

# NATIONAL LOGISTICS PLATFORM (NLP) REPORT OF TRUCKERS' COVID19 MOBILE SENSITISATION FOR HGV DRIVERS

12<sup>th</sup> - 25<sup>th</sup>, OCTOBER, 2021



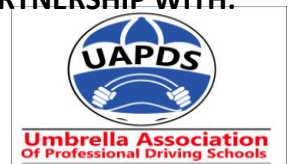
NLP TRUCKERS' LEADERS (SENSITISATION TEAM) AT MALABA BORDER POINT TAKE A GROUP PHOTO AFTER THE TRAINING SESSION

ORGANISED AND IMPLEMENTED BY:



Empowered Drivers, Safer Roads!

IN PARTNERSHIP WITH:



THROUGH:



THE NATIONAL LOGISTICS PLATFORM

WITH SUPPORT FROM:



Growing Prosperity Through Trade

REPORT COMPILED AND SUBMITTED BY:

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## 1. ACKNOWLEDGEMENTS

The Team at The Uganda Professional Drivers' Network Secretariat is grateful for having been entrusted by The National Logistics Platform of The Private Sector Foundation Uganda to execute this assignment and therefore wishes to sincerely acknowledge The National Coordinator (Ms.Diana Karimba), Board Chairperson(Dr.Merian Sebunya), Chairperson Transport(Mr.Byron Kinene) and C.E.O UFFA (Mr.Nicholas Kafero) for the trust you vested in us to execute the 15 days mobile COVID19 sensitisation campaign targeting transit Drivers in Uganda. Your trust in us is a vote of recognition for our aspiration to support you coordinate existing Drivers' associations, Professional Drivers, Driving schools and Professional Driver Employers for a professionally coordinated and profitable Logistics sector under the NLP Platform.

This was mainly a field-based assignment that required a lot of time-specific and resource-demanding activity. It is in this respect that we pay special tribute to the team of Truckers' Leaders who provided the direction, guidance, facilitated the mobilization of the truckers and all the personal support that was required to execute the assignment. Their ever-presence at every stage of the assignment made our work a lot easier. Mr.Byron Kinene,Mr.Deo Kahiigwa,Mr.Kisekka Moses, Mr.Muhwezi Stephen, Mr.Opak Daniel and our two Drivers Ahmed and Isma-you guys did a great job towards the success of this activity.

We also want to convey special thanks to The different District Leaderships, especially the Resident District Commissioners, District Health Officers, Medical workers who supported the not earlier planned vaccination exercise, Port Health Authorities including boarder management not forgetting the truckers who took off time from their known very busy schedules and actively participated and contributed fully throughout the training. Your contributions and shared experiences were invaluable during this project. The truckers who participated, very well cooperated with us and were enthusiastic and very willing to learn and therefore we are very convinced that they will pass the skills and knowledge generated during the training to their peers and communities they interact with.

This campaign was made possible by several partners, including the National Logistics Platform under the Private Sector Foundation, Trademark East Africa, Regional Lorry Drivers, and Transporters Association, Uganda Long Distance and Heavy Truck Drivers Association, and Haulage Truckers Uganda, Uganda Professional Drivers' Network and The Umbrella Association of Professional Driving Schools.



*A team group photo at Masaka with the DHO and other stakeholder after a sensitisation program.*

## **2. INTRODUCTION:**

Truck drivers were highly affected by COVID19 during the height of the pandemic in 2020. Among the interventions that The NLP introduced at the time was constitution of The Truckers' community led COVID19 Response Task force at UPDN with representation of Several Truckers' Associations, Sex workers' leadership, HGV training schools and related stakeholders. The NLP also signed a cooperation agreement with MoH to support the response using the Journey Management Plan, Developed The FEAFFA guidelines for transport workers through with funding from TMEA. Government also through consultations with stakeholders' leadership developed guidelines as seclusion centers and constituted a response task force from National to local levels.

