

**South Sudan**  
**2013 CHF Standard Allocation Project Proposal**  
*for CHF funding against Consolidated Appeal 2013*

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

This project 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 project proposal should explain and justify the activities for which CHF funding is requested and 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. Partners should also fill and submit to cluster coordinator/ co-coordinator the CHF Project Summary (Annex 1). 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.

**SECTION I:**

<b>CAP Cluster</b>	<b>Logistics</b>
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**CHF Cluster Priorities for 2013 Second Round Standard Allocation**

This section should be filled by the cluster Coordinators/Co-coordinators before sending to cluster partners. It should provide a brief articulation of Cluster priority activities and geographic priorities that the cluster will recommend for funding from the CHF in line with the cluster objectives highlighted in the CAP 2013.

**Cluster Priority Activities for this CHF Round**

- To support emergency life-saving activities to be provided all over the country
- To transport emergency cargo for humanitarian organizations especially in remote and difficult access areas.

**Cluster Geographic Priorities for this CHF Round**

1. Jonglei—Bor, Pibor, Pochalla, Gumruk, Manyabol, Raat, Ferteit, Labrab, Omillia, Kengen, Lotilla, Kelo, Nyalangoro, Likongole, Akobo, and Boma (all accessible areas in Jonglei as determined by ISWG)
2. Upper Nile—Renk, Malakal, Maban, and Melut
3. Unity—Bentiu, Yida, Adjuong Thok, and other refugee response locations.
4. Warrap—Alek and Wunrok
5. Northern Bahr el Ghazal and Western Bahr el Ghazal—Raja, Aweil, and Wau
6. ALL STATES - emergency road/bridge/airstrip repair

**Project details**

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

<b>Requesting Organization</b>	<b>Project Location(s)</b> - list State and County (payams when possible) where CHF activities will be implemented. If the project is covering more than one State please indicate percentage per State	
International Organization for Migration (IOM)	<b>State</b>	<b>%</b>
<b>Project CAP Code</b>	<b>County/ies (include payam when possible)</b>	
SSD-13/CSS/55434/298	Upper Nile	45
<b>CAP Gender Code</b>	Unity	15
N/A	Jonglei	18
<b>CAP Project Title (please write exact name as in the CAP)</b>	WBeG	5
Humanitarian common logistic services in the Republic of South Sudan	Lakes	3
	NBeG	7
	Warrap	5
	W. Equatoria	1
	E. Equatoria	1
	C. Equatoria	1

<b>Total Project Budget requested in the In South Sudan CAP</b>	US\$ 7,001,028
<b>Total funding secured for the CAP project (to date)</b>	US\$ 4,313,427

<b>Funding requested from CHF for this project proposal</b>	US\$ 2,117,134
<b>Are some activities in this project proposal co-funded (including in-kind)?</b> Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> (if yes, list the item and indicate the amount under column i of the budget sheet)	

**Direct Beneficiaries (Ensure the table below indicates both the total number of beneficiaries targeted in the CAP project and number of targeted beneficiaries scaled appropriately to CHF request)**

	Number of direct beneficiaries targeted in CHF Project	Number of direct beneficiaries targeted in the CAP
Women:	N/A	N/A
Girls:	N/A	N/A
Men:	N/A	N/A
Boys:	N/A	N/A
<b>Total:</b>	N/A	N/A

**Indirect Beneficiaries**

<b>Catchment Population (if applicable)</b>



**Implementing Partner/s** (Indicate partner/s who will be sub-contracted if applicable and corresponding sub-grant amounts)

**CHF Project Duration** (12 months max., earliest starting date will be Allocation approval date)  
 Indicate number of months: 12 months (1 September 2013 to 31 August 2013)

Contact details Organization's Country Office	
Organization's Address	IOM South Sudan
Project Focal Person	Bernard Lami, <a href="mailto:blami@iom.int">blami@iom.int</a> , 922406715
Country Director	David Derthick <a href="mailto:dderthick@iom.int">dderthick@iom.int</a> 0922123125
Finance Officer	Patrick Stenson, <a href="mailto:pstenson@iom.int">pstenson@iom.int</a> , 922406613

