KEY STAKEHOLDERS AND RESPONSIBILITIES OF IMPLEMENTING AGENCIES

WHAT IT IS

Begin by considering who is involved in the MPG programme and what their role will be, ensuring all relevant parties are not only involved but also empowered to take responsibility.

MPGs can resemble social safety nets (SSNs) in that they provide unrestricted cash assistance to vulnerable segments of the population for a given period of time. It is therefore important to engage governments on MPG programmes to ensure acceptance (social, political, etc.) of humanitarian cash assistance; to avoid duplication/overlap with existing safety nets; to prevent designing responses that are in conflict with local SSN - or better - to reinforce or adapt SSN for humanitarian contexts. Problems can arise if the MPG transfer value drastically exceeds the monthly cash assistance given to citizens through a safety net programme or if the MPG programme targets refugees in a country without SSN programmes for its own citizens. Collaborating with local governments can reduce friction with host communities and positively influence political acceptance of a humanitarian MPG programme.

ESSENTIAL CHECKLIST

Conduct a rapid review of the main stakeholders involved in MPG design and implementation and programme quality. Examples include UN agencies, implementing partners, NGO consortia, government counterparts, private sector contractors and financial service providers, etc.

Using this Response Plan as guidance, outline the top-line responsibilities. List the main implementing agencies alongside their main functions, highlighting where different agencies have different responsibilities.

The government is a critical player. Include the names of relevant government ministries. Outline how they have been involved in the MPG. It is important to highlight here the difference between government representatives in particular geographic or field locations and their national/capital-based counterparts.

Determine whether the government has any established or existing cash-based safety net mechanisms (conditional or unconditional) for local communities. This will be critical in terms of negotiating with them on MPGs, to understand whether they are familiar with cash-based interventions or have experience with SSNs.

See CaLP’s Social Protection Thematic Page to see how to link relief and development CTPs.

The MEB and MPG transfer value should be designed in consultation with the government and the former aligned to national poverty lines, if appropriate. Review targeting criteria and strategies for identifying the poor in existing SSN programmes, e.g. proxy-means test, income and expenditure, living conditions, asset holdings, etc. Try to align with national approaches if the approach can be used to accurately estimate the needs and vulnerabilities of crisis-affected people.

The government should be kept informed of and consulted on all documents related to MPGs through relevant coordination bodies, Response Plans and budgets, and any other inter-agency documents, e.g. technical guidelines, etc.

Respective government ministries should be encouraged to actively lead the development of the Response Plan where possible, for example through existing coordination systems and meetings. If they are unwilling or unable to take a leading role, they should be encouraged to provide technical and operational inputs into guidelines and other documentation processes.