In 2020, the Truckers' community led task force was able to support Government in contact tracing of lost to referral cases, psycho-social support for colleagues who were in isolation and quarantine centers, peer to peers sensitisation, tailored risk communication using

different platforms including social media and SMS. The response also included distribution of IEC stickers, face masks, washing soap and water jerrycans donated by GIZ.

With the return of the second wave and introduction of COVID19 vaccination IN 2021, the task force required support to sustain the achievements of 2020.

Through the National Logistics Platform under the Private Sector Foundation with support from Trademark East Africa; a team of truck drivers' leaders under their associations of Regional Lorry Drivers and Transporters Association, Uganda Long Distance and Heavy Truck Drivers Association, and Haulage Truckers Uganda were facilitated to conduct a 15-days mobile Covid-19 vaccination and sensitisation campaign.

The campaign which was coordinated by the Uganda Professional Drivers' Network in partnership with the umbrella association of Professional Driving Schools, an association of heavy goods vehicles driver training schools was conducted at the selected border points of Mutukula, Busia, Malaba, and Elegu, among other places in Uganda. The campaign that started on October 12<sup>th</sup>, 2021 at Natete Trailer park moved to several parking locations and seclusion centers within and outside Kampala.

## **2.i The main aims of the program was to;**

1. Facilitate procurement and maintenance (includes popularising) of a dedicated toll-free line for truck drivers to call for clarifications, referrals, support to access services of vaccination including contact persons especially task force leadership wherever necessary
2. Increasing awareness among truck driver populations on Covid-19 prevention using the FEAFFA guidelines.
3. Collection of data for level of observation of S.O.Ps by truck drivers' handlers at selected seclusion centers and boarder points - (why the collection of data/for what results/for specificity)
4. To support increased uptake of Covid-19 vaccinations amongst truckers.

The primary aim of this report is to provide NLP and stakeholders with a true account of what took place during the fifteen (15) days NLP COVID19 mobile sensitisation for truck drivers in Uganda . It also delivers a progress narrative of the program and provides recommendations for action based on the conclusions the implementation team drew during execution of this exercise.

## 2. ii Approaches and Methodology

We used the recommended adult learning participatory approach and incorporation of languages best understood around the drivers’ communities(Swahili, Luganda along with other local languages).



***A participant engages a peer leader during a session at Busia Boarder point, Tororo District.***

We also used the welfare and peer led approach. Cognizant that the drivers usually prefer prioritizing their welfare challenges above their critical health needs, it was important for us

to approach the subject of Covid 19 through encouraging them to equally air out their pressing welfare issues alongside the Covid issues as a rapport building method that worked wonders.

It was critical to explain to the drivers that we were a private led platform other than government that we discovered they already had so many propaganda motivated hate and disgust with assumptions that government is only using Covid 19 for enriching a few Ugandans and promote foreign interest given their experience across the East African Countries with various S.O.Ps regarding Covid 19. They became more interested to engage with the team after the team proving that they were not representing Government interests but their interests.

In order to effectively respond to technical questions around Covid 19, we incorporated the services of DHOs and Focal Persons for boarder health at border points. They were very resourceful in terms of responding to various myths and complemented our efforts to convince the drivers to take the vaccines.

During implementation, the team also incorporated actual C19 vaccination exercise as a result of truck drivers who were engaged at the start of the activity in Nateete suggesting for inclusion of vaccination being that they are busy and could not follow the vaccination exercises at the designated Government facilities other than taking the opportunity at the venue of the sensitisation activities. It's important to note that we were able to support C19 Vaccination of 149 truckers from Rubaga and Lubigi respectively.

### **3.ACTIVITIY PROGRESS**

#### **3.i Procurement of a toll free line and popularizing it among truckers:**

3.i On procurement of a toll free line to support truckers' emergency information and support needs by having a single telephone line through which they can call for support. The

payment was made to Airtel Telecom and acknowledgement receipt is attached in appendices. The process of obtaining the number is quite a process as it requires clearance from UCC,URSB and Uganda National NGO Bureau but the process is on and expected to be done in less than a month and the toll free line shall be available at the UPDN Secretariat. The required documents have all been submitted to Airtel Telecom and regulatory bodies that include UCC and URSB. They are awaiting a letter of good conduct from NGO Bureau.