Contact details Organization's HQ	
Organization's Address	
Desk officer	Name, Email, telephone
Finance Officer	Name, Email, telephone



**SECTION II**

**A. Humanitarian Context Analysis**

Briefly describe (in no more than 300 words) the current humanitarian situation in the specific locations where CHF funded activities will be implemented. Provide evidence of needs by referencing assessments and key data, including the number and category of the affected population<sup>1</sup>

South Sudan is faced with a multiplicity of humanitarian crises that are caused by a variety of political, social, economic and environmental factors. Inter-communal conflicts, border tensions with Sudan, the influx of returnees and refugees from Sudan, and violent actions between non-state armed groups and military forces are amongst the most significant occurrences in 2013 that have worsened the already precarious living conditions of hundreds of thousands individuals in the country. As of July 2013, 55,763 newly displaced, 50,000 returnees and 118,000 refugees have been registered by UNOCHA, IOM and UNHCR respectively. The provision of humanitarian assistance to address the urgent needs of these vulnerable groups remains essential.

On the other hand, the operational environment for humanitarian actors in South Sudan continues to remain one of the hardest in the world. Providing life-saving relief items in a timely manner in field locations remains a significant challenge. The constraints include inaccessibility to many of the locations due to limited road networks which are impassable during the rainy season, limited alternative transport options, high cost, and time-consuming process. These challenges negatively affect the effectiveness and efficiency of life-saving work by humanitarian actors whose capacity is already overstretched due to limited financial and human resources.

This project will specifically address the above mentioned constraints through the provision of a reliable and timely Common Transport Services (CTS). In partnership with the Logistics Cluster, this project will augment transport capacity, providing a consolidation service for cluster members to move humanitarian supplies into difficult-to-reach areas, in support of refugees, IDPs, returnees and vulnerable populations in need. Common trucking services using vehicles will assist organizations to move supplies to end-users in the field, while the common river services will assist organizations in moving humanitarian cargo northwards along the White Nile and some of its tributaries, made possible through the contracting of private vessels (boats and barges) for humanitarian use. IOM will provide consistently reliable and timely transportation services to humanitarian actors operating in emergencies, and preposition assets in areas that are probable to receive large numbers of refugees, IDPs and returnees.

**B. Grant Request Justification**

Briefly describe (in no more than 300 words) the reasons for requesting CHF funding at this time. Explain how CHF funding will help address critical humanitarian gaps in your cluster. Explain the value added by your organization (e.g. geographical presence). Indicate if any other steps have been taken to secure alternative funding.

The challenging operational environment in South Sudan undermines humanitarian actors' capacity to perform timely delivery of relief assistance to affected populations at difficult-to-reach areas across the country.

IOM, in collaboration with the Logistics Cluster, has established the CTS, by which transport assets such as trucks, boats and barges are deployed efficiently to allow for timely transport of humanitarian supplies to affected populations in emergencies.

In the first half of 2013, 13 IOM trucks have been dedicated to the CTS, moving nearly 5,000 metric tons (mt)/ 13,400 cubic meters (m<sup>3</sup>) of humanitarian supplies for 45 humanitarian actors. In addition common river transport, through contracted boats and barges, moved over 700mt /2,400 m<sup>3</sup> of humanitarian supplies, mostly destined to Upper Nile and Unity States in support of the ongoing refugee operation. The river transport is often the only available means to reach remote locations inaccessible by road, especially during the rainy season, and also to move bulky supplies such as pipes, water tanks and vehicles. As many of the life-saving supplies are not available locally and have to be procured and transported from Juba, or via Juba from abroad, lack of reliable cargo transport can mean the halt of the provision of lifesaving basic services in those affected areas and can result in the loss of human lives.

IOM is therefore requesting funds from the second round of CHF allocations this year in order to continue its support to the humanitarian actors and the population in needs through the operation of the CTS, whereby transport assets including trucks, barges and boats will be deployed to locations where the needs are high. This will enable effective and efficient provision of lifesaving humanitarian relief supplies and services to the affected IDPs, returnees and refugees.

