



## QUARTERLY PROGRAM REPORT OFDA

FROM JANUARY 1<sup>ST</sup> TO MARCH 31<sup>ST</sup> 2015

Strengthening humanitarian response in Eastern Congo's North Kivu Province through provision of logistics facilities and support



**Country:** Democratic Republic of Congo

**Region of Country:** Eastern DRC: North Kivu Province

**Grant number:** AID-OFDA-G-13-00066

**Program goal:** To enlarge the humanitarian space and improve the quantitative and qualitative impact of the humanitarian response in Eastern DRC (North Kivu, including Walikale Territory)

**Sector 1 :**Logistics Support and Relief Commodities

**Sector 2:**Humanitarian Coordination and Information Management

**Beneficiaries:**

Direct beneficiaries are more than 50 NGOs, INGOs & UN Agencies.

Indirect beneficiaries are the direct beneficiaries of these organizations.

## 1. Table of Contents

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1.	Table of Contents .....	2
2.	Sectors tables.....	3
3.	Executive Summary .....	5
c.	Project Summary .....	5
b.	Key accomplishments results for the quarter.....	6
c.	Major Challenges.....	6
4.	Project Background .....	6
c.	Environment .....	6
b.	Important security points.....	7
	In the Walikale territory: .....	7
	In the rest of the province .....	7
5.	Budget related information .....	8
6.	Major accomplishments and progress towards goals and objectives by base .....	9
c.	From Goma .....	9
b.	From Walikale .....	1
7.	Major accomplishments and progress towards goals and objectives by sector .....	3
c.	Sector: Logistics support and relief commodities-transport .....	3
i.	TRANSPORT.....	4
1.	Partners and type of projects .....	4
2.	Weight transported and number of trips .....	5
3.	Costs and Optimization ratios .....	7
b.	Sector: Humanitarian Coordination and information management .....	7
8.	Other activities report.....	8
c.	Inter-agency storage.....	8
b.	Accommodation .....	9
c.	Office and Internet area .....	9
d.	Mechanical workshop .....	9
e.	Vehicle loan .....	10
9.	Monitoring and evaluation progress .....	10
10.	Plans for Next Quarter .....	10
11.	ANNEXES .....	11

## 2. Sectors tables

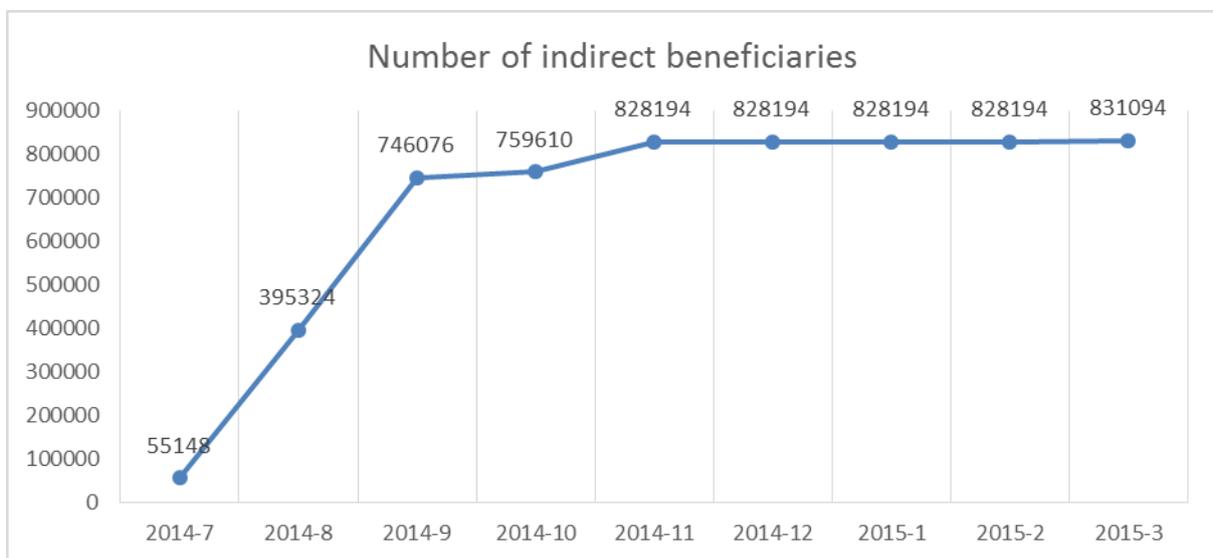
Sector Name:	<b>Logistics support and Relief commodities</b>
Objective:	<b>To allow national &amp; international humanitarian actors to implement a larger and more reactive humanitarian response through logistics platforms</b>
Dollar Amount Requested:	<b>\$ 1,797,289.00</b>
Number of Beneficiaries Targeted:	Direct beneficiaries are more than 50 NGOs, INGOs & UN Agencies Indirect beneficiaries are direct beneficiaries of these organizations
Number of IDP Beneficiaries Targeted:	The number of IDP beneficiaries is the number of IDP beneficiaries served by the NGOs, INGOs & UN agency programs using the platform, estimated to be more than 400,000 individuals. These constitute the majority of our indirect beneficiaries.
Geographic Area(s):	D.R. Congo, North Kivu
Keyword(s)	Education Livelihoods
Sub-sector Name:	<b>Land Transport</b>
Indicator 1:	Total USD cost of transport by type
Indicator 2:	Total number of trips provided by type
Indicator 3:	Total kilograms of commodities transported by type

Sector Name:	<b>Humanitarian Coordination and Information Management</b>
Objective:	<b>To allow national &amp; international humanitarian actors to implement a larger and more reactive humanitarian response through logistics platforms and support.</b>
Dollar Amount Requested:	<b>\$ 202,711</b>
Number of Beneficiaries Targeted:	Direct beneficiaries are more than 30 humanitarian organizations participating in the logistic cluster. Indirect beneficiaries are all humanitarian organizations benefiting from OCHA's information management system.
Number of IDP Beneficiaries Targeted:	The number of IDP beneficiaries is the number of IDPs beneficiaries served by the NGO programs using HI logistic platform support.
Geographic Area(s):	D.R. Congo, North Kivu
Keyword(s)	Information Systems/Geographic Information Systems (GIS)
Sub-sector Name:	<b>Information Management</b>
Indicator 1:	Number of products made available by information management services that are accessed by clients

### Award Level Beneficiaries

	Total Individual Beneficiaries (including IDPS)
Cumulative Period Targeted	N/A
Reporting Period Reached	1.082.174x 40% = <b>2900</b>
Cumulative Period Reached	2.070.485 x 40% = <b>831094</b> <i>Excluding the 1.7M Beneficiaries reported by UNOPS on last quarter</i>

This figure is calculated by adding up all of the direct beneficiaries declared by our partners on their project sheets. A ratio of 40% is applied to avoid any double counting while still capturing the important role that transportation plays in humanitarian deployment and response.