### **3.ii Increasing awareness among truck driver populations on Covid-19 prevention using the FEAFFA guidelines.**

#### **3.ii Community Sensitization**



***Truck drivers at Rubaga keenly follow the ongoing peer sensitization process***

On the field visits; The program started on Tuesday 12<sup>th</sup> October, 2021 at Nateete Trailer park where UPDN operates a community clinic (Drop in center) for truckers. The following day 13<sup>th</sup> October, 2021, the campaign continued to different locations as; Rubaga (Kampala) and Lubigi (Wakiso).



The third day, the team set off for upcountry (Tanzanian Boarder-Mutukula). This ended up as a travel and mobilisation day with a very short engagement activity with a few truckers late evening

The forth day the team engaged Truckers at Mutukula with support of The Port Health Officer, who supported us respond to several challenges faced by the Truckers using Mutukula boarder.

We were happy that with the presence of their leaders among the team, a peer to peer and welfare approach was used to enable the team meaningfully engage the truckers there and it worked successfully.

On the fifth day, the team left Mutukula earlier to enable coverage of two locations; Masaka and Lukaya (Kalungu district).

The District Health Officer Masaka attended the activity and responded to technical questions regarding C19 from participants. At Lukaya, though it started late, we were able to incooperate the actual vaccination exercise at the Lukaya Trailer Park with support of The RDC and Kalungu District Health Officer and the C19 District focal person. We were able to vaccinate 87 truckers at this venue.

On the sixth day, we returned to Nateete and started from a neighboring trailer park adjacent to the previous with a revised strategy to having the truckers participate in the exercise through integrating welfare and peer approach other than direct approach of C19. There was also actual vaccination. We were overwhelmed as so many truckers turned up besides the overwhelming response from the surrounding community as well. The First day ended up with 264 people receiving the C19 Jab.

On the seventh day, the team resolved to return to Nateete Truckers' Clinic with vaccines as well. We were shocked to engage a number of truckers and host communities with 270 receiving the C19 vaccine.

On the eighth day, the team set off for Eastern Uganda with the first engagement at Jinja (TOTAL Uganda fuel depot) where they engaged the fuel tank drivers after their usual tool box meeting. In the evening of the same day, the team hit Busia boarder point where they held a short engagement with the drivers who were actually striking at the time. Important to note is that the visit of the team also helped the leaders to support resolve the strike and business resumed to normal

The team having spent a night at Malaba boarder point, managed to engage the truckers on the ninth day in the morning. The team started with a visit to the boarder Authority and Port Health for permission. The RDC, Head Boarder Security and DISO joined us for the engagement that took place at Malaba customs. It was very successful activity besides not having achieved actual vaccination exercise.

Tenth day saw the team head North through Mbala, Soroti to Lira where they spent a night. Through the journey the team was able to make stops at Oculoi seclusion center after Soroti town.

Eleventh Day, the team started with an engagement with the truck drivers at Lira trailer park. The RDC Lira joined us towards the end of the activity

The same day, the team set off for Elegu, making a brief stop at Kamdini (Oyam District) where the trailers park and as well in Gulu and they spent the night at Elegu boarder point.

On the 12<sup>th</sup> Day, with support of the RDC, port health and boarder authority including DHO Amuru District, we were able to mobilise for and implement a vaccination exercise at the Elegu Boarder Point.



*The Executive Director UPDN, illustrates a point to the truckers at Lira trailer park*

### 3.ii Community led Press briefs

- At Masaka, on the fifth day we held the first press conference that continued to Lukaya we were able to engage truck drivers on the guidelines and S.O.Ps including the actual vaccination exercise.

