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Improved Food Crop Marketing through Appropriate Transport for Poor Farmers in Uganda

Report of Golden Milestone Workshop in Iganga,
2 – 4 July 2003

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Table of Contents

Acknowledgements	5
Background to the Project	6
Workshop proceedings	7

Appendices

Appendix 1:	Workshop Programme
Appendix 2:	List of Participants
Appendix 3:	Golden Milestone Workshop – Objectives and Outputs, by Dr Charles Kaira, TFG
Appendix 4:	Project re-cap, by Dr Charles Kaira, TFG
Appendix 5:	Summary of Findings of the Baseline Study, by U Kleih, NRI
Appendix 6:	Building Partnerships: The Participatory Planning Process at the Golden Milestone Workshop, by David Smith
Appendix 7:	Improved Agricultural Transport for Kenya: Results from Baseline study, by Dr Mutua.
Appendix 8:	Participants' Expectations of the Workshop
Appendix 9:	Selection Criteria for IMTs
Appendix 10:	Developing a Participatory Monitoring and Evaluation Framework, by Mr D Smith, NRI. (This training was conducted in Kampala on 8-9 July 2003)

Abbreviations

AEATRI	Agricultural Engineering and Applied Technology Research Institute
AGOA	Africa Growth Opportunity Act
ART	Agricultural Rural Transport
ATNESA	Animal Traction Network for Eastern and Southern Africa
CAO	Chief Administrative Officer
CBOs	Community base organisations
CDO	Cotton Development Organisation
CPHP	DFID Crop Post-Harvest Programme
DAP	Draught animal power
DFID	United Kingdom Department for International Development
DAPCWI	Draught Animal Power Community Welfare Initiative
FABIO	First Africa Bicycle Information Office
FHH	Female Headed Household
GIAT	Gender in Animal Traction, Kasese
GoU	Government of Uganda
HH	Household
IFRTD	International Forum for Rural Transport and Development
IDEA	Investment in Developing Export Agriculture, USAID Funded
IGA	Income Generating Activities
IITA	International Institute for Tropical Agriculture
IMTs	Intermediate Means of Transport
KDDP	Katakwi District Development Programme
KENDAT	Kenya Network for Draft Animal Technology
KPF	Karughe Farmers Partnership, Bwera, Kasese
LC	Local Council
MAAIF	Ministry of Agriculture, Animal Industry, and Fisheries
MHH	Male Headed Household
MTCEA	Multi-Purpose Training and Community Empowerment Association, Iganga
NAADS	National Agricultural Advisory Services
NALG	Nakisenhe Adult Literacy Group
NARO	National Agricultural Research Organisation
NEIC	National Environment Information Centre
NFG	National Forum Group
NGOs	Non-government Organisations
NRIL	Natural Resources International Ltd
NRI	Natural Resources Institute, University of Greenwich
PACODEF	Poverty Alleviation and Community Development Foundation
PCT	Presidential Commission for Teso
PAP	Poverty Alleviation Project
PEAP	Poverty Eradication Action Plan
PMA	Plan for Modernization of Agriculture
PM&E	Participatory Monitoring and Evaluation
PRA	Participatory Rural Appraisal
RO	Regional Office, Crop Post-Harvest Programme
RTS	Rural Transport Services

RTTP	Rural Travel and Transport Programme
SAARI	Serere Agricultural and Animal Production Research Institute
SOCADIDO	Soroti Catholic Diocese Development Organisation
SRI	Silsoe Research Institute
SSATP	Sub -Saharan Africa Transport Program
TFG	Transport Forum Group, Kampala
TRAP	Technology for Rural Animal Power
TRL	Transport Research Laboratory Ltd
UNATCA	Uganda Network for Animal Traction and Conservation Agriculture
UNFFE	Uganda National Farmers Federation
UNHS	Uganda National Household Survey
UPPAP	Uganda Participatory Poverty Assessment Project
USAID	United States Agency for International Development
WFP	World Food Programme
YWAM	Youth with A Mission, Katakwi

Exchange Rate

£1 = USh3,100

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BACKGROUND TO THE PROJECT

The project **Improved Food Crop Marketing through Appropriate Transport for Poor Farmers in Uganda** was approved for funding for one year by the DFID Crop Post-Harvest Programme in April 2002. Following a review in February 2003, the project was extended for another year until March 2004.