This chart only takes into account beneficiaries from partners that use our transportation services.

**On this quarter, the platform supported only one new partner on transportation, MEDAIR, which added 2900 beneficiaries to the count (7250\*0,4).**

Although the indirect beneficiaries figures are cumulative over the platform implementation period, declared beneficiaries on each partners' projects sheets are counted only once regardless of how many transport services are provided to these projects. Consequently, these figures increase very slightly and are meant to be stabilized.

### 3. Executive Summary

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#### a. Project Summary



The main aim of Handicap International's Logistics platform is to enlarge the humanitarian space and to improve the quantitative and qualitative impact of the humanitarian response in the North Kivu province, mainly in Walikale, Masisi, Rutshuru and Nyiragongo Territories.

Through services provision in North-Kivu Provinces, Handicap International supports humanitarian actors from two sites, Goma and Walikale, in order to provide full geographic coverage and ensure a rapid response within the North-Kivu Province.

The office in Goma is focused on pooling **the transportation needs of NGO partners** so as to optimize the transportation of humanitarian goods. While the platform in Walikale serves as a contingency base, providing transportation, storage, accommodation, internet access, vehicle loans and a mechanical workshop to offer assistance to the humanitarian community in this remote area.

A mapping technical unit is also dedicated to carry out assessments in all North Kivu, with the goal of collecting data to produce reports on logistical services available for partners but also road assessments to reinforce the accuracy of maps and help prioritization of the gaps to be filled by the logistics cluster. This activity aims to enhancing coordination amongst humanitarian partners.

Since July, OFDA has funded the humanitarian helicopter service provided by UNHAS PAM. Based on a suggestion from OFDAHI is supporting this service. A Memorandum of Understanding has been signed with UNHAS PAM. Handicap International is one of the five members of the helicopter steering committee and attends each meeting of the committee taking place once a month. In Walikale HI's focal point is working in close collaboration with the helicopter crew and the UNHAS team in Goma, as specified in the terms of references.

## b. Key accomplishments results for the quarter

- Increase of the support to the organizations in Walikale
- Launching of the process approach on the platform to set up a model of continuous improvement
- Third mission of the mapping Unit on the route: Goma-Walikale-Itebero-Goma
- Reinforced knowledge of the route Goma-Walikale, from the mapping to the security. This has brought to the platform the ability to provide land transportation over a very difficult route. As a result, we can see that we definitely success in reopening an axe that was a major obstacle to our partners

## c. Major Challenges

The main challenge this quarter has been the reorganization of the security department and its collaboration with the other platform services. Truck movement monitoring, security contacts and updates on the context that would be useful for the platform were the main points of interest.

## 4. Project Background

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### a. Environment

Handicap International Logistics platform is implemented in a context of protracted crisis complicated by an unstable security situation. This third period of implementation under the cost extension has been mostly dominated by two major events: **the Sokola 2 military operation against FDLR<sup>1</sup>** and **the protestation march in Kinshasa against the electoral calendar project**.

The ultimatum for FDLR to surrender eventually reached its last day and still many combatants remained to join the DDRRR<sup>2</sup> program. As announced, the Sokola 2 military operation was launched to force them to drop weapons..

During the 4<sup>th</sup> week of January, after protestation marches from the opposition, the unions and the youth were reprimanded by the government, what started as a pacific march turned into riots and then spread to all major cities in the country. In Goma, the riots led to material destruction, blocked roads and several dead casualties from the police repression. **As a result, Handicap International had to close its office during 2 days to protect its staff from crossing the city, prevent any material damages and be ready to evacuate in case the situation would have degenerated.** Eventually, the government stepped back and agreed to release an electoral calendar – which is, as to this day, still contested by the opposition.

Finally, as in the previous period, **Walikale remains a strategic territory**, it received 2 out of 4 envelopes from the Pooled Fund Standard Allocation in North Kivu to mitigate gaps in several sectors such as WASH, non-food items (NFI), Protection, Education, among others. Indeed, this huge territory will continue to experience displacement due to the activism of armed groups. The particularity of the territory is that **there are no sites**

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<sup>1</sup>Forces Démocratiques de Libération du Rwanda

<sup>2</sup>Désarmement, Démobilisation, Rapatriement, Réintégration et Réinstallation

**to receive displaced persons but only host families**, this latter being impacted by this flow of persons coming suddenly without any means to survive.

As we'll show below, **the access to intervention area and the presence of armed groups on the main roads significantly limit humanitarian capacity across the territory**. Therefore, Handicap International is supporting many NGOs in their assessment and activities through its logistic base and services. Thus, now classified as an "Island of Stability", facing a low risk of being attacked and controlled by armed groups, plus the possibility for NGOs to benefit from the HI logistic platform, the city of Walikale is now considered as a strategic area for many program implementations in the territory. In March, International NGOs such as, ACTED and Proccude started recruitment processes and are about to open permanent delegation in the city.

