

CROP POST HARVEST PROGRAMME

Project Title: Improved Agricultural Rural Transport for Kenya

R No 8113 (ZB No 0293)

PROJECT FINAL REPORT

Start date – End date
1st October 2001 - 31st December 2004

Core Partners:

- Community Cabinets in Mwea, Lari and Busia Divisions
- Donkey Placement Response Unit in Kalama Division, Machakos
 - ILO – Advisory Support Information Services and Training (ASIST)
 - Intermediate Technology Development Group (ITDG)
 - International Forum for Rural Transport and Development (IFRTD)
 - Ministry of Agriculture, Horticulture Department
- Kenya Network for Draught Animal Technology (KENDAT)

Managing Partner
Pascal Kaumbutho

Managing Partner's Institute:
Kenya Network for Draught Animal
Technology

Project Final Report

Section A Executive Summary

A very brief summary of how the outputs of the project contributed to the purpose, the key activities and highlights of dissemination outputs. (Up to 500 words).

The project assessed the livelihoods situation in selected communities in the first year. Based upon the findings of the household, socioeconomic, logistical, environmental, technological and industrial surveys, community and institutional linkages were established with stakeholders with a problem solving strategic approach. The second year saw the formation of partnerships under the semi-naturally emerging, *community parliamentary* partnership model. In this, coalition partners, from across the range of stakeholders came together in an arrangement led by the expressed development needs and problem solving arrangements of end-user and beneficiary groups. Core project partners were then able to play the role of intermediary development and information catalysts, as well as partnership builders between the producers and the users of knowledge. The prime role of the core team was one, between the supply and demand operational centres, working to influence change with due regards to injecting dynamism in the prevailing structural and infrastructural, conditions, which were area-specific.

While the core business remained one of considering socio-economic aspects of access to transport services and market provision for smallholder agricultural sector (SAS), the prime aim remained one of creating room for service beneficiaries to learn and actively participate in a sustainable business-driven, transport and marketing environment, but voice-empowered to have a say in the systems that were hitherto reserved for non-existent or assumed development or opinion-leaders. Transport avoidance measures rainwater harvesting using manually-dug, plastic coated, water pans were part of the interventions proposed by the communities.

Options for provision and utilization of appropriate motorized and non-motorized transport services for improved SAS performance were effectively investigated. The options experimented were much more than engineering experiments led by the introduction of technologies and equipment from Asia that are now under trial with selected project communities. Many aspects of partnership innovation dominated the activities of the last two project-years. Partnership building activities involved assisting communities in their group formation efforts with much training in group dynamics and logical planning for problem-solving and development enhancing frameworks. Partnership aspects experimented varied by the social and structural characteristics prevailing in each of three main and one subsidiary project localities. Much patience was needed as communities were helped to focus on approaches that would bring sustenance of their group and true longer-term development rather than excitement generating aspects such as micro-finance.

Aspects of exploitation of natural, human, social and financial capacities were included. The holistic and problem-solving approach adopted, saw advancement of aspects such as, capacity to demand for services from local government, actively participating in improvement of infrastructure (using labour-based methods), marketing partnerships with

the private sector operators from the horticulture industry, publicity-building through sensitization fora for discussing the plight of rural transporters (load-burden, safety and health, means, cost and choice, mind-set change, regulation, legislation etc.). Other aspects were such as changing marketing structures (e.g. selling vegetables by kilo other than by bags of highly varying sizes), discovering new markets and more.

At the closure of the project some funding (though minimal) has been offered by the International Forum for Rural Transport and Development (IFRTD), through the National Forum Group (NFG) for Rural Transport and Development, under KENDAT contract and leadership. This cross-continental effort is aimed at utilizing the established and vibrant community parliaments as key civil society representatives in the discussions among stakeholders regarding the links between poverty and transport. The NFG already utilized much of the learning from this project to influence the policy development process that has seen the new government of Kenya finally include intermediate and non-motorized means of transport (including walking) in transport policy drafting (of Year 2003) as much as in the emanating strategic planning of future cities and rural infrastructure, already being effected. It is clear that factors that determine successful partnerships in delivery of intermediate rural transport services have been not only identified. The pro-active approach adopted has demonstrated how transport and marketing are key towards improving the security poor households.

Section B Background

B.1 Administrative data

NRIL Contract Number: Z 0293	Managing Partner(s)/Institution(s): Pascal Kaumbutho / KENDAT
DFID Contract Number: R 8113	Partner institution(s): IFRTD, ITDG, ILO-ASIST, M o Agriculture
Project Title: Improved Agricultural Rural Transport for Kenya	Target Institution(s): Research and rural development extension agents, community farming groups, transport operators and policy makers
Research Programme: Crop Post-Harvest	Start Date: 1 st October, 2001 End Date: 31 st December 2004
Thematic area: Transport and Marketing	Budget (i.e. Total Cost): £207,418

Section C Identification and design stage (3 pages)

Poverty focus

How did the project aim to contribute to poverty reduction? Was it enabling, inclusive or focussed (see definitions below¹)? What aspects of poverty were targeted, and for which groups?

¹ **Enabling:** addresses an issue that under-pins pro-poor economic growth or other policies for poverty reduction which leads to social, environmental and economic benefits for poor people

Inclusive: addresses an issue that affects both rich and poor, but from which the poor will benefit equally

Focussed: addresses an issue that directly affects the rights, interests and needs of poor people primarily

The project aimed to contribute to poverty reduction by empowering rural transport and marketing agricultural communities in economically active rural localities of Kenya. The aspects of poverty needing redress were social structures that make smallholder farmers of high value crops gain economically from hard work, lack of appropriate (accessible, dependable and affordable) and intermediate means for agricultural transport and markets appropriately located and linked to farms. The groups selected to experiment the empowerment process were the horticultural farmers in Mwea area, vegetable and milk farmers in Lari and the low natural resource exploitation communities of Busia, next to Uganda.

The project was enabling, inclusive and focused. It addressed an issue of rural transport and marketing of agricultural produce, a prime economic livelihood determinant for participating communities in Kenya. It addressed the farming and marketing of high value crops in which, if farmed in group format, the poor are a strong entity and the economic source of the produce for direct export by themselves directly or by the rich, who the poor need but probably only in the transition phase.

The project addressed an issue of major concern to poor communities who have worked hard and for long and remained uncomfortably dependent on exploitative middlemen, wheeler dealers and chief operators on the routes to markets, of which the poor themselves knew little about. To move forward and become economic entities, smallholder farmers needed to adopt the group approach, and even for groups, though socially accepted, there had been debilitating problems bringing lethargy to true development.

Please describe the importance of the livelihood constraint(s) that the project sought to address and specify how and why this was identified.

The project aimed to address the socio-economic and technological constraints in agricultural rural transport and marketing. In communities endowed with natural high potential productivity of high value crops, and strong on social capital structures, high transport and marketing costs as well as exploitation by middlemen in a poorly structured and lowly commercialised systems incarcerated poverty levels visible only after a careful look and inclusive, problem solving partnership outlay.

The true situation was identified through a socio-economic survey, centred around household surveys, focus-group and other discussions with communities and their development stakeholders. Technological and institutional surveys were also conducted, helping create a link between communities, private sector operators in markets and industry, hence a mapping of the prevailing supply and demand situation, gaps in knowledge and information at various levels, among other learning in terms of status and exploitable potentials.

How and to what extent did the project understand and work with different groups of end users? Describe the design for adoption of project outputs by the user partners?

The project strived to understand and work with the different community groups by engaging them actively and to lead the way in seeking solutions to the problems raised vividly during the surveys conducted in the first year of the project. As a way of getting an all-inclusive, empowerment and community emancipation, problem solving platform, core partners found an emerging organisational and intervention implementation model that, by its representation and inclusive nature was soon called the *Community Parliament*. The model grew quickly in strength and outreach, especially because it was accommodating the prevalent wealth of opinion, roles and resource support of stakeholder interests. The model and approach was experimented in the partnership innovation research mode and it was observed to make great sense mostly because it was applicable to all participating four communities, while allowing for flexibility in considering the livelihood needs specific to each locality. The chart below shows the model with its role and information flow system integrated. As the model gained strength and communities took the challenge to lead the way, it became clear that the design for adoption of project outputs was getting semi-naturally guaranteed.

Coincidentally the model was effected at a time when the country was undergoing the experience of a new government after 24 years of political dominance and falling trends in most development and progress indicators, including the core and all economically important, agricultural sector. A new beginning was much needed and ongoing national poverty reduction strategies as much as sectoral efforts to improve and make profitable the smallholder horticultural farm business in Kenya, all fell squarely in place.

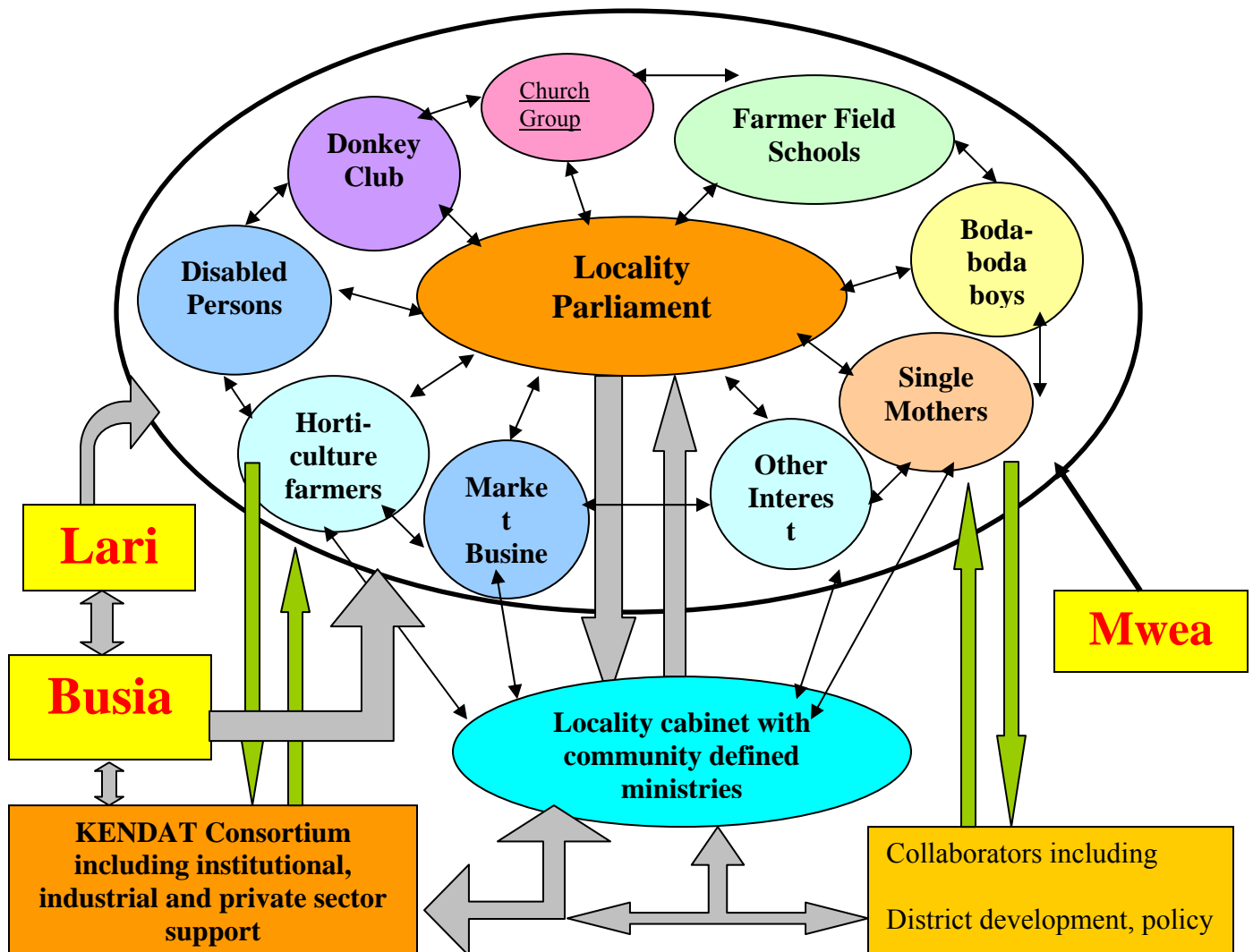
To this end, a merger of government policy support, farming community entrepreneurship, private sector business venture and NGO (KENDAT and partners) catalytic development assistance were all dynamically put into action. Under the CPHP training in partnerships innovation and coalition actions that were encouraged, the project core team was pleasantly surprised to see and emerging market-targeted smallholder business venture.

For each of four project localities, common interest groups (for example: horticulture or rice farmers, single mothers, *boda boda* (bicycle taxi) operators, market women, donkey operators, church groups etc.) and local leadership elected two representatives to form the Community Parliament. The parliament helped the project team to plan action-research interventions including:

- group formation and emancipation training, towards improved crop and post-harvest operations for economic growth
- empowerment for group marketing and finding vibrant, private sector supported marketers and markets,
- private sector and expert support to training in production of quality produce and handling to meet the EU and EUREPGAP regulations,
- exposure to self-assessment of ongoing marketing systems and the making of modifications as necessary e.g. selling as a group and by kilo other than bags, mobile phone based, search for best markets and determination of quality prices offered by on-farm buyers,

- placement of intermediate means of transport (e.g. cycle or motorbike trailer, improved donkey transport) for innovative expulsion of produce,
- community support infrastructure improvement,
- synergy building with local leaders *barazas* and community radio for awareness creation, developing and translating MoUs with the private sector for improved market and other information flow
- operationalising a village bank system, for a community run micro-finance support structure.

The model is shown on the chart below where the connectors shown, represent collaborative activity, communication and information exchange between the various parties across all levels of partnership. In the model, all parties have a say. The model shows the details of the institutional partnership in one of three areas (Mwea).



