

VAN Scorecard Report

2024

Item	Description	Ordered	Delivered	Outstanding
Bandages	Bandages - Black	100	100	
	Bandages - Grey	100	30	20
	Bandages - White	50	20	
	Bandages - Cream	20	2	
	Bandages - Shelf	2	16	
	Bandages - Chair	18	30	
	Bandages - Desk	18	30	
	Bandages - Stickers	30	30	



Reproductive Health
SUPPLIES COALITION



		Baseline	Time 1	Time 2	Time 3	Time 4	Time 5	Time 6	Time 7	
OVERALL	Average rating on the pain scale to rate experience using the current systems and processes for collaborative FP supply chain mgmt decisions SU <input checked="" type="checkbox"/> ALL	5.9	4.4	4.1	3.9	3.2	3.2	3.5	3.5	
	# members organizations in the cross-organizational Steering Committee that meets regularly to advise on rollout	-	6	6	6	8	8	10	10	
PEOPLE	# of multisectoral task forces (by topic area) identified and formed to advance VAN activities	-	4	4	4	4	4	4	4	
	# entities participating in VAN steering committee and task forces	-	16	16	18	18	25	36	42	
	# countries involved	-	2	2	4	34	37	36	38	
	# manufacturers involved	-	4	4	4	4	4	5	6	
	% of respondents reporting “a lot less” or “less” time spent on triangulating data each month to make collaborative supply chain mgmt decisions B P <input checked="" type="checkbox"/> ALL	-	-	-	-	-	-	61%	63%	66%
EFFICIENCY	% of respondents reporting “a lot less” or “less” time spent on communication to review data and make supply chain decisions together B P <input checked="" type="checkbox"/> ALL	-	-	-	-	-	53%	73%	61%	
	% of “past due” orders that do not have associated shipment records V <input checked="" type="checkbox"/> ALL	-	NOT LIVE	1%	6%	5%	4%	4%	3%	
	% of respondents reporting “a lot less” or “less” time spent on triangulating data each month to make collaborative supply chain mgmt decisions for Nigeria and Malawi TS	-	0%	21%	44%	53%	82%	79%	92%	
	% of respondents reporting a “a lot less” or “less” time spent on communication to review data and make supply chain decisions together for Nigeria and Malawi TS	-	0%	38%	53%	41%	75%	63%	75%	
	% of respondents indicating that it was “somewhat easy” or “very easy” to access the supply chain reports and data analyses needed for review with the FP community PI <input checked="" type="checkbox"/> ALL	19%	75%	63%	47%	76%	60%	52%	58%	
	% of respondents who report that the data they currently have allow them to make timely and specific supply chain recommendations and decisions B P <input checked="" type="checkbox"/> ALL	-	-	-	-	-	64%	69%	66%	
	% respondents who expect in the future that the VAN will allow them to make more timely and specific supply chain recommendations and decisions compared to before B P <input checked="" type="checkbox"/> ALL	-	-	-	-	-	78%	81%	75%	
	% of respondents who “agree” or “strongly agree” that the status and progress of the collaborative FP supply planning process is transparent and visible at all times B P <input checked="" type="checkbox"/> ALL	-	-	-	-	-	81%	89%	87%	
	% of targeted countries providing complete supply plans at least once per quarter BC <input checked="" type="checkbox"/> ALL	-	NOT LIVE	67%	100%	85%	85%	84%	82%	
	% of targeted countries providing complete inventory updates BC <input checked="" type="checkbox"/> ALL	-	NOT LIVE	95%	95%	90%	95%	87%	84%	
PROCESS	% of supply plans with a projected MOS below Min alert as of the end of the quarter DM <input checked="" type="checkbox"/> ALL	-	NOT LIVE	-	16%	42%	60%	46%	49%	
	% of Action Request tickets resolved in line with the original request for the year-to-date BC <input checked="" type="checkbox"/> ALL	-	NOT LIVE	45%	50%	95%	90%	78%	79%	
	% of respondents who report that the data they currently have allow them to make timely and specific supply chain recommendations/decisions regarding Nigeria and Malawi* DM	41%	0%	44%	39%	87%	70%	73%	85%	
	% of respondents who expect in the future that the VAN will allow them to make more timely and specific supply chain recommendations and decisions* regarding Nigeria and Malawi compared to before DM	-	85%	77%	87%	94%	82%	80%	96%	
	% of respondents who “agree” or “strongly agree” that the status and progress of the collaborative FP supply planning process are transparent and visible at all times regarding Nigeria and Malawi SU	27%	42%	69%	84%	83%	83%	88%	100%	
	% of respondents who “agree” or “strongly agree” that they are able to reliably anticipate expected arrival dates of FP commodities BC <input checked="" type="checkbox"/> ALL	24%	33%	43%	44%	65%	63%	62%	66%	
	SCALE	% respondents who report that it is “likely” or “very likely” that with the VAN processes and systems, they will be able to cover more countries than currently possible without increasing total work hours SC <input checked="" type="checkbox"/> ALL	-	63%	75%	80%	88%	87%	67%	84%
		% respondents who report that it is “likely” or “very likely” that with the VAN processes and systems, they will be able to cover more products than is currently possible without increasing total work hours SP <input checked="" type="checkbox"/> ALL	-	63%	75%	80%	88%	80%	67%	79%
		CSP Online Tool RETIRED 2019 PPMR Tool RETIRED 2022 RHI Tool RETIRED 2021 PPT and Pipeline NOT RETIRED**								
	POLICY	# versions of official Terms of Use (effective dates)	-	1	1	2	4	4	4	5
# of logins (month of survey)		-	NOT LIVE	342	570	814	979	1159	1587	
# official VAN users (accepted the TOU)		-	21	58	124	463	592	760	896	
# VAN member organizations (accepted the TOU)		-	NOT LIVE	15	95	99	123	143		
TECHNOLOGY	Countries with Supply Data Plan								25 (SCOPE: 24)	
	Methods***								21 (SCOPE 9)	
	Products***								87 (SCOPE 25)	
	Countries with orders and shipment data****								154 (SCOPE 136)	
	Countries with inventory data****								37 (SCOPE 46)	

