



**WFP Central African Republic
SPECIAL OPERATION SO 200605**

Country:	Central African Republic (CAR)
Type of project:	Special Operation
Title:	Logistics Support to WFP operations, and Logistics & Emergency Telecommunications Cluster Augmentation in Central African Republic
Total cost (US\$):	US \$4,289,864
Duration:	09 months (01 July 2013 – 31 March 2014)

Executive Summary

Special Operation 200605 will provide WFP and the humanitarian community with the augmented logistics and emergency telecommunications support services required to respond to the present crisis in the Central African Republic. This will be achieved through: the deployment of a trucking fleet; the repair of looted and damaged infrastructure; and the strengthening of structures to support the emergency telecommunications and logistics clusters.

The Special Operation has five components: truck fleet augmentation and workshop rehabilitation; rehabilitation of damaged WFP warehouses; logistics cluster support; emergency telecommunications cluster support and services; and bridge rehabilitation. Together, these components will augment WFP and aid agencies capacities to respond to the humanitarian needs of over 500,000 people.

The Special Operation will augment the country's transport capacity and bridge infrastructure. It addresses the urgent need to reestablish looted communication centres in seven locations throughout the country. The logistics and emergency telecommunications clusters, activated in 2007, will be strengthened to enhance coordination and information sharing among United Nations agencies, international and local non-governmental organizations that are responding to the crisis. In addition to coordination, the logistics and emergency telecommunications clusters will provide services to about 80 organizations through transport and warehousing support, as well as information and communications technology services, access to communication networks and radio training.

Special Operation 200605 is required for 9 months, from 1 July 2013 to 31 March 2014 at a total cost of US\$ 4,289,864.

Project Background

1. The Central African Republic (CAR) is a sparsely populated and landlocked country of 4.4 million inhabitants. Despite its wealth in mineral and natural resources, it ranked 180th out of 187 countries in the 2012 United Nations Development Programme (UNDP) Human Development Index. Socio-political instability is the main factor hampering development, and is the consequence of rebellions, coups and inter-ethnic fighting over the last three decades. This has also

resulted in a deterioration of basic social and economic infrastructure and has forced many children out of school.

2. At the end of December 2012, the country faced a major crisis when the rebel coalition 'Seleka' occupied more than half of its territory. In late March 2013, Seleka seized the capital, Bangui, and its leader declared himself President.
3. As a result of the insecurity, the number of internally displaced persons has increased significantly. The armed conflicts have caused large-scale internal displacement of an estimated 176,000 Central Africans and some 165,000 have taken refuge in Chad and Cameroon. CAR also hosts 20,000 refugees from The Republic of Sudan and the Democratic Republic of Congo.
4. Despite the Government's efforts to restore peace and invest in development, the country still struggles with continued insurgencies. A series of ceasefire agreements have been made though progress is very slow. Furthermore, insecurity in the south-east is compounded by the presence of the Lord's Resistance Army, a rebel group of Ugandan origin.
5. Humanitarian needs in the CAR remain high as a result of recurring violence. All of the country's 4.4 million people have been affected and tens of thousands need emergency shelter, healthcare and food assistance. According to a recent WFP vulnerability analysis mapping (VAM) evaluation mission, more than 500,000 people have been forced to flee their homes and 80,000 of them are in need of immediate food assistance through a three month general food ration.
6. The security situation has improved since the former President and Seleka signed an agreement in Libreville on 10 January 2013, which triggered the return of United Nations international staff. Nonetheless, it remains very volatile.

Project Justification

7. This Special Operation (SO) will augment WFP's capacity to support both the implementation of immediate response-emergency operation 200565 and protracted relief and recovery operation 200315 'Assistance to Conflict-Affected Populations', as well as the logistics and emergency telecommunications clusters.
8. The conflict has not only produced widespread displacement, it has also caused further damage to already dilapidated infrastructure, including roads, and an almost total collapse of the transport sector. The private transport market faces many constraints due to the insecurity and is further limited by the insufficient number of reliable trucks, and the lack of appropriate off-road trucks. After the December 2012 events, attacks by Seleka severely affected transporters contracted by WFP, making them reluctant to reinvest in the sector while insecurity prevails. The few that have shown interest in pursuing activities have increased their transport prices to factor in the potential risks faced.
9. Several assessments have taken place to identify interagency humanitarian emergency assistance needs. The following emerged as priorities: nutrition; protection; water, sanitation and hygiene (WASH); shelter and non-food items; emergency telecommunications, and education. The logistics cluster has received

requests for transportation and emergency storage from agencies such as the Office of the United Nations High Commissioner for Refugees (UNHCR), Cooperazione Internazionale (COOPI) and the Red Cross. Under these circumstances, the only viable option for WFP to secure food deliveries is to strengthen its own capacity for primary and secondary transportation.

