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Special Operation 200361
"Logistics Cluster Activities in Support of the Humanitarian Community in South Sudan"

B/R No.: 4

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➢	**BUDGET REVISION FOR SOs FOR THE APPROVAL OF THE DED & COO**

	Initials	In Date	Out Date	Reason For Delay
ORIGINATOR				
Country Office Chris Nikoi	…………..	…………..	…………..	…………..
CLEARANCE				
Regional Director Valerie Guarnierie	…………..	…………….	…………….	……………
Project Budget & Programming Officer, RMBP Betty Ka	…………..	……………	……………	……………
Chief, RMBP Laurent Bukera	…………..	……………..	……………..	……………
Chief, OSLT Adrian Van der Knasap	…………..	…………….	…………….	……………
Director, OSL Wolfgang Herbinger	…………..	……………	……………..	……………
Director, RMB Finbarr Curan	…………..	……………	……………	……………
Director, OST (*ICT operations only*)	…………..	……………	……………	……………
APPROVAL				
Deputy Executive Director and COO Amir Abdulla	**……………**	**……………**	**……………..**	**……………**

PROJECT			
	Previous Budget	**Revision**	**New Budget**
CD&A	US$ 19,603,246	US$ 3,672,389	US$ 23,275,635
DSC	US$ 3,848,263	US$ 347,294	US$ 4,195,557
ISC	US$ 1,641,605	US$ 281,378	US$ 1,922,983
Total WFP cost (US$)	**US$ 25,093,114**	US$ 4,301,061	US$ 29,394,175

TYPE OF REVISION

☒ **Additional DSC**   ☒ **Additional CD&A** ☒ **Extension in time** ☐ **Other**

NATURE OF REVISION:

1. This budget revision is for additional CD&A and DSC as well as an extension in time to continue Logistics Cluster activities in South Sudan from 1Januay through 30 June 2014.

PROJECT BACKGROUND:

2. The humanitarian situation in South Sudan has seen improvements on several fronts in 2013, with overall needs reducing for the first time since 2011. Challenges continue to exist however, especially in areas to assist those affected and displaced by violence (mainly Jonglei State). Food insecurity continues to be a significant challenge, with an estimated 2.8 million people targeted for assistance. Despite the ongoing challenges due to insecurity and physical access constraints, humanitarian emergencies in some sectors have stabilized (such as the response to an expected 270,000 refugees from Republic of Sudan seeking safety in South Sudan), allowing for humanitarians to shift from emergency response activities to a protracted relief and recovery operation. However, violence-related incidents between state and non-state armed groups in Jonglei State along with seasonal flooding, have significantly impacted the humanitarian community's ability to respond to an estimated 100,000 people displaced by violence and another 63,570 affected by flooding. Response activities to an additional 150,000 people affected by seasonal flooding is ongoing, and as of November 2013, humanitarians have reached approximately 138,000 flood affected people across South Sudan and an additional 83,000 affected by violence in Jonglei. Due to lacking and crumbling infrastructure, during the rainy season (June - November), approximately 60% of the country is inaccessible by surface transport, necessitating costly air transport of cargo and passengers.

3. The Logistics Cluster activities in South Sudan were originally funded under Special Operation 103422, which covered all of Sudan. Following South Sudan's independence, the restructuring of the WFP operations, and the establishment of a Country Office in South Sudan, this Special Operation was launched on 1 January 2012. This request is a for budget revision of additional CD&A and DSC and an extension of time to continue providing services to humanitarian partners in South Sudan until 30 June 2014 (current end date 31 December 2013).

JUSTIFICATION FOR THE REVISION:

4. Access for staff and the delivery of humanitarian supplies in South Sudan poses significant logistical challenges to the humanitarian community. Large quantities of humanitarian aid must be moved over vast distances in a country with one of the most complex, difficult, and costly operating environments in the world. Poor infrastructure and competition for logistics assets continues to negatively impact the humanitarian response, and annual rains between June and November affect the majority of South Sudan's weak road network, isolating communities in need and rendering the provision of humanitarian assistance extremely difficult, particularly in the northern states with most areas accessible only by air.

5. South Sudan has one of the world's most underdeveloped roads networks. The total estimated track length in South Sudan is approximately 90,200km, which includes approximately 14,000km of primary and secondary roads and 6,000km of tertiary tracks. The current interstate and international roads network consists of around 5,000km of gravel roads with approximately 300km of sealed roads. Currently only one international road, the 192km stretch between Juba-Nimule on the Ugandan border is sealed. The majority of other sealed roads are urban roads within the capital city of Juba. All other national, interstate, and urban roads consist of badly or non-maintained dirt roads. Only about a third of airfields across the country are able to maintain some degree of regular service; the remaining ones suffer from inadequate infrastructure, improper maintenance, poor security, and weak support services.