#### b. Important security points

This quarter has been relatively stable, but yet – as since the beginning of the project – marked by high tension events. The most important one have been as follows:

In the Walikale territory:

- The deployment of the military operation Sokola 2 against the FDLR conducted these ones to move and change territory and therefore become aggressive to ensure their sources of supply. Village attacks and lootings have been reported in the north of Walikale territory and since January over 3.000 households have been forced to flee towards the city of Pinga.
- In January, the RM<sup>3</sup> Isangi group gathered to a village 6km from the strategic city of Itebero supposedly to negotiate the condition of their surrender. It appeared eventually that their conditions were impossible to attend so they went back to the bush. Few weeks later, they came back on the axis and started to attack military positions until practically enter into Itebero. **HI had to suspend our activities on this axis for 1 week – aside with other humanitarian actors in the area – and wait for both camps to calm down.**

In the rest of the province

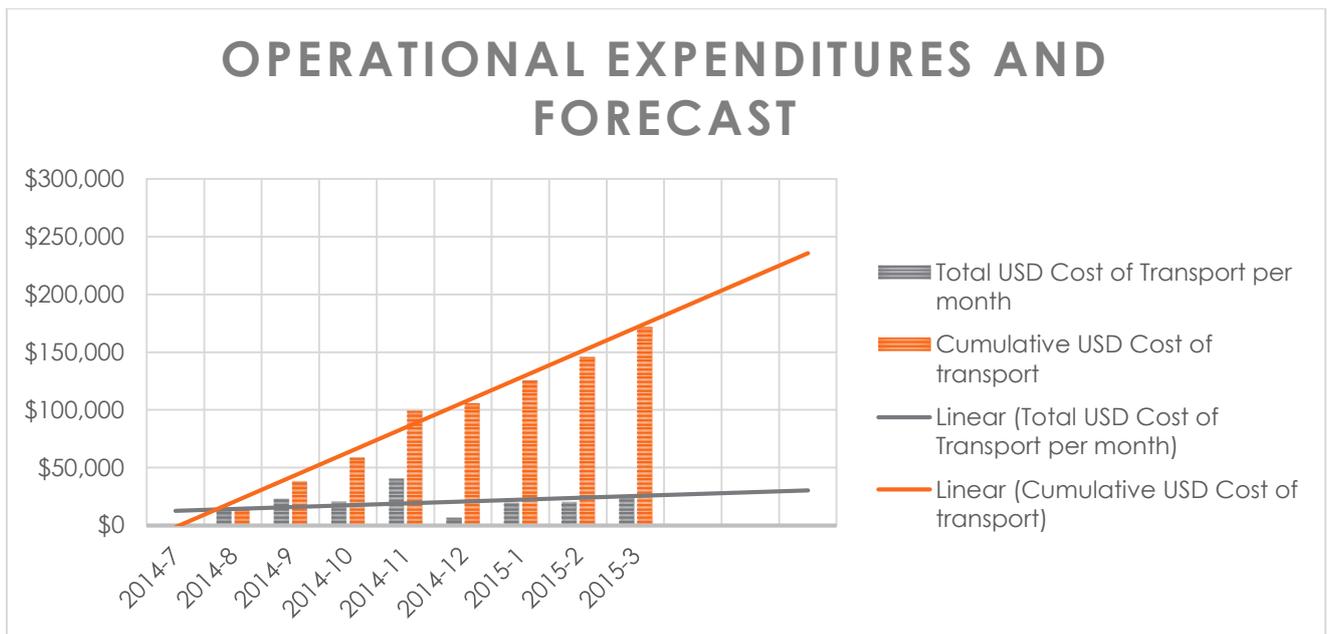
- **Rutshuru:** 105 incidents in the territory. Robberies remain the main threat and they are usually followed by the kidnapping of passengers and/or drivers. An INGO team was kidnapped after the robbery of their vehicle on the Kiwanja-Rwindi axis. An official communication has been sent from all INGO over radio waves to express the growing concern of the security situation for them and the risks of suspension of humanitarian activities in the area if the problem continues.
- **Lubero:** violent confrontations between the FDLR and the MM la Fontaine took place in the south/west of the territory. The FDLR set up barriers to control population movements. If they leave their village, local population gets a \$100 fine to be allowed to return. The purpose of this maneuver is to prevent the MM la Fontaine from reorganizing their group in further villages.

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<sup>3</sup> Raia Mutomboki – furious people in Kiswahili – are village milices born to defend people against the FDLR. They rapidly deviated from their original purpose and now operate as any other armed group, stealing and looting for supply.

- **Masisi:** In March, clashes occurred between FARDC and APCLS at the north of Nyabiondo, near the head quarter of Janvier Karairi, APCLS leader. Those recent attacks forced the population around to leave their villages.
- **Beni:** Due to the ADF/Nalu activism, the territory remains highly insecure. Several massacres occurred, including women and children. INGOs are not targeted by the group, but the police have seized the 24<sup>th</sup> of March in an INGO's office agricultural tools and accused the organization to buy weapons for armed groups. This incident looks like the one which occurred in February. So the situation stays tense in this area.

## 5. Budget related information

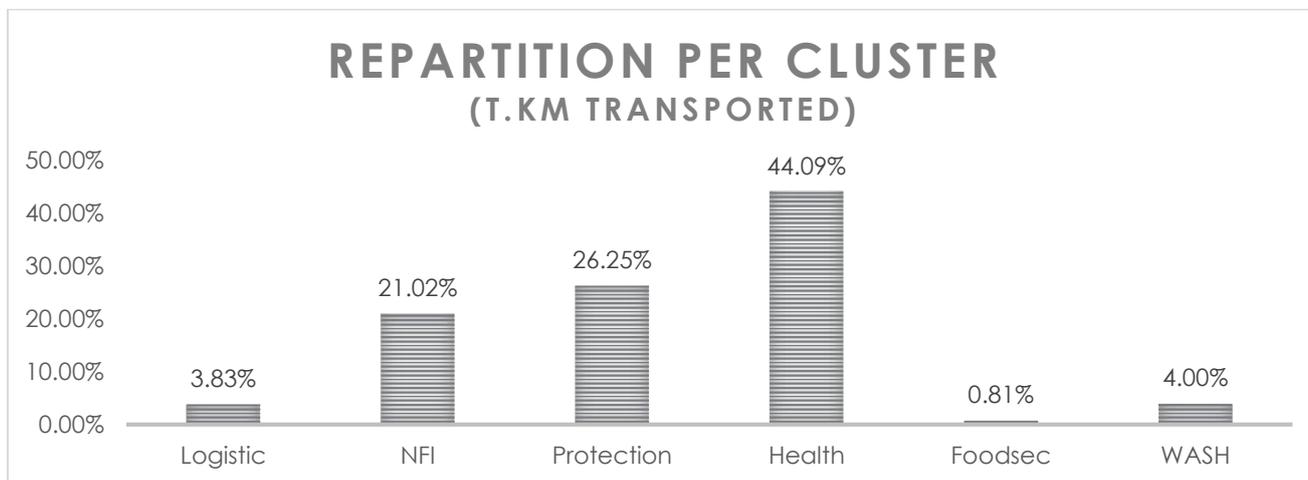


Budget expenses are directly linked to the transportation activity.