Institutional design

Describe the process of forming the coalition partnership from the design stage and its evolution during the project?

The partnership coalition shown on the chart above grew from previous contacts with the communities involved, through the leading partner's (KENDAT) other positive development efforts within the same localities.

In the first year of the project, activities centred around research information gathering. At this time, communities remained sceptical of the use of the findings and showed just as much (limited) cooperation when called to participate in group and other discussions.

During the second year and under the CPHP led partnership and coalition approach, the overall project strategy shifted orientation from academic/applied, to action research. This move saw the shift in the work and indulgence motivation of core partners as much as the communities, now happy to engage effectively towards solving own and real development problems. Much problem assessment discussion followed, using the established community parliament monthly meetings, which were backed by more frequent meetings between their community cabinet and the core project administration partners.

The community parliament model grew out of a need to cope with and build an organised representation structure among the large numbers of interested community members. In an effort to be inclusive of local leadership, the use of a local member of (national) parliament's platform for introducing the RTS project quickly drew large numbers of community groups and individuals, out to be part of a farming commercialisation programme. As became inevitable, the large number of people could only be assisted by forming a representative institutional arrangement that grew to be the *Community Parliament*. This saw community representatives meeting once a month to plan and organise development interventions under a self-prioritised implementation process. The Parliament saw community ministers appointed by the parliament to lead in specialised aspects and also to meet the core project team regularly.

As the parliamentary system took root, communities effectively took the leading role to the extent that core team members did not have to be there for parliamentary business to go on. Soon it was easy to observe the shift in the cooperation and information generation levels of the communities concerned. Suddenly, horticultural farmers (for example) who had been hostile in the previous year were now ready to offer produce sales computer forms and happy to discuss, say the high levels of reject percentages in their sales. They were also ready to be taken photographs and engage freely, without referring to the core-team researchers as outsiders.

As the partnerships firmed-up, meetings shifted from regular planning ones, located at central meeting halls, to on-farm or other location, as the community and supporters, got out to fix a troublesome spot of the road, try out an IMT, dig a water-pan, get trained to plant extra-fine French beans for direct export, visit a processing factory or a neighbouring farming community for exchange of experiences etc. etc.

By the middle of the 3rd project year, community parliaments were growing in independence and focusing on micro-finance engagements towards group projects that would also benefit the individuals. To some extent confusion arose over membership as the micro-finance specialist trainer placed new emphasis on the parliament as a forum for representatives of various interest groups. The focused interest in micro-finance support by members had seen a shift to individuals and away from group membership. As plans settled down the emphasis on groups saw the rise of interest group meetings pushing the project overall membership, at least 30-fold. Regular individual (represented) groups started to meet regularly and to fund-raise, to back-up the minimal fund from the micro-finance arrangement.

At the termination of project funding by CPHP there is every indication that firm development groups have evolved and the same are likely to continue into the future. While donor funding is always welcome, as a way of increasing innovation levels, groups formed under this project have shown every indication of sustenance. Such organised groups, which are informed and entrepreneurial in make-up will create good development platforms and conduits through which innovative development gaps closing can be processed. Other rural development organisations, be they private sector driven actors like East African Growers Association (EAGA), Horticultural Development Centre (HDC) or internationally motivated ones like the ongoing IFRTD transport and poverty-watch project, will build development innovation with opportunity to fight poverty at its roots. IFRTD is supporting the National Forum Group (NFG) for rural transport and development, led by KENDAT, to use the established community parliaments to discuss and build government supported interventions linking transport and the fight against poverty.

Is there an explicit institutional hypothesis? If yes, is it trying to attack a failure or inadequacy in a mechanism?

Yes, there was an explicit institutional hypothesis that emerged, mostly as more knowledge of community development status and thinking was generated, and more so, then, than at the beginning of the project. The hypothesis was that:

by assisting collaborating farmers to form self-emancipation groups, they could effectively lead the way and indulge in a problem-solving partnership where the filling of product, market and other knowledge and information gaps would bring development towards sustained crop post-harvest business endeavour and poverty eradication.

The institutional structure developed was trying to attack the inadequacy other than a failure in a development mechanism. Kenyan farmers are hard working and entrepreneurial by nature but their empowerment efforts of the past, mostly exploiting social capital, have not received the organizational and institutional or resource support needed. It is common in Africa and especially Kenya to have rural farmer groups that produce high value crops that they sell to agents in a national or global marketing system of which they are unaware of its extent, their role, the price inadequacy, broader regulation scenario, hence the important membership they have as drivers and originators of the commodities in exchange.

In many situations such capable but highly exploited farmers soon give-up and are relegated to offering labour to the more aware and wealthy (often from sources other than agricultural), who have ways of generating the much needed start-up capital. To be competitive and viable partners, smallholder commercial farmers need to form informed groups that generate the potentials that come with richer individual farmers. Groups come with the necessary protectionism, not only of the individuals in the groups but also for the members of the private sector, who often are ready to work with such groups but are unaware of where to find them, if not the extent to which they can be trusted and relied upon in a structure, towards farming as a business.

What other institutional factors were seen as being important?

- Regulation guidelines that accommodate IMTs as credible members of the transport industry. When it was time to register motorbike trailers, the Registrar of Motor Vehicles had no category in the books for self-built units like were developed by this project. Regulation even by the traffic police has not addressed the needs of IMTs and their users. When a cyclist or donkey operator is hit by a motor vehicle, they are handled like they should not be on the road and they are automatically to blame and do get arrested and their vehicles impounded without a court case. In fact motorists feel that the less powerful users should be pay for any damage to their vehicles.
- Infrastructure that accommodates the use of intermediate means of transport (IMT) be it pedestrians, bicycles, hoofed traffic like donkeys and their carts, cycle trailers etc. When these means of transport are used, many deaths occur as modal mix of transport means goes uncontrolled and the less sizeable ones suffer the damage.
- Institutional linkages across the board, from IMT manufacturers, users, motorists, agro-produce and input marketers, local council administrators, legislators and regulators are absent. In all cases poor end-users bear the brunt of the operational scene and are rarely considered to be worthwhile or opinionated members for the agro-produce and input marketing system. There is however new hope as every indication points to the fact that things are bound to improve for the better as the new policy inclinations by the new Ministry of Transport in Kenya that include IMTs, are undergoing legislation.
- There are disjointed institutional boundaries between agriculture, transport, roads and general industrial or economic development. For example many IMTs like found in Asia are rendered unusable in Kenya due to un-accommodating roads, surface quality, production cost and industrial support for service and repair, not to mention a culture that tends to disregard economic capacities of the majority and makes a leap from walking to motorisation. This scenario tends to leave out the bigger partners like government and local authorities when the ongoing planning like at community parliament level is considered relatively unimportant.
- Until recent effort, policy support to transport-led rural development interventions by communities were grossly lacking. This means that central government remains relatively un-obliged to spend resources in training, institutional support or equipment under the prevailing low-commitment development scenario.

Section D Implementation process (5 pages)

How was participation maintained among the different stakeholders (the Managing Partner(s) and the Core other Partners and, where relevant, user communities) in the research process?

The “Supply push” versus “Demand pull” of users of new knowledge were the driving forces of innovation. Between the demand and supply sides were the intermediaries such as KENDAT Coalition, which played a catalytic role to ensure appropriate linkages between demand and supply. All this happened within the framework and infrastructure conditions as exemplified by the chart below.

KENDAT Coalition is seen in the RTS project closing the gap that has for a long time existed between the suppliers and users of knowledge. This initiative significantly contributed towards poverty reduction in that along the way innovations arose and created immense opportunities that promote development, may it be economic, cultural or social.

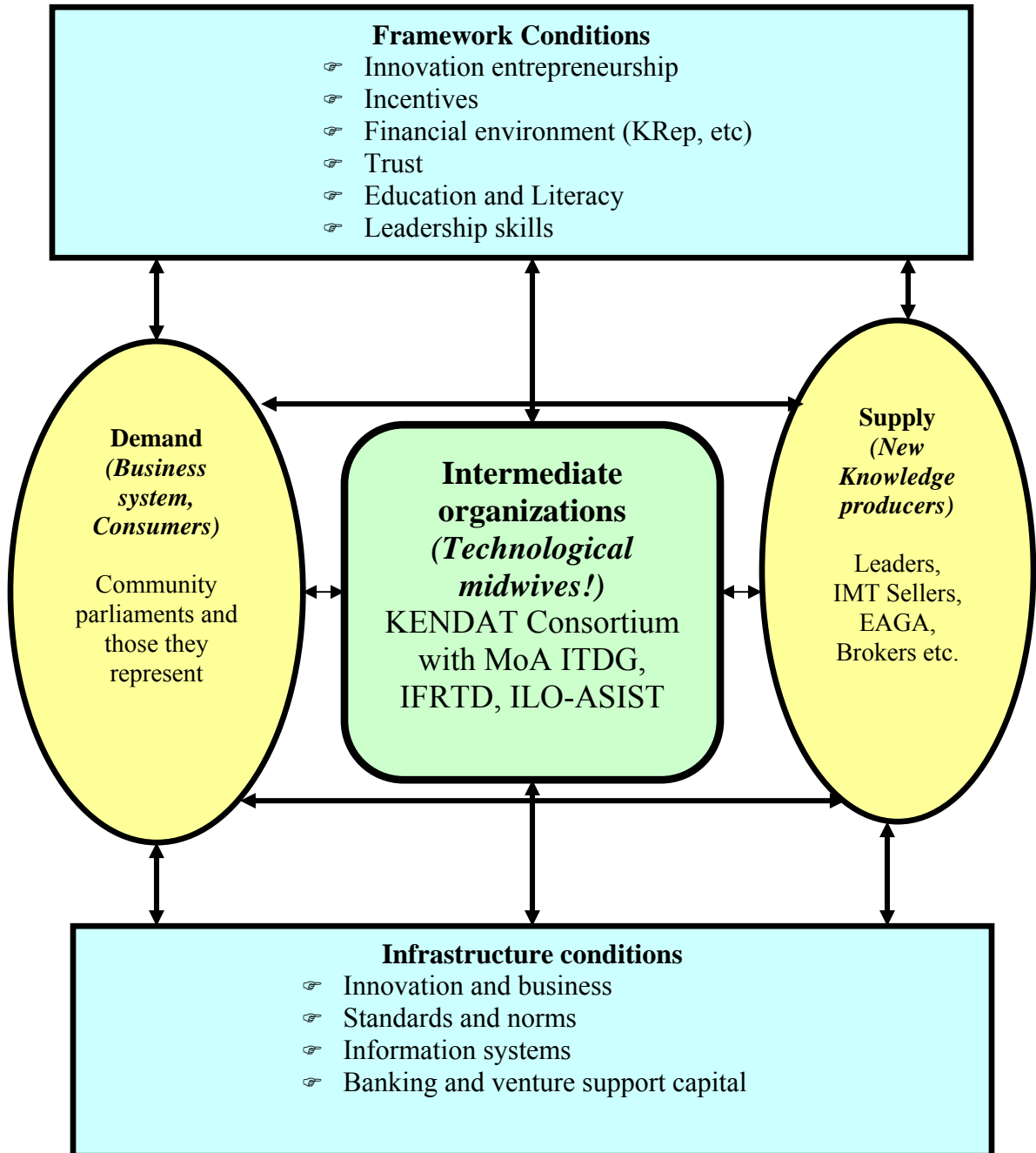
Participation was maintained through regular (semi-annual) core team meetings to back the bi-monthly cabinet meetings with the lead partner (KENDAT) field staff and monthly community parliamentary meetings. Apart from these scheduled meetings there were numerous formal and informal meetings that took place as communities engaged in various planning, activity implementation actions, monitoring and evaluation sessions such as:

- road improvement and other community days as organised by community parliaments,
- lead partner and local stakeholder discussions for collaborative work, roles and planning,
- donkey, tri-cycle, cycle trailer and other IMT placement training,
- introduction of new crops, regulation and market operational training,
- visits to places of interest such as horticultural marketing centres and neighbouring farmers charcoal-coolers and other on-farm establishments,
- micro-finance training and group meetings to implement the same,
- water-pan training and community building,
- shed building for selling high value horticultural crops or for effecting selling-by-kilo system,
- radio-announced public meetings for promoting the selling-by-kilo system
- scheduled stakeholder exchange meetings and workshops.

What were the major changes that took place during the implementation period. For each one, explain why they came about and how well did the project manage them?

- In the first project year the project had an academic research inclination involving a wide range of academicians and development experts to conduct household status and livelihoods as well as policy and institutional situation research. Another important aspect needing assessment was the capacity for industrial systems to respond to the foreseen work and economic advancement in the existing setups for rural transport operations and equipment supply and maintenance services.

Poverty Reduction Innovation System



Micro-finance arrangements, exploitable by participating rural communities and transport economic analysis was not left out. The period for this research called for core-team personnel from institutions such as University of Warwick for IMT engineering support, Swedish University for Agricultural Sciences (SLU) for Logistical Analysis, Silsoe Research Institute for Ergonomics and transport safety engineering support, Kenya Institute for Public Policy Research and Analysis (KIPPRA) for policy analysis, University of Nairobi for transport economic analysis and a private consultant for influence of transport services on environmental assessment. Several reports were prepared in the first year by the range of researchers involved. As a way of making information available on time, deep data analysis was required and within a short period of time. Not the best of analysis took place, mostly due to the enormity of data types and the detail analysis required. Additionally there was no way the data in itself was going to translate to development gains for communities. At least not in the short term.

