CERF (refugees only)	969,420
Unearmarked resources	625,000



## SECTION III:

LOGFRAME			
CHF Ref. No. or CAP code: <u>..SSD-12/CSS/46053.</u>		Project title Humanitarian common logistics services in the Republic of South Sudan (Common Transportation Service – Upper Nile).	Organisation: <u>IOM</u>
<b>Overall Objective:</b> <i>What is the overall broader objective, to which the project will contribute? Describe the expected long-term change.</i> <ul style="list-style-type: none"> <li>To support emergency life-saving activities to be provided to approximately 105,000 refugees who have fled ongoing violence in Blue Nile State, Sudan into South Sudan's Upper Nile State</li> </ul>	<b>Indicators of progress:</b> <i>What are the key indicators related to the overall objective?</i> <ul style="list-style-type: none"> <li>Metric ton per movement</li> </ul>	<b>How indicators will be measured:</b> <i>What are the sources of information on these indicators?</i> <ul style="list-style-type: none"> <li>CTS database</li> <li>Waybills</li> <li>Service Request Form (SRF)</li> </ul>	
<b>Specific Project Objective/s:</b> <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> <ul style="list-style-type: none"> <li>CHF resources will serve to operate the following cargo movements in support humanitarian stakeholders active in the refugee response throughout Upper Nile State: barge movements Juba-Malakal-Melut (2); boat movements Juba-Malakal-Melut (6); boat movements Malakal-Melut (4).</li> </ul>	<b>Indicators of progress:</b> <i>What are the quantitative and qualitative indicators showing whether and to what extent the project's specific objectives are achieved?</i> <p>Up to 2 barges, of 400 MT each, managed by IOM will be operational for 2 trips or 1 combined trip (Juba-Malakal/Melut)</p> <p>Up to 6 boats, of 40 MT each, managed by IOM will be operational for 6 trips (Juba-Malakal-Melut)</p> <p>Up to 4 boats, of 30-40 MT each, managed by IOM will be operational for 4 trips (Malakal-Melut)</p>	<b>How indicators will be measured:</b> <i>What are the sources of information that exist and can be collected? What are the methods required to get this information?</i> <ul style="list-style-type: none"> <li>Tracking sheet for river movement</li> <li>CTS database</li> <li>Waybills</li> <li>SRF</li> </ul>	<b>Assumptions &amp; risks:</b> <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> <ul style="list-style-type: none"> <li>The security situation to permit access to 105,000 refugees</li> <li>Barges, pushers and boats are available to support CTS movements.</li> </ul>
<b>Results - Outputs (tangible) and Outcomes (intangible):</b> <i>Please provide the list of concrete DELIVERABLES - outputs/outcomes (grouped in Workpackages), leading to the specific objective/s:</i> <p>Outputs</p> <p>Up to 1,200 MT of humanitarian cargo transported to Upper Nile</p>	<b>Indicators of progress:</b> <i>What are the indicators to measure whether and to what extent the project achieves the envisaged results and effects?</i> <p>Up to 2 barges, of 400 MT each, managed by IOM will be operational for 2 trips or 1 combined trip (Juba-Malakal/Melut)</p> <p>Up to 6 boats, of 40 MT each, managed by IOM will be operational for 6 trips (Juba-Malakal-Melut)</p> <p>Up to 4 boats, of 30-40 MT each, managed by IOM will be operational for 4 trips (Malakal-Melut)</p>	<b>How indicators will be measured:</b> <i>What are the sources of information on these indicators?</i> <ul style="list-style-type: none"> <li>CTS database</li> <li>Waybills</li> <li>SRF</li> </ul>	<b>Assumptions &amp; risks:</b> <i>What external factors and conditions must be realised to obtain the expected outcomes and results on schedule?</i> <ul style="list-style-type: none"> <li>The security situation to permit access to 105,000 refugees</li> <li>Barges, pushers and boats are available to support CTS movements.</li> </ul>

