

The background of the cover is a faded school crest. The crest is shield-shaped with a yellow background. At the top is a grey graduation cap. Below it, the letters 'U', 'M', and 'A' are visible in white. In the center, there is a white document with a purple pen resting on it. At the bottom of the shield is a blue banner with the text 'LEARN TO SHINE' in white. Below the banner, the text 'P.O. BOX 559-60300 ISIOLO' is written in a curved path. A vertical line runs through the center of the crest, and a horizontal line runs across the bottom of the crest.

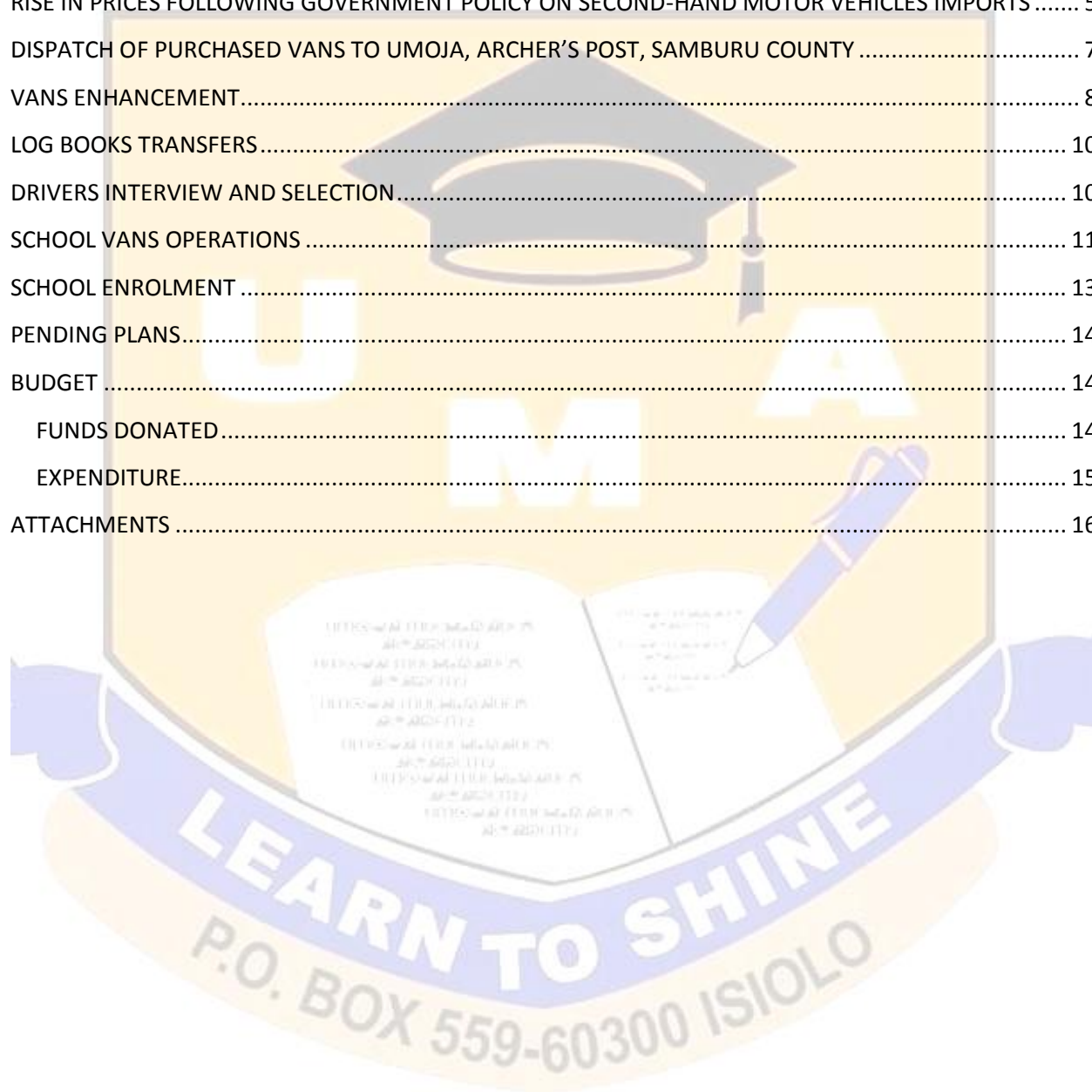
Umoja Muehlbauer Academy School Vans Report

February 1

2021

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INTRODUCTION

Umoja Muehlbauer Academy had in early Jan 2020 made an application to *Tatort Verein e.V* and *Freundeuskreis Umoja – Friends of Umoja e.V (FKU)* on purchase of a vehicle for school transport to boost enrolment and avoid risks of pupils walking to and forth the school and bumping on rogue wildlife and other risks like crossing a busy tarmac Isiolo-Marsabit Highway among others.