**C. Project Description (For CHF Component only)**

**i) Contribution to Cluster Objectives**

Briefly describe how CHF funding will be used to contribute to the achievement of the cluster priority activities identified for this allocation.

The purpose of the grant is to facilitate the timely delivery of supplies to support prepositioning in emergency-prone locations and emergency responses across South Sudan

**ii) Project Objective**

State the objective/s of this CHF project. Objective/s should be Specific, Measurable, Achievable, Relevant and Time-bound (SMART)

To ensure that humanitarian supplies reach front line agencies to facilitate rapid response.

**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 (broken down by age and gender to the extent possible).

1. Avail a fleet of 13 IOM managed trucks (10x30mt trucks and 3x10mt trucks) to provide humanitarian cargo delivery in a timely and effective manner in critical emergency response situations;
2. Operate barge movements to deliver the necessary amounts of humanitarian cargo to principle hubs along the Nile river;
3. Operate boat movements from Juba and from Malakal to supply Bentiu, Renk, Melut, Akobo and Fangak;
4. Handle cargo effectively and professionally, through consolidation and loading at hubs, and unloading at final destination by users;

<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.



<ol style="list-style-type: none"> <li>5. Comply with the Logistics Cluster cargo tracking on RITA system to monitor cargo movements;</li> <li>6. Provide staff to accompany project vehicles, monitor cargo handling, and maintain communications with the control centre in Juba;</li> <li>7. 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);</li> <li>8. Ensure monitoring of the use of the CTS and contribute to reporting on the CTS as required.</li> </ol>																												
<p>iv). Cross Cutting Issues Briefly describe how cross-cutting issues (e.g. gender, environment, HIV/AIDS) are addressed in the project implementation.</p> <ol style="list-style-type: none"> <li>1. 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 where possible.</li> <li>2. It is mandatory for all IOM staff to attend an awareness session on the prevention of sexual exploitation and abuse, and the sensitization session has been rolled out in 2013 in the main office and sub-offices in South Sudan. The subjects included HIV/AIDS awareness.</li> </ol>																												
<p>v) Expected Result/s Briefly describe (in no more than 100 words) the results you expect to achieve at the end of the CHF grant period.</p> <ol style="list-style-type: none"> <li>1. 13 trucks dedicated for humanitarian cargo operated by IOM will be at the disposal of the Logistic Cluster for 90 days;</li> <li>2. IOM will organize movement(s) of 2 barges dedicated for humanitarian cargo: Juba/Malakal/Bentiu/Melut;</li> <li>3. IOM will organize 10 boats movements dedicated for humanitarian cargo: Juba/Malakal/Bentiu/Melut;</li> <li>4. IOM will organize 7 boats movements dedicated for humanitarian cargo: From Malakal to Bentiu, Renk, Melut, Fangak, Akobo;</li> <li>5. Number of Service Request Forms executed: 220.</li> </ol>																												
