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BUDGET REVISION OF SO FOR APPROVAL BY THE REGIONAL DIRECTOR

5) To: Regional Director	Initials	In Date	Out Date	Reason for Delay
Mrs. Denise Brown				
4) Through: Programme Adviser, RB	Initials	In Date	Out Date	Reason for Delay
3) Through: Logistics Officer, RB (change in LTSH and/or External Transport)	Initials	In Date	Out Date	Reason for Delay
2) Through: Resource Management Analyst, RB	Initials	In Date	Out Date	Reason for Delay
1) From: CAR CD	Initials	In Date	Out Date	Reason for Delay
Mr. Mustapha Darboe				

CAR SO 200605 Logistics Support to WFP Operations, and Logistics and Telecommunications Cluster Augmentation in Central African Republic BR No. 4

PROJECT	**Previous Budget**	**Revision**	**New Budget**
Total WFP cost (US$)	US$ 10,128,955	$2,583,125	US$ 12,712,079

TYPE OF REVISION

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

NATURE OF REVISION:

This budget revision is for additional CD&A and DSC, and an extension in time to augment Logistics Cluster and Emergency Telecommunications Cluster activities in the Central African Republic (CAR) from 1 April to 31 December 2015.

PROJECT BACKGROUND:

1. In December 2013, a surge of violence, killings, and sectarian conflict triggered a humanitarian crisis, causing large scale displacement and widespread food insecurity, as well as disrupting the already limited provision of basic services. On 11 December 2013, the IASC Principals declared the humanitarian crisis in CAR a Level-3 emergency and activated a system-wide response.

2. At the onset of the crisis, the Logistics Cluster was activated to assist the humanitarian community to overcome numerous logistics gaps and bottlenecks and facilitate increased access to people in need affected by the ongoing fighting and insecurity.

3. Limited logistics capacity, insufficient transport, and an inadequate number storage service providers, as well as a poor surface transport network comprised of dirt roads/tracks and damaged bridges that flood during seasonal rains rendered much of the country inaccessible.

4. Assessments conducted throughout the country towards the end of 2013 identified widespread looting—including offices belonging to the humanitarian community and critical telecommunications equipment such as satellite, radio and electrical supplies—as a pervasive problem. The Communications Centers (COMCENs) that serve as the core of the emergency telecommunications infrastructure in these locations remain non-operational, and there is a need to re-establish internet connectivity to ensure humanitarian organizations can operate. Throughout 2014, the ETC coordinated the redeployment of the emergency telecommunications infrastructure to provide internet connectivity, security telecommunications, trainings and technical support. However remaining gaps exist due to the volatile security situation.

5. The political crisis remains unresolved, and as a result almost the entire population has been affected. OCHA estimates that 2.5 million people are in need of humanitarian assistance.

6. The main objective of this budget revision is to ensure a continued, coordinated logistics response for the ongoing emergency and an efficient utilization of resources and logistics capacity through the cluster approach. The Logistics Cluster will also continue to liaise closely with WFP Logistics and UNHAS to maximize existing air transport capacity.

JUSTIFICATION FOR THE REVISION:

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7. The continued insecurity and lack of security has resulted in extremely limited access for surface level transport (road and river) and limited delivery of humanitarian supplies via air. In addition to security constraints, large quantities of humanitarian aid must be moved in a timely and efficient manner, 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 limited logistics assets continue to negatively impact the humanitarian response. Ongoing insecurity and active violence is leading to further disintegration of the already weak road network in CAR, and contributing to increased isolation of communities in need and rendering the provision of humanitarian assistance extremely difficult.

8. In 2014, the Logistics Cluster worked closely with partners in CAR in order to obtain an overview of partners' existing logistics capacity and to compile and quantify partners' feedback regarding identified logistics gaps and major constraints. Methodologies used include questionnaires, on-line surveys, individual meetings and Logistics Cluster meetings. Following evaluations, partners reported the following issues which remain critical:

   a. Coordination between partners and the sharing of logistics information to ensure the humanitarian community has the ability to respond to need in a timely and efficient manner and to maximize the utilization of logistics assets.
   b. Warehousing remains problematic since the vast majority of storage facilities have been destroyed and looted. Access and security at warehouse facilities remain a major concern, and given the scale up of the humanitarian operations, essential warehousing services remain a requirement in critical areas.
   c. One of the main logistics constraints in CAR is the extremely poor road infrastructure. The road network covers most locations, however, only 700 km of roads are in a suitable condition/asphalted (Cameroon-Bangui-Sibut). The rainy season impacts, and in certain cases obstructs, logistics activities, as some roads become impassable, and this delays the delivery of humanitarian relief items. Given the limited road access, air transport remain crucial and in some locations is the only alternative for cargo and passengers. During rainy season, UNHAS is the sole transport mode to reach parts of CAR which are inaccessible due to very weak infrastructure and poor road networks. More than 40 humanitarian organizations depend on UNHAS to transport humanitarian staff to the field. Even if airstrips are available in many locations, their short runway length limits cargo payloads.

9. A number of humanitarian organizations have requested training on warehousing for Non-Food Items (NFIs) as part of the storage service, in order to increase capacity within their own organizations and to maximize utilization of storage facilities.

10. Due to the severe deterioration of key roads, bridges and airstrips, there is an urgent need to conduct a full access infrastructure assessment across areas where humanitarian operations are taking place and to establish the current conditions of key supply routes. In the short term, this approach will provide accurate access information to humanitarian partners during the rainy season (June to October) with a key component related to safety concerns over bridges along main supply routes.

11. As stated in the 2014 budget revision, plans to make common road transportation available for the humanitarian community did not take place due to the following reasons:
    a. Partners and UN agencies have been exploring national and regional capacities to increase fleets. Alternatives such as the mobilization of trucks at the regional level, have already been implemented (UNICEF, UNHCR, ICRC etc. have increased their fleet capacity).
    b. Following discussions, it was agreed between WFP and partners that, security permitting and only as a last resort, and according to its road transport capacity, WFP could consider providing road transport for partners on a case by case and under cost-recovery.

12. WFP, as lead agency of the Emergency Telecommunications Cluster (ETC) in CAR, has been requested to complete the implementation of the project and to respond to the additional needs caused by the volatile security situation. ETC will ensure comprehensive and reliable emergency telecommunications and data connectivity networks and services for the humanitarian community.

Logistics Cluster Activities

Cluster Coordination and Information Management

13. WFP, as lead agency of the Logistics Cluster, will coordinate the logistics activities on behalf of and as requested by the humanitarian community in CAR. A dedicated Logistics Cluster Coordinator will oversee and manage activities and facilitate cluster meetings in Bangui every two weeks.

14. Information management and GIS mapping services will be provided, ensuring that timely and reliable logistics information can be shared with the humanitarian community as a whole. The Logistics Cluster will need to increase staffing during the revision period to ensure the provision of coordination for increased information management requirements, infrastructure activities, storage facilities, and the overall increase in operations can be met. Additionally, critical logistics information will continue to be provided to partners via information and GIS products distributed via the dedicated mailing list and published on the Logistics Cluster website: http://www.logcluster.org/ops/caf13a

15. The existing Logistics Capacity Assessment (LCA) for CAR, carried out in 2009, will undergo review and be updated in accordance with the change in the logistics situation. This will be done with the support of a dedicated consultant and published on the dedicated online platform, made available to the public http://dlca.logcluster.org/display/DLCA/Central+African+Republic.

16. The Logistics Cluster will carry out a field Lessons Learned Exercise in CAR, serving the duel objectives of accountability and learning. It will report on the quality and results of the operation and activities undertaken by the Logistics Cluster in CAR and draw lessons to help in further implementation.

Temporary Storage

17. Due to the lack of adequate storage facilities within CAR and as requested by the humanitarian community, the Logistics Cluster will provide additional storage capacity, deploying four Mobile Storage Units (MSUs) for the use of ppartners to store Non Food Items (NFIs). The strategic location of the MSUs is being finalized in consultation with the partners and security permitting. Depending on the location, the management of the MSUs will be done by WFP/Logistics Cluster or a partner organization. This will complement the activities undertaken in 2014 to increase storage capacity such as those implemented in Kabo and Batangafo.