10. The road network is in very poor condition and has not been maintained in the last decade. In addition, many bridges are collapsing which constitutes a high risk to WFP operations, as this either prevents access to beneficiaries or forces long and costly deviations. Four bridges in particular in the country have been identified as critically in need of repair and will be rehabilitated through this SO.
11. The humanitarian community has requested both the logistics and emergency telecommunications clusters to respond to the new needs and fill identified gaps. In terms of logistics gaps, the demand is for the provision of coordination and information management as well as logistics services. WFP is requested to provide common emergency telecommunications (ETC) services to support the humanitarian community in the seven identified common operational areas: Bambari, Bossangoa, Bouar, Kaga Bandoro, Ndele, Paoua, and Zemio. A number of United Nations and non-governmental organizations (NGOs)¹ will benefit from this project.
12. Assessments throughout the country have found that offices of aid organizations have been looted and most of the telecommunications equipment (such as satellite, radio and electrical) taken. The Communications Centres (COMCENs) that serve as the core of the ETC infrastructure in these locations are no longer operational and there is a need to re-establish internet connectivity.
13. The availability of reliable and independent data and voice communications services is recognized as a priority for a successful humanitarian response. Due to the situation, the availability of ETC services is critical for the success of any humanitarian activity in the seven common operational areas.

Project Objective(s)

14. This SO seeks to:

- Reinforce transport capacity by augmenting the WFP trucking fleet by 240 mt in order that WFP and partner organizations can reliably access beneficiaries by road.
- Rehabilitate five damaged WFP warehouses in selected looted sites to ensure WFP operations are supported with the appropriate supply chain infrastructure.
- Enhance humanitarian response by providing Logistics Cluster support to the wider humanitarian community through: logistics information management and coordination, and the provision of transport services and temporary warehousing solutions.

¹ These include BINUCA, UNHCR, FAO, OCHA, UNDP, UNFPA, UNICEF, UNESCO, Danish Refugee Council, Merlin, COOPI, ACF, Solidarites, CORDAID, Triangle, Mercy Corps, CICR, International Medical Corps, International Red Cross, Mentor, CSSI and PU-AMI.

- Guarantee comprehensive and reliable ETC and data connectivity networks and services for the humanitarian community, including the re-establishment of the damaged COMCENs.
- Ensure continuous access to beneficiaries through the repair of four damaged bridges which are preventing access of some distribution sites to the road network.

Project Implementation

Component 1: Truck Fleet Augmentation and Workshop Rehabilitation

15. To cater for its secondary transport needs, WFP will mobilize 20 fully refurbished trucks to reach an off-road capacity of up to 1,250 mt per month. The 20 trucks (6x6 and 4x4) are adapted to difficult road conditions and will each have a payload capacity of 12 mt. They will be deployed from other country offices, as well as the regional fleet in Ghana, in line with the below plan:

- 10 trucks from Mauritania, (or Dakar) by ship to Douala;
- 5 trucks from Monrovia, by ship to Douala;
- 5 trucks from Accra, by ship or Road to Douala.

16. This strategic redeployment of trucks will support the current increased operational needs for both WFP and its humanitarian partners, while also supporting ongoing WFP programmes. The existing WFP fleet is old, leading to high maintenance costs and limited availability. While the deployment of the fleet is covered by the SO, the running cost and staffing of the trucking fleet will be covered by the country landside transport, storage and handling (LTSH). The use of the trucks for partners' cargo will be funded by the logistics cluster component of the SO when part of a logistics cluster service. If and when the services are rendered on a bilateral basis a Service Level Agreement will be established, as it is the current practice for the use of the WFP workshop.