<p>List below the output indicators you will use to measure the progress and achievement of your project results. <u>At least three</u> of the indicators should be taken from the cluster <u>defined Standard Output Indicators (SOI) (annexed)</u>. Put a cross (x) in the first column to identify the cluster <u>defined SOI</u>. Indicate as well the total number of direct beneficiaries disaggregated by gender and age.</p> <table border="1"> <thead> <tr> <th>SOI (X)</th> <th>#</th> <th>Output Indicators (Ensure the output indicators are consistent with the output indicators that will be used in the results framework section III of this project proposal).</th> <th>Target (indicate numbers or percentages) (Targets should be disaggregated by age and sex as per the standard output indicators list and add-up to the number of direct beneficiaries identified page 1)</th> </tr> </thead> <tbody> <tr> <td>X</td> <td>1.</td> <td>Humanitarian cargo moved by barge and boat</td> <td>1,000 mt /3,000 m³</td> </tr> <tr> <td>X</td> <td>2.</td> <td>Humanitarian cargo moved by truck</td> <td>1,050 mt / 2,600 m³</td> </tr> <tr> <td>X</td> <td>3.</td> <td>Total number of organizations which have requested and been provided with CTS</td> <td>30 organizations / 220 requests</td> </tr> <tr> <td></td> <td>4.</td> <td></td> <td></td> </tr> <tr> <td></td> <td>5.</td> <td></td> <td></td> </tr> <tr> <td></td> <td>6.</td> <td></td> <td></td> </tr> </tbody> </table>	SOI (X)	#	Output Indicators (Ensure the output indicators are consistent with the output indicators that will be used in the results framework section III of this project proposal).	Target (indicate numbers or percentages) (Targets should be disaggregated by age and sex as per the standard output indicators list and add-up to the number of direct beneficiaries identified page 1)	X	1.	Humanitarian cargo moved by barge and boat	1,000 mt /3,000 m³	X	2.	Humanitarian cargo moved by truck	1,050 mt / 2,600 m³	X	3.	Total number of organizations which have requested and been provided with CTS	30 organizations / 220 requests		4.				5.				6.		
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<p>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.</p> <p>In order to maximize the effectiveness of the 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 transport assets to move up to 2,050mt of cargo. Working through the Logistics Cluster, IOM will send out notifications about upcoming convoys to Logistics Clusters a minimum of one week ahead of departure. IOM will organize the mode of transport, 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 combination of 10 Hino trucks of 30 mt capacity, 3 Hino trucks of 10 mt capacity, boats and barges to assist agencies with the movement of relief items in locations where humanitarian operations are concentrated.</p>																												
<p>vii) Monitoring and Reporting Plan Describe how you will monitor and report on the progress and achievements of the project. Notably:</p> <ol style="list-style-type: none"> <li>1. Explain how will you measure whether a) Activities have been conducted, b) Results have been achieved, c) Cross-cutting issues have been addressed, and d) Project objectives have been met</li> <li>2. Indicate what monitoring tools and technics will be used</li> <li>3. Describe how you will analyze and report on the project achievements</li> <li>4. Ensure key monitoring and reporting activities are included in the project work plan (Section III)<sup>2</sup>.</li> </ol> <p>The Logistics Cluster will approve and enter all cargo transport requests and transported cargo into the RITA system. Transported cargo will be tracked by IOM and RITA will be updated within 24-48 of each movement or delay until they reach the intended destination.</p> <p>Project operations will be monitored directly through IOM's offices (located in Bentiu, Maban, Malakal, Renk, Turalei, Maluakon, and Wau), under the overall management by IOM's Head of Logistics in Juba. The office in Juba will provide overall financial management and oversight of activities. Regular internal reporting will be provided by all field offices, for review in Juba. IOM provides information on transportation operations regularly</p>																												