- At the end of the first project year, CPHP sent in a project evaluation team which felt too much data and information was getting gathered but not necessarily with adequate time for its analysis to link future project interventions to the emanating findings. CPHP took the recommendations of the evaluation team and used them to match their own development mandate and strategic approach to place emphasis on institutional learning for rural transport services and PRA to back action-research more than data collection approach and academic research orientation adopted in the first year. This meant that the overall development objective of the project needed a new orientation and the core-team composition needed to change as well. Coincidentally, the innovation partnership approach and the emerging coalition fell squarely within the interest and development philosophy and mandate of the lead partner and was therefore a welcome change. For this reason the coalition found it easy to manage and conduct affairs towards sustained development.
- Overall, this new approach translated in the need to increase the presence and influence of end-users as much as their control of the nature of and utilisation of research findings. The level of involvement of international partners dwindled as local core team and community members got busier as drivers of what eventually became the community parliamentary model. Under this, effecting action-research and the innovative partnership approach became the popular and inclusive way forward. The parliamentary model is explained elsewhere on this report and on the “partnership for rural transport services toolkit” write-up accompanying this report. The parliamentary model was built on the base of community approaches already existing in various forms under the NGO work of the lead partner was easy to manage as it enhanced and put a structure to the development agenda and better-defined the roles of stakeholders with the overall impact of strengthening contacts already established with communities.
- The farming of high value crops for direct export to European countries required that the management team seriously engage participating parliaments in farming as a

business and under the guidance of private sector partners. This emerging relationship was managed by developing MoUs with the partners involved and it saw a drastic and positive business advancement for the farming communities.

- At the beginning of the 3rd project year, the project had about GB£10,000 (Ksh 1.2 million) available for micro-finance, accumulated from the funding for the second and third project annual budgets. The project management team brought in a microfinance expert to train participating communities in village bank management, from the experience of the GRAMIN bank of Asia. This undertaking required that community parliaments re-think the membership of the various common-interest-groups they represented. The self-interest of individual community parliament members towards gaining from the project's seed-money support to the communities, almost derailed the broader community-parliament plans. In all localities, community plans had many more activities than micro-finance. Indeed, the micro-finance was meant to expand or make more effective the other plans and not be an end in itself. Parliamentary members had been tempted to explore how to gain from the financing as individuals. Proposals they put on the developed credit-access forms were not necessarily in transport and marketing advancement and there was general need for intervention of the core team and cabinets for understanding and rectification. The management team moved in swiftly to ensure:
 - training in micro-finance management received adequate follow-up,
 - that benefits reached groups represented at the parliaments and not individual representatives alone,
 - that the group members boosted the microfinance available with contributions at group level,
 - the micro-finance fund allocated to each community parliament had a KENDAT official as a co-signatory.

The rectification put in place saw a major growth in community parliamentary membership as each representative was forced to boost activity by the common interest group they represented.

What were the strengths and weaknesses of your monitoring system? How did you use the Information provided by your monitoring system?

The process and activity monitoring system had more strengths than weaknesses. The fact that the system was community-led and backed by regular work and feedback meetings made the system self-checking. Occasionally the communities fell behind schedule in as far as the implementation of the plans which were relatively ambitious. Discussions with the core team almost always showed a general slackness in implementing some activities. This is because there was a degree of heavy interest in matters that showed promise of direct benefit to individuals (like micro-finance and market contracting) than communally (like spot-improvement of roads and IMT regulation training).

The information provided by the monitoring system was used as a basis for challenging communities to advance more aspects of the programme as well as opportunity for learning the aspects that would bring sustenance to the overall project plans of work, and activities, well beyond the project period.

What organisations were involved at the end of the project? Were there changes to the coalition (joining/leaving) during the project? If yes, why?
Include a complete list of organisations involved, directly or indirectly, in the project and describe their relationships and contributions.

<i>Coalition partner</i>	<i>Relationship and changes during the project</i>	<i>Contributions</i>
<p>Analytical baseline status research-phase partners:</p> <ul style="list-style-type: none"> • Swedish University of Agricultural Sciences (SLU) • Silsoe Research Institute (SRI) • University of Warwick, Department of Engineering (UoW) • Kenya Institute of Public Policy Research Association (KIPPRA) • University of Nairobi (UoN) • Private consultants in Socio-economics, Environment 	<p>Status and analytical programme support to help set a base for project development interventions with communities at the early stage.</p> <p>Changes occurred as the project main-thrusts went from academic to action-research in an innovative partnership learning process</p>	<p>SLU: logistics and transport system analysis</p> <p>SRI: Ergonomics and IMT safety and project management advice</p> <p>UoW: IMT engineering and design experience</p> <p>KIPPRA: Institutional learning and policy support</p> <p>UoN (Department of Agric Economics): Transport economics</p> <p>Gender and other socio-economic status survey</p> <p>Critical issues linking transport and environment issues</p>
<p>Community parliaments in Mwea, Lari, Busia and Kalama</p>	<p>Core implementation agents and project activity drivers. They changed from suspicious data and status information providers in the first year to guided programme architects and activists in the second and third years.</p>	<p>Planning and lead-implementation agents of agreed activities, best suited to community crop post-harvest and broader rural development and operations advancement.</p>
<p>Community support individuals and organisations such as local members of national parliament, National Irrigation Board and Rice SACCO in Mwea, District roads engineers, Christian Community Services centre in Mwea, local government, town councils etc.</p>	<p>Local supporters to opinion setting, activity implementation and influence in local development agenda.</p> <p>With time these changed from “cold” observer partners to active supporters of a true and effective course. They grew from challengers to active supporters to publicity and voice of the project implementers and communities alike.</p>	<p>Local supporters with capacity to effect activity planning and implementation, material support, meeting and training hall, project stakeholder workshop information and implementation support, community supported platform and publicity generation.</p>
<p>Implementers of Coalition Partners’ and tapping into their ongoing sister projects</p>	<ul style="list-style-type: none"> • ITDG as a coalition and implementation partner with transport as well as IMT experience 	<ul style="list-style-type: none"> • ITDG transport programme (IMT experience) and collaborating EU funded project on transport for Maasai

	<ul style="list-style-type: none"> • ILO/ASIST as core partner and training supporter • IFRTD as a core partner, network input and dissemination opportunity. • Ministry of Agriculture (MoA) Horticulture Department and the government Horticultural Crops Development Authority (HCDA) • KENDAT conservation agriculture (CA) and donkey welfare (DW) projects direct collaboration support. <p>Changes during the project period were in the improved capacity to respond to the needs of communities based on the practicalities and learnings from the community empowerment process. As communities learnt more about possibilities and prospects, they placed demands on leading coalition partners, forcing them to respond in proactive ways that called in the support and learning from other parties like those from the private sector.</p>	<p>women in Magadi as well as local support organisations like Magadi Soda Company, AMREF poverty programme etc.</p> <ul style="list-style-type: none"> • ILO/ASIST labour based methods for infrastructure improvement training and information support as well as activity and findings dissemination support. • IFRTD network regionally and internationally providing workshops where project findings were disseminated as core team learnt from others. Later the support grew to the transport and poverty watch programme that has emanated from the contact. • Ministry of Agriculture and HCDA experience with horticulture system advancement and policy support requirements. Support with contacts for others like JICA, HDC etc. • KENDAT CA programme has helped farmers advance crop production methods and the DW project supported the donkey placement in Kalama locality.
<p>East African Growers Association (EAGA)- a private coalition of several crop-marketing enterprises.</p>	<p>Group marketing and training partner.</p> <p>EAGA changed from a sceptical but willing to try partner to an active and supportive farmer business partner with room for growth to more than a single area.</p>	<ul style="list-style-type: none"> • Farmer training in farming as a business. • Direct Marketing exposure, contract arrangements and EUREPGAP training
<p>Horticulture Development Centre (HDC): a 5-year USAID funded horticulture development support project</p>	<p>Collaborating partner.</p> <p>Changes during the life of the project included expansion in collaborative work, to include common links and coordinated supportive input to farming communities.</p>	<p>Collaborative training of farmers and advancement to growing new and improved crops with improved resource – saving and market compliant approaches.</p>

How will(have) project outputs affect(ed) the institutional setting?

How will the technical outputs of the project (if successful and if adopted) change the organisations and the relationships between them and in what way? Refer to the project's technical hypothesis.

There have been gross development and institutional discontinuities between farming and marketing business sub-systems, many of which can be associated with disjointed advances in industrial development. In the majority of cases, capable farmers have not known how to find markets for their crops and on the other hand, market industrialists have not found the farmers meant to supply the raw materials for a business relationship capable of tapping into mutual – benefits. Business set-ups have not been supported by policy or institutional advances that would have brought about semi-natural transport and marketing advances backed by efficient transport equipment and infrastructure support. Demand side players in the transport and marketing system have remained without information or voices to propel the developments which would have provided appropriate transport means in particular and efficient, profitable marketing systems across the board.

This project has contributed to cross-cutting socio-economic as well as specific technical exchanges in a partnerships model that has shown evidence of ability to achieve short-term change and real impact on institutional links and mandate. Advances in this project have shown clear direction to the necessary institutional changes that give voices to local beneficiaries, placing them at the centre, to place the demands that will bring about real change. Project institutional settings that link supply to demand side actors are in the making.

Section E Research Activities (15-20 pages)

This section should include a description of all the research activities (research studies, surveys etc.) conducted to achieve the outputs of the project analysed against the milestones set for the implementation period.

Information on any facilities, expertise and special resources used to implement the project should also be included.

The project was formulated to have several implementation and analytical dimensions as follows:

1. Analysis of socio-economic, technological and environmental issues of access and the niche for transport under a logistical framework.
2. Rural and peri-urban transport for poverty alleviation, from a livelihood and intermediate means of transport (IMT) mainstreaming perspective.
3. Operational intermediate agricultural transport as a post-harvest operation including crop marketing.
4. Institutional and partnership support to the mainstreaming of rural; and peri-urban transport in a business environment.

Status assessment, information gathering and analytical stage

During the first year of the project, community livelihoods and institution based studies were conducted in the following aspects:

- Household survey and focus group discussions for a socio-economic profile of communities under study. Defining of poverty levels, existing social capital exploitation strategies of communities and project grounding bases were sought.
- Environmental geographic and resource mapping of the areas under study based on a GIS and physical verification approach.
- Engineering and industrial support to IMT access and support for acquisition and dependable service provisions for the range of IMTs useable, including options for import alternatives.
- Ergonomics and safety issues of the use of IMTs.
- Economics of IMT utilization including affordability under horticultural produce marketing.
- Logistical assessment of transport systems, definition of performance parameters and degree of logical and mappable logistical decision-making under SIDA support.
- Livelihoods analysis and effective strategic intervention system under IUDD support.
- Specific means and commodity case studies for insight to operational ground and decision making or end-user support system: The cases of *boda boda* (bicycle taxi) utilization in Mwea and Busia and the marketing of horticultural produce from Mwea, Kirinyaga.
- Policy support for IMT use including setting the transport scene for Kenya and advances made to date.
- Definition of key stakeholders, institutional links and partnerships for rural transport and marketing in Kenya.

All these studies were reported specifically and much insight was gained on the possible interventions to be undertaken with communities. In all cases participating communities were made the key generators of the information gathered, hence the eventual drivers of emanating problem solving processes.

The Rural Transport Services Project Parliamentary Model for Community Empowerment and Emancipation

Rural Transport Services Project for Kenya was designed and implemented under the Community Parliaments Partnership and Action-Research Model that was studied on its capacity to empower and emancipate the community to face rural transport issues. For each project locality, common interest groups such as horticulture or rice farmers, single mothers, *boda boda* (bicycle taxi) operators, market women, donkey operators, church groups etc. and local leadership elect two representatives (Members of Parliament) to form the Community Parliament.

The Community Parliament had well defined Ministries dictated by the issues to be addressed that included produce marketing, transport concerns, resource management etc. Ministers in charge of the ministries sat as a Cabinet, as is the practice in the National Assembly.

Community Parliament meetings were held once every month while Cabinet meetings were more frequent and determined by the needs at hand. The Community Parliament sessions were used to identify and prioritise community needs, draw plans of action, oversee implementation and conduct monitoring and evaluation (See Parliament chart above)

Technology Transfer and Capacity Building and monitoring research

The RTS Project was focused on empowering communities in order to talk charge of their own development by helping them have self-emancipating, practical ways and informed voices in development matters. To achieve this technology transfer and capacity building was a crucial approach for this project.

