

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 Second 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"> Continued common transport services for cargo by air, barges, boats, trucks Passenger air service Continued coordination on logistics, such as facilitating convoys with force protection Warehousing in key locations for transshipment and pre-positioning before the rainy season 	<p>Geographical areas to be prioritized are areas hard to reach with commercial transport option, and areas cut off from road transport to area all across the country based on requests from humanitarian organizations.</p>

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)
WORLD FOOD PROGRAMME	All of South Sudan
Project CAP Code	
SSD-12/CSS/45928/561	
CAP Project Title	
United Nations Humanitarian Air Service, SO 200341 UNHAS, South Sudan	

Total Project Budget in South Sudan CAP	Amount Requested from CHF	Other Resources Secured
US\$ 43,839,087	US\$ 2,500,000	US\$ 18,560,771

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

Implementing Partners (Indicate partners who will be sub-contracted if applicable and corresponding sub-grant amounts) 208 UNHAS User agencies supported through this common service and agreement on implementation is through User Group meeting and Steering Committee meeting/s.	Project Duration (max. of 12 months, starting from allocation date)
	Start Date (mm/dd/yy):10.01.2012
	End Date (mm/dd/yy):12.31.2012

Address of Country Office	Address of HQ
Project Focal Person : Samson Mwangi Email & Tel: Samson.Mwangi@wfp.org , +211 922 465 460 e-mail country director: chris.nikoi@wfp.org e-mail finance officer: ariam.abraha@wfp.org Address: WFP Compound, Jebel Kujur Juba, South Sudan	e-mail desk officer: cameron.birge@wfp.org e-mail finance officer: yuliya.petrova@wfp.org Address: 68/70 Via Guilo Viola Cesare 000148 Roma, Italy

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 humanitarian community is responding to the humanitarian crisis in various hot spots across the Republic of South Sudan and one of the major challenges is access to the locations of the affected population.

South Sudan is the size of Austria and Switzerland combined, yet there are no paved roads outside of the capital and the road network are comprised of dirt roads and bush tracks. During the rainy season, the roads have become completely impassable and 60 per cent of the country is not accessible by surface transportation.

Additionally, several areas are not safe for road travel due to risk of encountering armed militia groups, armed bandits and several sections of the roads, particularly in the Northern border states, are mined. Other stretches can only be accessed through travelling under the most strict security precautions, which ties down extra resources and prolongs the travelling time significantly.

At this point, domestic commercial air services are not readily available to most of the locations required by the humanitarian aid community, even to main hubs in South Sudan.

The United Nations Humanitarian Air Service (UNHAS) Special Operation in South Sudan commenced on 1st September 2011 as an autonomous operation following the independence of the Republic of South Sudan. This operation caters for the provision of a safe, reliable and cost efficient air transport service to the humanitarian community throughout the country. Some 180 humanitarian agencies including UN agencies, NGOs, diplomatic missions and donor organizations providing humanitarian assistance to, but not limited to, refugees, host populations, IDPs and conflict-affected populations in the Republic of South Sudan rely extensively on the operation. UNHAS is also transporting light relief items and cargo such as medical supplies, high energy foods and ICT equipment. Furthermore, the services also include the provision of timely evacuations (medical and security) for the humanitarian community in South Sudan.

There has also been a significant increase in demand for humanitarian agencies to access areas affected by recent humanitarian crisis in order to deliver emergency assistance to large numbers of affected people, including Jonglei, Upper Nile, Unity and Warrap States. In order to address such high demand, UNHAS recently initiated regular flights to Yida and Maban where a significant influx of refugees from Southern Kordofan and Blue Nile continues on a daily basis.

The UNHAS are currently providing regular flights to 42 locations. Five of these locations are served by domestic commercial airlines; however they do not meet the United Nations safety standards. The current destinations include areas where intensive humanitarian interventions are currently ongoing, such as Aweil, Maban, Yida, Pibor, Waat, and Akobo among others.

Since the start of its operation in September 2012, the UNHAS operation in South Sudan has transported an average of 6,887 passengers per month against its target of 6,000 passengers. An estimated total of 380mt of cargo has been transported, and 230 agencies have used the service of UNHAS. In addition, 58 security and medical evacuations were conducted. On average, UNHAS has operated on average 783 flight hours per month.

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

The needs for UNHAS service are assessed through customer surveys, User Group meetings and feedback from the Steering Committee. The humanitarian organizations using UNHAS services have expressed strong support for the continuation of the service in South Sudan in 2012. In addition, the Joint Donor Review conducted by DFID, ECHO and USAID also recommended the service of UNHAS to be continued.

In order to make the services more cost efficient and not to inflate the demand for passenger services the operation is partly supported through a cost recovery scheme, whereby organizations are contributing to the cost of the services.

The rainy season is currently affecting surface transportation in South Sudan, which has made the humanitarian community increasingly reliant on the air passenger services. The need for the UNHAS has already been described above fully justifies the current operation and with the humanitarian situation worsening, the need for safe and reliable air passenger services will be crucial for the humanitarian community's ability to respond in the coming months.

With the current funds available to the UNHAS in South Sudan, the operation cannot be sustained beyond end September and if no additional funding is received the passenger service will be suspended. Therefore immediate funds are needed to extend the operation and to sustain not only the UNHAS but the humanitarian community's ability to respond to the crisis in South Sudan and reach the affected populations.

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 CHF reserve will allow for the UNHAS to operate at least until the end of 2012 and will be supporting the humanitarian community in South Sudan for the on-going emergency response. The activities will be crucial to the organizations and agencies working in the area of operation and will:

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.