<sup>2</sup> CHF minimum narrative reporting requirements will include the submission of a final narrative report and where applicable a narrative mid-term report. Narrative reports will include a progress on the project achievements using the outputs indicators listed in this project proposal.



through RITA. 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 reports will be submitted in accordance with CHF guidelines.

**E. Total funding secured for the CAP project**

Please add details of secured funds from other sources for the project in the CAP.

Source/donor and date (month, year)	Amount (USD)
CHF rd1 2013	2,136,288
ECHO 2013	2,177,139
<b>Pledges for the CAP project</b>	



## F. Budget Guideline

Each CHF project proposal must include a budget which details the costs to be funded by CHF. The budget should reflect activities described in the project narrative, and include sufficient detail to provide a transparent overview of how CHF funds will be spent.  
**Use the annexed excel sheet to fill the budget ensuring it strictly adheres to CHF budget guidelines hereafter.**

### 1. RELIEF ITEMS and TRANSPORTATION

**Definition:** Direct operational input such as procurement of relief supplies for project implementation (e.g. drugs, food, NFIs, seeds, tools, etc.); and related costs of transportation and handling.

**Note:** Cost for supplies should be presented separately from cost of transport in the budget sheet.  
 Use column I (other funding) if there is any other funding or resources (cash or in-kind) received toward activities of this project. e.g supplies received from the core pipelines

**Cost Type:** All cost under this category fall under direct cost

Example

A. Item description	B. Location	C. Cost type (Direct or Indirect)	D. Unit of measurement	E. CHF share in percentage (FTE)	F. Quantity	G. Unit Cost	H. CHF Total	I. Other funding
Assorted farming tools (malodas, sickle)	Unity	D	Set	100%	500		2,500	0
In country transport	Unity	D	Trip	75%	2	500	750	0
Therapeutic food	Twic	D	Cartoons	0	2,000	0	0	20,500 (UNICEF pipeline in kind)

### 2. PERSONNEL

**Definition:** Organization staff costs and entitlements involved in the implementation of the project (program and support staff)

**Note:** Provide description of Responsibility/title, post location, quantity and the percentage of full time equivalent (FTE) dedicated to the CHF project

**Cost Type:**  
 Direct cost: all staff costs, including entitlements, of personnel directly involved in the implementation of the project and based at project location.  
 Indirect Cost: all Staff costs and entitlements of personnel that are based in Juba or other state capital/HQ, and not directly involved in the implementation of the project.

Example

A. Item description	B. Location	C. Cost type (Direct or Indirect)	D. Unit of measurement	E. CHF share in percentage (FTE)	F. Quantity	G. Unit Cost	H. CHF Total	I. Other funding
M&E officer (1 person)	Juba	I	Month	10%	6	1,200	720	4,680 (other donor contribution)
Nutritionist (2 officers @ 500 per month)	Aweil	D	Month	100%	6	1,000	6,000	

### 3. STAFF TRAVEL

**Definition:** Costs incurred for the travel of staff members

**Note:** Provide detail on the type of travel and its purpose.

**Cost Type:**  
 Direct costs: travel cost of staff directly involved in the implementation of the project (staff based at project area).  
 Indirect costs: travel cost for support staff not directly involved in the implementation of the project (e.g. Head of office from Juba staff travelling on mission to the project in Pibor).

Example

A. Item description	B. Location	C. Cost type (Direct or Indirect)	D. Unit of measurement	E. CHF share in percentage (FTE)	F. Quantity	G. Unit Cost	H. CHF Total	I. Other funding
Three project staff for 2 trips each, over project period	Juba-field	D	Trips	100%	6	400	2,400	
Juba support staff traveling to Bor	Juba	I	Staff	5%	6.0	1,500	450	

#### 4. TRAINING WORKSHOPS/SEMINARS/CAMPAIGNS

**Definition:** Training/workshop/seminars/campaigns that are directly related to the implementation of the project.

**Note:** Describe type of training, number of participants, location, duration, unit cost.

**Cost Type:** All cost under this category fall under direct cost.

**Example**

A. Item description	B. Location	C. Cost type (Direct or Indirect)	D. Unit of measurement	E. CHF share in percentage (FTE)	F. Quantity	G. Unit Cost	H. CHF Total	I. Other funding
Life skills training: 30 participants for 4 days at \$40 per participant (30x4x\$40)	Torit	D	Participants/ days	100%	120	40	4,800	

#### 5. CONTRACTS/SUB-GRANTS

**Definition:** Specialized services provided to the project by an outside contractor including groups, firms, companies, and NGOs (e.g. consultancy firms, construction companies)

**Note:** Provide detailed description and breakdown of the services provided as well as the contractor/sub-grantee.

**Cost Type:** All costs under contracts fall under direct.

**Example**

A. Item description	B. Location	C. Cost type (Direct or Indirect)	D. Unit of measurement	E. CHF share in percentage (FTE)	F. Quantity	G. Unit Cost	H. CHF Total	I. Other funding
Borehole construction (private company)	Bor	D	No of boreholes	100%	2	15,000	30,000	
Institutional Latrine rehabilitation (CBO)	Yei	D	No of latrines	100%	9	1,500	13,500	

#### 6. VEHICLE OPERATING & MAINTENANCE COSTS

**Definition:** Operating and maintenance cost of vehicles directly serving the implementation of the project.

**Note:** Provide itemized description of rental cost, fuel, maintenance etc

**Cost Type:**

Direct costs: Operating and/or maintenance cost for vehicles that are used at the project implementation area.

Indirect costs: Operating and/or maintenance cost for vehicles that are based in Juba or other state capital/HQ, and not directly involved in the implementation of the project.