An effective and efficient fundraiser was almost immediately initiated during the month for one van and by good luck; it surpassed the target by nearly half prompting discussions of whether to buy a minibus or two school vans? Eventually, it was agreed across the board two school vans will be ideal as they will serve different residential zones simultaneously availing pupils to school in time during the morning parade. The cost of maintenance will also be cheaper compared to a minibus and that during the breakdown of one vehicle; a second vehicle will stand in for the service. By Apr nearly 90% of funds were received; *Freundeuskreis Umoja – Friends of Umoja e.V* sent a contribution of EUR 6,000 on 7th Apr and *Tatort Verein e.V* followed a week later remitting EUR 16,500 on 14th Apr and a balance of EUR 4,000 was sent later on 8th May as *Tatort Verein e.V* patiently had wait for the final donation.

Just after all the funds were availed, unfortunately, the COVID-19 pandemic had ravaged many parts of the country especially the cities where the vans were supposed to be sourced. This caused the delay in the purchase as there were fears any attempt to source the vans in the time would expose Umoja officials to the virus in the cities and they will bring it home infecting more causing unprecedented risks. There was anxiety about the new Novel Coronavirus as it was still in its initial stages in the country and cycles of theories about it were confusing where it came from? What is it? How does it transmit? Does it kill victims or they may recover? Which groups of people are vulnerable? Is it curable and vaccines available if not when will they be availed? And how does one protect him/herself from getting infected?

SCHOOL CLOSURES

On Sun 15th Mar 2020, the Kenyan government abruptly closed schools and colleges nationwide in response to COVID-19, disrupting nearly 17 million learners countrywide. The social and economic cost was not borne evenly, however, with devastating consequences for marginalized learners like many learners from the academy.

Since schools closed in Kenya, the Ministry of Education and other agencies had indicated that learners should undertake online learning or technology-mediated learning on TV, radio, ed-tech apps, and mobile phones. While such learning may take place in urban areas, for many marginalized children in remote villages, learning during COVID-19 school closures was a deep challenge. Learning mediated

through hi-tech remained out of reach for many disadvantaged children; additionally, smartphones are beyond the reach of most rural communities.

On Mon 12th Oct 2020, the Ministry of Education ordered Grade 4, Class 8, and high schools' Form 4 students, back to classes after a 205-day hiatus occasioned by the Coronavirus pandemic. Only those few classes were considered to mitigate crowding. Grade 4 was crucial to report because they are pioneers of the new Competency-Based Curriculum (CBC) syllabus that will phase out the current education system of 8-4-4 in the Year 2024 when they seat for their National Examinations in Grade 8. Class 8 and Form 4 are National Examinations candidates that were supposed to be sitting for the exams in Nov 2020 but postponed to the end of First Quarter in the Year 2021 -- disrupting examinations and academic annual cycle.

The school calendar ran from Monday 12th October to December 23, 2020. Students had a one-week festive break and began term three on Mon 4th Jan 2021, and to end early in 19th Mar 2021 to pave way for National Examinations. On 4th January, all grades resumed to capacity with all schools monitored by the ministry's quality assurance and standards officers ensuring that the set guidelines for COVID-19 prevention had been implemented in all schools to the letter.

As a result of the above, there were no inconveniences to the school in the delay of purchasing school vans.

PRESIDENTIAL EXECUTIVE ORDER ON CESSATION OF MOVEMENTS

More so, the Presidential decree raised an Executive Order of cessation of movements in and out of three hard-hit counties being Nairobi, Mombasa, and Kilifi for many months thus making it completely impossible to access the cities.

It was generally decided that we wait until such a time the government announces the status of the pandemic as waning and easing travel and other restrictions.

