



Establishing a Rural Motorcycle Based Immunization System

Project Location:	Nigeria
Project Start Date:	2009
Project Duration:	12 Months

Introduction: The UK Department for International Development (DFID) has been supporting the Nigerian Government to increase routine immunization in the north of the country, where immunization rates are particularly low. This is being achieved through the £19 million, five-year Partnership for Reviving Routine Immunization in Northern Nigeria (PRRINN) programme, which started in October 2006. Health Partners International leads the joint venture partnership that manages PRRINN. The project works in four northern states (Zamfara, Katsina, Jigawa and Yobe) and the aim is to fully immunize 60 per cent of infants before their first birthday and give 70 per cent of women aged 15-49 the appropriate TT (tetanus toxoid) doses. To measure success, the programme works closely with the National Programme on Immunization and links to the regular National Immunization Coverage Surveys.

Transaid provides transport and logistics technical expertise to the PRRINN project.

Methodology: The Northern Nigeria State of Jigawa has a population of approximately 5 million. In 2009 UNICEF provided the Jigawa State government with more than 300 motorcycles. These motorcycles were provided to Ward Focal Persons (WFPs) who undertake a number of roles including the provision of outreach immunization sessions. Following the distribution of the motorcycles to the WFPs Transaid was requested by the PRRINN project to ensure that the motorcycles were managed effectively to ensure their contribution to increasing routine immunization rates was maximized. A pilot project commenced.

Outcomes: In the initial phase of work (May 2009) Transaid conducted training for the WFPs and their supervisors (Cold Chain Officers), facilitated stakeholder policy development meetings and designed tools for managing the motorcycles. The initial outputs were:

- 22 Ward Focal Persons were trained how to collect transport and vaccine distribution data and how to maintain their motorcycles.
- Five Cold Chain Officers were trained on how to analyse transport data and produce monthly performance reports.
- Draft motorcycle usage guidelines and loan contracts were developed in partnership with motorcycle users and government stakeholders.
- Motorcycle maintenance guidelines and monitoring sheets were produced for the motorcycle drivers. These included an RI Motorcycle Vaccine Distribution Certification Sheet (to be kept by each WFP), RI Motorcycle Vaccine

Distribution Certification Ledger (to be kept at the health facility or outreach centres) and RI Motorcycle Vaccine Distribution Certification Ledger (to be kept at the Cold Chain Store)

- Logsheets were developed and distributed for the collection of basic transport data

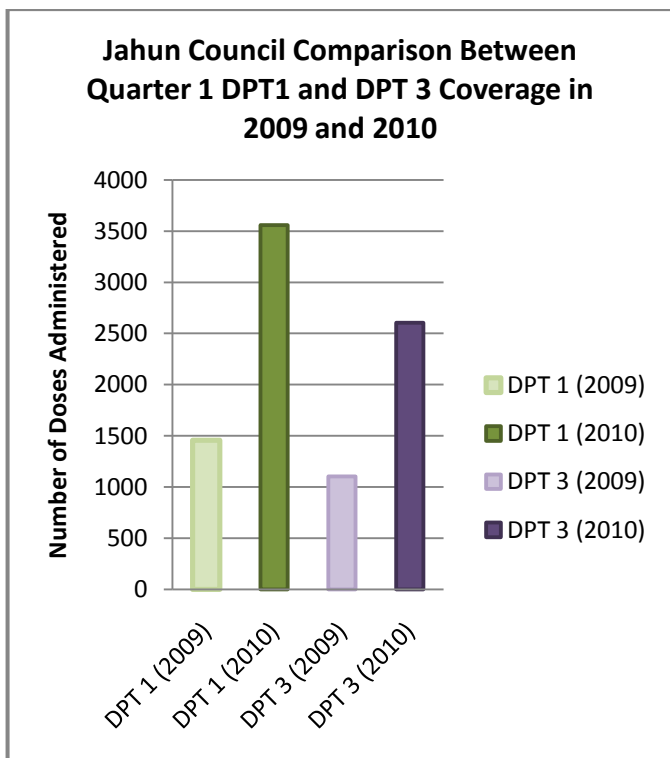
A key element of this work was reaching an agreement with the Ward Focal Persons and government stakeholders that the motorcycles should be provided on a “soft loan” basis (a “soft loan” referring to a loan where no interest is applicable). Many of the WFPs would not have been able to access credit to buy a motorcycle which costs approximately US\$600. As a result loan contracts were developed requiring WFPs to pay approximately US\$17 (2500 Naira) each month, the money to be taken by the Ministry of Health directly from their salary. The agreement lasts for 3 years (36 month) until the motorcycle has been fully paid off and thus becomes the property of the Ward Focal Person.