Budget expenditures have remained constant, with a trend line leading near to estimations. As it can be seen on the chart, after December which has been characterized by a decrease of the activity due to the Christmas and holidays season where numerous partners have been drastically reducing their activities, we can observe that the trend of expenses slightly increased along the project, which is another way to see that the platform activity is more and more known by partners which rely on us for this support.

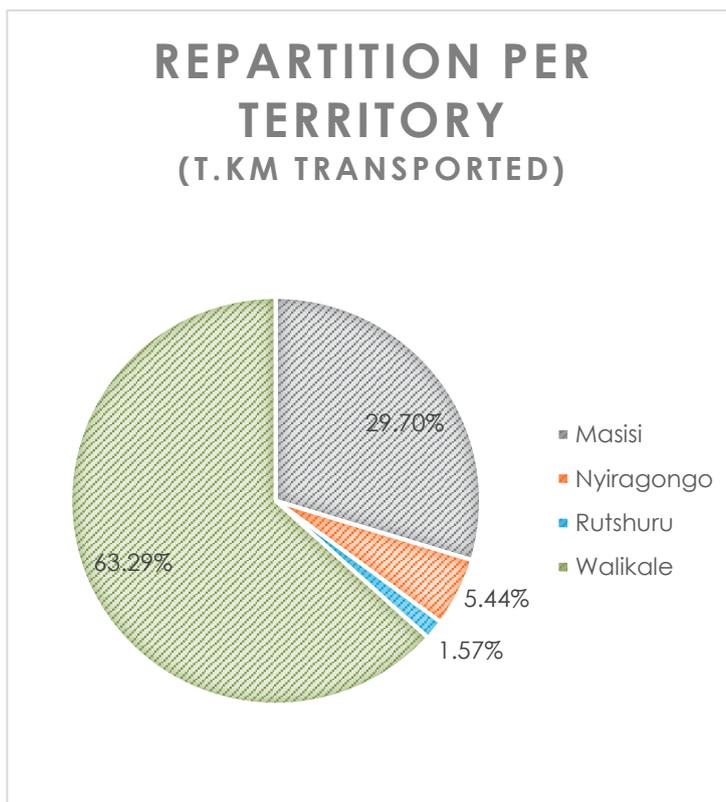
## 6. Major accomplishments and progress towards goals and objectives by base

### a. From Goma



This quarter activities have mainly focused on axis from Goma to Walikale. Most of the coordination offices, warehouses and suppliers are present in Goma, goods transit through this location to deploy humanitarian assistance around the country. Handicap International keeps on mutualizing and coordinating the transportation means from this bottleneck where goods flows are concentrated.

The actual set-up of the platform is reaching an optimum in terms of efficiency, covering with success a prioritized territory as Walikale, and supporting operations directly linked with the Humanitarian Annual Plan. The main sectors supported through the logistics platform from Goma this quarter are:



**The Health Cluster**, MSF-H (Medecins Sans Frontières – Holland) and IMC (International Medical Corps) relied the transportation of medical supplies Goma-Walikale to HI logistics platform, around 38,9 tons were deployed. Taking in account the distance between Goma and Walikale, the health cluster has been the most supported during this quarter with 44,09% of our tonne-kilometre transported.

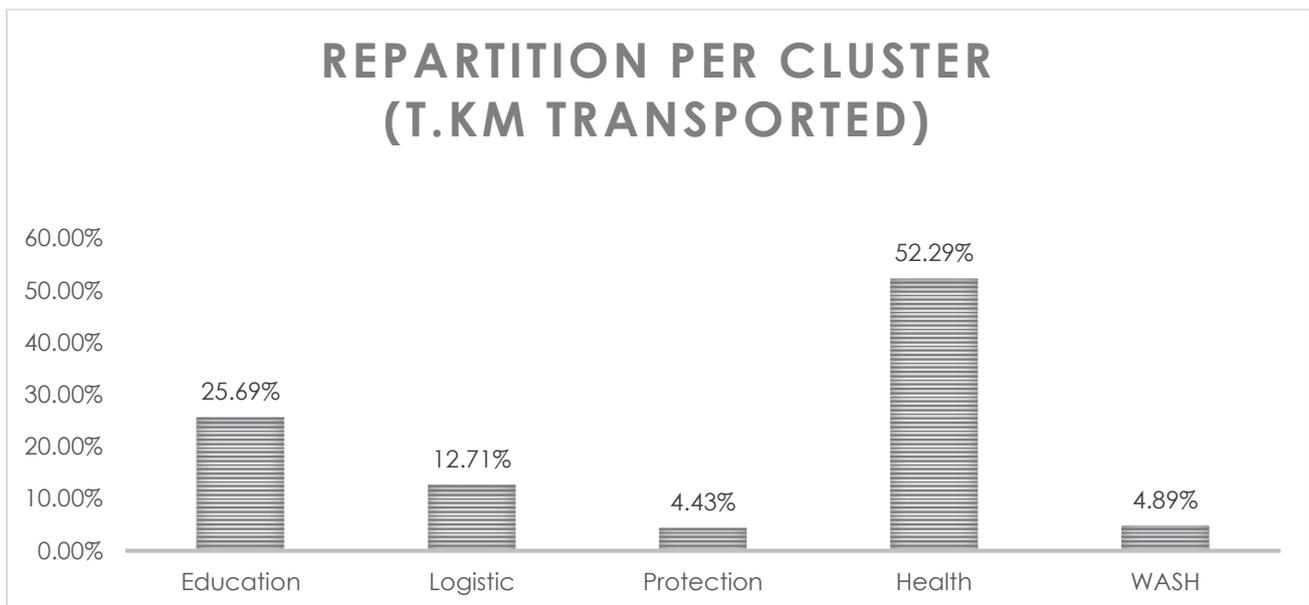


Followed by **the Protection Cluster**, for which HI transported around 26,25% of tonne-kilometre. Organizations such as COOPI (in the Masisi territory), Johanniter (in Rutshuru) or WOAI (in

Walikale) benefited from the transportation services within this quarter.