On Tue 7th Jul the government eased cessation of movement restrictions and people were allowed to move freely but with strict adherence to the pandemic's containment set measures. The government caved in on lifting the measures because the economy was badly ailing and many people were inconvenienced being disconnected from their families and errands as a result! But still, the trend of the virus was at its almost high and even attained its highest peaks as movement from cities to rural areas spread the virus even further.

It was until Sep 2020 that the lowest monthly COVID-19 cases since June was reported standing at 4,117 and *Umoja Muehlbauer Academy* management advised that it was time to rush to Nairobi and source the vehicles.

MONTH	CUMULATIVE MONTHLY CASES	CUMULATIVE FATALITIES	CUMULATIVE RECOVERED	CUMULATIVE ACTIVE CASES
Mar	59	-	-	
Apr	396	17	144	235
May	1566	64	478	1420
June	6366	148	2039	4179
July	14270	341	8165	12130
Aug	13565	577	-	13731
Sep	4177	707	24740	12931
Oct	16814	996	36963	17233
Nov	28426	1469	55344	26805
Dec	12840	1670	78737	16051

Table 1: Kenya COVID-19 data by month

RISE IN PRICES FOLLOWING GOVERNMENT POLICY ON SECOND-HAND MOTOR VEHICLES IMPORTS

On 20th Sep, we traveled to Nairobi to source the vans but unfortunately, the prices had risen beyond the roof compared to previous years due to the government's new policy that all second-hand vehicles imported into the country should be at most 4yrs old but not 8yrs as it used to be. That was a measure to make second-hand vehicles unaffordable to many middle-class Kenyans who took advantage of the cheap market to buy many cars that caused heavy gridlock of traffic jams in cities and municipalities in the country. That affected prices badly; not even online car dealers' websites could offer better deals in Nairobi and elsewhere apart from Mombasa that we identified some. Mombasa became the next final option and we traveled for further search.

Mombasa is the country's port city and many goods and services are considered cheaper being the entry point. In Nairobi and other towns, the prices are higher because of transport and other logistical costs to deliver the vehicles from the port to car yards in the hinterland.

We traveled to Mombasa on 22nd Sep 540KMS South of Nairobi and began the search on 23rd Sep through 26th Sep. Unfortunately, it was not a walk in the park! There were hardly any vans in the market that were 8yrs old from the manufacture date and only new model vans from the Year 2016 were filling the yards with prices ranging from KES 1.9M – KES 2.2M. The few 8yrs vans available had prices having shot up steadily. A Diesel engine Nissan Caravan van that previously would cost KES 1.2M was trending at between KES 1.4 to KES 1.6M upwards and besides all, they were few in the yards. Trying accessing the yards we identified on car dealer websites, became an exercise in futility as either the vehicles were sold a few months ago and out of stock and the website was misleading having not been updated. We

had to embark on a yard to yard visit but we could not identify all yards around the town. We engaged 33333car brokers to make more inroads.

Given that the budget was pegged at KES 1.2M per van, we opted for Petrol engine ones which staggered at around KES 1.3M and KES 1.4M. With much bargaining process, the first van Nissan Caravan was sourced at Pirzada Motors Company Ltd on 24th Sep and payments made. This was courtesy of Mombasa car brokers that aided in finding one as they advised the vehicle models on search are nowadays nearly out of stock. The vehicle was genuinely Ex-Japan.



Pic 1: The first van leaving Pirzada Motors Company Ltd

We tried to check on locally used vans for a second van but they were in bad shape citing the many Kenya poor roads and poor maintenance by owners. We became patient involving more and more groups of brokers and eventually we managed to secure a second Nissan Caravan being the only available in the yard on Sun 26th Sep 2020; at Khushi Motors Ltd, the yard operated on Sun being run by Muslim businessmen, for us it was time-saving conducting business on Sun and leave Mombasa on Mon to save costs.

From common observation from experienced quarters with vehicles, it was generally cited that a petrol engine van is long-lasting because they hardly develop complicated mechanical problems. They may only experience malfunctioning plugs on the engine if the source of fuel that the car will be frequently refilling is compromised (fuel adulteration by mixing kerosene and gasoline by unfaithful fuel suppliers). But Diesel engines are sensitive and expensive to maintain. A case example is when turbo fails, the whole engine will never come back to its original efficiency, and that it is very expensive to replace a whole unit of turbo ranging from KES 140,000. Diesel engine vans guarantee 3yrs-4yrs of service if well maintained before starting to develop engine faults; petrol vans guarantee 8yrs-10yrs before a need to replace the whole engine.