17. The WFP workshop, which was looted during the attack on Bangui, will be rehabilitated. A workshop manager will be deployed for the duration of the project to ensure the trucking fleet is adequately supported and that the garage and fleet output are maximized. The workshop manager will provide on the job training and capacity development to locally recruited staff, especially those working in the workshop. The WFP workshop is already servicing 16 partners (United Nations sister agencies and some NGOs) on a cost-recovery basis.

Component 2: Rehabilitation of damaged WFP warehouses

18. This operation will provide funding to procure and install temporary food storage facilities in three locations in the country, as well as rehabilitate five existing structures that have been damaged. Six mobile storage units measuring 240 m² each will be deployed from the United Nations Humanitarian Response Depot (UNHRD) in Accra to will replace the damaged ones. This warehousing structure will ensure that up to 2,500 mt of food can be stored and kept in good condition. Along with the storage facilities, handling equipment, generator sets and pallets

will be provided to ensure WFP meets safety and security standards for its staff and the commodities for which it is responsible.

Component 3: Logistics Cluster Support

19. A logistics cluster coordinator will be deployed. Through regular logistics coordination meetings, which include aid agencies and Government ministries, the logistics cluster will help partners optimize the use of resources available at regional and local levels, identify gaps, while avoiding duplication of efforts.
20. With the remote assistance of the global logistics cluster support cell in Rome, the logistics cluster will also provide logistics information management in the country, through the collection and dissemination of information shared through meetings, situation reports, and a dedicated website.
21. In order to quickly augment the operational capacities of humanitarian partners when the security situation stabilizes and to speed up humanitarian cargo delivery to beneficiaries, the logistics cluster will provide transportation support at no cost for a period of two months using the trucks deployed under component 1. Road transport will be provided from Bangui to the beneficiary sites as well as to intermediate storage sites.
22. Two storage structures will be established for logistics cluster partners to store non-food items (NFIs). The location of these mobile storage units will be established through consultation with logistics cluster partners. Depending on the location, the management of the temporary warehousing will be effected by WFP or a partner organization.
23. The relief item tracking application (RITA) will be used to keep track of NFI movements. Staff will be trained or will be deployed on mission for this purpose. In addition, staff will be assigned to maintain the logistics cluster website.
24. A performance evaluation mission is planned at the end of the project to determine future logistical support needs and to consider whether part of the activities could be handed over to partners.

Component 4: Emergency Telecommunications Cluster Support and Services

25. The ETC will deploy fully operational COMCENs that will provide data, internet and common security communications services to the humanitarian community in the seven common operational areas. Radio operators (5 per location) will be recruited and trained. Training of United Nations and NGO staff on the use of "lifesaving" telecommunications tools and services is also foreseen under this special operation.
26. A dedicated ETC Coordinator will be responsible for: (a) the overall coordination of ETC activities with partner organizations; (b) coordination and liaison with the Government on behalf of the humanitarian community on licensing and importation requirements; and (c) the provision of information management services to support all ETC-related activities through a dedicated website (<http://ictemergency.wfp.org/web/ictopr/countries-car>).

27. To implement these services, the ETC will conduct comprehensive assessments of all sites, deploy the necessary equipment to re-establish COMCENs, obtain common radio frequency licenses and have standard operating procedures developed and implemented. Overall, it is expected that over 60 United Nations agencies and NGOs will be provided with access to common data communications services and the security telecommunications network. As a target, the 750 humanitarian staff present in-country are expected to be trained in radio communications.

Component 5: Bridge rehabilitation

28. A total of four damaged bridges hampering access to two regions in the south-east and north-west of the country will be repaired and reinforced. The work will be carried out by the Agency for Technical Cooperation and Development (ACTED), a WFP partner, and will benefit all humanitarian partners as well as support the local economy by facilitating access between the regions. This contracted service is expected to be completed in 3 months.

Project Management

29. The WFP Country Director in CAR will be the Fund Manager, the Head of Logistics will be the project manager for logistics support and the ETC Coordinator will manage the ETC component. The Country Office Head of Finance will be the Allotment Manager.

