



**World Food
Programme**

BUDGET REVISION OF SO FOR APPROVAL BY THE REGIONAL DIRECTOR

5) To:	Initials	In Date	Out Date	Reason for Delay
Abdou Dieng Regional Director, RBD				
4) Through:	Initials	In Date	Out Date	Reason for Delay
Natasha Nadazdin Programme Adviser, RBD				
3) Through:	Initials	In Date	Out Date	Reason for Delay
Jean-Pierre Leroy Logistic Officer, RBD				
2) Through:	Initials	In Date	Out Date	Reason for Delay
Lydie Kouame, Resource Management Analyst, RBD				
1) From:	Initials	In Date	Out Date	Reason for Delay
Felix Gomez Country Director, C.A.R.				

West Africa Regional Bureau – Central African Republic, Cameroon, Chad, Democratic Republic of Congo, Republic of Congo.

Regional Special Operation 200934 ‘Regional optimization of supply corridors for the humanitarian response to the Central African Republic crisis’

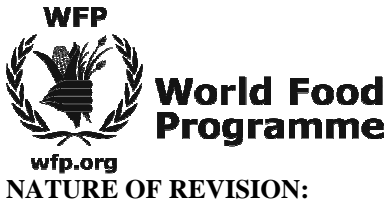
BR 1

PROJECT 200934	Previous Budget	Revision	New Budget
Total WFP cost (US\$)	US\$ 3,484,727	US\$ -388,832	US\$ 3,095,895

TYPE OF REVISION

☐ Additional DSC
 ☐ Additional CD&A
 ☒ Extension in time
 ☐ Change in project orientation
☒ Other Reduction in Budget

PROJECT	Previous Budget	Revision	New Budget
CD&A	US\$ 2,971,061	US\$ - 185,869	US\$ 2,785,192
DSC	US\$ 285,693	US\$ - 177,526	US\$ 108,167
ISC	US\$ 227,973	US\$ - 25,438	US\$ 202,535
Total WFP cost (US\$)	US\$ 3,484,727	US\$ - 388,832	US\$ 3,095,895



NATURE OF REVISION:

1. Budget Revision (BR) 1 to Special Operation 200934 seeks a 12 month extension in time from 01 January 2017 to 31 December 2017, and a reduction in budget requirements of US\$ 388,832 to allow WFP to streamline activities under this SO while still providing operational support to WFP and the wider humanitarian community. The BR will ensure strategic alignment with current CAR operational needs while continuing to provide critical optimization of corridors through Cameroon, Chad, Democratic Republic of Congo and the Republic of Congo.

JUSTIFICATION FOR THE REVISION:

2. Special Operation 200934 was launched in January 2016 and is in line with WFP Strategic Objective 1 “Save lives and protect livelihoods in emergencies”. It allows WFP and the humanitarian community to optimize the use and capacity of the logistics corridors for the transportation of humanitarian cargo into Central African Republic (C.A.R.) through enhanced regional coordination as well as an increase of storage, in-transit and transport capacity in strategic locations.
3. The social-political environment in C.A.R. remains extremely complex and volatile and is characterized by continued sporadic surges of extreme violence against a backdrop of state disintegration, a survival economy and armed groups that are fragmented and criminalized. The crisis has led to large population displacements and severe humanitarian and economic implications as livelihoods and trade have been disrupted or destroyed. While some political progress has been made during 2016, particularly with the end of the transitional government, and the election of a permanent President, there remain concerns that widespread violence could reoccur.
4. This budget reduction is justified through the relative stabilization of the main entry corridor for C.A.R. consignments at Garoua-Boulai. This has reduced the need for large scale interventions to establish several alternative corridors. Nevertheless, this SO remains critical to provide an agile response and capacity to respond at speed and at scale. Furthermore the SO will continue to provide support to reduce the overall lead times to C.A.R. which has remained one of the major challenges to WFP’s operation in C.A.R. through 2016.
5. The Special Operation has three components: establishment and, or, augmentation of supply corridors and logistics capacity, respectively from Cameroon, Democratic Republic of Congo (D.R.C.)/Republic of Congo (R.o.C.) to C.A.R. and Chad; regional coordination to optimize the use of the humanitarian corridors.
6. Together, these components will augment WFP and aid agencies capacity to respond to the ongoing needs in C.A.R. Overall, the Special Operation will grant WFP the way to address, through enhanced coordination, some of the logistics gaps and bottlenecks on the main access route from the Port of Douala in Cameroon to the capital Bangui that originate from the highly unstable and conflictual security in C.A.R., which is currently hampering the efficiency and timeliness of cargo deliveries.