DISPATCH OF PURCHASED VANS TO UMOJA, ARCHER'S POST, SAMBURU COUNTY

We hired a trusted driver from Nairobi that we are used to, to come down to Mombasa and drive the vans to Archer's Post. The first van from Pirzada Motors Company Ltd had no Registration Plate and Kenya Garage (KG) number plate was applied to allow it to travel. The oil change was immediately conducted and general engine service, fitting of car tracker, chevron and reflectors, and a label in the front and the back – PRIVATE – to avoid Police inquiries on its PSV status that comes along with many other requirements which were unattainable at this stage.



Pic 2: The first van with no registered number plate applied Kenya Garage (KG) plate to allow its movement on highways straight from a car yard. After car inspection on 16th Oct, the official Registration Plate No: KDA 236A was delivered.

The first van left Mombasa for Archer's on 24th Sep afternoon and stayed the night in Nairobi and arrived in Archer's on 25th Sep. The driver again traveled back by public transport means to Mombasa to take the second van. The second one from Khushi Motors Ltd left Mombasa on Mon 27th Sep, stayed the night in Nairobi, and arrive in Archer's on Tue 28th Sep. Like the first van, all the engine services were applied but good enough this one had a recently applied Registration Plate by the seller No: KCY 123G and an existing valid inspection sticker to expire on Apr 2021; making it easy to travel on highways without too much Traffic Police interference. The first van had inspection applied for 16th Oct 2020.

VANS ENHANCEMENT

The vans were supposed to be painted Yellow colour in line with the Ministry of Education policy; symbolizing it as a Passenger Service Vehicle (PSV) school van. That happened in Oct, followed by fitting car seats, and eventually applying sponsors' logos. Also, the glass windows were removed and replaced with adjustable ventilated windows. When enhancements were completed, the vans went for a second inspection for Passengers Service Vehicle (PSV), obtained a Transport Licencing Board (TLB) certificate and engine calibrated with a speed governor, and issued a certification; also comprehensive insurance running from Jan to Dec 2021.



Pic 3: Vans on paintwork changing from White to Yellow colour. This exercise was done at Umoja Camp by mechanics sourced from Meru Town 70 KMS from Archer's Post. It was a good idea not to subject the vans to a mechanical garage fearing loss of original parts by compromised mechanics.



Pic 4: Van seats installed



Pic 5: Adjustable ventilated glass windows installations

LOG BOOKS TRANSFERS

The school was scheduled to register as a public limited company beginning Mon 25th Jan 2021 because doing so in late 2019 would attract income tax and other government levies putting the academy in a precarious position has been a difficult year and still a young institution. That suggestion was advised by the school's lawyer then once the Certificate of Incorporation is received, transfers of the logbooks to the school's name to be effected.

The reason for a need for the school to upgrade to a limited company is to be legible to acquire a Certificate of Incorporation **number** that will be one of the requirements to register an online account with the National Transport and Safety Authority (NTSA) Transport Integrated Management System (TIMS) website that aide one to undertake the process of logbook transfer from car yard sellers to the school's entity's name.

Registration takes a day to apply and about two weeks for the Certificate of Incorporation to be ready, it then takes about another two weeks for logbooks application to be ready once registered in TIMS and accept the transfer of motor vehicles from the vendor in the system, as the new owner; that way NTSA receives the notification of transfer and ensues the process of logbook production and delivery to your postal address or any other means e.g a Wells Fargo or G4S courier in a nearby town you will suggest in the TIMS system. Once Logbooks are transferred to the name of the school, copies will be sent to *Tartort Verein e.V* and *Freundeskreis Umoja – Friends of Umoja e.V*.

DRIVERS INTERVIEW AND SELECTION

The school management could not schedule an interview with drivers in 2020 and planned to do so in early 2021 with the consultation of teaching staff, Ministry of Education stakeholders as well as National Police Service (NPS) Traffic Unit from Archer's Police Station. The reason for that is because there was limited time to convene the stakeholders towards the year-end. It was believed many personnel will be fully in office in Jan 2021 as things seemed to slow down in yearend -- schools busy planning to close breaking for festivities, limited personnel in Ministry of Education when two grades (Grade 4 and 8) resumed in Oct-Dec 2020 among others.