The Baseline and Times 1, 2, 3, 4, 5, 6, and 7 are defined in the VAN Scorecard Narrative.

* Aggregate of the following supply chain decisions and recommendations: adjusting orders and shipment timing to reduce stock imbalances; funding proposals to better align demand with limited resources; adjusting supply plans to avoid future shortages, stockouts, and overstocks; and planning production and shipment schedules.

** It is no longer necessary for Pipeline and PPT to retire. The VAN is currently integrated with Pipeline and QAT, countries can choose to use the tool that works best for their processes. The PPT is linked to UNFPA ERP transition.

*** The count of method and product coverage beyond the total universe has to do with approved requests for product expansion.

**** The total universe has been updated to reflect the complete coverage of active countries in the RHI dataset as of 2017. Since 2017, the highest coverage has been 136 countries. The complete set of 136 was transferred to RH Viz, and now 148 countries represent the complete coverage.

***** The total universe has been updated to reflect the coverage of 46 countries proposed in the 2020 business case.

- B** BASIC
- BC** BUSINESS CASE
- C** COST
- DM** DECISION-MAKING
- P** PREMIUM
- PI** PROCESS IMPROVEMENT
- SC** SCALE COUNTRIES
- SP** SCALE PRODUCTS
- SU** SYSTEM USABILITY
- TS** TIME SAVINGS
- V** VISIBILITY

ALL The scorecard data collection methodology changed in Time 5 (see narrative) and now includes over 100 respondents from across all VAN member countries. This symbol is used in the Overall and Process category, and represents indicators related to all VAN member countries. Where there is no symbol, the results represent only Nigeria and Malawi, in line with the original methodology.

VAN Scorecard Progress Towards Efficiency, Effectiveness, Scale, and Cost Reduction

Bringing Together People, Processes, Policy, and Technology

The Global Family Planning Visibility and Analytics Network (VAN) aims to bring together people, process, policy, and technology to transform how the reproductive health (RH) community assesses supply needs, prioritizes those needs, and takes action when supply imbalances loom. The VAN Scorecard is designed to track progress towards the key performance indicators (KPIs) of the VAN using objective KPIs measured by the platform, subjective KPIs measured by the VAN Initiative Survey, and other relevant statistics.¹