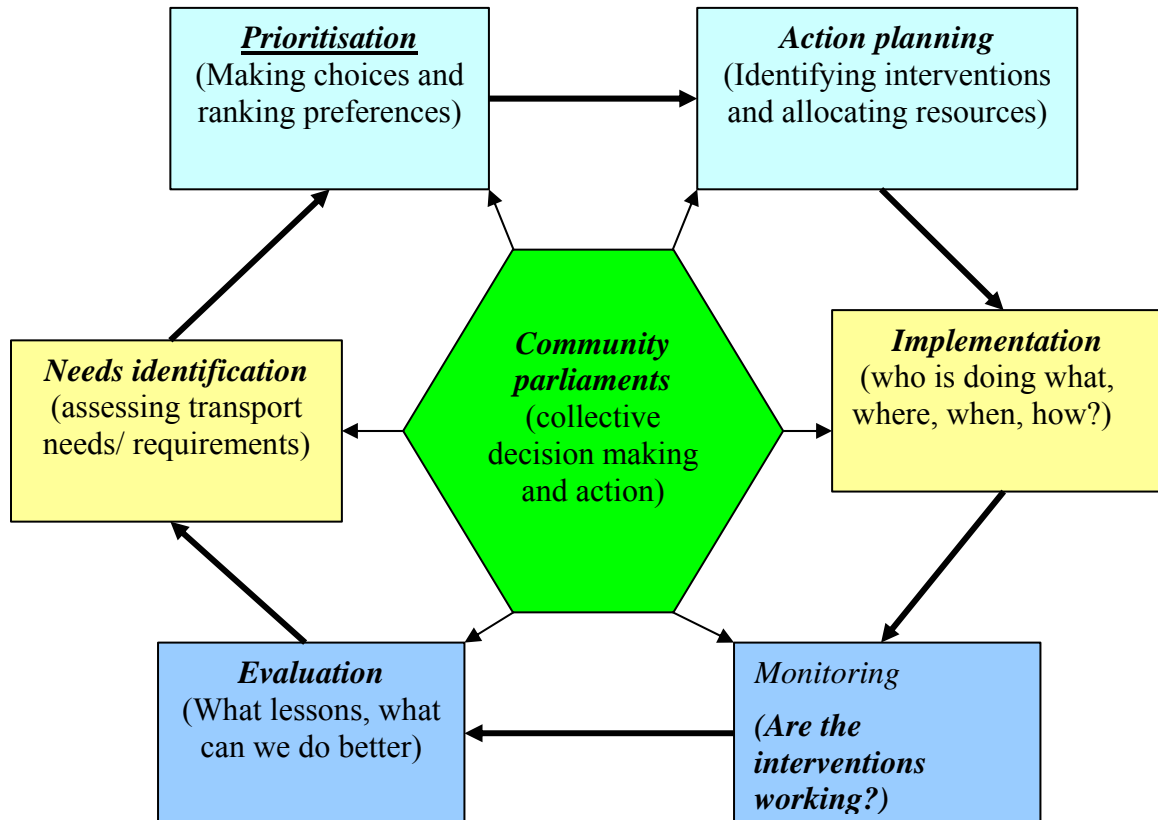
Technology transfer and capacity building for both the project implementers and the communities were achieved through;

- Research and information packaging.
- Community training sessions.
- Local, national and international workshops.
- Field demonstrations.
- Public awareness and sensitisation meetings.
- Publications and reports.

Training sessions conducted for the communities include; group dynamics, labour-based methods in infrastructure development, participatory monitoring and evaluation, partnerships training, policy issues training, micro-finance training. These were mainly conducted during local workshops, field demonstrations days and public meeting days.

Annual national workshops were conducted to particularly disseminate project experiences to implementers who would infiltrate the same to the communities. International workshops attended by implementers include those of IFRTD conducted in Tanzania, South Africa, India and Ethiopia and those of the sister project in Uganda.

The Framework for Community Parliament Operations



Partnerships Working for the Benefit of Farmers

Community Parliament/EAGA/KENDAT Partnership

A Memorandum of Understanding (MOU) was signed between KENDAT, Mwea Farmers through their local Community Parliament (MTMO) and East African Growers Association (EAGA), (one of the leading fruits and vegetables exporters in Kenya). The MOU was to bring into partnership the three parties in production and marketing of fresh produce for export market. It noteworthy that farmers in Mwea have suffered lack of a reliable market for their produce for a long time and when market is available they are heavily exploited by middlemen (brokers). Within the current partnerships, farmers market their produce directly to EAGA with KENDAT being an intermediary to advice the other parties and build the production capacity of the farmers. This partnership has seen the farmers make a long stride in agricultural production and marketing.

Community Parliament/HDC/KENDAT Partnership

The Community Parliament in Busia (BIAMF), KENDAT and HDC (A USAID funded programme focused on increasing and sustaining smallholder sales and incomes through crop diversification, improvement in production and post harvest technologies and market linkages) have entered into partnerships in running demonstration farms in Busia District. This initiative has seen high value crops including passion fruits, chilli and Vanilla vines being introduced in the area.

Water and Transport concerns in Lari

Lari Division, in Kiambu District – Kenya is generally characterised by high level of agricultural output, from smallholder farmers and close proximity to mass markets. This contributes to a high density of transport demand, and a rich diversity of means of transport. Use of donkey based transport is widespread and there is a good interface between walking, IMTs and motor vehicles. However, areas located down into the Rift Valley, commonly known as the Escarpment Area, experiences severe water shortage during the dry season and a lot of runoff water from up the hills during the rainy season. This has two main implications to the smallholder farmers in the area;

- During the dry season, the inhabitants of the area have to ferry water from areas where there are wells. Donkey carts, head and back-loading by women are the more common means. This impedes irrigation agriculture, which is usually practiced by a few farmers who are able to drill wells and boreholes.
- Water-pans are a transport-avoidance-measure hence an indirect benefit to farmers transport needs.
- During the rainy season, runoff water from up the hills destroys many sections of the steep roads rendering them impassable for people and vehicles alike. During the wet season, farmers have a lot of farm produce to sell but transport means and costs are limiting factors to the expected returns.

The RTS Project intervention included facilitating the construction of water pans that would be used to store water harvested from roadside runoff water and roof catchments. The initiative would significantly reduce destruction of roads in the area by runoff water and avail water for use during the dry season.

The water pan pits were dug communally by members of the local Community Parliament (LAMP) alongside trouble spot improvement on the roads. To complete the water pan it had to be fitted with PVC lining that would help reduces water loss through percolation. Sera-coating Limited (a private company that manufactures and installs PVC lining on water pans and dams) has entered into partnership with LAMP and KENDAT as the intermediary with a view to have the water pans in Lari fixed with PVC lining.

The cost of PVC installation on one water pan is high for individual farmers (US\$ 500) but the micro-finance programme at their disposal helps them meet the cost.

Nevertheless, some farmers are opting for cheaper polythene material, especially used ones from the surrounding flower farms. Innovation!

The Revolving Fund support to purchase of IMTs

Acquisition of improved IMTs by the rural poor is faced with the one and big challenge of affordability. Improved IMTs are expensive for ordinary farmers whose incomes are less than US\$ 3 per day on average. For instance, the motorcycle trailer sells at US\$ 4,000. However, RTS Project developed this understanding from the research findings and thereby instituted a programme that would ensure affordability of the IMTs by the rural farmers, the micro-finance or Revolving Fund programme. From the programme, the buyer (who must be a member of the groups affiliated to the local Community Parliament), pays a deposit (10% of the cost of IMT) and the rest of the money is paid in 3 years.

Report from the persons operating the motorcycle with trailer in Busia, indicate that he makes a net an average of Ksh. 3000 (US\$ 38) per business day before deducting the amount to be paid for the IMT. Assuming that the IMT owner has 15 business days in a month, then the monthly income is Ksh. 45,000 (US\$ 563). The Community Parliament provides that the IMT is fully paid for in 3 years, thus the owner would for instance be required to pay Ksh 8,000 (US\$ 100) per month. This leaves the IMT owner with a monthly income of Ksh. 37,000 (US\$ 463). It is that profitable.

Once fully paid, the money would be used to buy another IMT for another person. This would take 3 years. But, a partnership between KENDAT, Community Parliaments and Zuzuka Limited (the private company selling the IMTs in the region) is underway. This would ensure that the Community Parliament members lease the IMTs directly from Zuzuka Ltd upon paying some deposit. KENDAT is playing an intermediary role to make more vehicles affordable over shorter period of time.

Donkeys for Transport in Kalama, Machakos

Kalama in Machakos characterised by marginal crop production, agro-pastoralism, low population density and relatively long distances to goods and services. This belt displays a rich diversity of IMTs for personal and (subsistence) goods transport. Walking is common, while motorisation is low. The mountainous areas faced with transportation problems.

The RTS Project working in partnership with the local Community Parliament in Kalama (Kalama Donkey Users Club) introduced donkeys into the area through a cost-sharing agreement. Members of the club contributed 30% of the cost of the donkeys and 70% was financed through the Project. A total of 14 donkeys (9 males and 5 females) have so far been bought.

Feedback from communities indicates that the use of donkeys is drastically contributing to the transport capability of local women who have to travel upto 15 km in search of

water. It is foreseen that the spread of donkey use in this needy area will spread drastically under a community business environment. The benefits are tremendous and the injection of knowledge and information will positively influence transport service development. Farmers who apparently are now able to make time to project on development issues are seeking support with fruit tree grafting advancement as they indulge in farming of higher value crops.

Section F Project effectiveness

This section of the evaluation report uses the rating criteria for the purpose and your outputs previously used in your annual reports.

	Rating
Project Goal	3
Project Purpose	2
Project Outputs 1.	2
2.	2
3.	1

- 1= completely achieved
- 2= largely achieved
- 3= partially achieved
- 4= achieved only to a very limited extent
- X= too early to judge the extent of achievement (avoid using this rating for purpose and outputs)

Outputs (5 pages)

What were the research outputs achieved by the project as defined by the value of their respective OVIs? Were all the anticipated outputs achieved and if not what were the reasons? Your assessment of outputs should be presented as tables or graphs rather than lengthy writing, and provided in as quantitative a form as far as is possible.

Analysing this project's achievements

Purpose	OVIs (from logframe)	Overall Progress:	Recommendations:	Rating of the purpose: <i>[See rating system²]</i>
Strategies to improve security of poor households effectively promoted.	<p>By 2004 uptake pathways established for appropriate means of transport and services.</p> <p>By 2005 new knowledge adopted by target institutions.</p> <p>By 2005 end users are aware and are exploiting new transport possibilities for access to services.</p>	<p>The community parliaments are well founded and are getting greater community respect. They have proved to be excellent pathways towards innovative and persistent attention to rural and peri-urban transport services. Government Ministry of Transport has adopted intermediate and non-motorised means of transport as one of her strategic innovative efforts in changing previous biased attention to motorised transport.</p> <p>District engineers and similar colleagues are thinking more inclusively and civil engineering consultants have called-in the team leader of this project to team-up in a bid for NMT and design of future Kenya cities.</p>	Build persistent action according to the plans set by communities and ongoing discussions under the poverty watch project by IFRTD.	3

² Rating system:

- 1 = have been achieved
- 2 = have been largely achieved
- 3 = have been partially achieved
- 4 = have been achieved only to a very limited extent
- 5 = too early to judge the extent of achievement

Outputs	OVI s (from log frame):	Progress & actual outputs against each OVI:	Recommendations:	Rating of each output:
1. Socio-economic aspects of access to transport services and provision for smallholder agricultural sector (SAS) assessed.	<p>1.1 Socio-economic data on user transport needs and status indications of possible solutions available by end of 2002.</p> <p>1.2 Cost/benefit analysis of current transport means and recommendations for access by SAS users reported by end of 2002.</p> <p>1.3 Case study reports of agricultural transport interventions and impact reported by end of 2003.</p> <p>1.4 Appropriate rural transport services provision assessed and investor gaps information available to rural banks and transport entrepreneurs by end 2003.</p> <p>1.5 Planning data available for use by government and non-government support service providers by end of 2004.</p>	<p>1.1 Obtained in Year I to a good extent. The community engagements that followed year 1 were highly revealing and exceeded the potential of findings by formal research approaches based around questionnaires.</p> <p>1.2 Prepared but only to draft level in a subject where definitive data was hard to come by.</p> <p>1.3 These reports are now available on placement of various IMTs and many have been reported previously. Others will form part of the “toolkit” report to be submitted before March 2005. Interventions were wide ranging across communities, from road fixing to donkey placement</p> <p>1.4 There was much delay in getting the IMTs that were brought in operational; for many reasons including registration bottlenecks. The time to try out the IMTs to community approval level was therefore limited. There is definite room for community micro-financing of IMTs and innovative group-service ownership systems to try out. It is all getting entrepreneurs grossly excited and setting a mood for relative spontaneity for motorised IMTs.</p> <p>1.5 There is adequate data on IMTs sourcing, repair and maintenance as well as project approved supportive social systems which will be captured in the toolkit report. The national advancement in creating room for IMT use is real and moving fast.</p>	<p>Much more information, learning and development gap closing will arise as communities take charge with empowerment to try out own and others’ interventions.</p> <p>This was advanced by reality, field level problem-solving. The learning is that even IMTs (including Asian bicycles) are relatively expensive for the poor and micro-finance is necessary. Income generating, viable business is the way to advance this. It helps to advance those that are already in <i>boda-boda</i> (bicycle taxi) business to be the ones to operate motorised IMTs of higher commercial value, reaching further, faster and safer. The <i>boda boda</i> cultural environment which has seen much spontaneous adoption has opened the eyes of many a stakeholder in the transport business.</p>	2
2. Options for provision and utilization of appropriate motorized and non-motorized transport services for improved SAS performance investigated.	<p>2.1 Engineering data base on various transport means and their industrial and beneficiary exploitation potentials available by end 2002.</p> <p>2.2 Information on transport service provision to SAS and local or exotic technology transfer needs available for private sector entrepreneurs by end 2003.</p>	<p>2.1 This is well documented and has been submitted previously. Links have been built with private sector involving players like Zuzuka, a Kenya company based in Indonesia and BMK a local second hand motorbike exporter. Artisans can now make the motorbike trailer with ease.</p> <p>2.2 Private sector is adequately involved.</p>	<p>See previously submitted reports on engineering findings, as much as ergonomics, socio-economics, environment, logistics etc.</p> <p>See Engineering resources</p>	3

<p>3. Factors that determine successful partnerships in delivery of intermediate RTS identified.</p>	<p>2.3 Support requirements for transport services documented by end 2003.</p> <p>2.4 Operational linkages between needs and enterprise or operational needs documented by end of 2004.</p> <p>3.1 NRIL merger and kick-off workshop conducted by May 2002.</p> <p>3.2 Data base of key stakeholders for rural transport services in Kenya, regionally and internationally prepared by end of 2002</p> <p>3.3 Golden milestone workshop conducted by end October, 2002.</p> <p>3.4 Workable partnerships established for intermediate RTS dissemination planners and supporters by end of March 2003.</p> <p>3.5 Clear roles defined and activity allocations distributed among supporters of the next phase of project work by end of 2003.</p>	<p>2.3 and 2.4 The toolkit report will capture this aspect effectively. There has been much practical learning experience including shortcomings in spare part supply and legislation for IMT registration.</p> <p>3.1 – 3.5 All planned workshops were conducted including sharing learnings with Uganda and Ghana sister projects. The parliamentary partnerships and coalition model went a long way in advancing the definition of roles and stake of various partners. The Golden Milestone workshop saw regional participants from the region and Europe meeting to share and building collaboration links that will remain fro a long time to come. The NFG umbrella has sought more funding to advance the voice of civil society in pro-poor rural transport and marketing planning.</p> <p>Partnerships building has grown from strength to strength and in a short period of time. Communities are running the show and fund-raising to boost the minimal micro-finance system developed under the Gramin Bank model of village banking.</p> <p>A Toolkit for innovative partnerships for NMT use, and successful partnership particularly for horticultural farming and marketing is at an advanced stage.</p>	<p>report.</p> <p>Much learning has taken place from data and information from the trials of the tricycle, motor-bike trailer and the integrated motorised units imported from Indonesia.</p> <p>An increasing number of partners has emerged (upto to policy level) as the communities continue to take control and make more demands to the various coalition partners.</p> <p>The toolkit write-up will help aspiring RTS communities plan their inclusive partnership system.</p>	<p>2</p>
<p>Overall Rating – Project Outputs : <i>[See rating system¹ . One rating only]</i></p>		<p>2</p>		

For projects aimed at developing a device, material or process, and considering the status of the assumptions that link the outputs to the purpose, please specify:

- a. What further market studies need to be done?
- b. How the outputs have been made available to intended users?
- c. What further stages will be needed to develop, test and establish manufacture of a product by the relevant partners?
- d. How and by whom, will the further stages be carried out and paid for?
- e. Have they developed plans to undertake this work? If yes, what are they? If not, why?