30. Two sub-funded programmes will be created as follows :

- *Logistics augmentation* covering activities falling under components 1, 2, 4, and 5 managed by the Head of Logistics in CAR.
- *Emergency Telecommunications Augmentation* covering activities falling under component 3 and managed by the ETC Coordinator in CAR.

Project Cost and Benefits

31. The total project cost for this SO is USD 4,289,864. The summary of the budget is presented below:

	Total US\$
DIRECT OPERATIONAL COSTS (DOC)	\$3,011,374
DIRECT SUPPORT COSTS (DSC)	\$997,845
TOTAL WFP DIRECT COSTS	\$4,009,219
INDIRECT SUPPORT COSTS (ISC) 7%	\$280,645
TOTAL WFP COSTS	\$4,289,864

32. Benefits of this project will include: a more efficient, effective and reliable humanitarian operation through:

- enhanced and reliable trucking capacity to support humanitarian operations;
- increased staff safety and operational reliability through the reestablishment of the communication network;

- increased storage capacity;
- rehabilitation of the WFP workshop;
- renovation of four bridges;
- re-establishment of seven COMCENs;
- common data connectivity and security communications services in seven common operational areas;
- rehabilitation of five temporary WFP warehouses;
- logistics coordination and logistics information management;
- emergency telecommunications coordination support;
- training of United Nations agencies and NGO staff in radio communications;
- ETC and logistics cluster dedicated webpages.

Monitoring & Evaluation

33. The following key performance indicators will be used to monitor the implementation of this special operation:

- Number of personnel deployed: (target 45)
- Number of trucks deployed: (target 20)
- Number of the Workshop Clients: (target 25)
- Number of trucks/car repaired per month: (target 40)
- Number of storage units installed: (target 8)
- Number of common operational areas provided with access to data and voice connectivity: (target 7)
- Number of common operational areas provided with security telecommunications network: (target 7)
- Number of operational COMCENs: (target 7)
- Number of bridges rehabilitated: (target 4)
- Number of damaged WFP warehouses to be rehabilitated: (target 5)

Note: The WFP global fleet management system (*FleetWave*) will allow efficient monitoring and management of the trucking fleet by the WFP Country Office. Data and figures will be available to report on truck utilization and costs of the fleet.

Risk Assessment and Mitigation

34. The main risks are linked to the security situation in-country as well as the inaccessibility of some regions during the rainy season. Security risks can be mitigated through the Office for the Coordination of Humanitarian Affairs (OCHA) and the United Nations Integrated Peacebuilding Office in the Central African Republic (BINUCA) negotiations with the Government and the Seleka representative on safe passage and humanitarian corridors. Inaccessibility during the rainy season can be addressed by prepositioning where possible.

35. Bangui is at Security Phase 5 and a ceiling for the deployment of United Nations personnel has been established which limits WFP operational capacity.

36. Due to challenges linked to the importation and licensing of telecommunications equipment, discussions on clearance and licensing of required approvals were initiated at the onset of the response.

Exit strategy

37. The special operation will end on 31 March 2014 at which time the activities under the five components are expected to be completed.

38. The Workshop/Fleet manager will have completed the knowledge transfer and training of the WFP locally recruited mechanics. Should the need for maintaining the Fleet/Workshop manager arise, WFP will budget the position under the new PRRO that is planned to commence in January 2014.

39. At the end of the project, and depending on the transport situation in the country, the Country Office and the Global Fleet Manager in WFP Rome will decide whether the trucking fleet should be maintained; reduced and transferred to the West Africa Regional Fleet (based in Accra), or depending on status, disposed of.

40. The damaged and looted information and communications technology equipment will have been replaced and local capacity developed to the extent possible through the ETC Working Group.

41. A sustainable cost sharing mechanism will be established for data and security communications required beyond the duration of this special operation.

42. The final handover of the bridge repair component will be provided to the appropriate institutions.

43. If post-emergency response coordination is still needed, the ETC and logistics coordination activities will be mainstreamed into regular working group meetings comprising existing agencies and NGOs in order to continue facilitating communication among humanitarian partners.

RECOMMENDATION

44. This Special Operation covers the period from 1 July 2013 to 31 March 2014 at a total cost to WFP of **US\$4,289,864** and is recommended for approval by the Executive Director with the budget provided.

APPROVAL

.....
Ertharin Cousin
Executive Director