The 2024 VAN Scorecard includes seven time frames: 2018, 2019, 2020, 2021, 2022, 2023, and 2024.² As noted in previous years, the growth of the VAN between 2018 and 2024 and the way the survey expanded to capture wider viewpoints have impacted how some indicators are represented in the VAN Scorecard. Indicators that do not contain a numeric value were not live at the time the surveys were disseminated. The pool of VAN users significantly increased when the Procurement Planning and Monitoring Report (PPMR) was decommissioned in 2021 and the 35 PPMR countries were transitioned to the VAN. To capture the viewpoints of the expanded pool of VAN users more accurately, the Time 5 survey was administered to two new groups: Basic Members and Premium Members. A new skip pattern was also introduced in the Time 5 survey to provide Control Tower Member and Procurer respondents with the option to indicate “I don’t support Nigeria and Malawi” and “I don’t support countries other than Nigeria and Malawi” where applicable. The Time 5 survey provided baseline measurements for the Basic Member and Premium Member groups and the Times 6 and 7 surveys offered second and third measurements for comparison.

2018 TIME 1

2019 TIME 2

2020 TIME 3

2021 TIME 4

2022 TIME 5

2023 TIME 6

2024 TIME 7

Indicators in the Baseline and Times 1, 2, 3, and 4 that did not contain a numeric value were not live at the time the surveys were disseminated.

Two new groups added (Basic and Premium Member) to capture the viewpoints of the expanded pool of users.

New skip pattern introduced, as well as baseline measurements for the Basic and Premium Member.

Second and third measurements for comparison between Basic and Premium Member added.

1. Historically, the longitudinal survey is conducted with a small group of respondents (n=19), querying them on an ongoing basis over time in order to accurately compare trends. However, VAN membership and use has grown exponentially over the years, now covering over 140 organizations and hundreds of individual users. In 2022, the VAN Management Unit modified the survey methodology to continue the series of repetitive cross-sectional studies with the initial three groups surveyed before, and added two new questionnaires to represent Basic and Premium members not surveyed before. The total n including the new surveys is n=43.

2. The data time frame for Time 1 is December 2018 for the survey and platform KPIs and February 2019 for the other indicators. For Time 2, the data time frame is August 2019 for the survey KPIs and the fourth quarter of 2019 for the platform KPIs and other indicators. For Time 3, the data time frame is January 2020 for the survey indicators and the first quarter of 2020 for the platform and other indicators. For Time 4, the data time frame for the survey indicators is April - May 2021, and October 2021 for the platform and other indicators. For Time 5, the data time frame is July 2022 for the survey indicators, and September 2022 for the platform and other indicators. For Time 6, the data time frame for the survey indicators is June - July 2023, and September 2023 for the platform and other indicators. For Time 7, the data time frame for the survey indicators is September - October 2024, and October - November 2024 for the platform and other indicators.

One of the key indicators used to track the VAN’s progress towards increased efficiency and effectiveness is the pain scale—the average rating on a 10-point scale of a respondent’s experience using the current systems and processes for collaborative FP supply chain management decisions. Since the Baseline survey in 2018, this indicator has shown consistent improvement. From an initial average rating of 5.9 in the Baseline to a low of 3.2 in Times 4 and 5, this indicator has leveled off to 3.5 in the Times 6 and 7 timeframes. Improvements in VAN platform training and engagement with users continue to lead to increased efficiencies in processes that will ultimately reduce the pain experienced by users.

PAIN SCALES 2018-2024



“It was very difficult to create ownership of the VAN in the Ministry team but the underground work solving activities made the Ministry team understand the impact of the VAN to [country redacted] supply chain until they now attend meetings frequently, report to data validation tickets, and ensure all partners that need to provide information needed in the VAN, e.g., CMST FP receipts procured by UNFPA, Ministry, and FCDO, did so on time.”

👤 Early Adopter respondent

“I realise that the VAN is a very useful platform. I recently had to use the VAN to visualise partner purchase data and I was successful.”

👤 Basic Member respondent

“The availability of data is essential, and at our level the data is available. In addition, we had a good introduction to the use of the VAN tool in collaboration with the Directorate of Health and Family [country redacted]. We are regularly contacted by the country manager of this tool for regular updates. So, no worries at this level.”

👤 Premium Member respondents (translated from French)

People and Policy in the VAN

TIME 7 AT A GLANCE:

143
member organizations

896
official VAN users

38
countries involved

6
manufacturers involved

People are at the heart of the VAN, and this year’s scorecard reflects continued progress in growing both membership and usage.

