

DFID CROP POST HARVEST RESEARCH PROGRAMME

Action Research on the livelihood impact of IMTs in Ghana's off-road settlements (R 7575)

RA Field Report K 3: Report on the visits to Ghana May - June 2001 and June – August 2001

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This report reviews the fieldwork and activities undertaken during the third and fourth field visit to Ghana from mid May to early June and late June until late August 2001

The main objectives and activities accomplished were:

- Power tiller distribution and assistance with maintenance
- Power tiller registration, licensing and insurance
- Life histories with women and men in the study communities
- Interviews and focus group discussions with male and female porters
- Detailed interviews with beneficiaries and community members
- Seasonal transport calendars and preference ranking
- Interviews with children
- Prize delivery for school drawing competition
- Environmental work with focus on road/path conditions and erosion and photo documentary
- Visits to project collaborators / involved institutions / organisations / companies and individuals in preparation to the Consultative Group meeting held in Accra
- Miscellaneous (bank, IMT records, traffic count)

Power tiller distribution:

Due to the delay in shipping of the equipment from China, the power tiller delivery had to take place in mid May. One power tiller was sent to Abora in the Gomoa District and a second power tiller was sent to Aworabo in the Assin District. The third requested power tiller was not collected by the intended beneficiary and arrangements were made with RST to sell it. The delivery was accomplished with the help from a MOFA vehicle and driver. The delivery followed a one week training course for the power tiller operators from Abora and Aworabo. The training was held on the site of RST in Accra and was followed by a one day workshop on “driving in difficult terrain” in Aworabo. The operator Augustus Amoanyi from Abora was invited to Aworabo in order to participate in the workshop and to also gain confidence with more difficult environments. Assistance was given to organise maintenance work under the 6 month guarantee with RST.

Power tiller registration, licensing and insurance:

As it is expected that the power tillers will be used on site as well as feeder and main roads, the decision was taken to fully register and insure the power tillers in order to avoid potential problems with the police and in the case of an accident. The decision followed discussions with individuals from various institutions. They all advised on the need to register the power tillers. Up to date, however, the legal and binding requirements for power tillers in terms of registration and insurance could not be established. Registration is usually based on the chassis number of the vehicle. The power tillers are lacking chassis numbers and they had to be registered with their power tiller serial numbers instead. The power tillers were registered with the licensing authority in Accra and the beneficiaries were supplied with the supporting documents and number plates (Abora: GT 9873 H; Aworabo: GT 9874 H). The annual renewal of the registration papers will cause difficulties, as the vehicles need to be inspected for road-worthiness at the licensing authority. They are not located within the immediate vicinity of the power tiller’ operational range, nor can the power tiller cover such a long distance on the main road. The transportation of the power

tiller to the authority by other means would however incur large costs, which is not viable. This problem will need to be addressed.

A third party insurance was bought from the State Insurance Company of Ghana Limited (SIC), which covers the power tillers for use on site and on roads, including the use of the vehicles for commercial purposes. Insuring the power tiller was posed difficulties because the equipment does not comply with established formats and categories. The insurance policies cover either vehicles for haulage or for passenger transport, but do not cater for combined uses. Since the power tiller does not have an authorised seating capacity, it was impossible to insure the power tiller for passenger transport. Another difficulty proved to be the intended use of the equipment on site as well as on feeder and main roads. The insurance policy for agricultural implements generally covers for on-site operations only and hence the power tiller could not be classified as agricultural implement. However, the make of the equipment had to be defined as “tractor” as no other option, which would have been more suitable for the power tiller, was available. The absent chassis number was again substituted by the power tiller serial number. The only insurance option for the power tiller was the most comprehensive and most expensive policy on offer classifying it as commercial vehicle. The policy covers the “use for social, domestic and pleasure purposes in connection with policy holder’s business. Whilst the vehicle is being so used the carriage of non-fare paying passengers is permitted.”

The operators were supplied with the necessary supporting documents to allow for the application for an operators license at the local driver licensing authority in Winneba and Oda.