Purpose (2 pages)

Based on the values of your purpose level OVIs, to what extent was the purpose achieved? In other words, to what degree have partners/other users adopted the research outputs or have the results of the research been validated as potentially effective at farmer/processor/trader level?

The **Purpose** of the project was to empower communities in the existing agricultural and horticultural farming systems, by helping them have self-emancipating, practical ways and informed voices in developing productive and dynamic means of linking farms to markets.

Purpose level OVIs were stated as follows (in italics) and against each, an assessment description of achievement is placed:

By 2004 uptake pathways established for appropriate means of transport and services and ;

By 2006 new knowledge adopted by target institutions:

At the conclusion of the project, communities (the key beneficiaries to the project) are in institutional arrangements for advancement of what the project has initiated, under the leadership of well-anchored, community parliaments. The community parliaments are also being seen as conduits for further development arrangements and project implementation by core partners and others.

- EAGA, a direct-export marketing company has found the community parliaments to be excellent work partners in farming as a business. The Mwea parliament has for example already caused the overhaul of the EAGA transport service provided after identifying the weaknesses and inefficiencies in the system. The produce collection and quality assessing crew was changed as was the driver. EAGA is out to introduce new crops like okra, chillies, baby corn and others. Monthly, partnership meetings have been proposed to be able to address any such weaknesses in future. Indeed the exploits of previous marketing arrangements (or lack of them) centred around brokers are quickly getting killed, not just in Mwea but also Lari. Lari is also out to discuss their farming and marketing arrangements with EAGA.

- The IFRTD poverty watch programme is using the parliaments as platforms for change, by discussing links between transport and poverty and how local and national governments can be more responsive to the needs of communities.
- The Horticulture Development Centre is using the parliaments as conduits for advancing farming of higher value crops and resource utilisation efficiency. Without community parliaments they would find it difficult to have well established, informed and dependable farmer groups. HDC is well established to assist Busia parliament farmers and have scheduled a meeting to discuss with KENDAT, how to advance the association. Such association is bound to grow with other partners with interest in horticultural farming among other intervention areas calling for group approach.
- Arrangements with local advanced IMT suppliers (e.g. Zuzuka) to continue to support communities with access to appropriate means of transport, are well established and backed by a revolving fund, run by communities themselves.

By 2007 end users are aware and are exploiting new transport possibilities for access to services.

Advancement of government support to non-motorised transport has taken root. This is mostly due to the involvement of NFG members in the setting up of the new Government's transport policy and its backing by our coalition meetings such as the one involving the Permanent Secretary for Transport in Kenya and Uganda sister project in May, 2004.

Gauging by the upsurge in bicycle taxi use across the country and evidence that the private sector led by Zuzuka is now providing motorised IMTs across the country (though so far mostly in the urban areas), real progress is going to be made as a critical mass of ordinary and advanced IMTs builds-up. By 2007 there is cause to predict that if project support continues, many new transport possibilities will come to be. Kenya will slowly become like a typical Asian country with the range of IMTs in use growing rapidly.

The lead partner in this project has been invited by a private consultancy firm to bid in a project titled: "Feasibility study and detailed designs on non-motorised transport project for cluster two towns". Tender No. MoLG/NMT/Cluster 2/UDD 02/2004-05, Ministry of Local Government, July 2004. The call to bid was after the bid (unlike others) went without bidders into the month of November, 2004.

This is a clear message that the current government is serious about acting on new transport possibilities.

Goal (1 page)

What is the expected contribution of outputs to Project Goal?

The **goal** was originally set as one of strategic, input-efficient, and vibrant agricultural and horticultural development systems where communities are informed and active members.

All community groups involved in the project are in a well-rounded process of advancing their agricultural or horticultural farming and marketing base. Farmers have learnt to plan in a logical manner and to project on their own roles as well as define how to involve others with mandate if not capacity to support their goals. It is foreseen that the highly motivated business-engaging farmers will progress while gaining more information, experience and independence with time.

Section G – Uptake and Impact (2 pages)

Organisational Uptake (max 100 words)

What do you know about the uptake of research outputs by other intermediary institutions or projects (local, national, regional or international)? What uptake by which institutions/projects where? Give details and information sources (Who?What?Howmany?Where?)

Action-research outputs have been undertaken by the communities themselves, as both actors and beneficiaries. Uptake intermediary institutions benefiting directly or indirectly are the core partners and other members of the coalition like ITDG and ILO-ASIST, the IFRTD, HDC, EAGA, HCDA, the Government Horticulture Department and EAGA among others. This project has helped the lead partner (KENDAT) advance the farmers' confidence in participating in all nature of project undertakings. Through the IFRTD annual regional meetings, international actors across the globe have appreciated the experiences gained in farmer mobilisation and their capacity to lead the way in a commercialisation effort.

End user uptake (max 100 words)

What do you know about the uptake of research outputs by end-users? Which end-users, how many and where? Give details and information sources

The **approach** developed is one of establishing Community Stakeholder Parliaments at which partnerships can be nurtured and strengthened to build common strategies in solving problems as well as taking on new challenges. Like mentioned repeatedly this has been a project where end-users are also the actors, working as group members or through representatives of a community parliament system. Some 300 farmers, donkey users, teachers, church members etc. in Lari, 240 farmers, marketers, *boda boda* operators, local leaders etc. in Busia and 400 farmers, single mothers, urban transporters, handicapped members, local leaders, market women etc. in Mwea and their families are already benefiting through group effort towards farming and other micro-business.

Knowledge (max 100 words)

What do you know about the impact of the project on the stock of knowledge? What is the new knowledge? How significant is it? What is the evidence for this judgement?

The project has contributed new knowledge in the following aspects:

- An emancipation process through the community groups under a parliament model.
- Communal service for transport and marketing by private IMT operators, increasing farming and marketing efficiency.
- Direct export by smallholder farmers who understand EUREPGAP and EU regulations, as part of a global market system, supported by private sector actors.
- Village banking operated by communities themselves as a community emancipation process.
- Community voice of challenge to own development programme support through the IFRTD-led, NFG Kenya, poverty watch programme.

Institutional (max 100 words)

What do you know about the impact on institutional capacity? What impact on which institutions and where? What change did it make to the organisations (more on intermediate organisations). Give details and information sources.

- As described in impact to purpose above, EAGA, a direct-export marketing company has found the community parliaments to be excellent work partners in farming as a business. KENDAT supported farmers to get started in commercial farming through providing micro-finance security for farmers to receive seed from EAGA. EAGA is increasingly encouraged to work with groups than with individuals. For example the Mwea parliament has provided input that has seen the detail arrangements for produce weighing and quality control changed forthwith. Lari is also out to discuss their farming and marketing arrangements with EAGA.
- The IFRTD poverty watch programme is using the parliaments as platforms for change, by discussing links between transport and poverty.
- The Horticulture Development Centre is using the parliaments as conduits for advancing farming of higher value crops and resource utilisation efficiency.
- Arrangements with local advanced IMT suppliers like Zuzuka is giving promise to marketing of otherwise expensive and inaccessible IMTs. KENDAT is making it possible for farmers to acquire appropriate means of transport through security of dependence provided to support community parliament members.

Policy (max 100 words)

What do you know about any impact on policy, law or regulations? What impact and where? Give details and information sources

The Kenya Government has advanced the support and understanding of transport sector through a new draft policy document. Unlike in the past, this process addresses IMTs directly. A new government documentation developed by stakeholders in the transport industry refers not only to Roads (like in the past) but to Roads for Wealth and Employment Creation. The three volumes include the one that deals specifically to include non-motorised transport (NMT), in the Inter-modal and multi-modal Transport Chapter. See: Kenya Transport Policy and Roads Sub-Sector Policy and Strategy, Volume 3, Transport Sector

Review (December 2003) Government of Kenya. Kenya Roads Board. Contract No. KRB/32.05. P.O. Box 73718-00200. Nairobi Kenya.

Poverty and livelihoods (max 100 words)

What do you know about any impact on poverty or poor people and livelihoods? What impact on how many people where? Give details and information sources.

All communities this project has dealt with are poor as highlighted by the socio-economics report prepared in Year 1 of this project. The parliament model has been engraved in a livelihoods analysis and approach. Like said above some 800 small business families are participating and do stand to gain from the project.

The report referred to in the last section (Policy) makes projections on transport services and concludes in part: “It is evident that increased spending on roads and transport equipment does not correlate with improved economic performance and many even have a negative impact on poverty as finance is diverted to the Transport Sector rather than other more directly related sectors.” “Transport sector may be showing sign of overheating with increased spending and investment without clear improvement in output” It goes on to say “Transport sector management requires responding to these challenges in a more holistic and integrated way to create a framework of balanced allocation of resources that is compliant with the economic policy and one of reducing, rather than increasing unit costs.”

This makes the case for cheaper and appropriately serving means of transport and livelihoods outlook, like supported by the parliamentary model.

Environment (max 100 words)

What do you know about any impact on the environment? What impact and where? Give details and information sources.

Introduction of conservation farming systems by Sister project of this one in the project localities has promise of saving the environment by avoiding soil turning and encouraging permanent soil cover practices. The approach has additional gains of increased crop yields and saving in labour and enegy.

Signature

Date

Core Partners

.....

Managing Partner

.....

ANNEXES

- | Copies of the stakeholder, gender, livelihoods and environmental form included with the concept note.

These are already covered above in various sections. The project was naturally gender-sensitive as it included community groups who were already ensuring adequate representation.

II Project Logical Framework

Natural Resources International Component Log frame

Narrative Summary	Objectively Verifiable Indicators	Means of Verification	Important Assumptions
Goal			
<p>Poor households benefit from new strategies and knowledge applied to agricultural marketing systems for improved food security.</p>	<p>By 2003, increased numbers of poor households, in target country, benefit from improved marketing and credit systems.</p> <p>By 2005 increase in income from the sale of fresh and processed crops by poor households, in target country.</p> <p>By 2006 capacity to exploit natural resources is enhanced.</p>	<p>National and local adoption rate surveys.</p> <p>National food security data.</p>	<p>Poor people invest benefits to improve choices and options for livelihood strategies.</p>
Purpose			
<p>Strategies to improve security of poor households effectively promoted.</p>	<p>By 2004 uptake pathways established for appropriate means of transport and services.</p> <p>By 2006 new knowledge adopted by target institutions.</p> <p>By 2007 end users are aware and are exploiting new transport possibilities for access to services.</p>	<p>Annual research programme reports.</p> <p>Target institution reports</p> <p>Specialized cause-effect, solutions and transport provision technical reports.</p>	<p>Socio-economic and weather patterns present a positive agricultural productivity environment.</p> <p>Capabilities of target institutions maintained at least at current levels.</p> <p>Enabling environment exists for widespread adoption of new</p>

		knowledge	
Outputs			
<p>1. Socio-economic aspects of access to transport services and provision for smallholder agricultural sector (SAS) assessed.</p> <p>2. Options for provision and utilization of appropriate motorized and non-motorized transport services for improved SAS performance investigated</p> <p>3. Factors that determine successful partnerships in delivery of intermediate RTS identified.</p>	<p>1.6 Socio-economic data on user transport needs (e.g. capacity to reduce agricultural transport burden on women and children, business scale etc.) and status indications of possible solutions available by end of 2002.</p> <p>1.7 Cost/benefit analysis of current transport means and recommendations for access by SAS users reported by end of 2002.</p> <p>1.8 Case study reports of agricultural transport interventions and impact reported by end of 2003.</p> <p>1.9 Appropriate rural transport services provision assessed and investor gaps information available to rural banks and transport entrepreneurs by end 2003.</p> <p>1.10 Planning data available for use by government and non-government support service providers by end of 2004.</p> <p>2.1 Engineering data base on various transport means (e.g. technology transfer needs, local production and service capacity, cost reduction, load sharing, infrastructural improvements, seasonal variation, standardization, critical mass, gender etc.), and their industrial and beneficiary exploitation potentials available by end 2002.</p> <p>2.2 Information on transport service provision to SAS and local or exotic technology transfer needs available for private sector entrepreneurs by end 2003.</p> <p>2.3 Support requirements for transport services to influence geographical isolation, cropped area, access to inputs, extension services and farming higher value crops, documented by end 2003.</p> <p>2.4 Operational linkages and choice regarding on-farm transport, and influence on land use, storage and marketing practises and associated labour (and/or energy and time impoverization issues etc.) documented by end of 2004.</p> <p>3.1 NRIL merger and kick-off workshop conducted by May 2002.</p> <p>3.2 Data base of key stakeholders for rural transport services in Kenya, regionally and internationally prepared by end of 2002.</p> <p>3.3 Golden milestone workshop conducted by end October, 2002.</p> <p>3.4 Workable partnerships established for intermediate RTS dissemination planners and supporters by end of March 2003.</p> <p>3.5 Clear roles defined and activity allocations distributed among supporters of the next phase of project work by end of 2003.</p>	<p>Progress reports.</p> <p>Technical reports.</p>	<p>Current problem situation as analyzed does not change significantly within the project period.</p> <p>All the stakeholders are willing to collaborate and do their part effectively.</p>

