



**UGANDA PROFESSIONAL DRIVERS' NETWORK (UPDN)**

**QUARTER PROGRAM PROGRESS REPORT- 1<sup>st</sup> Quarter**

Prepared by ..Jovia.....

Date .....

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Date.....

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**1.1 INTRODUCTION:**

A consortium led by Safe Way Right Way have come together to contribute towards skilling for employment in time for the inevitable demand after the Final Investment Decision in the development and production of oil and gas in Uganda. The project aims to train 150 drivers of Heavy Goods Vehicles (HGV) and 4 Instructors. The consortium members include the Uganda Professional Drivers Network (UPDN), and Uganda Driving Standards Association (UDSA).

**4.2. Participants, organization and collaborations**

Safe Way Right Way	<p>Lead Agency</p> <ul style="list-style-type: none"> <li>• Train 75 Drivers</li> <li>• Quality Assurance of all project Deliverables and activities</li> <li>• Oversees and co-ordinates implementation of project activities against agreed workplan</li> <li>• Activity and financial reporting to Donor agency.</li> </ul>
Uganda Driving Standards Agency	<p>Implementing partner – Joint Venture Agreement</p> <ul style="list-style-type: none"> <li>• Train 75 Drivers</li> <li>• Activity and financial reporting to SWRW</li> <li>• Contributes to 9 monthly reports to funder</li> <li>• Strategic oversight of budget that UDSA are responsible for</li> </ul>
The Professional Drivers’ Network	<p>Implementing partner – Joint Venture Agreement</p> <ul style="list-style-type: none"> <li>• Monitoring and Evaluation</li> <li>• Driver Selection</li> <li>• Document the training process, market the trained drivers</li> <li>• Activity and financial reporting to SWRW</li> <li>• Contributes to 12 monthly reports to funder</li> <li>• Strategic oversight of budget that UPDN are responsible for</li> </ul>

The 1<sup>st</sup> quarter 2019 experienced a slow start yet there were a great deal of activities to be implemented. Being the first year with the funding from PSFU; it is upon the UPDN to complete

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the process of activities already started and ensure that the ongoing activities are implemented in the next quarter as well.

During the quarter; activities such as Monitoring and Evaluation Instructor/Driver Selection, selection of service providers have taken place as attached to this report.

Activities allocated to UPDN were implemented as follows;

### 1. SELECTION OF 4 TRAINERS AND 150 DRIVERS TO BE TRAINED.

- a. Selection of trainers of trainees (TOTS). UPDN wrote to different driver associations like Haulage, Uganda Long Distance and Heavy Trucks Drivers Association (ULDTTDA), United Bus Drivers Association. Ten (10) drivers' (prospective trainers) applications were received but only five (5) were considered.
- b. Interviews took place at UPDN offices. All the five were interviewed orally. They included;
  1. Mr. Bamutya Asuman
  2. Mr. Mugunga Nelson
  3. Mr. Kivumbi Bazirio
  4. Mr. Kwesiga Precious
  5. Mr. Mbabazi Erick

The assessment was conducted by Mr. Omino Brian, Ankunda Apophia (UPDN) ,Miss Atuhairwe Susan (SWRW) ,Miss Allen (TRANS AID) and Mr. Innocent Muhangi (UDSA). All the 5 candidates passed the oral interview, however, upon the practical assessment at SWRW School by Deo; the senior instructor at SWRW and his team where only three (3) made it for the training among who were;

1. Mr. Asuman Bamutya
2. Mr. Twesigye Precious
3. Mr. Kivumbi Bazirio

THE TOTS STARTED THEIR TRAINING AT MBALALA ON 4<sup>TH</sup> JANUARY 2020 AND SAT THEIR FIRST EXAM ON 20<sup>TH</sup> JAN 2020, WHERE they performed as follows;

Mr. Bamutya 82%  
Mr. Makanda 80%  
Mr. Kivumbi 72%  
Mr. Twesigye 67%

### 2. ESTABLISH DATABASE TO MONITOR CAREER PROGRESS AND MARKET BENEFICIARIES

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Under this activity, the consultant (HISMACK) has been contracted and has already started the process of purchasing the required tools and putting together the necessary technology to have the UPDN driver database App, which should be functional before May 2020.

UPDN has also internally started the process of mass registration of all commercial drivers in Uganda in realization that the database may remain underutilized if there is no internal mechanism to popularize the commercial driver database and innovate a strong sustainability mechanism for the same. UPDN is currently seeking partnership to popularize and market mass driver registration that we hopefully project to have achieved to attain data of 80% practicing commercial driver registration by December 2020 to build strong usability base for this database.

### 1. INCLUDE/HARMONIZE INFORMATION WITH THE PAU SKILLS AND NATIONAL SUPPLIER DATABASE

UPDN has through SWRW obtained a list of applicants for this opportunity who had earlier registered on the PAU database and has contacted them for the upcoming opportunity but also UPDN is in the process of finalizing application process for listing under the NSD. UPDN is also going to have APIs linked to the upcoming database for synchronization with the PAU NSD platform.

### 1. ADVERTISEMENT,PUBLICITY AND MARKETING/DOCUMENTATION

UPDN has advertised this activity on social media, website, printed flyers and also contacted several driver Associations including use of bulk sms to communicate to individuals and those on the list that was received from Face Technology and Petroleum Authority Uganda (PAU); peer to peer advertisement like telling drivers to inform others including writing to transport companies. In the following quarter, we shall continue to explore other marketing strategies aimed at enhancing visibility of this project.

### 1. MONITORING AND EVALUATION

This is a continuous activity that is already ongoing. UPDN designed a training progress monitoring tool that the Project Manager has been using for monitoring and evaluating the instructor training at SWRW School.

In July 2019 UPDN solicited for consultancy services for this, where many consultants applied and finally Anfrey Connor Investments Limited emerged the best bidder.

## **1.2 PROJECT ACHEIVEMENTS:**

UPDN has already identified drivers to be trained. Some of them have been assessed and the first group was supposed to start their training on 24<sup>th</sup> Feb 2020 but due to some challenges experienced by SWRW its been postponed to 16<sup>th</sup> March 2020. Through advertising on our website, peer to peer communication, Transport companies, driver association we have been able to get more than the expected number of training.

## **1.3 KEY CHALLENGES:**

1. Communication. Most drivers can't express themselves especially in English. Some can write it but can't talk and likewise
2. Job security. Most drivers are so insecure about leaving their jobs for two weeks.
3. Financial constraints. Almost every driver has been requesting to be supported especially transport for those two weeks of their training.
4. During this process, we found out that most females we interviewed are reluctant in upgrading their driving classes to CH because of their belief that truck driving is basically for men and some need support

## **1.4 WAY FORWARD:**

## **1.5 LESSON LEARNED:**

## **1.6 PLANNED NEXT QUARTER ACTIVITIES**