18. A Warehouse Management Training will be organized and provided to partners starting with those utilizing Logistics Cluster MSUs. A Warehouse Management Training module will enhance emergency response management knowledge and will build capacity among logistics staff in the field of warehousing.

Engineering Support and Airstrips rehabilitation

19. Assessments will be undertaken by a dedicated engineer to establish the feasibility of urgently required road, bridge and airstrip rehabilitation and construction activities. Contractor capacity reviews, access to materials, and the development of cost estimations will be required in order to prioritize the required construction activities. In the second stage, rehabilitation activities will be undertaken by organisations such as ACTED who are already present in CAR and have demonstrated their capacities. By providing accurate information on the required humanitarian infrastructure, these assessments will ensure that available funds including CERF are best utilized.

20. UNHAS has identified an immediate need to rehabilitate and extend the Kabo Airstrip in Ouhm Province due to the increasing access requirements of the humanitarian community. With ten UN agencies and humanitarian organisations currently operating in and around Kabo and with more expected in the coming months, the current service provided by UNHAS is unable to fully meet increasing requirements. The airstrip is restricted to small aircraft with limited seating and cargo capacity. By expanding the airstrip by 400 meters, and conducting rehabilitation activities, UNHAS will be able to land larger aircraft at Kabo such as its Bombardier Dash-8, currently servicing other destinations in the country. If the airstrip could be repaired and extended, it would significantly increase access to the area and decrease transportation costs for UN agencies and humanitarian organisations. This activity will further benefit air operations by other member of the humanitarian community (ICRC, MSF, and ASF France). The activity will be undertaken by a humanitarian partner or private sector actor, with oversight provided by the Logistics Cluster Engineer.

Emergency Telecommunication Cluster activities

21. WFP, as lead agency for the ETC, will provide essential telecommunications to meet requirements and the necessary ETC information management, coordination support and services to the humanitarian community. This budget revision caters for the following:
    a. Provision of a coordination structure to join efforts and avoid duplication of activities between humanitarian organizations: As lead agency of the ETC Cluster, WFP will maintain a cluster coordination cell in Bangui to ensure coordination with all partners including MINUSCA, UNDSS, OCHA, UNICEF, and UNHCR. The ETC will also ensure coordination meetings are taking place and information sharing is facilitated between all partners.
    b. Provision of security telecommunications to improve safety and security of humanitarian organizations staff and assets. Through the existing COMCENS, the ETC will maintain security communications services in Bangui, Bossangoa, Bouar, Paoua, Bambari, and N'Délé. Fully operational COMCENs will provide common security communications services to the humanitarian community in Kaga-Bandoro and Zemio.
    c. Provision of data connectivity to guarantee the information transmission required for efficient and effective operations and decision making. Internet services will be maintained in Bossangoa, Bouar, Paoua, Bambari, Kaga-Bandoro, Ndele and Zemio.
    d. Training in radio communications with a target of 300 humanitarian staff to be trained.

Project Costs and Benefits

22. The cost of this budget revision is $2,583,125.

23. Benefits will include the following:
    - Increased logistics storage capacity 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, resulting in the improved and uninterrupted flow of humanitarian relief items to affected populations;
    - Improved information sharing within the humanitarian community, in particular regarding access infrastructure;
    - Improved access to Kabo in Ouhm Province through the rehabilitation and extension of the airstrip;
    - Increased information sharing regarding logistics bottlenecks, customs and tax exemption regulations, and GIS mapping products;
    - Optimized utilization of existing logistics capacities;
    - Reinforcement of partners knowledge of NFI warehouse management improving capacity in the long term;

- Provision of common data connectivity and security communications services across a number Communication Centers (COMCENs);
- Delivery of Emergency Telecommunications Coordination support to UN agencies and humanitarian staff trained in radio communications;
- Maintenance of ETC and Logistics Cluster dedicated CAR operation webpages.

