



World Food Programme

BUDGET REVISION OF SO FOR APPROVAL BY THE CHIEF OF STAFF

5) To:	Division	Room	Approval and Date
Mr. Jim Harvey Chief of Staff	OED	6G36	
4) Through:	Division	Room	Signature and Date
Ms. Elisabeth Rasmusson Assistant Executive Director	PG	6G72	
3) Through:	Division	Room	Signature and Date
Mr. Manoj Juneja Assistant Executive Director	RM	6G00	
2) Through:	Division	Room	Signature and Date
Mr. Ramiro Lopes da Silva Assistant Executive Director	OS	6G62	
1) From:	Regional Bureau	Signature and Date	
Ms. Denise Brown Regional Director	RBD		

Special Operation CAR 200605 BR No. 5

Logistics Support to WFP Operations, and Logistics and Telecommunications Cluster Augmentation in Central African Republic

PROJECT	Previous Budget	Revision	New Budget
CD&A	\$ 9,607,652	\$ 1,942,646	\$ 11,550,298
DSC	\$ 2,272,796	\$ 66,152	\$ 2,338,948
ISC	\$ 831,631	\$ 140,616	\$ 972,247
Total WFP cost (US\$)	\$ 12,712,080	\$ 2,149,413	\$ 14,861,493

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 January 2016 to 30 April 2016. As remarked in the 2016 CAR Humanitarian Response Plan (HRP), the country has very limited logistics capacity and infrastructures; this adds to the volatile security situation and to the expected challenges deriving from the country being a landlocked one. As a consequence, access for humanitarian actors to the people most affected by the crisis is limited and very difficult.



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. Notwithstanding the deactivation of the Level-3 emergency in May 2015, the political crisis remains unresolved, and as a result almost the entire population has been affected. OCHA estimates that 2.7 million people out of 4.8 million are in need of immediate assistance.
3. The recent escalation of violence in September/October 2015 has resulted in a general deterioration of the security situation across the country, with more displacements of people and the already dire situation being compounded further. Since September 2015, more than 62,000 people have been newly displaced across the country as a result of fighting between armed groups, attacks on villages and general surge in criminality.
4. At the onset of the crisis, the Logistics Cluster was activated to assist the humanitarian community to overcome numerous logistics gaps and bottlenecks and to facilitate increased access to people in need affected by the ongoing fighting and insecurity.
5. Limited logistics capacity, insufficient transport, and an inadequate number of 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.
6. In addition to this, access to the provinces from Bangui for humanitarian workers and relief items is further hindered by widespread banditry and armed elements controlling various regions and stretches of the road.
7. 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:

8. WFP, as ETC lead in CAR, is requested to maintain common emergency telecommunications services to support the humanitarian community in the eight identified common operational areas: Bangui, Bambari, Zemio, Ndele, Kaga Bandoro, Paoua, Bossangoa and Bouar. UN organizations and NGOs will benefit from this project. This extension of the SO aims to support the ongoing ETC activities.
9. The continued 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.
10. The existing in-country trucking capacity remains very limited, and insufficient to reach all the affected areas. The impact of the current crisis will accelerate the already existing excessive competition for trucks with the consequence of increased prices and extended delivery time of relief items. In addition, trucks often remain stuck at the Cameroon/Central African border and are not able to enter the country due to current security conditions.
11. A need has also been identified for consolidated humanitarian stocks and facilities in the prioritized provinces. With humanitarian organisations looking to increase the supply moving into the country and out to the regions there is a need to complement the existing common storage capacity in Bangui for non-food items (NFIs) with specific requirements, such as medical and health products.
12. Given the security and logistics constraints, large quantities of humanitarian aid and personnel continued to be moved across the country via air. The poor conditions of many airstrips, however, hinder the number of flights



World Food Programme

and impact the capacity of partners to deliver timely and effective humanitarian assistance to the people affected by the crisis.

13. In consultation with the humanitarian partners, four major logistics gaps have been identified:
 - a. The need to strengthen coordination and Information Management activities so to enhance communication and information sharing among humanitarian actors in CAR.
 - b. The lack of a storage consolidation and loading point, both in Bangui and in the provinces;
 - c. The need to coordinate and consolidate the movement of humanitarian cargo, for which strengthened common road transport appears as a viable solution;
 - d. Poorly maintained airstrips, which are limiting the number of flights and impacting on the capacity of partners to deliver timely and effective humanitarian assistance.