<https://www.ntv.co.ug/ug/news/national/masaka-leaders-vaccinate-truck-drivers-3587234>

<https://newvisionapp.page.link/H54By6hmANPJo2t46>

- We held the 2<sup>nd</sup> press conference at Nateete Trailer park on the seventh day.

<https://youtu.be/NuiZmIHGWC0>

- On the 12<sup>th</sup> day, We also successfully carried out the third press conference. The activity ended late evening and the team returned to and slept in Gulu town.

<https://www.monitor.co.ug/uganda/news/national/truck-driver-s-leadership-boosts-govt-efforts-to-fight-covid-19-3591864>

<https://youtu.be/KXCZclcpv1Q>

<https://youtu.be/j8UExrDnlPM?t=15>

[https://bit.ly/3nllcRE?utm\\_medium=social&utm\\_source=undefined\\_NTV\\_Uganda](https://bit.ly/3nllcRE?utm_medium=social&utm_source=undefined_NTV_Uganda)

### **3.iii Collection of data for level of observation of S.O.Ps by truck drivers' handlers at selected seclusion centers and boarder points - (why the collection of data/for what results/for specificity)**

The team included in its program collection of data for level of observation of S.O.Ps by the truck drivers and their handlers at selected boarder points and seclusion areas to try and inform the team and Government including development partners on where there could be gaps in strengthening the S.O.P observation to try and avoid in advance importation of COVID19 by truck drivers as it was in 2020

### **3.iv Narrative on state of S.O.Ps**

#### **Nateete/Lukaya/Mutukula**

- No COVID19 S.O.Ps; the drivers and their handlers have nothing to do with face masks, social distance, hand wash,etc; Due to the varying policies on S.O.Ps between Uganda and Tanzania.The Truck Drivers and host communities who interact with Tanzania are still far from believing in reality of C19
- The Drivers complained about continued charging them for C19 tests at our boarder and attribute it to utter corruption as their passengers(turn man and owner of goods) are not tested yet they move with them which to them made the S.O.Ps laughable and suspicious.
- The Mutukula boarder, the drivers also indicated that they were always asked to pay UGX10,000 whenever they are loaded as C19 fee and those not loaded were not charged, that left most of them confused!

#### **Malaba Boarder**

- Most of the drivers were observed to be having face masks and using them, including the availability of sanitisers all over the boarder point (customs)
- The only issue raised by port health was that they needed a provision for a waiting tent for the truckers to support them with a shade and where to sit as they waiting for their clearance by port health in situations where they were many
- There is only one service provider for C19 test besides the volume of trucks and travelers

- The team observed that the Kenyan drivers poorly wear their masks just to fulfill the interest of Uganda at customs and some boarder officers also don't correct them-for example we saw a driver being served at port health with a face mask worn below his chin.
- A Kenyan truck driver asked the team to tell them how many truck drivers have died of C19 and if they didn't die, why were they accusing and mistreating them the previous year for having been the source of C19

### **Soroti (Oculoi), Iganga (Kyetume) and Migyera seclusion centers**

These were announced by Government among the only accepted areas for truck drivers to park as a S.O.P for Truck drivers.

- The drivers are not following these guidelines, it's only Iganga that the team observed to be functional
- At Oculoi, the facility has only remained with an askari who equally didn't have a face mask but at least had a sanitiser. At Migyera, it was similar situation at Oculoi; the difference was the proprietor at Migyera was continuing to develop the place by building accommodation within the facility

### **South Sudan/Elegu Boarder point**

- At customs, all seem well as S.O.Ps are well observed by truckers and their handlers-however, the challenge is outside customs where the drivers interact with the community
- The drivers and community would want to get vaccinated but they have no access to the vaccination centers. For example we had to hire a vehicle to move to Atiak and later Paboo to be able to access vaccine-a distance of over 100km

### **Conclusions:**

Generally for most of the places visited; some issues were uniform across all visited areas,example:

1. Truck Drivers want to know why they continue paying for tests in Uganda
2. Common questions around 'I got vaccinated three months ago but I travelled to Sudan,etc then only returned last week yet I was meant to take the second jab in 8 weeks! Can I still get vaccinated?'
3. 'Why is it that they are only testing truck drivers not their turn men or passengers yet they travel together and cross the boarder together?'

