

At what point does handover occur?

Adapted from UNICEF In-Country Logistics Guide

This will depend largely on the capacity of the counterpart to assure delivery up to end-user. In these guidelines we are assuming that the host government has a lack of capacity to deliver, hence the need for intervention. However, in some countries capacity can vary. The central government may lack capacity, but some local area may be well organized. Or, inversely, the central government can be well-established, but the more local systems are broken down. There is no one-model-fits-all model for this and methods will vary from country to country.

The same can be said for NGO partners where one organization can have a strong presence in one locality, but be very weak in others.

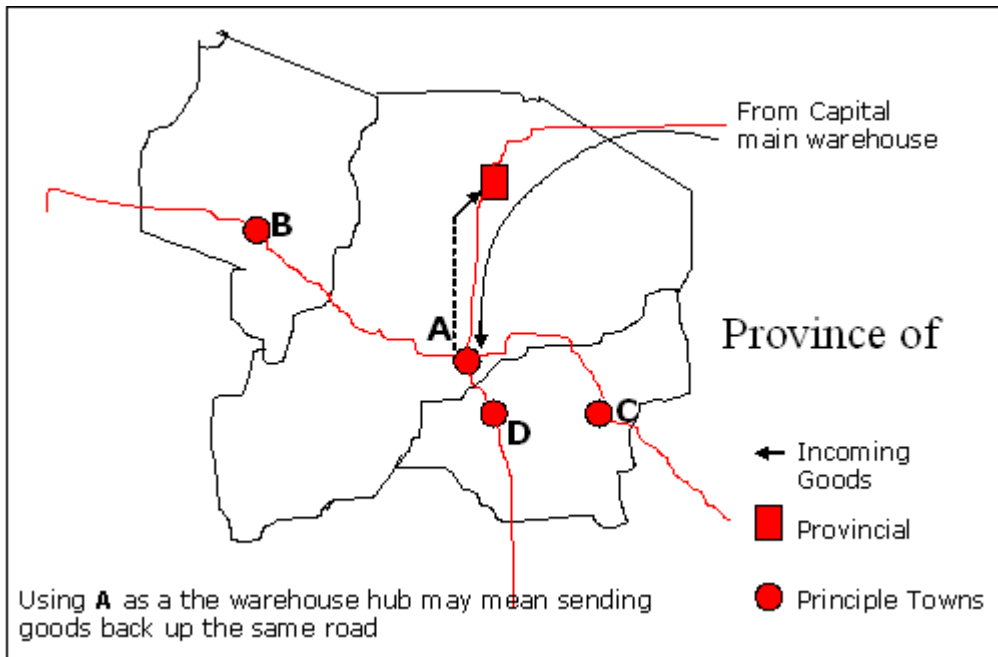
In both cases your organisation needs to closely work with the partner in order to design an appropriate handover point. In general, this will be a place where bulk deliveries from your organisation's warehouse would then be broken down into smaller transports. This will depend on

- Access and state of infrastructure.
- Transport capacity in the distribution areas.
- Presence of warehouses or other secure areas.
- Staff capacity.
- Timetable (tighter timeline may require change of distribution point, so that a more direct distribution is done).
- Transport costs (for an area where local transport is high, it may be better to direct deliver, for example).

The map below illustrates some of the considerations to be made in choosing distribution points. It shows a province Z made up of 3 districts. In this case, town A would be the natural place to break bulk deliveries, due to its position along the roads, even though the provincial capital may be the bigger town. However, one must also consider that to distribute in the capital using town A as the main warehouse would mean the goods are coming back along the same road they came from when they left the main warehouse! In such cases, you would calculate the population requirements against the transport costs and make a decision about where you would warehouse and how you would organize distribution from there.

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To complicate matters further, let's assume that the district where town C and D is located has good road access throughout. Would you use D and C as distribution points, or could the whole district be served from town A, which is close by? Compare this to the district where town B is located. This is a poorly populated and inaccessible place. Would it make sense to drop goods dispatched from A at town B, and then organize small transport units from B? Are there small transport units (pick-ups, etc.) even available at town B?