6. Of the state-owned and private ports located along the White Nile and its tributaries, the majority can be found in various states of disrepair. Most suffer from access issues caused by a lack of proper dredging. Since independence in 2011, increasing tensions and insecurity along the border between South Sudan and Sudan have only further hampered the movement of supplies through traditional north-south corridors affecting both humanitarian and commercial cargo, especially the movement of pushers and barges. Commercial transport options in South Sudan have seen some improvement through 2013. However, humanitarians continue to face challenges. Firstly, there is difficulty accessing transport operators. Secondly, limited predictability of service is available, especially for delivery to final distribution points from state hubs. Thirdly, commercial warehousing options throughout the country are difficult to find, especially in locations where the humanitarian community has to respond to emerging crisis, and security issues remain for all humanitarian organizations. Looting of warehouses is a reoccurring threat to operations in the field.

7. From January to October 2013, the Logistics Cluster responded to 778 requests for movement of cargo by air, river, or road compared to 941 requests received during 2012. By mid October 2013, the Logistics Cluster transported 7,152 mt (16,930 m3) compared to 5,044 mt (16,721 m3) which was transported in 2012. An online survey completed by Logistics Cluster partners and meetings with individual organizations and the Logistics Cluster User Group have confirmed the continued need for the Logistics Cluster to provide common services in the near future. A Logistics Cluster user feedback survey conducted in September 2013 found that 79.1% are satisfied with the Logistics Cluster's services.

Cluster Activities

Humanitarian Hubs in Violence Affected Areas – Jonglei

8. Due to the ongoing violence in Jonglei, the Humanitarian Coordinator and donors (e.g. ECHO, USAID, DfID, and SIDA) have requested that the Logistics Cluster provide support in the setup of mobile camps in up to four humanitarian emergency response locations in the state. Following an initial assessment by Standby Partners, the Logistics Cluster will support humanitarian actors in the four locations by providing equipment setup and guidance, through Standby Partner donation. The Standby Partner will deploy five staff for one month to conduct initial set-up of the four locations. Two staff members will remain for an additional two months to provide guidance to the Compound Managers. The Logistics Cluster will employ an additional six site managers (G4) who will be responsible for the light management of the hubs in the four locations. Due to UNDSS security cap on number of days for overnight in each location and the level of hardship, six staff are needed to rotate between the sites to maintain continuity, for a three month period.

Airlift

9. To ensure the humanitarian community has access to otherwise inaccessible locations due to conflict or limited road infrastructure across sections of Jonglei, Upper Nile, Unity, and Warrap States, Logistics Cluster will coordinate the emergency response airlift capacity to deliver life-saving relief items and food aid, if requested and funding available.

10. On September 2013, WFP contracted rotary air assets on behalf of the Logistics Cluster, which will be deployed until the end of January 2014. In 2014, WFP will also contract rotary air assets as needed for rapid deployment to access people in need of immediate life-saving humanitarian assistance. The tasking of the helicopters will be coordinated by the Logistics Cluster, based on requests in line with priority criteria and list of life-saving supplies, as identified by the Inter Sector Working Group (delegated by the Humanitarian Coordinator and the Humanitarian Country Team). The Logistics Cluster will work closely with the UNHAS support structures for technical support and maximum utilization of the aircraft, including joint use of air assets with UNHAS whenever needed and possible.

Trucking Capacity

11. Through this component of the Special Operation, the Logistics Cluster will, in 2014, decrease the provision of free-to-user aspect of road and river transport services and move to a cost-recovery model utilizing WFP's commercial truck rates. The Logistics Cluster will provide Service Level Agreements and Pro-Forma Invoices to partners wishing to utilize the commercial fleet. Additionally, the Logistics Cluster will utilize the existing partnership with IOM to provide specialized trucking capacity on partial cost-recovery for an initial six months during the transition period from free-to-user to cost-recovery. Following the six month transition period, the IOM specialized truck fleet will remain available to humanitarian partners on a full cost-recovery basis. The cost-recovery trucking capacity will be available for all trunk and feeder road movements for prepositioning of core pipeline supplies, as well as ad hoc movements. The Logistics Cluster will continue to maintain a small capacity for free-to-user road transport in the event of an emergency response (as identified by the Inter-Sector Working Group, the Humanitarian Coordinator, and the Humanitarian Country Team).