The project purpose is to develop and promote strategies that will improve food security of poor households through increased availability and improved quality of food and better access to markets. The main outputs of the project are:

- a) Capacity building,
- b) Improved understanding of poor farmers' transport needs,
- c) Validated technology for Intermediate Means of Transportation (IMTs),
- d) Promotional material.

During the first year of the research (i.e. April 2002 – March 2003), the project has carried out the following activities:

- Assistance to the Transport Forum Group of Uganda in setting up an office;
- Strengthening of existing networking mechanisms and creation of new linkages within Uganda and international partners;
- Organisation of a kick-start workshop in May 2002 in Jinja, with the main objectives of presenting the project to stakeholders, exchange of information amongst partners, and participatory planning of the baseline survey;
- Carrying out of baseline survey using participatory and quantitative tools between September and December 2002;
- Processing, compilation and analysis of data between January and March 2002.
- Training of five Ugandan artisans in cart manufacturing in Kenya.
- Purchase and distribution of some IMTs in selected communities where the survey took place. This activity has been put on hold at the recommendation of the review team.

The project includes the following partners: Natural Resources Institute (Managing partners), Transport Forum Group (Project Co-ordinators in Uganda), Transport Research Laboratory¹, Silsoe Research Institute², and local partners mainly at District level (e.g. Multi-Purpose Training and Community Empowerment Association in Iganga, Gender in Animal Traction in Kasese, and Youth With a Mission in Katakwi). In addition, GoU organisations such as the Secretariat of the Plan for Modernisation of Agriculture (PMA), and Local Government departments are interested and involved in the project.

¹ TRL Limited, Old Wokingham Road, Crowthorne, Berkshire, RG45 6AU. UK; www.trl.co.uk;

² Silsoe Research Institute, Wrest Park, Silsoe, Bedfordshire, MK45 4HS, UK; www.sri.bbsrc.ac.uk.

WORKSHOP PROCEEDINGS

1.0 Introduction

The Golden Milestone Workshop on improved food crop marketing for poor farmers through appropriate means of transportation was held in Iganga on 2 - 4 July 2003. Forty-seven participants including poor farmers drawn from mainly three project Districts of Kasese, Katakwi and Iganga attended. Two participants were from Kenya and three from the United Kingdom (for details see Appendix 2).

1.1 Opening address

The Resident District Commissioner of Iganga, Mr. Katinti, who was the chief guest at the opening ceremony, appreciated the magnitude of the transport problem of farm produce. He welcomed the project initiative as it is in line with government programmes and also suggested government support of the project. He pointed out the need to empower the population to produce for the market, but at the same time expressed concern about the low productivity by the households, indicating that some households are food insecure.

2.0 Background to the Workshop.

As highlighted above, during the first year of the research (i.e. April 2002-March 2003) this project has carried out a number of activities, such as capacity building, improved understanding of poor farmers' transport needs (i.e. baseline study), and preparation of a proposal for phase II of the project.

The second phase of the project (i.e. July 2003- March 2004) has commenced with this Golden Milestone Workshop in order to include direct project partners and other stakeholders more fully in the project process. This necessitated the holding of a workshop to bring together stakeholders to agree on the aims of the project of selecting and validating appropriate choices of Intermediate Means of Transportation and planning and preparing for promotion and uptake of appropriate means of transport.

2.1 The objectives of the Workshop

Following the presentation by Dr Kaira of the workshop objectives (Appendix 3), the participants were requested to write down their expectations of the workshop. The expectations are attached as Appendix 8. It is pertinent to note that many participants were in line with the objectives set for the workshop as follows:

- a. Review of the research project activities.
- b. Presentation of findings of the baseline study.
- c. Development of the project partnerships.
- d. Planning of IMT (Intermediate Means of Transportation) distribution strategy.
- e. Development of monitoring and evaluation strategy.

3.0 Workshop presentations and activities - Day 1

3.1 Project objectives, output and activities by C.K Kaira.

Dr Kaira provided participants with key objectives, outputs and activities of the project. The presentation is attached in Appendix 4.

3.2 Baseline study findings by U. Kleih

The objective of this session was to help participants understand the key findings of the baseline study, which took place in phase 1. It was revealed that baseline findings would form the basis of the project activities in phase 2. The presentation is attached in Appendix 5.