In that respect, there were no formally recruited drivers during school reopening on Mon 4th Jan 2021 and the management handpicked known qualified and responsible drivers from the local community to give a hand in the meanwhile and equally they will be fully remunerated.

The important aspect of interviews is to ascertain the following:-

1. If drivers are easy and experienced with driving vehicles responsibly adhering to the safety of pupils
2. Not a drunkard or consumer of drugs and stimulants

3. Has no bad records like causing accidents, mishandling vehicles in previous places of work
4. Knows filling vehicle work ticket/movement log
5. Is disciplined
6. Has good recommendation letters from previous institutions of work
7. Has Passengers Service Vehicle (PSV) or Class A Driving Licence authorized to drive PSV vehicles

The interview will be scheduled on Wed 17th Feb and the formally recruited drivers will begin their work on Mon 22nd Feb 2021. There was a change of dates considering many locals request to be allowed time to upgrade driving licenses to PSV as the PSV drivers aren't available locally.

SCHOOL VANS OPERATIONS

The two school vans are fully in operation and their area of service is divided by the Isiolo-Marsabit tarmac highway crossing Archer's Town which looks to be the middle line at the very center. That way, it ensures the timely arrival of pupils in the school just before the morning parade. Consideration for a first trip pick-up is given to young pupils of lower classes during a crowded pick-up point and a van can circle back to pick more pupils. It is encouraged a maximum of 3 trips in the morning as well as in the evening to minimize overconsumption of fuel and tear and wear of the vehicle.

In a day, the van on the Northern side of the tarmac highway covers an averagely 60KMS and the one on the Southern side is 40KMS. That is simply because there are more settlements on the Northern side and also, it is expansive.

One van of the two picks grade 8 pupils every evening at 8:30 PM after evening preps. The drivers alternate every day for the Grade 8 evening service.

The vehicles are parked in *Umoja Campsite* car park shade after a day's service and drivers leave the key at the campsite reception where they will pick again early every morning.

The government maintained that public and private vehicles must maintain a 60 percent capacity in line with the national Covid-19 containment measures. That means the vans cannot carry a maximum number of 14 but only 8 passengers. This increases the number of trips the vans have to circle back picking more pupils. In that regard, only the far-flung pupils are considered for the service to maintain fuel consumption to weekly allocation.



Pic 6 A: Pupils boarding the vans breaking from school in the evening and heading back home. Social distancing is strictly observed with facemask mandate upheld.





Pic 6 B: Pupils highlighting from the vans in their residential areas.

Fuel allocation is done every Mon after pupils' drop off at the school in the morning, to cater for the whole week. The van operating on the Northern side of the tarmac highway consumes an average of KES 6,000 to KES 8,000 every week while the other is between KES 4,000 to KES 6,000. The vans are not on service during the weekends unless on special circumstances associated with the school.

With a struck of lack, the school vans operations received a major boost from a donor supporting with KES 1,552,000 courtesy of *Freundeskreis Umoja – Friends of Umoja e.V* being the following items:-

1. Comprehensive Insurance renewal
2. All Terrain durable tires
3. Drivers' salaries and wages
4. Fuel for academic months
5. Motor vehicle service
6. Mechanical breakdown, repair, and maintenance
7. Motor vehicle annual inspection

SCHOOL ENROLMENT

The school enrolment shot up by about 58 from 187 to 245. It could be more but the economic shocks many parents are still undergoing as a result of the COVID-19 pandemic could not allow them to fulfill the urge of letting their children join the academy. As a result, the school lost 7 pupils (hence total enrolment down to 238) from parents that complained they could no longer meet the needs of school fees because since losing jobs, they were not recalled after their companies reopened or some companies are yet to reopen or for those who might be lucky to have resumed, they earn a percentage of the normal salary as the firms argue the volume of businesses are still low to sustain full operational

overheads. Many parents are left with budgetary shortfalls of their monthly expenses or in the worst situation, some are in a precarious situation that they are not able to afford basics.

In that regard, the school management agreed with parents who negotiated to allow the pupils to continue with classes and that they will sort out the school fees along the way. Some of Grade 4 and Grade 8 pupils have accumulated school fees running in arrears since reopening in Oct 2020.