Camp management and NFI distribution remains on the top 3 sectors supported, with services provided to CONCERN and OXFAM.

b. From Walikale



The transport service in Walikale was mainly requested to support health projects with half of the activity, followed by education and logistics projects.

For the **Health Cluster**, HI logistics platform has mainly provided services to MSF-H, supporting the “Hopital Général de Walikale” and the Jane Goodall Institute (JGI), NGO that has rehabilitated 3 health centers located in Kingombe, Mengwe and Bitule, on the Kisangani axis. Consequently, this quarter 2854 t.km were transported for MSF-H and 1008 t.km for JGI. The transport does not only concern construction materials but also all the equipment needed (operation tables, beds, water tanks...). At the same time, Women of Africa, used the platform services, to support Health centers in Kibua and Mutakato in order supply malnourished population (IDPs and hosting families) with Plumpynut, oil and CSB, representing 1,314 tons.

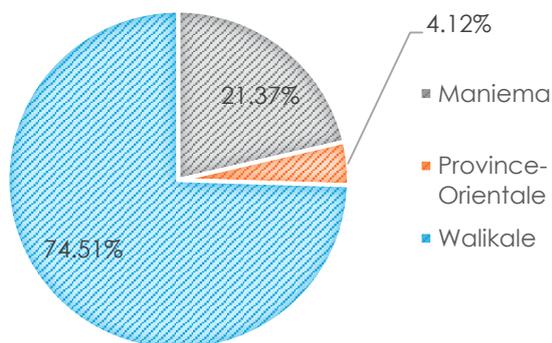
For **the education sector**, JGI is also a main partner, 4 schools were built in Kwankuba, Mundindi, Ondofia and Bilobilo villages last year along the Kisangani axis (construction materials were transported by the platform). This quarter, the schools are currently being equipped with tables, chairs, shelves and water tanks. As such,

26% of the tone-kilometer was transported for the education cluster.



HI's Logistics support also concerns mechanical and breakdown services that sometimes we cannot solve with the mechanical workshop in Walikale. We can see on this picture an accidented vehicle of IMC (International Medical Corps) that with HI services was brought back to Goma in order to be repaired.

### REPARTITION PER TERRITORY (T.KM TRANSPORTED)



Geographically speaking, for the platform of Walikale this quarter Walikale center and its area remained the larger part of the realized transports with nearly 75% of tonne-kilometre transported.

Transportations to the Maniema territory represented more than 21% concerning the JGI health project mentioned above, and The Orientale Province territory represented 4% as it remains the place of supply for many of our partners, such as MSF-H and JGI.

The helicopter collaboration with UNHAS PAM is now effective. The focal point in Walikale has been trained. Moreover, the mapping of the Helicopter Landing Sites has been done by the HI Mapping Technical Unit across last quarter and beginning one.



Helicopter take-off in Walikale

## 7. Major accomplishments and progress towards goals and objectives by sector

### a. Sector: Logistics support and relief commodities-transport

Indicator	Disaggregated by	Cumulative Period Targeted <sup>4</sup>	Reporting Period Total	Cumulative Period Reached
Total USD cost of transport by type	Commodities	N/A	\$ 68 076,65	\$ 174 088,84
Total kilograms of commodities transported by transport type (e.g., land, sea, air)	Land	N/A	<b>187 494 kg</b>	<b>1 779 482 kg</b>
	Air			
Total number of flights/trips provided by type)	Commodities	N/A	142	551



<sup>5</sup>Although this award is a Cost Extension of our ongoing project, for more clarity and to easily monitor and analyze our activities we decided to report on the indicators as a new project, (taking into consideration the new LFA) starting from July.

## i. TRANSPORT

From January 1st to March 31st:

- **8 partners benefited from land transportation services in Walikale.**
- **13 partners benefited from land transportation services in Goma.**
- **16 partners (without double count) benefited from land transportation**

Transportation activities represent:

- **143 trips**
- Real weight carried during the period: **187 494 kg**
- Assessed weight transported during the period<sup>5</sup>: **338 288 kg**
- Average direct cost per ton-kilometer: **\$ 1.5**

### 1. Partners and type of projects

On this quarter, the logistic platform has signed 8 new partnerships, 6 with national NGO and 2 with International ones.

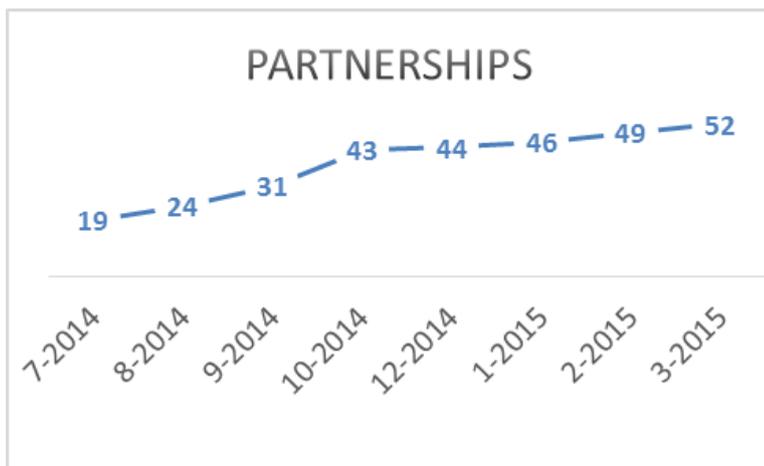
RCID	Réponse aux Catastrophes et aux Initiatives de Développement	National
APCF	Action Paysanne Contre la Faim	National
CREDDHO	Centre de Recherche sur l'Environnement la Démocratie et les Droits de l'Homme	National
GAAD	Groupe d'Appui & D'Accompagnement	Nationale
MEDAIR	MEDAIR	International
WVI	World Vision International	International
PLAIDOYER DEBOUT	Plaidoyer Debout	National
RAFEC	Réseau d'Action des Femmes Chrétiennes	National

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<sup>5</sup> Modeled on the "Dimensional Weight" used in international transport invoicing, the Assessed Weight is the key point of a pertinent monitoring of the activity. This indicator will be based on the weight/volume ratio of the fleet and calculated as following: As an example, a truck with a payload of 5 metric tons and useful volume of 20m<sup>3</sup> will have a weight/volume ratio of 4 cubic meters for 1 metric ton (20/5=4), or 250 kilograms for 1 cubic meter.