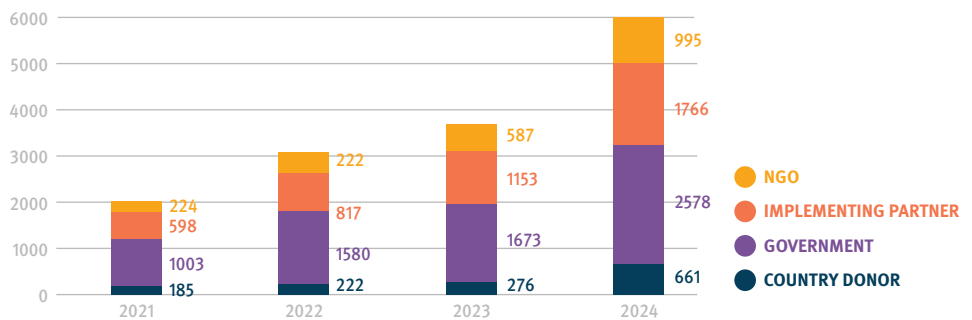
Country governments, procurers, suppliers, and other global trading partners make up the wide-ranging community that supports the governance and operationalization of the VAN. While the VAN Steering Committee lost a member with the closing of SEMA Reproductive Health, it gained an important new member and perspective: a representative from the Ghana Health Service. With the addition of the VAN Steering Committee’s first Country Representative, the number of organizations participating remained at 10. The addition of a Country Representative from the Ghana Health Service speaks to the VAN’s goal of ensuring countries are at the center of our work, participating in the governance, and setting the strategic direction of the VAN. The number of entities participating in VAN task force meetings increased from 36 to 42 this year. This includes members of the four original task forces—Data Sharing, Data Management, Tech Management, and Super User—as well as the Consensus Planning Group (CPG) members and involved manufacturers. Many years of discussions and relationship building led to a sixth manufacturer joining the VAN, signifying a critical milestone in the VAN’s mission to bring together key FP stakeholders for more collaborative supply planning across the community.

Official VAN membership has continued to grow. Between Time 6 and Time 7, the number of member organizations who accepted the Terms of Use (TOU) grew 14 percent, from 123 to 143. Two of these new members are country governments, bringing the total number of countries participating in the VAN to 38. The number of individual users who have accepted the TOU also rose from 760 in Time 6 to 896 in Time 7.

In parallel with membership growth, usage among users has increased significantly over time, especially among country governments. During the month of September when the survey was conducted, there were 1,587 monthly logins in the VAN, up 27 percent compared to the number of logins from the month of the Time 6 survey.

The graph below further illustrates the trends in usage over time at the country level. In just four years, the number of logins from country-based users each year has almost tripled from 2,010 to 6,000. The largest increase in use has been among country governments, which shows that ownership and engagement are growing at the country level, in line with the VAN’s guiding vision. This also reflects the value of the support provided by the VAN Management Unit and Control Tower Analysts to conduct training and outreach with existing and new users.

VAN LOGINS BY YEAR, AT COUNTRY LEVEL*



*Minor discrepancies in numbers of logins previously reported are due to classification of users in historical data. Now that these classifications have been updated and so the numbers are updated.

Processes **EFFICIENCY**



TIME 7 AT A GLANCE:

92%
of respondents in Nigeria and Malawi reported spending less time triangulating data each month to make collaborative supply chain management decisions

61%
of respondents reporting “a lot less” or “less” time spent on communication to review data and make supply chain decisions together

66%
of Basic and Premium members reported spending less time triangulating data each month to make collaborative supply chain management decisions

Since the establishment of baseline measurements for the new Basic and Premium Members surveys in 2022 (Time 5), reported efficiency has been steadily increasing. In Time 7, 66 percent of respondents reported less time spent on triangulating data each month to make collaborative supply chain management decisions, up from 63 percent last period and 61 percent at baseline. While the percentage of respondents who reported less time spent on communicating to review data and make supply chain decisions together dropped from 73 percent in Time 6 to 61 percent in Time 7, this could be reflective of increased collaboration and decision-making. As countries mature in their use of the VAN— especially as they move from Basic to Premium membership— time spent making supply chain decisions together could increase, as there are simply more decisions to make related to the increase in data provided to the VAN under Premium membership. Four countries moved from Basic to Premium between Time 6 and Time 7, which could have led to increased complexity of data and time spent making supply chain decisions as they progressed on their user journey.