The institutionalised requirements for the legal use of power tillers are not well established nor do they serve the particularities of the power tiller, especially the multi-functionality of the power tiller with its broad range of possible applications seems to be problematic for existing formats and policies. In order to ensure future operations of power tillers in Ghana to be successful on a large scale, these policy issues need to be addressed and adjustments made accordingly.

The proper registration and insurance will serve to establish trust in the use of the equipment and avoid any further tensions with local authorities such as the police and the GPRTU. Augustus Amoanyi from Abora reported that he was frequently stopped by the police and questioned. The necessary papers will now establish confidence and security as to the legal use of the vehicle on the roads. The operators

in Aworabo reported incidences with the GPRTU at the station in Odumasi, who advised them strongly not to make use of the power tiller without the supporting documents. The operators hence were forced to stop their passenger and haulage service to/from Odumasi despite demand.

Life histories:

Individual women and men in the communities were selected to participate in detailed discussions on their life. The aim of this approach was to identify mobility patterns throughout the various stages in life. Furthermore, the life histories served as useful tool to shed light on gender relations and their variations with age. The interview usually commenced with a brief overview of the important stages in life as identified by the respondent. This order and their significant dates were then used as basic framework for more in-depth questions and discussions. The interview guise hence followed mostly a chronological order from childhood to adolescence, married life etc. However some topics were explored in more detail if the informant was keen to elaborate on the issue. Between 2-6 women per community were initially selected to participate, however the repeated meetings proved difficult to coordinate with the busy work schedule of some women and the life histories could not always be completed. It is envisaged that work with these individuals will continue during consecutive field visits, as less frequent visits seem more suitable. After having first concentrated on discussions with women only, the life history approach was then extended to men. This will reveal how lives are lived and gender relations perceived differently by women and men within the same communities.

Interviews and focus group discussions with male and female porters:

Many IMT owners and other community members have expressed their plans to use IMTs during the harvesting period instead of employing porters, as they did in the past. Hence, it is necessary to monitor the impact IMTs can have on the livelihoods of porters. Detailed discussions were held with individuals and with small groups to

reveal their perceptions and thoughts on the IMTs in the community. Special attention was drawn to potential losses of work and income. Male porters were also interviewed since respondents had mentioned that male porters will have the advantage of using the trucks in their work. This was generally thought not to be a suitable option for female porters. Most porters were not concerned about the presence of the IMTs and did not feel in competition with them for their work.

Detailed Interviews with beneficiaries and community members:

A continuous activity during all the field visits is interviews with beneficiaries and community members. They concentrate on the use of the IMTs and any perceived changes due to the introduction of the IMTs in the community. They include discussions on intra-household decision-making, allocation of financial resources to the purchase with respect to the IMT in the household. Furthermore interviews were conducted on decision-making, resource allocation and gender relations in general terms.

Seasonal transport calendars and preference ranking:

This participatory exercise was conducted in order to reveal seasonal variations in time spent on the transporting of various commodities. After a pilot trial in Abora, certain difficulties with the exercise became apparent and the activity was altered to the following model:

12 larger stones represented the months and smaller stones were used to indicate the amount of time spent on one chosen commodity in that particular month. Three stones represented a large amount of time spent, two stones indicated average time spent and one stone represented little time spent. The participants were asked to choose the commodities they thought were important and should be included in the exercise. Each commodity was treated separately. The relative availability of transport throughout the year was also included. For this exercise, many stones represented how easy it was to get transport, rather than with reference to time. This exercise was completed in all communities with a women's group and a men's group separately.

The groups varied in size from 2-5 participants. Since the commodities were discussed individually, a preference ranking of the various commodities for each month followed the transport calendar activity. The identified commodities were presented in pairs and the commodity, on which more time was spent carrying, had to be selected. This was done with all possible combinations for the commodities identified in each month. A preference ranking list was drawn from the results.

Interviews with children:

In many cases the children are the operators and main users of the IMTs within the family. They are sent for errands or to transport various commodities. Hence, the children's perception of the newly introduced IMTs is important. Issues like changes in work-load are necessary to be monitored carefully. An effort was made to keep the interviews as informal as possible, however many children seemed intimidated. Only the bravest in a group would speak and answer with short replies. It was not possible to talk to a small group of girls on their thoughts about the IMTs, but it will be attempted again during the next field visit.