Project Implementation

Strengthening of supply corridors into C.A.R.

7. Due to the continuing unpredictable and volatile security situation in C.A.R., cargo deliveries via the main supply road from Douala to Bangui remain challenged. WFP will continue exploring the possibility of alternative supply routes into C.A.R. while strengthening the main supply corridor that starts in Douala, Cameroon.
8. Commodities are transported through the following corridors:
 - A. The majority of relief items will continue to require the use of the supply route originating in Douala. In addition to the primary route through Garoua Boulai and Bouar, WFP will continue assessing options to reinforce the land route through the Douala-Berberati route. Supplies can be transported by direct trucking to Bangui, Berberati and Bouar or through a combination of rail transportation from Douala to Belabo, and then road transportation from Belabo to Bangui. The former route is the one already being used but it is often hampered in the north of C.A.R. by security issues. This Special Operation, includes the augmentation of additional logistics and warehouse facilities at Douala, and potentially at the transshipment location of Belabo. This will be achieved by providing operational support facilitating additional transport options from Douala to C.A.R.
 - B. The second supply route is the Kinshasa – Bangui route via the Ubangi River, which already acts as an alternative on a seasonal basis from June to December. The Ubangi river corridor runs from Kinshasa (D.R.C.) and Congo Brazzaville (R.o.C.) to Bangui, and it is anticipated that it could be used to deliver a max of 12,000 mt of cargo between June – December (or 2,000 mt / month by barge to Bangui. To achieve this tonnage, WFP will have to secure assets and necessary capacity through a time-charter agreement or other long term agreement.
 - C. WFP is also exploring the option of a third supply route through Chad. Although Chadian authorities confirmed that the borders between Chad and C.A.R. remain closed as of September 2014, they have indicated that they would consider opening the Dembo – Maya corridor to small all-terrain light vehicles if the security situation allows it. To improve potential increased volume to and through Chad, logistics augmentation at Ngaoundere in Cameroon will be undertaken. WFP will also continue to assess the options for delivering food through the Chadian exit points of Mao and Gore along the Chad – C.A.R. border area of Kabo and Paoua. This will be particularly necessary if the main corridor into C.A.R. through Garoua Belai becomes inaccessible, cutting off the supply corridor to the north of C.A.R. However, the already poor infrastructure in northern C.A.R. becomes increasingly challenging to cross during the rainy season from May until September/October, hence major infrastructural investments (road, bridge and barge rehabilitation) should be assessed and costed to allow the use of this route.
9. The routes described above connect to the most affected areas of the country, where the efforts of WFP and humanitarian partners are concentrated. The supply corridor that reaches C.A.R. from Sudan, passing through South Sudan, is not a viable option due to access constraints, security issues and travel times. The challenges associated to the use of this corridor would exceed the returns, and it would not be focused on the primary areas where levels of



vulnerability, hence humanitarian activities, are most concentrated. However, WFP keeps under consideration the possibility of using it should the need arise, especially if MINUSCA will rehabilitate the road from Ndele to the west side of C.A.R. as planned.

Augmentation of logistics capacity

10. All supplies directed into C.A.R. first transit through Douala. This SO augments the logistics capacity at Douala and supports the establishment of the Douala humanitarian common logistics hub. Additional commercial transport options for commodities to C.A.R. will become available following the Douala augmentation activities. Dispatches to C.A.R. are transported via the identified access routes to three primary logistics hubs located in Bouar, Bangui and Berberati respectively. WFP is augmenting its storage capacity in these locations.

This SO will provide support to enable the facilitation of dispatches through the R.o.C/D.R.C. corridor using the Ubangi River by establishing a river operations staging post in Kinshasa and providing logistics support for the transshipment of commodities to barge operators.

To better prepare the supply of commodities to CAR through the potential Chad corridors, this SO will augment logistics capacity at Belabo, Cameroon and Ndjamena, Chad to support staging commodities before being transported through the C.A.R and Chadian corridors.

Regional logistics coordination

11. To ensure an organized use and implementation of the supply routes and the storing facilities, WFP intends to increase its staff presence in strategic locations, notably in Douala and Bangui. Such increase concerns the functional areas of coordination, information management (IM) and sharing, following the *modus operandi* and structure of the Logistics Cluster (active only in C.A.R.). The presence of such dedicated staff will set-up an IM platform for the humanitarian community that allows an optimized oversight and use of the different supply corridors.