**Example**

A. Item description	B. Location	C. Cost type (Direct or Indirect)	D. Unit of measurement	E. CHF share in percentage (FTE)	F. Quantity	G. Unit Cost	H. CHF Total	I. Other funding
Vehicle rental and fuel	Maban	D	Month	100%	2	3,000	6,000	
Vehicle maintenance	Yida	D	Month	50%	6	1,000	3,000	3,000
Fuel for vehicle	Juba	I	Month	20%	6	2,000	2,400	9,600 agency contribution

#### 7. OFFICE EQUIPMENT & COMMUNICATIONS

**Definition:** Costs such as office rent, fuel for generators, utilities (telephone, water, electricity etc), IT equipment and other office supplies

**Note:** Items that cannot be broken down may be indicated as lumpsum (provide detail description)

**Cost Type:**

Direct costs: Items/services that are used at the project implementation area

Indirect costs: Items/service is used outside of the project implementation area (e.g. Cost of services in Juba Country Office for a project being implemented in Bor).

**Example**

A. Item description	B. Location	C. Cost type (Direct or Indirect)	D. Unit of measurement	E. CHF share in percentage (FTE)	F. Quantity	G. Unit Cost	H. CHF Total	I. Other funding
Laptop	Wau	D	Pieces	100%	2	500	1,000	

Office rent	Juba	I	Month	20%	6	2,000	2,400	9,600 Other donor contribution
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**8. OTHER COSTS**

Definition: Other costs related to the project not covered by the above categories such as bank charges, courier charges, visibility etc

Note: Provide itemized description of costs,

Cost Type: Direct costs: items/services that are used at the project implementation area costs  
 Indirect costs: items/services that are used in Juba or other state capital/HQ, and not directly involved in the implementation of the project.  
 Visibility is considered Indirect cost.

**9. Program Support Costs (PSC)**

Definition: A budget category to cover program support cost at HQ/regional and country level.

Note: PSC not to exceed 7% of subtotal project costs.

Cost Type: Indirect cost

**10. AUDIT COSTS for NGO implemented projects only**

Definition: NGOs are required to budget at least 1% of total project cost for audit. This does not apply for UN agency projects.

Note: This budget line is used by UNDP to contract external audit

Cost Type: Indirect cost





**SECTION III:**

This section is NOT required at the first submission of a proposal to the cluster coordinator/co-coordinator. However it is required to be filled for proposals recommended for funding by the Advisory Board.

The logical framework is a tool to present how the implementation of CHF funded activities and their results (outputs and outcomes) will contribute to achieving higher level humanitarian results (project and cluster objectives) and how these results will be measured. Fill in the logical framework below for this project proposal ensuring the information provided is in accordance with the strategies and activities described in the narrative section of this proposal. In particular section C.