4. 'All the countries we travel too have not put similar restrictions on COVID19 compared to Uganda, what is in it for the actors-especially Government and you who are here talking to us?'

5. 'If it is true that COVID19 existed and truck drivers were truly responsible in the first wave as it was made to be, how many truck drivers have died of COVID19?'

Conclusively, The above questions were so predominant and kept on reappearing at various locations across the campaign, however, generally because of the nature of their jobs and the peer approach of the team-majority of the drivers met were willing to get vaccinated and continue observing S.O.Ps especially when in Uganda.

### 3.v Table representing State of S.O.Ps at selected border points and parking areas

Location (Out of 21 locations visited)	S.O.Ps	Compliance out of 21
1. Nateete 2. Rubaga	Information Desk/Office	8/21
3. Lubigi 4. Masaka	Furniture (spacious desk and table)	8/21
5. Lukaya 6. Mutukula	Human resource	8/21
7. Jinja 8. Iganga	Temperature guns	0/21
9. Busia 10. Malaba	Hand sanitizers	5/21
11. Soroti (Oculoi) 12. Lira	Information flow chart	0/21
13. Gulu 14. Elegu Boarder Trailer park 15. Elegu Customs	IEC materials (pinned or displayed at major points of the center and preferably digitally sent to a drivers' phone)	3/21

(Port Health) 16. Migyera trailer park(center)	Computer set and utilities	3/21
17. Karuma trailer park 18. Busia Boarder (port health)	Seclusion center management structure (committee with evidence of regular meetings for harmonized programming)	0/21
19. Mutukula Customs (port health)	Germicidal disinfectant for surface cleaning	1/21
20. Migyera (Seclusion center)	Face/eye mask (separate or combined)	5/21
21. Kamdini (center/corner Kamdini trailer parking)	Pick up scoop	3/21
	Bio hazard disposal waste bag	4/21
	Wall fence	6/21
	Away from the main road	
	Disinfection of trucks(Hazard protective wear,Spray cans,Human resource (preferably fellow truck driver).	0/21
	Full time Security for trucks	21/21
	Information desk(Public Relations).Human resource to handle communication with truckers at entry and exit taken through continuous information, education and communication	0/21

	orientation and center S.O.Ps as complement to information flow chart and other IEC materials displayed and shared)	
	Hand wash/sanitising	6/21
	Truckers handlers putting on masks	5/21
	Truck handlers observing other S.O.Ps (social distance, routine hand wash,etc)	5/21
	Truck drivers observing S.O.Ps(putting on masks,routine hand wash/sanitising,social distance,etc)	5/21
	IEC Materials- (Posters,Screen display,Banners ,Tear drops, SMS messages,WhatsApp,Peer to peer)	2/21
	Money Services	21/21
	Restaurants	21/21
	Toilets	18/21
	Bath Rooms	15/21
	Accommodation	15/21
	Fuel station	4/21
	Mechanical section	3/21
	Clinic/Drop in center Mini clinic (DIC)- Essential medications, medical equipment and reagents (for other tests)	1/21



	Break Down services	0/21
	Ambulance services	0/21
	Fire Extinguishers	0/21
	Separation of trucks at seclusion points depending on point of origin and JMP provided.	0/21
	Separation of trucks entering Uganda, those exiting and local truckers	0/21
	An Isolation center/room in case someone is confirmed positive while at the seclusion center or has high temperature at entry	1/21
	All human resources sleep inside the center	0/21
	Record of truckers and passengers aboard;including origin and destination	0/21

### 3.vi To support increased uptake of Covid-19 vaccinations amongst truckers.



***Vaccination exercise at Nateete truckers drop in Center where a truck driver receives a jab***

Vaccinations was incorporated on the second day of this activity as a result of finding out that besides Government having announced that truck drivers would have special vaccination points across the country given the uniqueness of their jobs, It was not the case. We discovered that actually, besides some drivers who still had issues - a number of truck drivers did want to be vaccinated but had no opportunity to access the vaccination points as most of them are far away from their usual locations and would also require waiting time.

