Transport of food to famine relief camps

Control being tested for proper operation:

A list of drivers available for hire is kept by the supervisor in the lorry compound office.

Method of testing

The list of drivers was obtained from the supervisor.

The drivers were telephoned to check that they were still available.

Results of test

The supervisor took 10 minutes to find the list, while we waited. It was eventually found at the back of a drawer. He indicated that it was last updated "several months ago". It looked as though it had been in the back of that drawer for considerably longer.

Of the twelve drivers on the list:

➢ 6 had no contact details, only names. The supervisor said they lived locally and he could call on them.

➢ 6 had phone numbers. We tried to contact them, but only three numbers were in operation and only one answered. His wife said he had a job with a transport company.

When we talked to the supervisor, he said that he found drivers through local contacts and could let us have a new list in an hour. We declined this, as we had no way to judge their availability, or suitability.

He also said that FRCA was unusual in that it still had its own fleet of lorries. Most relief agencies used local transport companies where most of the drivers now worked. This was reducing the number of drivers he could rely on. He believed we should shut the lorry compound and use contractors.

Conclusions

RED - control does not reduce risk to below the risk appetite, objective not achieved.

The list of drivers is useless and therefore the risk that drivers cannot be hired is not mitigated.

We believe the option of closing the lorry compound and using contract transport should be pursued.