LOGICAL FRAMEWORK		Project title: Humanitarian Common Transport Services in the Republic of South Sudan	Organisation: .....IOM
Overall Objective	<p><b>Cluster Priority Activities for this CHF Allocation:</b>  <i>What are the Cluster Priority activities for this CHF funding round this project is contributing to:</i></p> <ul style="list-style-type: none"> <li>To support emergency life-saving activities to be provided all over the country</li> <li>To transport emergency cargo for humanitarian organizations especially in remote and difficult access areas.</li> </ul>	<p><b>Indicators of progress:</b>  <i>What are the key indicators related to the achievement of the CAP project objective?</i></p> <ul style="list-style-type: none"> <li>Metric ton of humanitarian cargo moved</li> <li>Total number of organizations which have requested and been provided with CTS</li> </ul>	<p><b>How indicators will be measured:</b>  <i>What are the sources of information on these indicators?</i></p> <ul style="list-style-type: none"> <li>CTS RITA database</li> <li>Waybills</li> <li>Service Request Form (SRF)</li> </ul>
Purpose	<p><b>CHF Project Objective:</b>  <i>What are the specific objectives to be achieved by the end of this CHF funded project?</i></p> <p>To support emergency life-saving activities through the provision of common transport services that will facilitate the delivery of emergency cargo for humanitarian organizations especially in remote and difficult access areas.</p> <p>CHF resources will enable the following cargo movements in support humanitarian stakeholders active throughout the 10 States of the country:                      barge movements Juba- to Upper Nile/Unity all location along the Nile River to transport humanitarian cargo (2 barges); boat movement Juba-Malakai, Melut, Bentiu (10 boats); boat movements Juba- Bentiu, Renk, Melut, Akobo, Fangak to transport humanitarian cargo (7 boats) and; 13 trucks providing country-wide road transport support</p>	<p><b>Indicators of progress:</b>  <i>What indicators will be used to measure whether the CHF Project Objectives are achieved. Indicators may be quantitative and qualitative</i></p> <ul style="list-style-type: none"> <li>Weight of cargo moved by river transport. Target: 1,000mt.</li> <li>Weight of cargo moved by trucks. Target:1,050 mt</li> </ul>	<p><b>How indicators will be measured:</b>  <i>What sources of information already exist to measure this indicator? How will the project get this information?</i></p> <ul style="list-style-type: none"> <li>CTS RITA database</li> <li>Waybills</li> <li>Service Request Form (SRF)</li> </ul>
Results	<p><b>Results - Outcomes (intangible):</b>  <i>State the changes that will be observed as a result of this CHF Project. E.g. changes in access, skills, knowledge, practice/behaviors of the direct beneficiaries.</i></p>	<p><b>Indicators of progress:</b>  <i>What are the indicators to measure whether and to what extent the project achieves the envisaged outcomes?</i></p> <ul style="list-style-type: none"> <li>N/A</li> </ul>	<p><b>How indicators will be measured:</b>  <i>What are the sources of information on these indicators?</i></p> <ul style="list-style-type: none"> <li>N/A</li> </ul>
			<p><b>Assumptions &amp; risks:</b>  <i>What factors not under the control of the project are necessary to achieve these objectives? What factors may get in the way of achieving these objectives?</i></p> <ul style="list-style-type: none"> <li>The security situation to permit access to delivery destination</li> </ul>
			<p><b>Assumptions &amp; risks:</b>  <i>What factors not under the control of the project are necessary to achieve the expected outcomes? What factors may get in the way of achieving these objectives?</i></p>



<p>N/A</p>	<p><b>Immediate-Results - Outputs (tangible):</b> List the products, goods and services (grouped per areas of work) that will result from the implementation of project activities. Ensure that the outputs are worded in a manner that describes their contribution to the outcomes.</p> <p>Up to 2,050MT of humanitarian cargo to be transported in the 10 states of the country</p>	<p><b>Indicators of progress:</b> What are the indicators to measure whether and to what extent the project achieves the envisaged outputs? Ensure the indicators identified in Section II (v) of this proposal are adequately inserted in this section.</p> <ul style="list-style-type: none"> <li>• Weight of cargo moved by river transport. Target: 1,000mt.</li> <li>• Weight of cargo moved by trucks. Target: 1,050 mt</li> </ul>	<p><b>How indicators will be measured:</b> What are the sources of information on these indicators?</p> <ul style="list-style-type: none"> <li>• CTS RITA database</li> <li>• Waybills</li> <li>• Service Request Form (SRF)</li> </ul>	<p><b>Assumptions &amp; risks:</b> What factors not under the control of the project are necessary to achieve the expected outcomes? What factors may get in the way of achieving these objectives?</p> <ul style="list-style-type: none"> <li>• The security situation to permit access to delivery destination</li> </ul>
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**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.

Project start date: **01 Sept 2013** Project end date: **31 Aug 2014**

Activities	Q3/2013			Q4/2013			Q1/2014			Q2/2014			Q3/2014		
	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep
Activity 1															
• Avail barge common transport movement (2 barges)			X	X	X	X	X	X							
• Avail boats common transport movement (17 boats)			X	X	X	X	X	X							
• Avail 13 Trucks of 30mt and 10mt each to transport humanitarian cargo in all 10 states.			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							
• Utilize the Logistics Cluster's cargo tracking database RITA 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%