“In the 3 months I have uploaded data into the system, there are some data validation tickets that have been assigned to me thus requiring I do more clean up to the data coming from health facilities which requires more time.”
Premium Member respondent

Efficiency scores reached an all-time high among longtime members in Malawi and Nigeria, demonstrating a maturation and ease of use not seen before. In the current timeframe, 92 percent of these users reported spending less time triangulating data on a monthly basis compared to 79 percent in Time 6. Similarly, 75 percent of respondents reported spending less time communicating to review data in Time 7 compared to 63 percent in Time 6. This positive trend may be reflective of increased engagement with country governments and partners to ensure both new and current users receive the support they need to use the VAN effectively and efficiently.

“Ministry is able to log in to the VAN and understand what each item means and be able to realize if there is danger or not in terms of stock availability.”
Early Adopter respondent

“While there may be less conversation around “where’s my order,” there is more conversation around more advanced supply chain management issues, like subnational movement of product and eLMIS data connections. So the conversation has shifted from smaller items to more strategic, important items, as the smaller items are answered in the VAN already. This is a good thing.”
Control Tower Member respondent

Respondents also reported an increase in the ease of access to reports and analyses with 58 percent reporting it was easy to access the supply chain reports and data analyses needed for review with the FP community. Another measure of efficiency that impacts the experience of country users is the percentage of orders past their estimated shipment date, but which do not have a shipment record in the VAN. This figure decreased slightly from 4 percent in Time 6 to 3 percent in Time 7.

Processes

EFFECTIVENESS



TIME 7 AT A GLANCE:

100%

of respondents in Nigeria and Malawi agree the collaborative FP supply planning process is transparent and visible

66%

of respondents agree they are able to reliably anticipate expected arrival dates of FP commodities

87%

of Basic and Premium members agree the collaborative FP supply planning process is transparent and visible

The effectiveness of the VAN among early adopters reached an all-time high during this period with the first-ever 100 percent response rate achieved. Among respondents from Nigeria and Malawi, the percentage of respondents who reported that the collaborative FP supply planning process is visible and transparent reached 100 percent for the first time. Considering respondents rated this indicator at 27 percent at Baseline, this is exciting progress and a testament to these two countries' advancement in their use and capacity in the VAN.

Although the percentage of Basic and Premium respondents who reported that the collaborative FP supply planning process is visible and transparent dropped slightly from 89 percent in Time 6, it remained high at 87 percent in the current timeframe. This indicator has remained steady since it was introduced in Time 5, which shows how highly effective users have rated the VAN during that time.


Another important measure of effectiveness is the reported reliability of the VAN to anticipate expected arrivals of FP commodities. This indicator increased from 62 percent in Time 6 to 66 percent in Time 7. Being able to accurately anticipate expected shipments is critical for countries to be able to effectively plan for and manage delays. Trust in the VAN to be able to reliably anticipate this date has grown nearly every year of the survey, and remains an important indicator for measuring progress of the VAN's effectiveness.

Survey Time 7 respondents had the following comments on the reliability of expected arrival dates:

“The VAN has improved visibility on the incoming shipment from all donor entities hence making the supply planning process easy and shortening the time taken to consolidate multiple donor supply plans.”

 Basic Member respondent

“With the Analytics module and My Workspace, I always have at my fingertips the evolution of the status of my orders. For gaps in financing, I immediately refer to the Supply Plan Financing Gap module.”

 Premium Member respondent (originally reported in French)

The effectiveness of Nigeria and Malawi's data to support timely and specific supply chain recommendations has nearly doubled since the baseline. Nigeria and Malawi respondents' ratings on their ability to make timely and specific supply chain recommendations with the data currently available to them increased from 41 percent in the baseline to 85 percent in Time 7, up from 73 percent in Time 6. Several effectiveness indicators were added for the first time in Time 5 when the survey was expanded to Basic and Premium members. Time 7 represents the third measure of these indicators, which provides us with enough measures to determine trends in the effectiveness of the VAN for Basic and Premium users. The rating from Basic and Premium respondents on currently making timely and specific supply chain recommendations has decreased slightly from 69 percent in Time 6 to 66 percent in Time 7

Processes


EFFECTIVENESS




but remains higher than the Baseline measure of 64 percent. The measurable success of the VAN's pilot countries, Nigeria and Malawi, show a trend for where the other Basic and Premium member countries are likely to follow in the coming years.