Case 1: If the freight weight is upper than 250 kilograms for 1 cubic meter, we will use the actual weight of the goods.

Case 2: If the freight weight is lower than 250 kilograms for 1 cubic meter, we will use the assessed weight of 250 kilograms for each cubic meter carried.

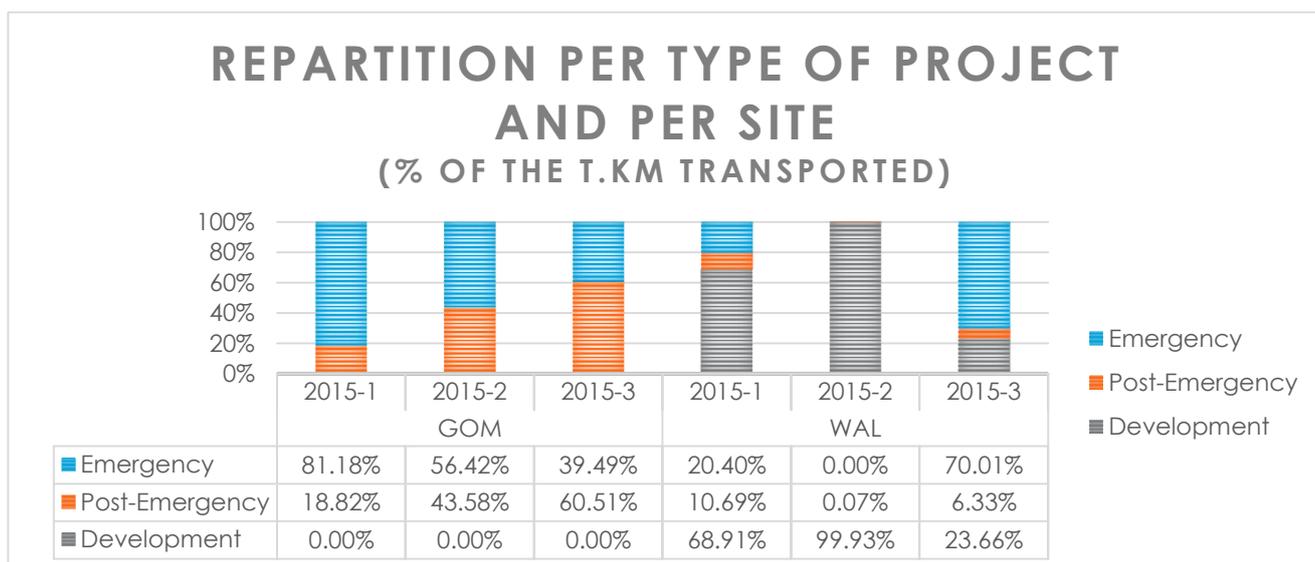


The logistics platform has now overpass its target with 52 partners (target 50 partners) implementing projects in the emergency, post-emergency and development sectors. The kinds of goods transported or projects supported cover all the usual humanitarian intervention sectors: NFI, WASH, road rehabilitation, health and education.

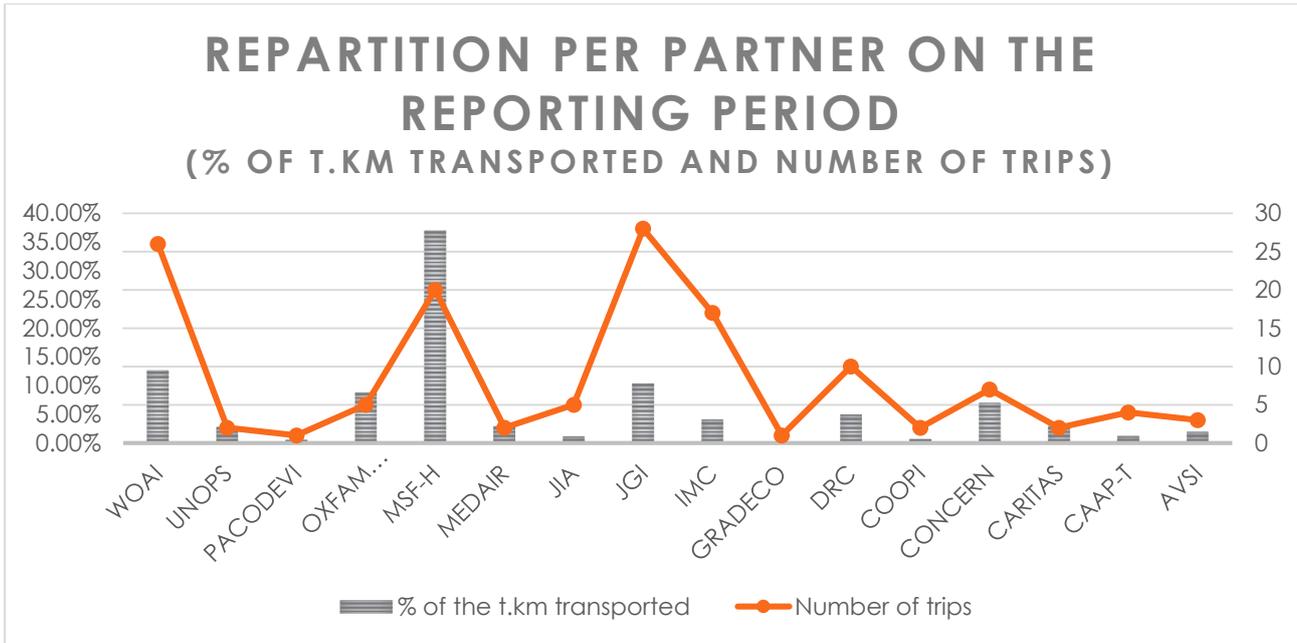
### Types of projects

As a whole, this quarter remains characterized by a large support to emergency with an overall total of 57% of tonne-kilometre transported on emergency projects, 31% on post-emergency and 12% on development projects.