Prize delivery for school drawing competition:

Junior Secondary Schools were visited during a previous field visit in order to facilitate discussions with school-children on various IMT related issues. The sessions at the schools concluded with a drawing competition on "My village and the use of bicycles, trucks and wheelbarrows". The children were promised prizes for the best drawings. School-bags, story books and colour pencils were distributed to the winners and exercise books to all participants.

Environmental work:

This field visit saw the continuation of the qualitative assessment of road and path conditions. Sections of the road were being classified according to their condition.

Pictures were taken to record the current state and condition of relevant parts of the road. The continuous monitoring and picture series over time will provide suitable data for rough estimates on road deterioration rates. Interviews with key informants were held on their perception of road condition, trafficability and problem areas.

Since the last field visit, various activities on the feeder roads can be noted. The road leading from Akoti junction via Adabra to Kwanyako was being graded at the end of August 2001. It could not be established whether the grading will take place over the entire length of the road. The section of road between the Japan bridge and Kano village in the Assin District was being graded during July/August 2001.

Visits:

NR International, Mr Ben Dadzie: invitation and reminder of the Consultative Group Meeting held on 02/07/2001; general project progress discussion

V.I.P Cape Coast, Mr Larbi, Mr Anang Siaw: invitation and reminder of the Consultative Group Meeting held on 02/07/2001; to enquire about the progress on the roads to be built under the V.I.P project in Abora and Aworabo

V.I.P. Accra, Mr Oppong, Mr Mensah - Bonsu: invitation and reminder of the Consultative Group Meeting held on 02/07/2001

Department of Feeder Roads, Mr Ashong: invitation and reminder of the Consultative Group Meeting held on 02/07/2001

MOFA, Mr Boamah, Mr Akoto: invitation and reminder of the Consultative Group Meeting held on 02/07/2001; to arrange for the registration of the power tillers

MOFA, Mr Douglas: to arrange for the registration of the power tiller

DCE, Ms Joyce Aidoo (Gomoa) and DCD Mr Hammond (Assin): invitation to the Consultative Group Meeting held on 02/07/2001

IT Transport, Ms Oriel Kenny: to organise a field visit for Ms Oriel Kenny to our study communities; general discussions on the potential and experiences with IMTs in Ghana

Bank: Akyempim Community Bank, Dawurampong and Agricultural Development Bank in Fosu: to enquire about the progress of repayments made; to discuss failure to comply with the arrangements agreed upon;

RST: to collect the power tillers; to arrange for the remaining power tiller to be sold; to enquire about guarantee arrangements and organising necessary maintenance work;

Miscellaneous:

- Despite the new arrangement with the bank staff of the Akyempim Community Bank Dawurampong that visits to the money collectors in the communities should take place on the first Sunday of the month, it was reported that the bank had failed to contact the relevant people. This occurred despite the confirmation by the bank's project officer that Sunday is the best suitable day and Dr. R.E Porter's explanation of the importance of regular visits to the study communities. The project officer from the Agricultural Development Bank in Assin Fosu has resigned from his position, but another bank staff, who is well acquainted with the study village Aworabo since he took part in the village workshop, has taken over his duties for our project.
- Another traffic survey, as they were conducted in November 1998 and January 2001, was planned for September 2001 in order to capture the flow of traffic and use of IMT during the harvesting period. It is envisaged that the IMTs will be used most extensively during that period.
- The IMT diary record sheets were collected from the recorders. Discussion on their perception and knowledge of use of the items within the communities were held and they also revealed insight information on the location (e.g. taken out of the village) of the various IMTs.
- The interviews revealed that a potential factor in the woman's decision to purchase any IMT is the availability of children, who can operate the equipment for her. This should be included in the research and examined.

- Due to the interventional nature of the project, it seems that the interviews with beneficiaries and community members regarding the IMTs might be geared to present a positive picture. They seem not to want to discount any future potential benefits from further equipment purchases for themselves or other community members. Hence, the data should be approached bearing this possible overlaying agenda in mind. There will be a need to refer back to a prior IMT attitude survey undertaken in the earlier access project (R7149) in the 5 villages.