3.3 Discussions chaired by P. Kwamusi

The discussion raised a number of issues regarding the project progress process. Key issues raised were:

- *Land tenure system*

An argument was raised that the research should have investigated the size of land holdings to total land cultivated. This was seen a reason for low production levels among the communities. While the project desires to introduce IMTs to convey the produce from the villages, efforts must be made to increase production in the communities. The figures presented of volume of produce for sale per 12 months did not warrant a transport intervention. The participants were informed that there are government efforts to increase production through a number of interventions in the broad modernization of agriculture framework

- *Rural wealth and well-being*

It was pointed out that the relevance of the investigating radio and paraffin lamp ownership was to try and gauge the livelihoods of the communities.

- *Rural infrastructure network*

A concern was raised regarding the state of the road networks in the communities. While funds have been invested to access village roads and feeder roads, the quality of work done leaves a lot to be desired. The responsible institution or office for rural access roads and feeder roads does not seem to be sufficiently equipped (technically) for this task.

- *Cultural issues*

A concern was raised on cultural issues that may affect the project implementation – for example the mountainous communities of Rwenzori area and the preference to small stock rather than livestock – meaning that introduction of Oxen is not likely to succeed.

- *Policy Outputs*

The participants were informed that the outputs of this project would be presented to policy makers bearing the project experiences in mind. The participants recommended that in the transport economics section, comparative figures on the different IMTs will be included to make a case for recommendations clearer.

3.4 Partnership development by F. Almond and D. Smith.

The facilitators begun by helping participants to understand the project aims, which were revealed as:

- (a) To select and validate appropriate choices of Intermediate Means of Transportation
- (b) To plan and prepare for promotion and uptake through appropriate means

They showed the project coalition process as one involving the following stakeholders:

- Coalition knowledge providers,
- Coalition intermediaries, and
- Coalition users.

Regarding the relationships with the project it was seen that stakeholders were either internal or external to the project process. A stakeholder analysis was carried out and a list of stakeholders was generated.

A categorization of stakeholders was carried out by the team which led to the following two criteria:

Criteria 1:

Based on generation of information. Groups include generators, intermediaries and users.

Criteria 2:

Based on level of involvement in project activity. Both internal (Directly involved in project activities and external (not directly involved in project activities).

Participants were drawn into the above groups and requested to discuss the underlying relationship issues. It was pointed out to the participants that the area of transport and especially IMTs is a complex subject requiring a complex response. The response involves many players with varied roles and responsibilities all of which affect the implementation of the project. In view of longer-term activities, it was indicated that the current project cycle format means that the project comes to an end and there is a need to have continuity. Therefore the identification of stakeholders who are in a position to take on the responsibility of continuing the work is important.

4.0 Workshop presentations and activities - Day 2

4.1 IMT Distribution Strategy by C.K Kaira and U. Kleih

A definition of Intermediate Mode of Transport was provided as being means of transportation between human portage and motorised vehicles. The criteria for selecting IMTs were listed. Participants were asked to provide information on selection criteria in relation to different farming systems.

Criteria identified include the following:

- Road conditions,
- Terrain,
- Affordability / economic considerations,
- Security
- Social and cultural factors,
- Type of load,
- Speed / versatility of vehicle,
- Environmental and ergonomics issues.

A full list of the criteria is attached in Appendix 9.

A list of IMTs was drawn up together with the workshop participants, i.e.

- Ox carts, 2 and 4 wheel
- Hand push carts
- Wheelbarrows
- Donkeys (pack animals)
- Donkey carts + donkeys
- Bicycle adaptations
- Trailers (single wheel and double wheel)
- Ambulances
- Heavy-duty carriers
- Tandem
- Gears
- Sledges
- Boats
- Cable transport

An identification of clients was made and the following issues were considered:

- Client groups – low/middle income
- Men/Women –ability to be monitored
- Better off/Poor – ability to present a business plan
- Groups/ individuals
- People with disabilities
- Youth/adults
- Community resource centres

4.2 Discussion on IMT distribution by C. K Kaira and U. Kleih

The above exercises were accompanied by a lively discussion during the course of which the following issues were highlighted and agreed:

- The poor may not be able to generate and provide data. The identified clients must be economically viable i.e. middle-income farmers with a minimum of literacy are likely to be better able to monitor and undertake research.
- The resources available may not be adequate for the team to be able to generate information from all categories.
- Generation of brief business plan for appreciation. This should point out the type of load and distance from which it can be judged whether the income provided by the IMT is appropriate.
- Consider payback schemes for accountability and to be able to capture those individuals that may not be able to afford the initial costs of IMTs (livestock loans). This requires that donkeys be purchased pregnant and those that are born are bred and passed on to other farmers.
- Donkeys must be well transported and must be well looked after.
- The middle-income people will pay back by passing on offspring/foal. A balanced mixture of the above beneficiary groups will enable the project to generate data and give informed ideas on the introduction of IMTs.
- It was agreed that the risk of purchasing cost should be shared, i.e. 60% would be borne by the farmers, and 40% by the project.
- Donkeys (as pack animals), donkey carts, oxen and ox-carts, hand carts / wheelbarrows, and bicycles were identified as the main IMTs the project should concentrate on (for details of matrix exercise see Appendix 9).
- It was suggested that the project might also look into improved equipment for human portage (e.g. back-packs), however the workshop participants preferred that the project concentrates on IMTs.
- Critical mass is important for the adoption of IMTs, this needs to be evaluated through demand assessments.