-ensure the rapid deployment of humanitarian aid workers in the area of operation;
 -ensure access for rapid assessment teams to move into locations throughout the country;
 -ensure the safety of staff deployed in the area of operation through the facilitation and provision of medical or security based evacuations;
 -movement of life saving relief items and/or food aid.

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

To provide safe, efficient, reliable and cost effective air transport to the humanitarian community in South Sudan until the end of 2012.

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.

With this funding proposal UNHAS will be able to continue offering there passenger services for an additional period of one month and will serve approximately 42 regular destinations in South Sudan as well as other locations as dictated by the humanitarian community's demand.

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

1) Increased accessibility for the humanitarian community will benefit the least mobile of the affected population, including but not limited to children, pregnant and lactating women and elderly.

v) Expected Result/s
 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.

	Indicator	Target (indicate numbers or percentages)
1	The number of passengers and light cargo transported against the planned quantities	6000 passengers (20 Mt)
2	Utilization of the aircraft contracted hour	100%
3	Response to medical and security evacuations;	100%

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.

The operation is already set up; the funding will extend the existing activities for a period of four weeks.

vii) Monitoring Plan
 Describe how you will monitor progress and achievements of the project.

The UNHAS are registering all passengers and cargo that is being moved.

E. Committed funding	
Please add details of committed funds for the project from other sources including <u>in-kind supports</u> in monetary terms (USD)	
Source/donor and date (month, year)	Amount (USD)
ECHO	1,279,503
Canada	702,106
Germany	645,995
Switzerland	264,550
UN Common Funds and Agencies (Excluding CERF)	2,775,693
Cost Recovery	8,496,878
U.S.A.	4,396,045

SECTION III:

LOGFRAME			
CHF ref. Code: SSD-12/ CSS/45928/561	Project title: United Nations Humanitarian Air Service for South Sudan	Organisation: World Food Programme	
Overall Objective: <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"> Humanitarian community will have access to the affected population in order to implement relief, aid, and development projects across RoSS 	Indicators of progress: <i>What are the key indicators related to the overall objective?</i> <ul style="list-style-type: none"> Implementation of relief, aid and development projects is not hindered due to limited accessibility humanitarians. 	How indicators will be measured: <i>What are the sources of information on these indicators?</i> <ul style="list-style-type: none"> User group meetings and surveys will determine if areas or inaccessible due to the lack of air services. 	
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> <ul style="list-style-type: none"> Ensure that the humanitarian community has access to all the areas of operation, to reach the affected population. 	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> <ul style="list-style-type: none"> Destinations which are requested to be served by the User Group is served Necessary capacity is available to move the humanitarian staff to the requested destinations Lifesaving cargo is moved to the required destinations 	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> <ul style="list-style-type: none"> User Group requests for destinations to the actual destinations served. Number of passengers using the service against request for service Number of request for movement of lifesaving cargo against requests 	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> <ul style="list-style-type: none"> Security situation deteriorates. Deployment of ground staff in some or all areas. This could limit the number of destinations served and the number of passengers Environmental conditions such as floods, storms etc, which can close down airstrips and airspace.
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: Outputs <ul style="list-style-type: none"> Humanitarian staff are transported and deployed safely to the field Cargo is moved to the field Outcomes <ul style="list-style-type: none"> Humanitarian community has access to the area 	Indicators of progress: <i>What are the indicators to measure whether and to what extent the project achieves the envisaged results and effects?</i> <ul style="list-style-type: none"> Number of passengers Quantity of cargo moved Number organization using the services Number of destinations served Number of evacuations performed 	How indicators will be measured: <i>What are the sources of information on these indicators?</i> <ul style="list-style-type: none"> Passenger and cargo manifests to quantify the passengers and cargo moved. This will also give the number of destinations served. Number of evacuations performed against actual requests (target 100%) Number of accidents 	Assumptions & risks: <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"> Security situation deteriorates. Deployment of ground staff in some or all areas. This could limit the number of destinations served and the number of passengers Environmental conditions such

of operation <ul style="list-style-type: none"> • Safety of the humanitarian community is ensure through security and medical evacuations 			as floods, storms etc, which can close down airstrips and airspace.
Activities: <i>What are the key activities to be carried out (grouped in Workpackages) and in what sequence in order to produce the expected results?</i> Contracting service providers in terms of aircrafts, prepositioning of aircrafts, crew to operate and the maintenance of them. Handled by UNHAS HQ. <ul style="list-style-type: none"> • Operational implementation of the UNHAS on the ground • Facilitation of the passenger services, schedules and bookings. • Running and maintenance of the aircrafts, to ensure compliance with international aviation standards. • Contingency planning for evacuation of humanitarian personnel, either in terms of medical or security. 	Inputs: <i>What inputs are required to implement these activities, e.g. staff time, equipment, mobilities, publications etc.?</i> <ul style="list-style-type: none"> • Passenger aircraft- different types of aircrafts are needed to serve the approximately 60 destinations across South Sudan. • Ground staff to ensure the safety and movements of the flights • Operational staff to run the fleet and organize the flights • Administrative staff to organize the bookings and coordination of the flights. • Crew to operate the flights • Maintenance crew of the aircrafts to keep them up to international safety and security standards. 		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> <ul style="list-style-type: none"> • Airstrips and airports will meet the standards of United Nations Aviation Standards for Peace Keeping and Humanitarian Air Transport Operations (AVSTADS) and ICAO recommendations and practices. • Security situation deteriorates. Deployment of ground staff in some or all areas. This could limit the number of destinations served and the number of passengers • Environmental conditions such as floods, storms etc, which can close down airstrips and airspace.

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.

Activities	Q3/2012			Q4/2012			Q1/2013			Q2/2013			Q3/2013		
		Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	
Activity 1 – Provision of air passenger services			X	X	X										

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