For the six days of vaccination in this campaign, we managed to support the vaccination of 912 truck drivers besides other 1026 host communities in the targeted areas.

#### **4.ACHIEVEMENTS:**

- The team was able to meet and interact with 1618 truck drivers on face to face sensitisation.
- We managed to support vaccination of 912 truck drivers.

- It was the first successful activity where the different drivers associations worked as one unit with coordination of UPDN under The NLP.
- Different stakeholders at the District level got to know about the NLP, drivers associations, HGV driver training schools.
- The media publications also provided for the program opportunity for visibility of our partners and funder.
- It was a capacity building process for the leaders as they were able to reach most parts of the country and especially where their drivers pass regularly which empowered them to now have accurate information as they continue working for their members and advocating for them



*A Kenyan truck driver exciting showing his vaccination certificate at Elegu Boarder point*

## **5. CHALLENGES:**

- The biggest challenge we faced was facilitating from our pockets what became a catalyst for our program-the actual vaccination exercise being not part of the initially approved budget items

- Of course similar to above, the District officers whom we invited;RDC,DHO and others required some facilitation that also was not sustainable
- Some distances were actually so far that some days ended up being fully travel days
- In places like Kyotera (Mutukula), Lira, Masaka, Malaba the team managed to convince a number of people to accept to be vaccinated but the vaccines were either not available or the health team there gave excuses and preferred to attend to those locations after the team
- The drivers we used also exhibited acts of lack of professionalism. In some instances they would leave without being told to retire
- There was conflict of interest between UPDN/NLP and the Association of Professional Driving schools as they were equally interested in doing this activity with UPDN as their coordinating secretariat even after the secretariat clarified their niche with Drivers, driving schools and employers for coordinated industry and it meant each activity would be best suited for particular activity under NLP/UPDN
- It was unfortunate that the Health Center III and entire district of Kyotera had run out of C19 vaccine and hence we were unable to coordinate and support actual vaccination.
- Just like it was difficult to mobilise truckers at Nateete trailer park, who mainly ply Tanzanian route; Mutukula was not an easy place as a result of their interaction with conflicting policies between Uganda and Tanzania regarding C19.
- It was unfortunate that at Masaka, we couldn't have a vaccination exercise as the District health team had lost a colleague (Nurse) due to COVID19 and the husband actually happened to be a truck driver.
- Similarly in Lira, the RDC received the team and apologised that they were unable to vaccinate given late notice but they would take the vaccination to the truckers there before Saturday 23<sup>rd</sup>, 2021.
- A number of drivers were concerned with the requirement of stipulated time for second doze of the vaccine, given that they usually are not sure when they return upon crossing boarders
- There was limited time to manage all the concerns of the truck drivers as were being raised by the participants. This was because most of them were having the first of it's kind where they are followed up and engaged on existing Government programs

- Lack of coordination of Government programs was documented as a big challenge. For example, there were places which were communicated as dedicated vaccination points for truckers and all were observed as not functional. Similar Government programs exist at district levels but they are not coordinated for purpose of leveraging on existing programs and resources for greater impact and sustainability. For example, there are existing funded programs from American Centers for Diseases Control, Global Fund, etc for truck drivers' HIV response in most of the areas we visited which could have been leveraged on for resources to facilitate outreaches for truck drivers for COVID19 integrated response with HIV
- The Truck drivers Associations leaders had no opportunity to engage the drivers on what their Associations are and what they actually do in respect of supporting truck drivers and their members. This, therefore, limited their opportunities to create visibility for their own Associations yet it is in the interest of Government that these drivers actually operate welfare groups as SACCOS to ease Government role in regulating their operations