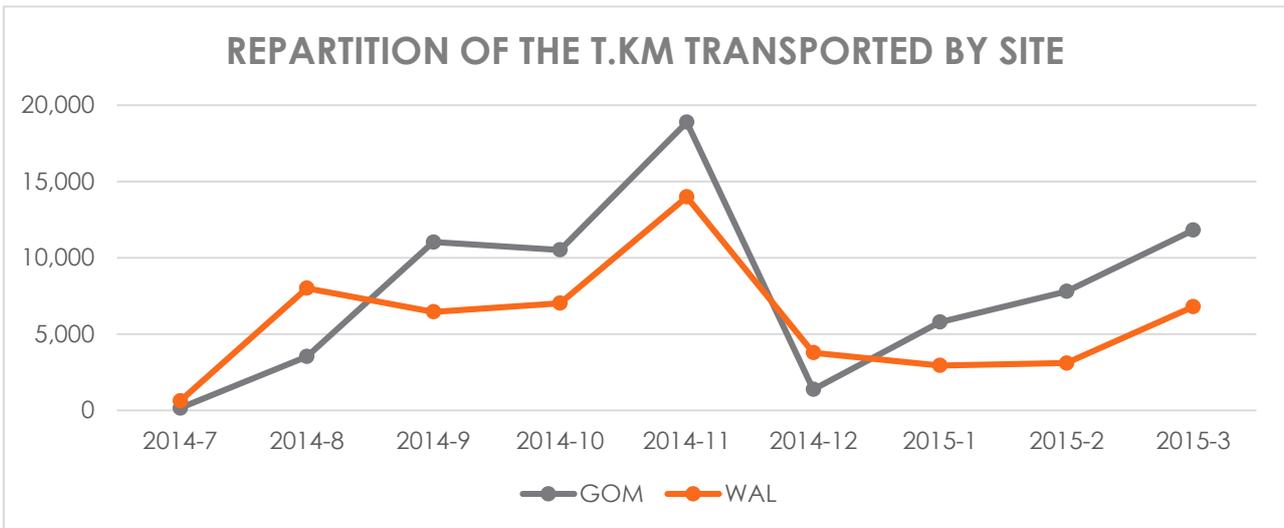
As shown on the chart below, emergency and post-emergency projects have been largely supported by the platform in Goma with 100 % of the tonne-kilometre transported. While in Walikale, due to the context this quarter the type of projects held by NGOs in the region were quite mixed with 44 % of transports in support of NGO implementing emergency and post-emergency projects and 56 % of NGOs development projects.



## 2. Weight transported and number of trips



The chart here above represents the activities in terms of percentage of transport provided for a sample and main HI partners in tonne-kilometre transported and the number of trips provided for each of them.



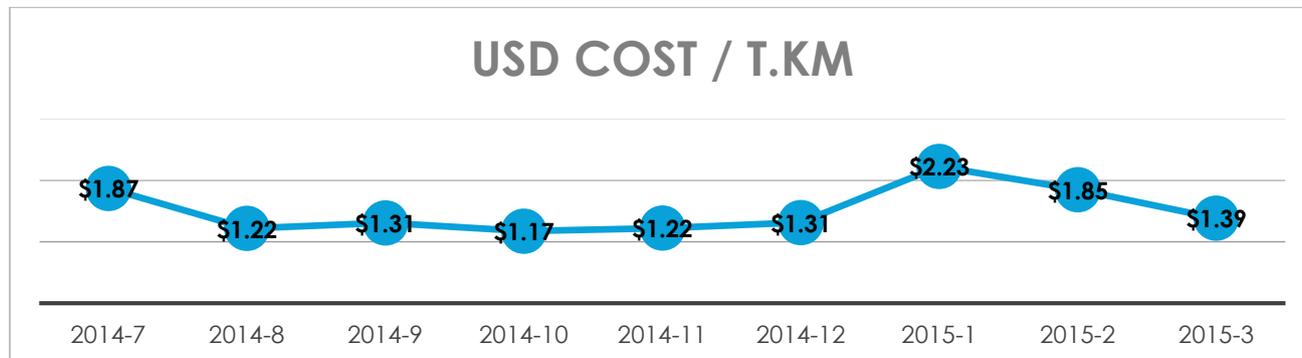
The percentage of tonne-kilometre gives a good figure of the partners that have been most supported by the platform transportation service in terms of weight, volume and distances covered. Using the assessed weight gives us the opportunity to merge volume and weight while the tonne-kilometre indicator avoid to report on weight and kilometers separately.

For a total of 142 trips for this quarter, 58 trips were realized in Goma and 84 in Walikale.

Again, the last chart shows that Goma's and Walikale are reaching the same trends on transportation, with a difference on the laden kilometers, with an average of 111 km per trip for Goma and 66 km for Walikale's operations (total average is around 125 km per trip).

### 3. Costs and Optimization ratios

Handicap International, through its provision of logistics facilities aims to act on the rationalization of means and reduction of costs to increase the efficiency of the humanitarian response in DRC. The chart above shows the evolution of the USD cost per each tonne-kilometre transported by the platform.



The USD Cost/t.km represents the cost per each movement of one metric ton on a distance of one kilometer.

b. Sector: Humanitarian Coordination and information management

**Sub Sector: Information Management**

Indicator	Disaggregated by	Applicable	Cumulative Period Targeted	Reporting Period Total	Cumulative Period Reached
Number of products made available by information management services that are accessed by clients		YES	N/A	N/A	N/A

**i. Logistics Mapping Unit**

Information management activity has been launched last quarter. This team is composed of one GIS evaluator, in charge of the GPS tool and assisted by a road expert in charge of assessing the road spots on the routes as sloughs, bridges, and others infrastructures.

Tools designed by the logistic cluster are being used by HI’s mapping unit in order to avoid duplication, enhance coordination and facilitated the sharing of collected data with a maximum of partners.