Monitoring and Evaluation

24. 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. Number of airstrips to be rehabilitated: Target 1
    b. Number of engineering access assessments to be conducted: 10
    c. Number of logistics warehouse management trainings conducted: Target 1
    d. Augmentation of the current storage capacity will be done through establishing common storage facilities using MSUs. Number of MSUs to be established: Target 4
    e. Emergency Contingency Plan developed: Target 1
    f. The Logistics Cluster to hold at least 18 logistics coordination meetings in Bangui and produce at least 20 information management products (such as geospatial mapping, snapshots, situational reports, etc.).
    g. Number of common operational areas provided with data connectivity: Target 7
    h. Number of common operational areas provided with security telecommunications network: Target 2
    i. Number of operational COMCEN: Target 3
    j. Number of humanitarian staff trained in radio communications: Target 300

Risk Management

25. A number of contextual, operational, and programmatic risk factors could impact the successful implementation of this Budget Revision. Possible mitigation measures are also included below.

    The impact of insecurity or political developments
    This risk will be mitigated through:
    - Close coordination and follow up with UN, and key partners to resolve issues on behalf of the humanitarian community and in particular, in key locations where services will be implemented.

    Demands for common services exceeds current forecasts
    This risk will be mitigated through:
    - Availability of additional Mobiles Mobile Storage Units (MSUs), ready to be erected.

    Politicization of UN humanitarian efforts affecting the use of UN assets and access
    This risk will be mitigated through:
    - Utilization of local and regional commercial assets where and when possible.

Exit Strategy

26. It is anticipated that this Special Operation will come to an end in December 2015. However it is quite difficult to clearly forecast the security situation and humanitarian needs going into 2016. As such, it is envisaged that a new SO for 2016 will be prepared for the Logistics Cluster to ensure continuation of coordination and information sharing through regular contact with partners, regular coordination meetings, until the Logistics Cluster is cleared by the HCT for deactivation.

27. The IT and telecommunications infrastructure will have been established or upgraded and local capacity developed to the extent possible through the ETC Working Group and MINUSCA without the need for a dedicated ETC coordinator and technical staff to remain in the country.

28. A sustainable cost sharing mechanism will be established for data and security communications required beyond the duration of this Special Operation.

29. If post-emergency response coordination is still needed, the ETC coordination activities will be mainstreamed into regular working group meeting comprising of existing agencies and NGO's to continue facilitating communication between humanitarian partners.

RECOMMENDATION:

BR 4 to SO 200605, covering the period of 1 April to 31 December 2015 at a total cost to WFP of US$2,583,125 is recommended for approval by the Regional Director with the budget provided.

APPROVAL

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Denise Brown
Regional Director, RBD

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Summary of Logistics Cluster Operation in 2014:

In 2014, the Logistics Cluster has:

- Facilitated the transport of 801 m3/315 mt of cargo by road
- Facilitated the storage of 193 m3/45 mt of cargo on behalf of 3 organizations
- 134 information management products published

Coordination

- Throughout 2014, coordination meetings took place once every two weeks and meeting minutes were published on the Logistics Cluster website.
- The Logistics Cluster worked closely with the Government and the entire humanitarian community to identify logistics needs and to facilitate the delivery of humanitarian assistance to affected populations within CAR.

Information Management

- The Logistics Cluster provided information management services, regular meeting minutes, situation reports, and updates of operational data, such as access constraints, points of entry, customs procedures, and GIS mapping.
- The sharing and dissemination of logistical information was facilitated through the Logistics Cluster CAR page website at: http://www.logcluster.org/ops/caf13a

Transport and Storage Services

- The Logistics Cluster supported UNHAS in the collection, compilation, and facilitation of air freight transportation for partners.
- The Logistics Cluster and the Office for the Coordination of Humanitarian Affairs (OCHA) worked together in the collection and sharing of information related to the coordination of vehicles in convoy and under escort.
- The Logistics Cluster participated directly in the practical organization of the grouping/movement of partner vehicles.
- In 2014 the Logistics Cluster supported more than 26 international NGOS/UN agencies to consolidate their vehicles during travel, and facilitated the organization of vehicles to over 22 cities within CAR.
- In 2014 the Logistics Cluster received and shared coordination information on over 207 notifications of transport from partners to destinations including Bozoum, Paoua, Bossangoa, Batangafo, Kaga Bandoro, Kabo, Ndélé towns, Bambari, Boda and Bangui, allowing organizations to group transport and organize amongst themselves.
- The Logistics Cluster assisted partners in the organization and coordination of temporary storage facilities within CAR.
- Two MSUs were set up in Kabo and Batangafo to increase storage capacity.