Survey Time 7 respondents had the following comments on making timely and specific supply chain recommendations:

“With a visualisation of all the partners’ purchasing data, I can now make better recommendations to the procurement team in order to avoid stock-outs or shortages of a particular product in the country.”

 Basic Member respondent

“With the information collected in the VAN, I can immediately proceed with internal redeployment and at the same time request the issuance of participant request tickets in order to accelerate the dispatch of my orders.”

 Premium Member respondent (originally reported in French)

Nigeria and Malawi reached a record high confidence level for their ability to make more timely and specific supply chain recommendations and decisions in the future. In Time 7, 96 percent of respondents expect the VAN will allow them to make more timely and specific supply chain recommendations and decisions in the future. For the remaining Basic and Premium countries, 75 percent of respondents reported that they expect the VAN will allow them to make more timely and specific supply chain recommendations and decisions in the future. While this figure decreased slightly from 81 percent in Time 6, it still shows tremendous trust and confidence in the VAN among these members. Malawi and Nigeria’s confidence rating was the highest score for this indicator since it was first asked during Time 1, showing the potential confidence that could be achieved in the future by other Basic and Premium members with continued support.

The VAN’s ability to be effective relies on receiving high-quality, timely data. The metric related to supply plans remained mostly consistent over the last year with the percentage of targeted countries providing complete supply plans at least once a quarter dropping slightly to 82 percent in Time 7 from 84 percent in Time 6. The percentage of targeted countries providing complete inventory updates also slightly dropped from 87 percent in Time 6 to 84 percent in Time 7. Overall, these two indicators have remained in the 80th percentile between Times 6 and 7, and are expected to remain consistent in the coming year.

Processes **SCALE** 

TIME 7 AT A GLANCE:

25
countries with supply plan data

38
countries with inventory data

84%
of respondents agree that the VAN will be able to cover more countries without increasing total work hours in the future

21
methods and 87 products included in the VAN

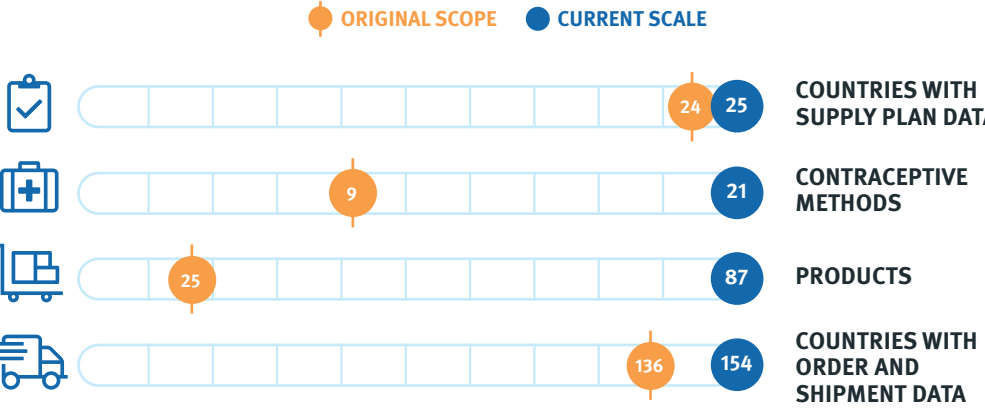
79%
of respondents agree that the VAN will be able to cover products without increasing total work hours in the future

A key component of the VAN business case is the belief that efficient, effective supply chain processes will improve coordinated supply chain management across more countries, more products, and more actors without additional costs. Scaling this type of coordination requires buy-in and engagement from the entire reproductive health community.

As a data aggregator, the VAN technology platform has been able to achieve scale and surpass its original scope of products, methods, and countries sharing inventory and supply plan data. These scale indicators are presented on the scorecard under technology, and all showed growth over the previous timeframe. Twenty-five country supply plans are formatted, mapped, and uploaded in the VAN. Far exceeding the originally agreed on scope, 21 contraceptive methods and 87 products are now covered in the VAN across 154 countries. The increase in scope of products and actors in the VAN has come without additional costs and is proving the scale aspects of the original business case.