## **6. RECOMMENDATIONS:**

- The NLP needs to consider continuing supporting this initiative of community led approach to driver' issues of programming for effective and sustained programs. This should, however, be a holistic capacity building process that starts from having in place a desirable drivers' association/SACCO desired standards, using the proposed standards to carry out Organisations (Drivers' Associations) capacity assessments, then using the results to inform required capacity needs gaps for capacity development through funding those identified gaps to support Government Plans to have especially drivers SACCOS for improved welfare of their members and Government regulations of the practicing drivers
- NLP/UPDN needs to consider supporting an annual conference for truck drivers, employers, relevant Government agencies and development partners , related driver training schools to disseminate the findings of this field visit and enable clarity of NLP/NLP programs for the logistics sector including clarity on coordination of tailored National logistics programs under NLP/UPDN. This will support Government regulatory

plans, maximisation of impact for National programs targeting truck drivers including achievement of better impact through leveraging on existing development partners' programs through effective centralised coordination

- Consider facilitating similar regular community led Monitoring and Evaluation field visits of existing Government and development partners programs on regular basis
- There is need for NLP, Government and development partners to invest in clarifying to truck drivers why they are the only people being tested for C19 besides travelling with owners of the goods and turn men and they need to pay including the rationale for continuing to pay for their COVID19 test even after being fully vaccinated
- NLP/UPDN needs to consider engaging Government for possibility of a legislative provision requiring accreditation/certification process for one to practice commercial driving in Uganda under the NLP and such resources would support both Government and NLP to sustain this much needed community led approach to National Development and desire by Government for community compliance with Government programs targeting commercial drivers through these tailored community led (education) approaches other than or besides single emphasis on enforcement. This would be done in such a way that from the certification/accreditation fee, Government would take a share to support related responses including road safety while NLP retains a small percentage to support regular related community responses such as this.

## **7. CONCLUSIONS:**

Through this exercise, about 912 truck drivers were supported to get vaccinated under this exercise. 1618 truck drivers were engaged on face to face peer sensitisation over relevant S.O.Ps to avoid contracting COVID19 and relevance of vaccination. The activity was so unique that it was for the first time the different truckers' associations worked together under NLP that needs to be sustained to replicate the success of the program in related national truck drivers regulatory plan and programs for effective and sustainable programming for truck drivers in Uganda.

The Executive Director of Uganda Professional Drivers Network Mr Omongo Ndugu, said they want all long distance truck drivers to get vaccinated because they are vulnerable to

contracting Covid-19 as they ply different routes from one border to another, entering other countries which are still at high risk of COVID19.

During the launch of the drive, the team found a difficult time in mobilising truck drivers who ply Tanzania route at Mutukula as many were not willing to be vaccinated. Mr Ndugu said such issues with trucking being a transnational job and with regional irregularities in policies and laws continue to affect their programme as it gives them hard time to transition the drivers to believing in their campaign against the reality on the ground.

**Some links to Program Videos:**

<https://we.tl/t-F0muC07bm6>

<https://we.tl/t-Pn9zks7K5D>

<https://we.tl/t-F0muC07bm6>

## **8. LIST OF ACRONYMS**

NLP	National Logistics Platform
PSFU	Private Sector Foundation Uganda
FEAFFA	Federation of East African Freight and Forwarders Association
UPDN	Uganda Professional Drivers' Network
UAPDS	Umbrella Association of Professional Driving Schools
RLDTA	Regional Lorry Drivers and Transporters Association
HTU	Haulage Truckers Uganda
HGV	Heavy Goods Vehicles
DHO	District Health Officer
RDC	Resident District Commissioner
DISO	District Intelligence Security Officer
ULDHTDA	Uganda Long Distance and Heavy Trucks Drivers' Association
C19/COVID19	Corona Virus
MoH	Ministry of Health
Truckers	Truck Drivers'
S.O.Ps	Standard Operating Procedures

Seclusion centers Areas which were recently announced by Government as authorised parking areas for transit trucks

Report Prepared By:.....  
**Executive Director-UPDN**

Date: .....

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Date: .....