Activities	Inputs	Milestones	Important Assumptions
<p>1.1 Assess the density of demand for rural transport service (RTS), life-cycle costs and capacity to satisfy needs of smallholder agricultural sector (SAS).</p> <p>1.2 Quantify the role and potential of various intermediate RTS and importance of infrastructural structures such as foot-bridges and footpaths, including impact of transport reduction or avoidance measures.</p> <p>1.3 Report on dissemination of RTS (user/supplier gaps/links) and ways of promoting appropriate transport means (motorised and non-motorised) in a private sector driven initiative targeting SAS.</p> <p>2.1 Conduct a survey of existing intermediate RTS and means and report on technological and infrastructural qualities for utilization by SAS.</p> <p>2.2 User-test appropriate exotic intermediate RTS and means and assess local industry capacity and user environment to sustain them.</p> <p>2.3 Evaluate socio-economic impact of intermediate RTS and means on the performance of SAS with special regard for agricultural production and marketing.</p> <p>3.1 Conduct a comprehensive <i>who is who in rural transport development</i> and a stakeholder purpose, work outputs activity survey for Kenya and beyond.</p> <p>3.2 Receive stakeholder recommendations on best means towards inclusive, participatory involvement of parties in voicing and sharing for intermediate transport services advancement.</p> <p>3.3 Report on best practice of building individual and institutional partnerships and allocate roles among planners, implementers, service providers and users in intermediate transport services.</p>	<p>£207,418</p>	<p>Initial PRAs, implementers meetings, golden milestone and other workshops conducted on time.</p> <p>Concrete intervention plans documentation prepared.</p> <p>Technical and other reports written and submitted.</p> <p>Way forward stakeholders meeting , implementation schedule and other reports prepared.</p>	<p>All stakeholders doing their part effectively.</p> <p>Budgeted funds are availed on time.</p> <p>Inter-donor discussion initiated.</p> <p>Funds received according to disbursement plan.</p> <p>All activities conducted according to timelines.</p>

III Partner (user) organisations workplan for adopting project outputs

RTS Project Activity Plan for Busia for the period July to December 2004

Busia Work Plan

General Activity	Specific Activity and Timing (When)	Roles/Responsibilities	Remarks
Output One: Increased range of horticultural produce and improved production and marketing			
Introduction of new horticultural crops into the project area.	<ul style="list-style-type: none"> • Identification and preparation of two demonstration farms by end of July. 	<ul style="list-style-type: none"> • KENDAT and HDC will provide technical backup. • Farmers will provide demonstration farms. 	<ul style="list-style-type: none"> • I am not sure whether these activities have been done or not, I might need to find out from Lucy.
	<ul style="list-style-type: none"> • Introduction and piloting of new crops in 2 demonstration farms in August. 		
	<ul style="list-style-type: none"> • Conduct demonstrations on the new horticultural crops in August. 		
Capacity building and Provision of support to farmers in order to improve horticultural production and marketing.	<ul style="list-style-type: none"> • Train the members of community parliament on micro-credits on 14th and 15th July. 	<ul style="list-style-type: none"> • KENDAT will engage a resource person to train the members of parliament. • BIAMF will collaborate with KENDAT in running the micro-credit scheme. 	<ul style="list-style-type: none"> • The trained members of parliament are expected to train the other farmers. • The credits provided to the farmers are expected to support farmers in procurement of farm inputs.
	<ul style="list-style-type: none"> • Credit access procedures are expected to be completed by end of July and credits provision to the farmers will start in August. 		
	<ul style="list-style-type: none"> • Form production and marketing management committee by end of July. 		
Output Two: Community is better informed in production and marketing			
Establish information exchange systems that would improve horticultural crop production and	<ul style="list-style-type: none"> • Set up information flow channels including email, mobile phone, print media and radio by the end of August. 	<ul style="list-style-type: none"> • BIAMF will take lead in setting up the information systems. • KENDAT will play an advisory role and provide limited finances. 	<ul style="list-style-type: none"> • Production and market information will help farmers have access to the many possible production and marketing

General Activity	Specific Activity and Timing (When)	Roles/Responsibilities	Remarks
marketing.			alternatives.
	<ul style="list-style-type: none"> Conduct at least 5 training sessions in efficient crop production and marketing in August to October 	<ul style="list-style-type: none"> KENDAT and HDC will engage credible persons to conduct the trainings BIAMF will mobilize the farmers to be trained. 	<ul style="list-style-type: none"> The trainings will include labour saving technologies.
	<ul style="list-style-type: none"> Conduct 2 experiential farmer visits to various places including; farms, markets and companies in September and November 	<ul style="list-style-type: none"> The farmers will contribute money for the visits. KENDAT and HDC will organize the visits and provide limited financial support. 	
Output Three: Improved means of transport and improvement in other production and marketing infrastructures			
Spot improvement of roads within the project area and placement of IMTs.	<ul style="list-style-type: none"> Mapping of trouble road spots and earmarking for repair to be done by end of July. 	<ul style="list-style-type: none"> The mapping will be done by BIAMF with assistance from KENDAT. 	<ul style="list-style-type: none"> The assistance of DRE and Provincial Administration will be solicited during the whole exercise of spot improvement.
	<ul style="list-style-type: none"> Conduct training in Labour Based Methods for the community members in August. 	<ul style="list-style-type: none"> KENDAT will liaise with ILO/ASIST who will facilitate the training. BIAMF farmers will select the team to be trained. 	
	<ul style="list-style-type: none"> Conduct 2 spot improvement days in September. 	<ul style="list-style-type: none"> BIAMF will mobilize community members to do the spot improvement. KENDAT will provide technical support and consult DRE for further support. 	
	<ul style="list-style-type: none"> Placement of the acquired motorized tricycle by mid-July. 	<ul style="list-style-type: none"> BIAMF in collaboration with KENDAT will do the placement of the tricycle. 	
Improving security in the farms and promoting the	<ul style="list-style-type: none"> Instill security arrangements in farms by the end of August. 	<ul style="list-style-type: none"> BIAMF will make the security arrangements. 	

General Activity	Specific Activity and Timing (When)	Roles/Responsibilities	Remarks
farming activities.	<ul style="list-style-type: none"> Organize 2 promotional and progress assessment field days in November and December. 	<ul style="list-style-type: none"> The field days will be organized by BIAMF with assistance from KENDAT and HDC. 	

Monthly Activity Chart

Activity	Month					
	JUL.	AUG.	SEPT.	OCT.	NOV.	DEC.
Identification and preparation of two demonstration farms.						
Introduction and piloting of new crops.						
Conduct demonstrations on the new horticultural crops.						
Train the members of community parliament on micro-credits.						
Credit provision to the farmers.						
Form production and marketing management committee.						
Set up information flow channels.						
Conduct at least 5 training sessions in efficient crop production and marketing.						
Conduct experiential farmer visits.						
Mapping of trouble road spots and earmarking for repair.						
Conduct training in Labour Based Methods.						
Conduct spot improvement days.						
Placement of the acquired motorized tricycle.						

Activity	Month					
	JUL.	AUG.	SEPT.	OCT.	NOV.	DEC.
Instill security arrangements in farms.						
Promotional and progress assessment field days.						

RTS Project Activity Plan for Kalama for the period July to December 2004

Kalama Work Plan

General Activity	Specific Activity and Timing (When)	Roles/Responsibilities	Remarks
Output One: Community is operating IMTs			
Capacity building, acquisition and use of IMTs.	<ul style="list-style-type: none"> • Purchase of donkeys by community groups by the end of August. 	<ul style="list-style-type: none"> • Kalama community parliament will identify the source of donkeys and contribute towards their purchase. • KENDAT will give limited financial support towards purchase of the donkeys. 	<ul style="list-style-type: none"> • There are already 7 donkeys introduced into the area but more are needed by the community.
	<ul style="list-style-type: none"> • One-day training in donkey care in August 	<ul style="list-style-type: none"> • Kalama community parliament will mobilize the community to attend the training day. • KENDAT will, through BHA project, engage resource persons to train the community. 	
	<ul style="list-style-type: none"> • Purchase and placement of donkey carts in August. 	<ul style="list-style-type: none"> • Community members will cost-share the purchase of donkey carts with KENDAT. 	<ul style="list-style-type: none"> • It is important that community members contribute towards the purchase of the carts as they do for the donkeys.

General Activity	Specific Activity and Timing (When)	Roles/Responsibilities	Remarks
	<ul style="list-style-type: none"> Constituting by-laws on donkey use by individuals, households and constituent subgroups by end of August 	<ul style="list-style-type: none"> Community parliament will facilitate the formulation of the by-laws. 	
Output Two: Improved horticultural production and access to markets and market information			
Capacity building in horticultural production and marketing.	<ul style="list-style-type: none"> One training course in labour saving technology (LSTs) in September 	<ul style="list-style-type: none"> Kalama Community Parliament will mobilize the farmers to attend the training. KENDAT will engage the resource persons who will conduct the training. 	<ul style="list-style-type: none"> There are possibilities of combining some activities in the RTS project with those in Farm Africa Project.
	<ul style="list-style-type: none"> Acquisition of trial equipments for labour saving technologies by end of September 	<ul style="list-style-type: none"> KENDAT will buy the equipments (1 ripper and 1 ridger) and hand them over to the farmers. 	<ul style="list-style-type: none"> The equipment are meant for demonstration, which will motivate farmers to apply LSTs.
	<ul style="list-style-type: none"> Conduct 2 training sessions in efficient crop production and marketing in September. 	<ul style="list-style-type: none"> Kalama Community Parliament will mobilize the farmers to attend the training. KENDAT will engage the resource persons to train the farmers. 	<ul style="list-style-type: none"> The trainers will preferably come from the horticultural produce marketing companies.
	<ul style="list-style-type: none"> Conduct 2 experiential farmer visits to various places including; farms, markets and companies in September and November 	<ul style="list-style-type: none"> The farmers will contribute money for the visits. KENDAT will organize the visits and provide limited financial support. 	<ul style="list-style-type: none"> There are possibilities of having the farmers from the 4 project sites going for the visits at the same time.
	<ul style="list-style-type: none"> Conduct trials on a range of horticultural crops in October. 	<ul style="list-style-type: none"> The farmers will contribute land for establishment of trial plots. KENDAT will liaise with horticultural exporters to provide technical support. 	
	<ul style="list-style-type: none"> Establish group co-ordinated production and marketing system by end of September. 	<ul style="list-style-type: none"> Kalama Community Parliament will oversee the group formation KENDAT will play an advisory role. 	
		<ul style="list-style-type: none"> Micro-enterprise and 	<ul style="list-style-type: none"> KENDAT will

General Activity	Specific Activity and Timing (When)	Roles/Responsibilities	Remarks
	group dynamic training will be conducted on 14th and 15th July	engage a resource person to train the members of parliament. <ul style="list-style-type: none"> Community parliaments will elect the members to be trained. 	of parliament are expected to train other community members.

Monthly Activity Chart

Activity	Month					
	JUL.	AUG.	SEPT.	OCT.	NOV.	DEC.
Purchase of donkeys by community groups.						
Training in donkey care						
Purchase and placement of donkey carts						
Constituting by-laws on donkey use.						
Training course in labour saving technology (LSTs)						
Acquisition of trial equipments for labour saving technologies						
Training sessions in efficient crop production and marketing.						
Conduct 2 experiential farmer visits.						
Conduct trials on a range of horticultural crops..						
Establish group co-ordinated production and marketing system.						
Micro-enterprise and group dynamic training.						

RTS Project Activity Plan for Mwea

Mwea Work Plan

General Activity	Specific Activity and Timing (When)	Roles/Responsibilities	Remarks
Output One: Improved IMTs and Infrastructure.			
Acquisition and placement of IMTs (tricycle, <i>mkokoteni</i> and <i>weremavu</i> cycle).	<ul style="list-style-type: none"> Motorized cycle already acquired will be placed by the end of July. 	<ul style="list-style-type: none"> KENDAT and MTMO will organized the placement procedure for the motorized cycle. 	<ul style="list-style-type: none"> Motorized cycles have already been acquired. A specific date and probably a small ceremony will be organized for the cycle placement.
	<ul style="list-style-type: none"> <i>Mkokoteni</i> and <i>weremavu</i> cycle will be made during the month of July and placement be done in August. 	<ul style="list-style-type: none"> KENDAT will liaise with MTMO to assign contracts to artisans to make the IMTs. Upon completion MTMO will liaise with KENDAT and organize a placement day. 	<ul style="list-style-type: none"> Quotations for making the <i>mkokoteni</i> and <i>weremavu</i> cycle have already been forwarded to MTMO cabinet by artisans. Another placement day will be decided upon for the 2 types of IMTs.
Spot improvement on key roads, construction of parallel lanes and placement of road signs.	<ul style="list-style-type: none"> Mapping of spots to be completed by Mid-July. 	<ul style="list-style-type: none"> Mapping will be done by MTMO, but KENDAT will get copies of the maps. 	<ul style="list-style-type: none"> The District Roads Engineer (DRE) and the area MP will be asked to participate.
	<ul style="list-style-type: none"> 2 spot improvement days will be done during the month of August. 	<ul style="list-style-type: none"> Community mobilization will be done by MTMO. KENDAT will give technical support in liaison with DRE. 	<ul style="list-style-type: none"> This will preferably be done after placement of all the IMTs.
	<ul style="list-style-type: none"> Construction of parallel lanes will be done during the month of September, but consultation with the DRE start immediately. 	<ul style="list-style-type: none"> DRE/KENDAT will give technical support. MTMO shall mobilize the community KENDAT will give limited financial support. 	<ul style="list-style-type: none"> The District Roads Engineer will be a key person in these activities. The support of area MP will be solicited for this activity.