Logistics Cluster Activities

Cluster Coordination and Information Management

14. WFP, as lead agency of the Logistics Cluster, will deploy dedicated Logistics Cluster Coordinator and staff, to engage with humanitarian partners in CAR, to avoid duplication efforts and competition for assets and services, and identify logistics gaps, bottlenecks and needs, and ensure that this are appropriately addressed.
15. Information management and GIS mapping services will be provided, ensuring that timely and relevant logistics information can be shared with the humanitarian community as a whole. A dedicated Information Management (IM) Officer based in Bangui will facilitate information sharing among humanitarian organisations that are part of the Logistics Cluster, as well as other actors.
16. 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.

Common storage, Transport and Airstrips maintenance

17. To respond to some of the logistics challenges and bottlenecks highlighted by the latest upsurge of violence, the Logistics Cluster plans to strengthen the provision of common services to support the humanitarian community emergency response in CAR. Logistics Cluster participant Handicap International (HI), has agreed to:
 - a. Facilitate the establishment of three logistics hubs:
 - i. One temporary cargo consolidation and storage facility in Bangui, capacity (a Mobile Storage Unit) of approximately 400 m²;
 - ii. Two secondary hubs in remote areas (the three locations of Kaga Bandoro, Bossangoa, and Bambari have been pre-selected; among these three, two locations will be selected for installation of the temporary storage facilities according to the needs identified by humanitarian actors on the ground) to re-establish and augment storage capacity for the humanitarian community closer to the affected population.
 - b. Provision of road transport using WFP fleet and commercial service providers. Cargo will be consolidated, to optimise use of limited assets, and moved in convoy to reduce risk and security issues.
 - c. Perform emergency maintenance and spot repairs of 15 airstrips (out of a total of 23 identified), in key location increasing access for all humanitarian organisation operating in CAR.

ETC Activities



World Food Programme

18. WFP, as lead agency for the ETC, will provide essential telecommunications requirements and the necessary ETC information management and coordination support and services to the humanitarian community to respond to the crisis. This budget revision caters for the following:

- a) Provision of Coordination structure to join efforts and avoid duplication of activities between humanitarian organizations: As a Cluster lead, WFP will maintain a cluster cell in Bangui to ensure coordination with all partners including MINUSCA, UNDSS, OCHA, UNICEF, UNHCR and others. The ET Cluster 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, Bambari, Zemio, Ndele, Kaga Bandoro, Paoua, Bossangoa and Bouar.
- c) Provision of data connectivity to guarantee the information transmission required for operations and decision makings: Internet services will be maintained in Bossangoa, Bouar, Paoua, Bambari, Kaga-Bandoro, Ndele and Zemio.

Project Costs and Benefits

19. The cost of this budget revision is US\$ 2,149,413

20. 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 access to people mostly affected by the crisis through the rehabilitation and extension of the airstrip;
- Improved information sharing within the humanitarian community, in particular regarding access infrastructure;
- Increased information sharing regarding logistics bottlenecks, customs and tax exemption regulations, and GIS mapping products;
- Optimized utilization of existing logistics capacities;
- Improved coordination of Emergency Telecommunications activities and support to the humanitarian community
- Improved security telecommunications networks to improve safety and security of humanitarian organizations staff and assets
- Improved data connectivity infrastructure to guarantee the information transmission required for operations and decisions makings

Monitoring and Evaluation

21. To reflect changes in activities and outputs, the following Key Performance Indicators (KPI) have been identified and updated from the previous Budget Revision to monitor the activities to be carried out through the duration of this Special Operation:

- a. Number of logistics hubs deployed - 3
- b. Total storage capacity made available - 1200 m2
- c. Number of organisations benefitting from storage services - 20
- d. Weight of cargo transported - 2500 available MT
- e. Number of trips (15MT capacity) facilitated for relief cargo transportation - 166
- f. Number of organisations benefitting from free transport services - 15
- g. Spot repairs or maintenance at number of airstrip runways - 15
- h. Number of organisations benefitting from airstrips repair/maintenance – 45
- i. Number of common operational areas provided with security telecommunications network: Target 8
- j. Number of common operational areas provided with access to data connectivity: Target 7



World Food Programme

Exit Strategy

22. It is anticipated that this Special Operation will come to an end in April 2016. 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 and regular coordination meetings, until the Logistics Cluster is cleared by the Humanitarian Country Team for deactivation.

The varied and complex challenges in the ongoing humanitarian crisis and the limited local capacity make the ETC emergency response coordination a requirement. It is planned that a new SO will be submitted at the expiry of the current one to respond to additional needs and fill identified gaps.

RECOMMENDATION:

23. The Budget Revision 5 covering for the period of 1 January 2016 to 30 April 2016 with the budget increase of **US\$ 2,149,413** is recommended for approval by the Chief of Staff with the budget provided.