Tools have been tested this quarter on three operations:

- The first one in Masisi,
- The second one aiming to reach Ngungu in the south of the territory
- The third one from Goma to Walikale via Masisi and coming back to Goma by the Bukavu road.

Several landing points have been shared with UNHAS, while cities, accommodation facilities, storage capacities and key contacts has been shared with OCHA and the Logistic Cluster.

None of the data collected were shared with partners on this quarter, the mapping unit needs to review the database to ensure quality of the data gathered.

**8. Other activities report**

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**a. Inter-agency storage**

*During the period:*

1. 9 partner organizations used the storage service

2. *An average of 32% of the storage volume used*
3. *Total of tonnage/meter cube stored : 29,301 tons/162,68 m<sup>3</sup>*

This quarter, even if the tonnage stored is lower than the former quarter, the volume in meter cubes has doubled. This is mainly due to the type of goods that have been stored such as water tanks for JGI WASH project, or the windows for the construction of the training center, implemented by the national organization CAAP-T. Moreover, the decrease of the average volume stored (*56% of storage last period*) is due to the fact that goods were stored for very short periods. Indeed an important amount of the quantities (26,40 tons / 110,96m<sup>3</sup>) was removed short after they entered the stocks for the implementation of our partners' projects. Finally, it is to be noticed that 4 new organizations benefited from the storage service this quarter as for example JGI for who we stored over 48m<sup>3</sup> for their education, health and WASH projects.

## **b. Accommodation**

*During the period:*

1. *374 nights booked by partner organizations*
2. *10 partner organizations used the accommodation service*
3. *An average occupancy rate of 43%*

An average occupancy rate in decrease this quarter partly due to the fact that most of the projects in Walikale area have been put in standby during the Christmas festive period and slowly restarted at the beginning of the year. Our partners started requesting accommodations in the middle of January.

This service has been requested by two organizations, Proccude (34 nights) and Tearfund (20 nights) who came to Walikale to conduct evaluations for new WASH and food security projects, one of which will start in April aiming at supplying 1000 beneficiaries with food and agricultural seeds.

Added to this, CAAP-T (78 nights) and Women of Africa (87 nights) largely benefited from it while there were monitoring their activities, as well as CRS (76 nights) to conduct the final evaluation of their project implemented FROM September to November 2014.

## **c. Office and Internet area**

*During the period:*

1. *20 partner organizations used the internet service during this period(10 ONGI, 10 local NGOs)*
2. *488 hours of internet provided*

The number of internet connexion remains stable for local organizations (114 hours versus 138 the former quarter). Moreover, considering half of total connexion hours were used the last quarter by the CRS team while they were implementing a 4 month project in Walikale and using our base as a work space, the total internet connexion provided to international organization this quarter has increased.

As for the number of the partner organizations using the service, it remains stable.

## **d. Mechanical workshop**

*During the period:*

1. *2 organizations have used the garage services*
2. *3 interventions requests realized (2 diagnostics, 1 vehicle reparation)*

For this quarter the mechanical workshop service request were weak. This is mainly due to the fact that only a few NGOs own vehicles in Walikale. Local NGOs without any transportation media or INGO conducting

monitoring and evaluation in the area mostly use our vehicle loan service, which requires intense mechanics maintenance but doesn't fall into the scope of this service.

#### e. Vehicle loan

*During the period:*

1. 9 organizations benefited from the vehicle loan service
2. 58 days of vehicle loan in a 90-day period

The vehicle loan service is highly requested by our partners and for many purposes. Cars loan were requested on one hand, to facilitate their displacements on the field to conduct evaluations in order to submit new projects. This was the case during for Proccude (10 days) and Tearfund (5 days). On the other hand, to monitor their activities as Women of Africa (11 days) and FNH (11 days) do. But it can also be requested by organizations like CRS, to conduct a final evaluation as they did for their Cash for Work project they implemented last year.

Mostly loaned for one day trip, the opening of the Goma axis also allowed NGOs to go further into the field to monitor their activities. Proccude and WOA went to Mpopi for 2 days and IEDA requested a car for a 4 days operation, bringing them up to Kibua, the security on the axis did not allow HI to transport them further as we had identified clashes between armed group and military forces ahead on the axis.

## 9. Monitoring and evaluation progress

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With the instauration of a Quality Department in October 2014, the logistic platform was gradually able to develop and to set up a strategy of monitoring and evaluation. The Quality Department's team was strengthened by the recruitment in February, 2015 of two assistants, one in charge of the knowledge management and the other one in charge of the internal audits, monitoring and evaluation.

Its mission is to **develop and promote the quality approach within the Logistic Platform's program**, the Quality Department supports the project manager and his team to optimize the piloting of the actions and to strengthen the staff's autonomy committed in the implementation of the program. The Department's strategy leans on tools of monitoring and evaluation allowing the analyze of the information linked to logistic support activities:

- **A indicators monitoring plan** is developed to support the Project Manager on operational management;
- **A tool including 12 "quality" criteria** allowing the activities' follow-up in connection with the piloting, the operational and the support of the program.
- **Participative workshops**, with the program teams, allowing to share analyses and experiences. Taking of drop's backward is necessary to improve the practices in the next months.

## 10. Plans for Next Quarter

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The Quality department is accompanying the project manager and his team in the development and the implementation of the process approach, in connection with the activities and the proposed services. The objective, in fine, is to formalize, clarify the information and the practices to be considered as the implementation of the services, while giving responsibilities each of the members of the team.



**Annex 2:** Synthesis of the quarter transportation by type of project and partner on the reporting period.

Assessed Weight transported in Kg	
<b>Emergency Projects</b>	<b>146 564</b>
CONCERN	29 767
COOPI	4 230
GRADECO	333
HI PF	15 960
IMC	15 746
JIA	5 642
MSF-H	71 999
PACODEVI	2 888
<b>Post-Emergency Projects</b>	<b>120 064</b>
AVSI	9 773
CAAP-T	4 936
DRC	38 120
MEDAIR	6 472
OXFAM SOLIDARITE	22 616
UNOPS	10 800
WOAI	27 348
<b>Development Projects</b>	<b>72 234</b>
CARITAS	4 638
JGI	67 597
<b>GRAND TOTAL</b>	<b>338 862</b>