General Activity	Specific Activity and Timing (When)	Roles/Responsibilities	Remarks
	<ul style="list-style-type: none"> Road signs will be made in September and placed immediately after construction of parallel lanes. 	<ul style="list-style-type: none"> MTMO will provide labour. KENDAT will provide technical support and limited financial support. 	
Community awareness on IMT and infrastructure use and capacity building for IMT regulation.	<ul style="list-style-type: none"> A seminar will be conducted during the month of October. 	<ul style="list-style-type: none"> MTMO with the assistance of KENDAT will organize the seminar. KENDAT will identify and engage resource persons. 	<ul style="list-style-type: none"> This activity will be best undertaken after various constructions have been done and road signs fixed. Those to attend the seminar shall include; DRE, Police, Provincial Administration, Politicians, Community, IMT operators and owners and artisans.
	<ul style="list-style-type: none"> 1 artisan will be trained on repair and maintenance of the placed IMTs by the end of October. 	<ul style="list-style-type: none"> MTMO will identify the artisan to be trained. KENDAT will provide technical training. 	<ul style="list-style-type: none"> The trained artisan will be expected to train others.
Output Two: Establishment of improved group horticultural production and marketing systems.			
Groups inventory, mapping and set-up of production and marketing systems.	<ul style="list-style-type: none"> Group inventory and mapping will be done between before 5th July and reports submitted to EAGA by KENDAT on 6th July. 	<ul style="list-style-type: none"> MTMO assisted by KENDAT (Gichobi) will do the inventory and mapping. KENDAT will receive reports for subsequent response to EAGA. 	<ul style="list-style-type: none"> The timing of activities here will be strict so that the planting cycle as given by EAGA is not affected in terms of time. EAGA will play a big role in guiding the farmers into what to plant, European Union guidelines/regulations. EAGA has already hinted that they will set up a team to supervise field operation to ensure that the right quality is produced. Efforts will be made to seek assistance and/or collaboration from HDC. The meetings and
	<ul style="list-style-type: none"> MOU between KENDAT and EAGA will be signed by 15th July 	<ul style="list-style-type: none"> KENDAT and EAGA will jointly develop the MOU. MTMO is to provide the necessary community level information required for the development of the MOU. 	

General Activity	Specific Activity and Timing (When)	Roles/Responsibilities	Remarks
	<ul style="list-style-type: none"> A series of meetings and training of the groups will be conducted in July/August before planting. 	<ul style="list-style-type: none"> HDC/EAGA in collaboration with KENDAT will conduct the trainings. KENDAT will identify and engage resource persons to train the group in record keeping and group dynamics. 	<p>training will include farm demonstration which will be held at the demonstration farm.</p> <ul style="list-style-type: none"> Arrangements for micro-credit scheme is at an advanced stage – borrowing and repayments procedures will be completed by mid July.
<ul style="list-style-type: none"> Planting cycle will be started by farmers in the month of August 	<ul style="list-style-type: none"> MTMO will liaise with KENDAT and EAGA before they start planting. 		
<ul style="list-style-type: none"> Marketing systems including produce collection centres and procedures will be established by the end August. 	<ul style="list-style-type: none"> MTMO, KENDAT and EAGA will all participate in designing, developing and operationalizing the produce marketing systems. 		
<ul style="list-style-type: none"> Provision of group ran credits for horticulture production and marketing will start in August and continue on a revolving fund basis. 	<ul style="list-style-type: none"> MTMO assisted by KENDAT will come up with an appropriate lending and loan repaying system. Farmers will borrow the money for horticulture production from MTMO. 		
<p>Output Three: Improved Information access and exchange to enhance crop production and marketing</p>			

General Activity	Specific Activity and Timing (When)	Roles/Responsibilities	Remarks
Establishing of information acquisition and exchange structures and procedures	<ul style="list-style-type: none"> Establish well defined and workable information flow procedures including development of brochures, flyers, newsletters, radio/TV messages etc to be shared among the various collaborators including EAGA, MTMO, KENDAT, HCDA, HDC, KACE by August. 	<ul style="list-style-type: none"> KENDAT will design the flow procedure and facilitate development of materials and messages. Collaborators will be expected to give information for circulation. 	<ul style="list-style-type: none"> This initiative will be very instrumental in enhancing the participation of the various collaborators.
	<ul style="list-style-type: none"> Farmer visits to farms, industries, organizations and other places of interest in the Months of September and November 	<ul style="list-style-type: none"> MTMO will appoint the farmers to go for the visit and collect their contributions. KENDAT will book the various places to be visited by the farmers and give limited financial support. 	<ul style="list-style-type: none"> These visits will help the farmers understand more about horticultural crop production and sale process.

Monthly Activity Chart

Activity	Months					
	JUL.	AUG.	SEPT.	OCT.	NOV.	DEC.
Placement of Motorized cycle						
<i>Mkokoteni</i> and <i>weremavu</i> cycle making						
Mapping of bad road spots.						
2 communal spot improvement days.						
Construction of parallel lanes.						
Road signs made and fixed.						
Community awareness seminar.						
1 artisan trained on IMT repair and maintenance of the placed IMTs.						
Group inventory and mapping.						

MOU between KENDAT, EAGA and farmers.						
Meetings and training farmers groups.						
Planting cycle started.,						
Marketing systems developed..						
Provision of group.						
Well-defined information flow among collaborator						
Farmer visits						

WAY FORWARD

- There is need to meet the parliament in Mwea and fix specific dates for the various activities.

Lari Agricultural and Marketing Programme (LAMP)

Parliament Meeting Held on Tuesday 8th June 2004

LAMP parliament meeting held on 8/6/2004 was attended by E. Murithi and G. Chweya, from KENDAT. This was a review cum planning meeting. The activities outlined in the log frame were discussed, determining which ones have been done and planning (with specific dates) for the ones that had not been done. This brief report gives the implementation status of the activities in the log frame and outlines the plans for the unimplemented activities.

What is done/not done?

1. Community Sensitization Meetings

Three community meetings had been planned (1 during each of the months of May, June and July). One sensitization meeting has been done, meaning that 2 are yet to be done. But LAMP members proposed that an additional sensitization meeting be conducted (therefore, 3 more meetings will be done) to cater for some areas that have not been reached.

2. Establishment of selling centres and registration of a marketing co-operative.

Three centres had been planned, but none has been established. The marketing co-operative has also not been established.

3. Group strengthening through training and acquisition of mobile phone

Two group strengthening meetings (1 on group dynamics) and 1 mobile phone had been planned for. The groups have not been trained and the phone has not been bought.

4. Training on water pan lining, construction of a model water pan and shelter and fitting the moneymaker pump.

The site for the construction of the model water pan has been identified. Actually, the site had been dug and only requires fitting the polythene lining. Training on the water pan lining has not been done. During and after-water pan construction activities e.g. construction of water

pan shelter, fitting the money maker pump, which have not been done, shall be accomplished after pan construction.

5. Labour-based Methods Training

At least some training on labour-based technology had been planned for. This has not been done yet.

6. Community mapping for trouble road spots and improvement of the spots.

Detailed mapping of trouble spots has been done. The details are somewhere with Lucy. The group did spot improvement but the recent rains have again destroyed some of the spots. Some spots earmarked were not repaired due to lack of the required material e.g. culverts, cement etc. Two days of spot improvement are yet to be done. The assistance of the District Roads Engineer is most required if this activity is to progress smoothly.

7. Conducting donkey use and care training

This was planned to take place in the escarpment, however it has not been done.

8. Acquisition of a motorized trailer and demonstration

The motorized trailer has not been acquired. KENDAT is still waiting for Zuzuka to supply the motorized trailer, i.e. the order has already been placed.

9. Training sessions on crop production, crop varieties etc.

This training has not been done. It was proposed that it be done the same day with the group dynamics and micro-finance training, but will await finding out what HCDA/HDC is training farmers on and where they are conducting their trainings.

10. Baraza at Kimende (with TV and Radio cover) and pamphlet to support plight of farmers

These activities have not been done. It was proposed that they be incorporate in the sensitization meetings at the various market places.

11. Farmers' Visits

These have not been done.

12. Micro-credit programme

The loan acquisition forms drafted by KENDAT (Dr. Kaumbutho) were handed over to the LAMP cabinet, who have revised them and handed them back to KENDAT for correction, after which the forms will go back to the parliament for further discussion (*from KENDAT side, the group is getting it right now, the forms contain strict guidelines for borrowing and repaying*).

Plans for the undone activities

Activity	Date and Venue	Who is Responsible	Remarks
Conduct 3 community Sensitization Meetings	Meeting 1; 24 th June 2004 at Nyambari	Organizers at community level will be Gitithia group lead by Peter Kinyanjui;	<ul style="list-style-type: none"> • KENDAT will give support in organizing all the sensitization meetings. • Meetings should be announced in

Activity	Date and Venue	Who is Responsible	Remarks
	Meeting 2; in July (date not specified) at Kinale (Soko).	Members from Kinale will first set the date and then organize the meeting	good time. <ul style="list-style-type: none"> • Instead of having separate barazas with radio and TV coverage these meetings will be covered and pamphlets ready before the meetings are held.
	Meeting 3; 8th August 2004 at Kagwe town.	Members of Gatamayu lead by Willy Munana	
Establishment of 3 selling centres and registration of a marketing co-operative.	<ul style="list-style-type: none"> • The centres with temporary weighing sheds will be established in Kinale (by 1st July), Nyambari (by 24th June) and Kamahindu, (by 8th August) before the community sensitization meetings. • The process of registration of the co-operative will begin immediately after the meetings. • Better sheds would be built immediately the temporary ones are operational. 	LAMP and KENDAT	<ul style="list-style-type: none"> • It was agreed during the parliament meeting that there was no need to wait until a good shed is built in order to start selling by kilo; that a simple makeshift was sufficient to make a start. • During the sensitization meetings there will be demonstration on the selling by kilo, thus the weighing balances and the accompaniments have to be in place before then.
Group strengthening through training and acquisition of mobile phones	On 6th July four trainings will be covered; <ul style="list-style-type: none"> • Group dynamics. • Micro-enterprise. • Water pan lining. • Labour based methods. 	LAMP and KENDAT	<ul style="list-style-type: none"> • The issue of the mobile phone was not discussed. • KENDAT will look for the resource persons for the various topics.
Construction of a model water pan and shelter and fitting the moneymaker pump.	All these will be done on 3rd August at Gitithia, in Mary Waithera's shamba.	LAMP, KENDAT and water pan experts.	<ul style="list-style-type: none"> • It was anticipated that fixing of the water pan lining, construction of shelter and demonstration with moneymaker pump could be done on the same day.
Conduct 2 road spots improvement days.	Date no fixed	Lucy of KENDAT will make the necessary follow with the Roads Engineer.	<ul style="list-style-type: none"> • The dates were not fixed for spot improvement. The details of the spots have to be looked at, the Engineer contacted for assistance and the specific dates will be fixed.
Conducting donkey use and care training	Date not fixed	Dr. Kaumbutho and Fred will make arrangements for this activity to be conducted.	<ul style="list-style-type: none"> • The specific date for this activity will be fixed by BHA programme.
Acquisition of a motorized trailer and demonstration	By August 2004	KENDAT (Chweya)	<ul style="list-style-type: none"> • KENDAT will make arrangements to hand over the motorized trailer to the group immediately it is acquired.
Training sessions on crop production, crop varieties etc.	Date not fixed.	KENDAT (Lucy)	<ul style="list-style-type: none"> • Follow-up will be made to establish the training programme for HCDA/HDC,

Activity	Date and Venue	Who is Responsible	Remarks
			before fixing the date for this training in order to avoid duplication.
Farmer Visits (2 visits)	Both visits will be conducted in early September (during the 1 st and 2 nd weeks).	KENDAT, LAMP.	<ul style="list-style-type: none"> The specific days have not been given but will fall within the duration given.
Micro-credit programme	Credit forms should be ready by 24th June when they will be discussed by parliament. Thereafter, the credit programme will be operationalized.	KENDAT, LAMP.	<ul style="list-style-type: none"> LAMP will run the credit programme under very strict borrowing and repaying rules and regulations.

General Remarks for the RTS Project.

1. To be able to accomplish the activities in each log frame, it is desirable that specific dates are set for all remaining activities as done for LARI. It is good that this is urgently done for Busia, Kalama and Mwea (for Mwea the plans have been revised and specific dates set for the month of June).
2. Indoor meetings should now be minimal if the activities are to be accomplished; meetings are now better done in the field e.g. during spot improvement days or demonstration days.
3. A review should be conducted again at the end of September to establish the level of activity achievement and thereby completion of the remaining activities during the last quarter of the year.

Compiled by

G. Chweya and E. Murithi.

V Copies of diaries, coalition meeting reports etc

NB: These were too many to be practically included here. As an example, one report for the coalition meeting soon after the beginning of Year 2 of the project is included here. This was a critical one as a major change in coalition structure, project scope and associated adjustments in activities was inevitable. The project thrust was shifting from a research to an innovation partnership one.