Another deterrence was the school's policy of letting all new applicants join the school to undergo some aptitude and interview tests and out of 77 interviews, only 51 managed to come through. The need for interviews was paramount because most pupils coming from public schools are way below par the required level of knowledge and inclusion of such in the grades they intend to join but failing simple tests, would lower the academy's tempo in progressing the momentum of other pupils' in the same classes; such learners may also not be able to catch up with the rest up to Grade 8 because of missing gaps they underwent in their school of origin ending up lowering the average aggregate of Grade 8 candidates National Examinations results thus impacting negatively on the academy where parents put the extra money to give their children quality education but seen as an exercise in futility! The alternative for those who failed tests was to repeat a class one grade behind; not all could buy that school of thought and they had to leave.

The management still believes, as the year progresses, things will slowly recover and expect more enrolment in good times of the year.

PENDING PLANS

The tires of the vans will need to be changed soon as the car yard tires that come with the vehicle are normally of very low quality. Already one van has one tire badly stripped by a sharp stone and that poses risks of tire burst. The school management has put in place arrangements to source All Terrain durable and quality tires when disposing of the current ones. Though other tires look to be still in good condition, the stripped tire was changed to be a spare wheel and the management suggested giving a month or two for all tires to wear out uniformly which will be very soon given the poor quality, for new ones to be ordered.

BUDGET

FUNDS DONATED

NO	SPONSOR	AMOUNT
1.	Freundeskreis Umoja – Friends of Umoja e.V (7 th Apr 2020)	675,364.36
2.	Tatort Verein e.V (14 th Apr 2020)	1,857,252.00
3.	Tatort Verein e.V (8 th May 2020)	715,487

TOTAL	3,248,103.36
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EXPENDITURE

NO	ITEM	AMOUNT IN KES
1.	Sch Van Nissan Box Ex Japan Reg No KDA 236A (The model Year 2011)	1,150,000.00
2.	Sch Van Nissan Box Ex Japan 2 Reg No KCY 123G (The model Year 2012)	1,195,000.00
3.	Governor stickers for KDA 236A & KCY 123G	14,000.00
4.	Sanlam Insurance for KDA 236A & KCY 123G	204,000.00
5.	Vans spray repainting Yellow colour as per the stipulation of Ministry of Education and signwriting for KDA 236A & KCY 123G	80,000.00
6.	Vehicle Inspection for KDA 236A & KCY 123G	10,000.00
7.	National Transport Safety Authority Logbook Transfer-Agent	30,000.00
8.	Transport Licencing Board (TLB) for KDA 236A & KCY 123G	11,000.00
9.	Mechanic Consultant for Inspecting Used Car at Bazaar	12,000.00
10.	Seats Installation with Safety Belts for KDA 236A & KCY 123G	144,000.00
11.	Mombasa-Archer's Vans Driver Allowance with Fuel Refill for MV KDA 236A	27,000.00
12.	Fire Extinguisher and First Aid Kits for KDA 236A & KCY 123G	20,000.00
13.	Car Trackers for KDA 236A & KCY 123G	30,000.00
14.	Speed Governors for KDA 236A & KCY 123G	80,000.00
15.	Ventilating Windows for KDA 236A & KCY 123G	88,000.00
16.	Vans Engine Service for KCY 123G & KDA 236A	32,320.00
17.	Mombasa-Archer's Vans Driver Allowance with Fuel Refill for MV KCY 123G	27,000.00
18.	Mombasa Fueling for Vans KDA 236A & KCY 123G	17,600.00
19.	Sponsor Logos Prints for vans KDA 236A & KCY 123G	12,600.00
20.	Travel Allowance	55,000.00
TOTAL:		TOTAL EXPENSES: KES:3,239,520.00 MONEY REMITTED: KES: 3,248,103.36 BALANCE: 8,583.00

NB: No. 7 on the Expenditure Table -- National Transport Safety Authority Logbook Transfer-Agent – is pending.

ATTACHMENTS

The following are enclosures to accompany this report:-

1. Accounting documents
2. Inspection certificates
3. Transport and Licencing Board (TLB) certificates
4. Speed governor certificates
5. Comprehensive Insurance certificate copies