The system has since been expanded and in February 2010 Ringim and Kafin Hausa Local Government Areas were the focus of further training.

Conclusion: In June 2010 Transaid’s Nigeria Programmes Manager and the PRRINN National Transport Consultant visited Ringim and Kafin Hausa Gunduma Councils (essentially district health authorities) to evaluate the success of the motorcycle RI system implemented just 4 months earlier. Briefing meetings were held with the PRRINN Jigawa state team resulting in the development of new tools to serve as evidence that the WFPs were actually visiting health facilities and outreach centres to deliver vaccines. In the two councils, the team held meetings with the Health Directors. Physical examinations of the records of selected WFPs were undertaken as well as a review of the motorcycle log sheet data. Supportive supervision was provided using the State Transport Managers (individuals from the Ministry who had previously been trained by Transaid in the area of Fleet Management) who mentored the WFPs on proper record keeping. Qualitative interviews were conducted with the WFPs in Ringim Gunduma Council and refresher training was conducted in Kafin Hausa on basic Transport Management.

Of 20 WFPs evaluated, 95% stated that they had seen an increase in the coverage of RI activities since the training of WFPs and introduction of logbooks in February 2010. 85% of the WFPs stated emphatically that they had seen an increase in the availability of transport for RI since the Transport Management System training. All of the WFPs maintained that transport is no longer a constraint when planning/conducting RI activities. The loan process is functioning effectively with WFPs routinely having 2500 Naira deducted from their salary on a monthly basis. The team conducting the evaluation also noted that the motorcycles are being maintained effectively and compared to motorcycles of a similar age are costing less to maintain. WFPs also observed that they were able to carry more vaccines to an

outreach session in the knowledge that they could return surplus vials to the Cold Chain Officer at the end of the session – this solved the common occurrence of WFPs having to finish outreach sessions due to a shortage of vaccines while mothers still queued with their children.



In 2009 the first Council in Jigawa State in which the motorcycle routine immunization system was established was Jahun Gunduma Council. Data recently collected shows that there has been a significant increase in coverage rates (see graph above). While the team is aware that low rates in 2009 could also be attributed to other factors (poor cold chain maintenance, lack of community engagement, supply issues at a national level) the motorcycles, and the efficient way in which they are now managed has gone a long way to ensuring the mobility of health workers and the execution of outreach immunization activities.

The government stakeholders in Jigawa State are very keen to see the expansion of the motorcycle RI system. One key advantage of this system is that the money being collected from each WFP is being “ringfenced” to ensure funds are available at the end of the three year period (2012) to enable procurement of a further 300 motorcycles.

Tools Utilised: Transaid Standard Logsheets Format, Motorcycle Maintenance Guidelines, Routine Immunization Review Questionnaire, Monthly Transport report Tool

Partners: The programme is managed by a consortium led by Health Partners International, with GRID Consulting, Nigeria and Save the Children, UK. The programme is funded by UKaid from the Development for International Development, UK, and the Norwegian state government.

Transaid worked alongside the PRRINN-MNCH National Transport Consultant, Alhaji Balogun, and the entire PRRINN Jigawa State Team.

About Transaid:

Transaid is an international UK development charity that aims to reduce poverty and improve livelihoods across Africa and the developing world through creating better transport. Transaid was founded by Save the Children and the Chartered Institute of Logistics and Transport. Our Patron is HRH The Princess Royal. Transaid specializes in the following:

- Building the capacity of public health authorities to provide effective, safe and cost efficient transport management systems to promote equitable access to primary health care services.
- Developing and improving logistics and supply chain systems to enhance the delivery of medicines, equipment and relief services to vulnerable communities.
- Promoting effective partnerships to support and enhance community participation in developing sustainable transport solutions in rural areas.
- Developing and delivering transport and logistics training and qualifications for public and private sector operators.

Transaid has the capacity and reach to lead projects throughout the developing world, but is equally capable of providing niche technical assistance to large scale health systems strengthening projects. Transaid maintains strong relationships with a number of leading international organizations including donor agencies such as DfID, DANIDA and USAID, and implementing organizations such as Health Partners International, Options Consulting, John Snow Inc. and Management Sciences for Health.

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