From Status Surveys to Action –Research: Placing Communities at the Centre in Linking farms to Markets

Research Programme: **CPHP**
Project Leader/Institution: **Pascal Kaumbutho / KENDAT**
NRIL Contract Number: **ZB0293**
DFID Contract Number: **R8113**
Production System: **Cross-cutting**

Project Start Date: **April 2002** End Date: **March 2005**

Coalition Partners:

- **Community Cabinets in Mwea, Lari and Busia Divisions**
- **Donkey Placement Response Unit in Kalama**
- **ILO – Advisory Support Information and Training (ASIST)**
Stephen Muthua
- **Intermediate Technology Development Group (ITDG)**
Rahab Mundara, J. Kisuve
- **International Forum for Rural Transport and Development (IFRTD)**
Peter Njenga
- **Ministry of Agriculture, Horticulture Department**
A.M. Mugambi
- **Kenya Network for Draft Animal Technology (KENDAT)**
P. Kaumbutho (Team Leader)

Progress highlights

- Project started a Quarter late: Kickoff workshop 5th to 6th August, 2003
- Year II Kick-off was preceded by coalition partner discussions on roles (including communities)
- Year II Kick-off agreed on broad activities
- Year II Kick-off follow-ups elaborated activities
- Further follow-ups worked to focus and scale-down activities
- Action plans are finally being implemented ranging from empowerment/emancipation of communities, infrastructure repairs, IMT placement, finding markets and building support structures

Progress made

The RTS Project started Year II with field level reorganization of activities with partners and communities. This was done with the aim of creating a new approach of moving from socio – economic and technology transfer kind of research to action research. The reorganization was also meant to ensure that all the partners had clear roles and measurements for the project deliverables (activities, inputs and timings). These were then presented at the Year II kick off workshop. The various action plans were reworked at the Kick off workshop to ensure practicability in implementation. Emphasis was laid on the need for collaboration with all for the success of the planned activities.

Prior to the Year II Kick off workshop, intense organizations were made to ensure that all community interests were well represented. In the three project areas, representatives from interest groups were involved in coming up with the action plan. The idea of community parliaments was also born.

Putting communities in charge

Soon after the Kickoff workshop, the community parliaments started holding biweekly parliamentary meeting to further strategise on how to carry out their planned activities. These parliamentary sessions have continued to date. They act not only as forums for discussing agriculture and transport – related issues but also general development issues within their localities.

In addition to parliamentary meetings other activities are carried out. Field visits to project localities have been continually made to enable the project collaborators have clear plans. The cabinet members usually guide such visits. As a result of such field visits and discussions with the parliaments we saw a need to scale down on the area of coverage for the purpose of achieving and demonstrating impacts in short term. It was emphasized that unless short - term gains of interventions were visible, it was unlikely that further support to project and development work would be forthcoming.

Some activities have been carried out in all the three project areas. These have been championed and led by the community parliaments. This approach has proved very efficient in community mobilization. The communities now feel part and parcel of the process. This is unlike during the first year where difficulties were experienced in trying to reach to get information due to suspicion and lack of faith in research. Information that proved difficult to get during surveys is now voluntarily given and openly discussed. (Activities - field demos on horticulture production, road improvement and maintenance, bicycle trailer placement). improved agriculture (snow peas, water pans), road improvements, motorcycle / bicycle trailer, reduced tillage demonstrations.

A few Hitches

Although the community parliaments are a great idea and seem plausible, a few problems are emerging;

- Leadership wrangles
- Over expectations (allowances, funding /support activities outside RTS, registration).
- Geographical divisions- locations, divisions e.t.c.
- Group / individual conflict of interests.

Owing to this training on group dynamics is necessary to ensure group cohesion and continuity.

Widening the Networks

Continuous efforts have been made to involve individuals and organizations which could strengthen the coalition both for the purpose of achieving the planned project outputs and improving the livelihoods of poor rural communities in totality. Notable among them is the area Members of Parliaments (MPs) and organizations such as HDC, HCDA, e.t.c.

Meetings with coalition partners – ILO, IFRTD, ITDG, Communities - clear roles and action plan (activities, inputs, timings).

Kickoff workshop - reporting on planned action plan & reworking for practicability. Emphasis laid on partnerships.

- Communities in the lead
- Parliamentary sessions – Bi weekly, monthly
- Field visits – dividing the areas, then downscaling for impact (assessment & creation)
- Meetings
- Activities – improved agriculture (snow peas, water pans), road improvements, motorcycle / bicycle trailer, plough & demos,
- Wider networks – HDC, HCDA, Politicians (MPs, councilors), district public works e.t.c.
- Registration
- Problems – over expectation (demands – lunches, sitting allowances, funding for projects outside RTS activities, registration money).
- Wrangling lack of support for cabinet members, over allocation of interventions & intervention areas & groups/ individuals
- SOLUTION – education on group dynamics and partnerships for development

Workshops attended

- Labour mitigation and HIV/AIDS (3rd to 7th November, Mozambique)

- 2nd Agricultural Policy and Law Makers Forum - Agricultural trade and marketing: The way forward (24th to 25th Nov, 2003 Safari Park)
- Civil Society and Development input celebration dinner

Coalition decisions:

Roles re-defined (KENDAT Consortium and beneficiary communities)

Ministry of Agriculture:

- Policy guidelines and visions for agriculture and rural transport
- Ministry of Agriculture on establishing linkages and defining entry for mergers with government and partner organization plans
- Talks of assurance to farming communities during field days

ILO ASIST:

- Talks of exposure to Labour based methods for infrastructure improvement
- Participation at repair planning visits and meetings
- Implementation in collaboration with District Engineers' and other leaders' offices
- Assistance with reporting

ITDG:

- Support in training and community empowerment (group dynamics) meetings and other activities
- Experience support in rickshaw and cycle trailer advancement
- Synergies with ongoing projects (eg EU Kajiado project)
- Assistance with reporting

KENDAT office

- Engineering team report
- Parliamentary activity core support, coordination and reporting
- Logistical support
- Coordination and reporting / documentation (local web site under development) and communication base

IFRTD:

- Policy status analysis for IMT action research and rural transport
- Synergy with other ongoing projects (water transport, AIDS, civil society challenge etc.) and NFG activities
- Regional and international dissemination of efforts and findings
- Assistance with reporting

Challenges and upcoming

- Wider reach, publicity generating activities: eg links with bikathon, HIV/AIDS and other coalition and collaborating partners (ongoing or planned events)
 - Keeping the parliaments busy and exposed to the ongoing
 - Visit to USAID – Horticulture Development Centre (HDC)
 - Visit to JICA (empowering farmer organizations wing)
 - Visit to HCDA (understand new re-workings and plans towards farmer empowerment)
 - Planning for the rest of the year
 - Self assessment and year 3 planning workshop late Feb/ early March 2004
 - Improved coalition partner communication
- V Feedback on the process from Partners(s) and users (where appropriate)
- Not Applicable.
- VI Tabulated description of disseminated outputs (format from green book) – same as given in the PCSS and should include all published, unpublished and data sets. If any of the reports included in this annex has not been submitted to the programme previously, please include a copy (preferably an electronic copy or if not available a hard copy)

Publications:

[List only those published and in press i.e. accepted for publication. Use the citation formats given in the green guide book Aug 2003. This was sent to all project managers with the initial contract. It is also available on the CPHP website or you could request an extra copy if required]

KAUMBUTHO P. and MURITHI E. (2004) *Kenya Rural Transport Services (RTS) Project – Good business looms for private sector as KENDAT leads the way.* ILO-ASIST Bulletin No. 18. September, 2004 pp31, 33. ISSN: 1020-0606

DAVIS A. (2003) *Social capital and mobility: the influence of transport on social capital networks in Kenya*, PIARC Technical Committee C20 on Appropriate Development. TRL Limited. Old Wokingham Road. Crowthorne. RG45 6AU UK

DAVIS A. (2004) *Social capital and mobility: the influence of transport on social capital networks in Kenya*, Paper under review by: Journal of Human Development. TRL Limited. Old Wokingham Road. Crowthorne. RG45 6AU UK

[List of reports and dates. Please use the format given in the green guide book]

KABENGI M. (2002) *Rural Transport Services Project: NRIL Component Kick-off and Progress Reporting Workshop.* KENDAT, P. O. Box 61441, Nairobi. Kenya. pp 32

KABENGI M. (2002) *Rural Transport Services Project: Golden Milestone Workshop Report*. KENDAT, P. O. Box 61441, Nairobi. Kenya. pp45

NJENGA P., WASIKE W., ATIENO K. and KASUKU S. (2002) *Rural Transport System in Kenya: A General Overview of Policies, Trends and Challenges*. Rural Transport Services Project for Kenya. KENDAT, P. O. Box 61441, Nairobi. Kenya. pp 14

KENNANNI L. (2002) *Situation analysis and Resource Mapping of Rural Transport Services Project Localities*. KENDAT, P. O. Box 61441, Nairobi. Kenya. pp 104

KINUTHIA-NJENGA, C. (2003) *Rural Transport Services Project: Household transport patterns in study areas and the gender livelihood and socio-economic implications*. KENDAT, P. O. Box 61441, Nairobi. Kenya. pp35

MUTUA, J., OCHENG, F., ORAM C. and KAUMBUTHO P. (2003) *Engineering and issues of IMT adoption, use and servicing in Kenya*. KENDAT, P. O. Box 61441, Nairobi. Kenya. pp18

O'NEILL D. (2002). *Rural transport services kick-off workshop: Silsoe Research Institute Consultancy*. KENDAT, P. O. Box 61441, Nairobi. Kenya. pp 26

MUTHUA S. (2003) *Rural Transport Services Project: Labour based community managed infrastructure interventions: Outline of KENDAT/ILO collaborative work*. KENDAT. P.O. Box 61441, Nairobi. Kenya pp5

MWATHA, M. (2003) *Rice and horticulture case studies based on Mwea irrigation scheme*. KENDAT, P. O. Box 61441, Nairobi. Kenya pp33

KENNANNI L. (2003) *Progress environmental research report for rural transport services project*. KENDAT, P. O. Box 61441, Nairobi. Kenya. pp9

MARENDA, P.P. (2003) *Development in smallholder agricultural sector: Possibilities for development and policy interventions: A preliminary consultancy report*. KENDAT, P. O. Box 61441, Nairobi. Kenya. pp18

OCHIENG, F. and EGESSA, J.O. (2003) *Options for provision of rural transport services in Kenya: Boda Boda Case Studies in Busia and Mwea*. KENDAT, P. O. Box 61441, Nairobi. Kenya. pp20

KSPCA/KENDAT (2003) *Community rules for humane use of donkeys for transport in Kenya*. Kenya Society for the Protection and Care of Animals (KSPCA) /KENDAT pp2

KAUMBUTHO P.G., NKIROTE, L. AND J.M. MUTUA (2003) *Rural Transport Services Project for Kenya. Proceedings of Year II Kickoff Workshop. Mwea. Kirinyaga. 5th – 6th August, 2003*. KENDAT P.O. Box 2859-00200, Nairobi. Kenya. 59pp.

KAUMBUTHO P.G., NKIROTE, L., J.M. MUTUA and F. OCHIENG (2003) *Rural Transport Services Project for Kenya: Progress Report for Year II, Project R8113 / ZB0293 1st Quarter. August, 2003*. KENDAT P.O. Box 2859-00200, Nairobi. Kenya. 27pp.

NTHUNI, E.M (2003): *Partnerships: Notes for the Presentation made during Rural Transport Services Year II Kick-off Workshops in Mwea*. KENDAT, P. O. Box 61441, Nairobi. Kenya. pp5

NKIROTE, L. and KAUMBUTHO P.G. (2004) *Rural Transport Services Project for Kenya: End of Year II Experience Exchange Workshop Report*. Project R8113 / ZB0293; March 2004. KENDAT P.O. Box 2859-00200, Nairobi. Kenya. 36pp.

NKIROTE, L. and KAUMBUTHO P.G. (2004) *Rural Transport Services Project for Kenya: Community parliaments in the lead in innovative partnerships and agricultural systems*. Progress Report for Year III, Project R8113 / ZB0293; 1st Quarter. June 2004. KENDAT P.O. Box 2859-00200, Nairobi. Kenya. 37pp.

MURITHI E. and KAUMBUTHO P.G. (2004) *A giant Milestone: Partnerships bearing fruit for Community parliaments. Progress Report Mid-June to Mid September 2004*. Project R8113/ZB0293; September 2004. KENDAT P.O. Box 2859-00200, Nairobi. Kenya. 22pp.

MURITHI G. (2004) *Savings and Credit Programme Inception Training Workshop Held at Mwea Irrigation Agriculture Development (MIAD), Mwea Kirinyaga on 14th and 15th July 2004*. Training Workshop Report. Project R8113/ZB0293; KENDAT P.O. Box 2859-00200, Nairobi. Kenya. 19pp.

MWANGI D.K. (2004) *Kalama donkey placement report*. August 2004, Project R8113/ZB0293; KENDAT P.O. Box 2859-00200, Nairobi. Kenya. 5pp

MURITHI E. and KAUMBUTHO P.G. (2004) *Enhancing the capacity of communities to have a voice in rural transport services for poverty alleviation*. A Concept Paper for the National Forum Group for Rural Transport and Development. Project R8113/ZB0293; KENDAT P.O. Box 2859-00200, Nairobi. Kenya. 4pp

MURITHI G. (2004) *Follow-up visits: Micro-finance project report*. Project R8113/ZB0293; KENDAT P.O. Box 2859-00200, Nairobi. Kenya. 8pp

[use the format in the green guide book]

KAUMBUTHO P. (2004). *Draft poster of socio-economic, technological and policy issues of agricultural rural transport operations in Kenya*. A Power Point presentation pp15

[catalogue of data sets and their location]

RTS Database, KENDAT P.O. Box 61441, Nairobi. Kenya.