Barge and Boat Transportation

12. The Logistics Cluster will continue to prioritize, coordinate, and track the movement of boats and barges provided free of charge to users in the event of an emergency response. However, similar to the trucking capacity, the Logistics Cluster will no longer provide free-to-user boat and barge services for the delivery of regular program supplies. The Logistics Cluster will utilize commercial transporters for boats and barges and provide Pro-Forma Invoices for the utilization of contracting services through WFP.

Storage Facilities

13. The Logistics Cluster will continue to provide storage capacity in areas of humanitarian response in South Sudan. However, storage provision will transition to a cost-recovery model during the first quarter of 2014. The Logistics Cluster will also work with government and UN/NGO partners to develop a plan for more permanent humanitarian structures which can sustain long-term operations. Deployment, access, and warehouse management of storage units will be facilitated and coordinated through the Logistics Cluster. The number of warehouses and total storage capacity provided will vary by location and according to needs.

Road Rehabilitation

14. Logistical infrastructure bottlenecks that routinely hamper humanitarian efforts in South Sudan will be addressed by the Cluster through coordination with UNOPS for basic repair and rehabilitation prioritization during the dry season and through emergency spot repair of key access roads and airfields throughout the year. UNOPS will conduct needs assessments as identified by the Logistics Cluster and partners, and the User Group will be consulted regarding the implementation and prioritization of key access constraints. In addition, the Logistics Cluster will consult with UNOPS to also repair infrastructure bottlenecks that affect prepositioning and access to affected people during the dry season. Moreover, the Logistics Cluster will also coordinate a multi-stakeholder forum on a monthly basis which will consist of development and humanitarian partners as well as government counterparts for better coordination of road rehabilitation projects impacting operations in South Sudan.

Logistics Cluster

15. WFP, as the Logistics Cluster lead agency, will coordinate the above mentioned activities. The Logistics Cluster will also facilitate regular fortnightly cluster meetings in Juba, provide information management and GIS mapping, and engage in rapid assessments for emergency road repairs in response to recently reported surface transport issues. The Logistics Cluster will need to increase staffing in 2014 to manage increased administrative procedures in processing Service Level Agreements, invoicing, and payments for services rendered. Following the cost-recovery transition period, the Cluster will continue to coordinate transport, utilizing partner commercial contract rates for road and river transport. Additionally, critical logistics information will continue to be provided to partners in the form of information and GIS products on a free-to-user basis. Staffing levels will remain at the revised structure.

Project Cost and Benefits

16. The estimated project cost, including this budget revision, will be US$ 29,394,175.

Key benefits include:

- Increased logistics capacity in terms of airlift, trucking, barge, boat, and storage to ensure that the humanitarian community can respond in an effective and timely manner to the humanitarian needs;

- Coordinated logistics response by the humanitarian community, which will result in the improved flow of humanitarian relief items to affected populations;

- Increased information regarding logistics bottlenecks, customs and tax exemption regulations, and geospatial mapping products; and

- Optimized utilization of existing logistics capacities.

Monitoring & Evaluation

17. The following Key Performance Indicators (KPI) have been identified to continuously monitor the activities to be carried out through the duration of this Special Operation:

A) Percentage of Users satisfied with the Logistics Cluster response, based on an annual survey and ongoing feedback from the User Group. Target impact is 90% users satisfied with Logistics Cluster services.

B) By providing common logistics transport services on a cost recovery basis, the Logistics Cluster will monitor the number of organizations assisted by constantly tracking Service Request Forms (SRFs) submitted by organizations by using the Relief Item Tracking Application (RITA), coordinated by Logistics Cluster staff in Juba. The target is 90% of requests received/executed.

C) As mentioned, coordination, and information on logistical bottlenecks and alternative transport solutions remains a key role of the Logistics Cluster. The Logistics Cluster aims to hold at least 12 coordination meetings in Juba and produce at least 100 information management products (such as geospatial mapping, road/airstrip/port assessments, snapshots, situational reports, etc.) for the extension period.

D) Based on user requests, the Logistics Cluster aims to support coordination of a minimum of 80% of escorted convoys with users, UNMISS, and OCHA.

E) Number of humanitarian hubs deployed in South Sudan and handed over to managing partner (to be identified) 01 February 2014. The target is five deployed to South Sudan and four erected/handed over to managing partner by 01 February 2014.

In light of the above, this budget revision for the extension in time of the SO for 6 months until 30 June 2014 with a budget increase of US$ 4,301,060 is recommended for approval by the Deputy Executive Director and COO.

DISTRIBUTION:

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