



## FINAL EVALUATION

# MOVIHCAM H.O.T. ROAD (HEALTH ON THE ROAD)

EVALUATOR : DR. PHILIPPE LEPÈRE - TEAM  
EVALUATION DATES : MAY - SEPTEMBER 2023



**COUNTRY:**  
CAMEROON



**BUDGET:**  
€691,152



**LEAD ORGANIZATIONS:**  
Moto Action

**PARTNERS:**  
Moto Action  
Cameroon (MAC)



**START DATE:**  
01/07/2019

**END DATE:**  
31/05/2023

## THE PROJECT

### Background

According to UNAIDS, there were 480,000 adults living with HIV in Cameroon in 2022. HIV prevalence was estimated at 2.6%. Estimates suggest that 93% of people living with HIV knew their HIV status, 88% of whom were receiving antiretroviral therapy, of which 79% had an undetectable viral load. None of the national strategy documents present HIV prevalence data for mobile populations, such as truck drivers and motorcycle taxi drivers, or for clients of sex workers from these two groups.

### Project leads and implementation approach

The project was carried out in collaboration with health care facilities (known as FOSA) and CBOs through:

- Awareness-raising activities with truck drivers and motorcycle taxi drivers in the cities of Bertoua, Douala, Kribi and Bafoussam.
- Introducing a mobile health truck in the two largest truck parks in the cities of Douala and Bertoua (Yassa and Mandjou truck parks).
- Multi-disease consultations/screening (HIV, STI, TB, malaria, diabetes, hypertension, eye tests).
- Close ongoing engagement with FOSAs for referrals, treatment and follow-up of positive patients, backed up with training and tools around treatment literacy and adherence issues.
- Health outreach workers on motorbikes (motorcycle taxis) to facilitate transportation of samples between FOSAs and the health outreach truck.

## OBJECTIVES

### Overall objective

Improve access to care for vulnerable transport worker populations in Cameroon.

### Specific objective 1

Facilitate access to healthcare for populations in high vulnerability areas (truck drivers motorcycle taxi drivers, populations surrounding truck parks) through an innovative mobile approach.

### Specific objective 2

Improve the quality of community and health actor interventions with populations in high vulnerability areas.

### Specific objective 3

Contribute to the sustainability of community organizations involved.

## EVALUATION RESULTS

### Relevance

As the country did not have HIV prevalence data for truckers, comparing the HIV positivity data collected by MAC with data from the Abidjan – Lagos Corridor Organization (ALCO) and the North Star Alliance (NSA) (97 mobile clinics along major roads in East and Southern Africa) shows the relevance of the project in terms of the health context and socio-economic characteristics of the target population. The project also appears very relevant in terms of how it organized the transportation of biological samples and the reporting of results through the network of motorcycle taxis to overcome this weakness in the health system,

The project appears to be consistent with national AIDS and road safety strategies and is aligned with the Global Fund's NFM3 grant.

### Effectiveness

The level of achievement in terms of HIV mobilization, awareness and prevention targets is considered to be very good. The project identified 35 truckers, 13 motorcycle taxi drivers and 25 women in neighboring areas who were HIV positive, 51 of whom agreed to be referred to FOSAs engaged in the project, and 39 started on antiretroviral treatment (acceptance rate of 53%). It would be interesting to be able to compare this rate with those obtained in the other African corridor projects (ALCO and NSA). The project also carried out TB screening and put 100% of people who were diagnosed positive on treatment. Finally, the project strengthened the capacities of partner CBOs and developed new awareness-raising tools, which can be easily downloaded from the Moto Action website.

### Efficiency

The evaluation noted efforts made to seek efficiencies by taking an approach that (i) did not inflate the operating budget by recruiting additional staff, (ii) ensured integrated interventions between health and community systems.

### Impact

Although the project did not get 100% of identified mobile populations living with HIV into care, it did demonstrate i) the feasibility of an intervention targeting mobile populations to get them into and retain them in care, ii) the benefits of providing multi-disease screening, iii) the added value of using motorcycle taxis to collect and transport biological samples, and return results, and, iv) the potential of using unique identifiers to ensure quality monitoring.

MAC conducted a satisfaction survey in Douala and Bertoua showing that 90% of truck drivers, 100% of motorcycle taxi drivers and 93% of people neighboring near truck parks were very satisfied with the welcoming services. The satisfactions levels are also reflected in the increase in people attending FOSAs engaged in the project.

### Sustainability

After L'Initiative funding ended, beneficiaries continued to receive their ARV treatment at FOSAs involved in the project, alongside community monitoring by peer educators from partner CBOs to provide adherence support. Continuity of services is covered and will continue to be covered by partner CBOs receiving Global Fund funding under the GC7 grant. The relationships and collaborations established during the project between community stakeholders and health professionals should also be maintained, as long as medical staff remain in post.



## Conclusions and recommendations

The evaluation took a positive look at project effectiveness by focusing on achievements as a result of project implementation, including the introduction of multi-disease screening, and the network of motorcycle taxis in place to collect biological samples and provide results from laboratory tests. They represent two strong areas that merit greater recognition, including through scientific literature, with a view to scaling them up in the country.

Although there is no assurance of long-term sustainability, L'Initiative funding has played an important catalytic role.

### - Recommendations for the Ministry of Health and/or the National AIDS Control Committee:

Take inspiration from the project to i) develop at scale the collection and transportation of biological samples using the network of motorcycle taxis, ii) in the other truck parks in the country, put in place a mobile approach to screening and multi-disease management using the educational materials developed by MAC.

### - Recommendations for Moto Action:

i) organize a national validation workshop for the tools developed, ii) analyze and document the results achieved through transporting samples by motorcycle taxis with a view to scale up and replication in other countries, iii) conduct an in-depth analysis of data collected and publish the results in scientific journals, iv) consider sharing experiences with ALCO and NSA.

### - Recommendations for L'Initiative:

i) support Moto Action to promote the distinctive features of their experience and the innovations brought about by the project at a national and international level, ii) support project expansion for scale up.

OCTOBER 2023