5.0 Workshop presentations and activities - Day 3

5.1 Presentation by Dr. Mutua, KENDAT

He informed participants about the work being undertaken by the sister project in Kenya. Unlike the Ugandan project, the Kenyan project is being funded by three donors and is bigger. He stressed the need for networking between the two projects for the benefit of sharing experiences. The presentation is attached in Appendix 7.

5.2 Participatory Monitoring and Evaluation by D. Smith and F. Almond

Participants were drawn into groups with the aim of defining their role within the project. This was done in light of the project aims, i.e. selecting and validating appropriate choices of Intermediate Means of Transportation, and planning and preparing for promotion and uptake of project findings.

The groups were requested to define their role statement(s) in contributing to the above project aims. In order to define their role, they were asked what contribution they could make towards the achievement of the project aims.

They were asked to test their role statements using the guidance notes given by the facilitators. Those statements that did not meet the test were discarded. The role statements had to be measurable and time bound. The results of this exercise are included in Appendix 10.

Participants were further asked to review their links to other partners. This was meant to understand the nature of that link (e.g. direct or indirect links).

6.0 Closing Ceremony

6.1 Appreciation by Kwamusi Paul

He thanked participants for having put in a lot of effort to make the workshop a success. He requested Dr Kaira to summarise for the chief guest what the workshop had covered over the three days.

6.2 Closing remarks by Chief Guest

The Chairman, Iganga District Council, Mr Chafu, thanked the workshop organisers for having chosen Iganga not only as a venue for the workshop but also as a research area. He emphasised the need to modernise agriculture and hard work if Uganda was to develop as a country. He decried social problems in his district which compromise productivity.

7.0 Developing a Participatory Monitoring and Evaluation Framework

The project's mid-term review recommended that the project team should ensure that a participatory monitoring and evaluation framework was developed during the Golden Milestone Workshop (2-4th July, 2003), and that the framework is reflected in adjustments to the project's logical framework (Communication from DFID CPHP East Africa Office, May 2003).

Due to the number of issues that needed to be covered during the three-day Golden Milestone Workshop (documented in-part through the Building Partnerships Memo), and the attendance of external stakeholders, it was felt that a separate two-day workshop should be convened the following week to address monitoring and evaluation amongst the project's coalition partners. Consequently, this workshop was convened, and took place on the 8-9th July, 2003, in the Sports View Hotel, Kampala. All of the coalition partners were represented (see Appendix 10 for details).

At the end of the workshop the core project team prepared an implementation plan as outlined below.

Project Implementation Plan: July – September 2003

No.	Activity	Time Frame	Responsibility
1	Intermediaries to make budgets for their Action Plan for July-September 03 and submit to TFG for necessary action	By Last Week July 03	Intermediaries, TFG and NRI
2	Meet Clients to negotiate their role and our role in the project	By First Week August 03	Intermediaries, Clients
3	Assessment of effective demand for IMTs taking into consideration the beneficiary selection criteria agreed on at the Iganga Golden Milestone Workshop	By First Week August 03	Intermediaries, Clients, TFG and NRI
4	Purchase and Distribution of IMTs	By Last Week August 03	TFG, NRI, Intermediaries, Suppliers, Manufacturers, Clients
5	Train Clients in the use and maintenance of IMTs	By Second Week September 03	Intermediaries, Clients, TFG and NRI
6	Make quarterly reports for consideration by the First Partnership Meeting 23-26 September 03	By Second Week September 03	Intermediaries, Clients, TFG, NRI
7	Review Partnership with other stakeholders	On-going	Intermediaries, Clients, TFG, NRI, other Stakeholders
8	First Quarterly Partnership Meeting to be held 23-26 September at the Catholic Social Center, Kasese	23-26 September 03	TFG, Intermediaries, Farmers, Suppliers, Manufacturers, etc.