Common Humanitarian Fund for South Sudan - CHF Reserve Application

<p><b>Activities:</b> What are the key activities to be carried out (<u>grouped in Workpackages</u>) and in what sequence in order to produce the expected results?</p> <ul style="list-style-type: none"> <li>• Avail 400MT/1,200m3 barges common transport movement for 2 trips: Juba→to Upper Nile to transport humanitarian cargo</li> <li>• Avail 40MT boats common transport movement for 6 trips: Juba→Malakal→Melut to transport humanitarian cargo</li> <li>• Avail 30 to 40MT boats common transport movement for 4 trips: Malakal→Melut to transport humanitarian cargo</li> <li>• Handle cargo effectively and professionally, through consolidation and loading at hubs, and unloading at final destination by users;</li> <li>• maintain a cargo tracking database to monitor cargo movements;</li> </ul>	<p><b>Inputs:</b> What inputs are required to implement these activities, e.g. staff time, equipment, mobilities, publications etc.?</p> <ul style="list-style-type: none"> <li>• Staff</li> <li>• Barge (2)</li> <li>• Boats (10)</li> </ul>		<p><b>Assumptions, risks and pre-conditions:</b> 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?</p> <ul style="list-style-type: none"> <li>• The security situation to permit access to 105,000 refugees</li> <li>• Barges, pushers and boats are available to support CTS movements.</li> </ul>
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Common Humanitarian Fund for South Sudan - CHF Reserve Application

<b>PROJECT WORK PLAN</b>																
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.																
<b>Activity</b>	<b>Q1 / 2012</b>			<b>Q2 / 2012</b>			<b>Q3 / 2012</b>			<b>Q4 / 2012</b>			<b>Q1. / 2013</b>			
	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sept	Oct	Nov	Dec	Jan	Feb	Mar	
<b>Result 1</b>																
Avail 400MT/1,200m3 barges common transport movement for 2 trips: Juba→to Upper Nile to transport humanitarian cargo								X	X	X	X	X	X			
Avail 40MT boats common transport movement for 6 trips: Juba→Malakal→Melut to transport humanitarian cargo								X	X	X	X	X	X			
Avail 30 to 40MT boats common transport movement for 4 trips: Malakal→Melut to transport humanitarian cargo								X	X	X	X	X	X			
Handle cargo effectively and professionally, through consolidation and loading at hubs, and unloading at final destination by users								X	X	X	X	X	X			
<b>Result 2</b>																
Develop and maintain a cargo tracking database to monitor cargo movements								X	X	X	X	X	X			

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





CHF reference code:

SSD-12/CSS/46053

Project title:  
Implementing Partner:Humanitarian common logistics services in the Republic of South Sudan  
(Common Transportation Service – Upper Nile).  
International Organization for Migration, IOM

Total Estimated Budget USD

507,103

PART I							
Items Description (insert more budget line rows as needed)		** Cost D or I	Unit	Qty	Unit Cost	Total Cost (USD)	*Other secured funding
1	SUPPLIES/COMMODITIES/EQUIPMENT/TRANSPORT (please itemize expendable operational inputs including asset purchases)						
1.1						0	
Sub-total SUPPLIES, COMMODITIES...						0	
2	PERSONNEL (staff/consultants salaries, entitlements..)						
Expatriate staff							
2.1	logistics coordinator (20%/3 months)	D	0.2	3	14,000	8,400	
2.2	Logistics officer (20%/3 months)	D	0.2	3	14,000	8,400	
National Staff							
2.3	Logistics assistant (3 staff/3 months)	D	3.0	3	2,000	18,000	
2.4	mechanics (3 staff/2 months)	D	3.0	3	1,200	10,800	
Sub-total PERSONNEL COSTS						45,600	
3	STAFF TRAVEL (flights, DSA, Perdiem, Terminals)						
3.1	mission Juba-Upper Nile (1 staff/ 2 months)	D	1	2	164	328	
Local Travel							
3.2	mission Juba-Upper Nile (1 staff/ 20 days)	D	1.0	20	100	2,000	
Sub-total STAFF TRAVEL						2,328	
4	TRAININGS, WORKSHOPS, SEMINARS, CAMPAIGNS						
4.1						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) Juba-Malakal-(Melut)	D	Barge	2	100,000	200,000	
5.2	Boat rental Juba- Malakal- Melut	D	Boat	6	30,000	180,000	
5.3	Boat rental Malakal- Melut	D	Boat	4	10,000	40,000	
Sub-total CONTRACTS						420,000	
6	VEHICLE OPERATING & MAINTENANCE COSTS						
6.1						0	
Sub-total VEHICLE OPERATING & MAINTENANCE COSTS						0	
7	OFFICE EQUIPMENT & COMMUNICATIONS						
7.1	Office cost	I	1.0	1	6,000	6,000	
Sub-total OFFICE EQUIP. & COMMUNICATIONS						6,000	
8	OTHER COSTS (e.g. bank charges, fuel for office generator)						
8.1						0	
8.2						0	
Sub-total OTHER COSTS						0	
(A) SUBTOTAL Project Costs						0	
(B) Programme Support costs		I		% PSC rate>>	7%	473,928	
(C) AUDIT COSTS for NGO implemented projects		I				33,175	
GRAND TOTAL (A+B+C)						507,103	