Two additional scale indicators are only asked in the Control Tower Members survey, which primarily includes the VAN Analysts and VAN Management Unit members, and are meant to be a measure of their confidence in the VAN's ability to expand and cover additional countries and products. The percentage of respondents who agree the VAN will be able to cover more countries in the future was 87 in Time 7 and the percent of respondents who agree that the VAN will be able to cover more products in the future was 79 in Time 7. Both indicators increased from Time 6 and may be reflective of the VAN Analysts' increased confidence in the processes and systems in place to support country members, even as doing so becomes more complex. It is important to note that this question is not asked to all members, and these responses reflect only a subset of views.

ORIGINAL SCOPE VS. CURRENT SCALE



Processes

COST



Between 2020 and 2024, the VAN helped procurers mobilize and allocate more than \$155 million in new orders for member countries, avoided waste by supporting at least \$5.4 million of cancelled and transferred orders, and helped expedite 114 orders to mitigate supply shortages. The VAN provides

critical cost savings and cost mitigations that improve supply chain management and maximize the limited global resources for family planning products. The VAN Procurement Funding Gap Analysis, which provides our collective community's best indication of unmet need and gaps, is conducted annually using the Demand Planning Module in the VAN platform. The analysis results help enable procuring agencies to more effectively prioritize funding allocations and donors to advocate for and mobilize additional funding to fill gaps. The results of the August 2024 analysis estimated a \$157 million procurement gap (50 percent) through March 2025 across 28 countries and 48 programs. These results represent an increased gap of \$10M compared to 2023, however the estimated gap remained at 50 percent. The comparison results showed 18 countries unfunded that need an increase this year, while 9 saw a decrease.

In the face of current geopolitical shifts and their financial impact on family planning, the VAN is currently conducting a new procurement funding gap analysis to promote financial resilience. During the donor funding cuts in 2021, the VAN helped quantify the funding gap for contraceptives at \$91.8 million and drove additional contraceptive orders worth \$26.3 million preventing an estimated 2 million unintended pregnancies. In March 2025, the VAN conducted a preliminary analysis of 15 countries, or about 80 percent of last year's VAN estimated procurement funding gap described above. The gap for just these countries is calculated to be \$130 million from March to December 2025. If pending US government procurements do not materialize in this timeframe, then the funding gap for these countries could increase by \$33 million (or 13 percent). In addition, 9 of the 15 countries included have greater than \$1 million of US-funded family planning procurements pending, which can have a significant impact on family planning product availability. It is expected that these point-in-time analyses will be crucial for procurers and country governments to more effectively prioritize limited funding allocations while advocating for and mobilizing additional funding to fill gaps. The VAN team will

continue to support the community to weather ecosystem shocks related to geopolitical change in this critical moment in time.

VAN country governments are using the VAN to take ownership over their supply chains, a critical milestone in increased financial FP sustainability. The VAN is working to disrupt the status quo where country governments are less involved in key global decisions about the flow of products into their borders. Country governments should not just be part of those conversations, but should own and steward those discussions. Since country governments are at the heart of the VAN, they are a key part of the development and expansion of the VAN. Their ownership over their own supply chains and commitment to domestic resource mobilization for procurement, supply chain costs, and service delivery are crucial to sustainable contraceptive security now more than ever. Our work will be more important than ever to promote visibility and coordinated action across these players to make every dollar go as far as it can. The Rwanda Ministry of Health was the first country to start loading its self-funded procurement data into the VAN last year to have full visibility into FP procurements across their own portfolio of self-procured products, as well as those procured by others on their behalf. A more holistic view of all products flowing into the country means an increased ability to manage potential stock disruptions or imbalances. Similarly, in Togo and Benin, the governments are using the VAN to support collaborative supply planning, where it can bring together supply plans from different programs that distribute contraceptives in separate circuits (such as the Ministry of Health and social marketing organizations) in a common location. They see great value using the VAN to promote better visibility of supplies and accountability across these different stakeholders. Based on this, government representatives have successfully advocated to include budget line items for the VAN in their multi-year government budgets. Togo became the first VAN country government to pay for their Premium Membership subscription directly from a government budget line last year, and Benin has secured the line item and is finalizing a three-year contract with the VAN because of the value seen in using the VAN for the management of their supply chain. Hear directly from the Togo VAN Ambassador, Dr. Agoussou, in this video as he explains the country's VAN commitment.

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