Enhancement of Information Technology (IT) structure

12. Telecommunications access in the field is critical not only for a coordinated humanitarian response but also for the safety and security of humanitarian personnel. The state of the IT infrastructure in Douala office and the unreliable nature of the communications network in the region is posing additional difficulties in implementing a well-organized response. It is hence necessary to improve and harmonize the current IT structure across the different locations in Cameroon for WFP staff to operate more effectively, ensuring access to reliable and secure voice and data services.
13. An enhanced presence of telecommunication equipment and information sharing mechanisms placed in critical sites will also allow the efficient implementation of the activities described above. Such locations would correspond to the three key localities along the identified supply routes, notably in Douala and Ngoundere. Through this Special Operation, WFP will strengthen the security communications infrastructure by implementing the following activities:
 - Set-up basic IT infrastructures in coordination with WFP IT Yaoundé in Douala and Ngoundere; this would include radio technology, VSAT systems, and telephone infrastructures at all locations (where not present already);
 - Upgrade of the existing wireless local area network infrastructure;



- IT infrastructure upgrade in Douala, as well as Internet service bandwidth upgrade; this will include improving the security of physical layer cabling, which is exposed to environmental hazards;
- Sharing and coordinating information relating to IT services;
- Conduct an assessment mission for a Remote Radio Room, which helps to ensure operational radio rooms in remote locations and reduce radio operators' costs;
- Set-up hybrid energy power supply systems in Douala, Ngoundere and Ndjamená logistics bases, to allow cost reductions for WFP operations and an increased life cycle of IT equipment.

The last three activities will be implemented through the deployment of a standby –partner.

14. To set up the equipment and complete the targeted activities, specialized IT staff from the region would be deployed at the beginning of the project. IT equipment purchased and set up through this Special Operation will be MOSS (Minimum Operating Security Standards) compliant to ensure staff safety.
15. Benefits will include the following:
 - Increased number and choice of reliable access points into C.A.R. for WFP food commodities under EMOP 200799 as well as for the rest of humanitarian cargo, improving delivery performance;
 - Additional logistics storage capacity to ensure that the humanitarian community can respond in an effective and timely manner to the humanitarian needs;
 - Regional logistics coordination and logistics information management;
 - Improved information sharing within the humanitarian community, in particular regarding security updates, logistics bottlenecks, and customs and tax exemption regulations;
 - Create a regional oversight to complement and support the country-specific Special Operation ongoing in C.A.R. since 2013.

Project Management

16. The Regional Director and the Deputy Regional Director will be responsible for overall project oversight and funds management with the support of the regional Logistics Unit.

Risk Management

17. Contextual and operational risk factors, linked to the security situation in C.A.R., to poor infrastructure and to the inaccessibility of some regions during the rainy season, could impact the successful implementation of this Special Operation. Possible mitigation measures are included below.
 - A. Further escalation of insecurity in C.A.R., impacting the main supply corridor.
This risk will be mitigated by: managing supply routes by activation of the Ubangi river corridor from Kinshasa to Bangui; prepositioning cargo through extended use of Belabo (Cameroon) and Bouar (C.A.R.) logistic hubs; using a dedicated fleet of trucks to maximize offtake from logistics hubs when the supply routes are passable.
 - B. Logistics constraints (extreme or scarce rains, poor infrastructure).



This risk will be mitigated by prepositioning of cargo when and where possible, and ensuring that adequate storage and trucking capacity is available.

Monitoring & Evaluation

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

- Mt of cargo delivered per month through each corridor (Target: on average 2,000 mt via the Douala Corridor and 600 mt via the Ubangi river (seasonal))
- Number of potential logistics hubs assessed (Target: 7 – Bangui, Belabo, Bouar, Douala, Kinshasa, Ngoundere, Ndjamena)
- Total storage capacity made available (Target: 2,400 m²)
- Number of organizations benefitting from storage services (Target: 6)
- Number of trips facilitated for relief cargo transportation (Target: average of 2 – 3 per month)
- Establishment of logistics coordination working group at Yaoundé level
- Establish a regional interagency Supply Chain Group at Dakar level
- IT equipment installed (Target: 2)

In light of the above, this budget revision, for a budget reduction of US\$ 1,228,086 and an extension in time until 31 December 2017, is recommended for approval by the Regional Director, with budget attached.