

Crop Post Harvest Programme (CPHP)

Rural Transport Services Project for Kenya



Golden Milestone Stakeholders Workshop Report

Compiled by:

**Fred Kabengi
GS Consult**

For

KENDAT



Kenya Network for Draught Animal Technology

P.O. Box 2859,
00200 City Square
Tel/Fax: 254-2-766939
Nairobi, Kenya

Email: KENDAT@Africaonline.co.ke
Web: <http://www.ATNESA.org/KENDAT>

November 2002

Project Title: **Improved Agricultural Rural
Transport for Kenya**

Research Programme: CPHP

Project Leader/Institution: Pascal Kaumbutho / KENDAT

NRIL Contract Number: ZB0293

DFID Contract Number: R8113

Production System: Cross-cutting

Reporting period Year 1: April 2002 to March 2003

Start Date: April 2002 End Date: March 2005

**A Kenya National Forum Group for Rural Transport and Development
Initiative**

**Supported by Crop Post-Harvest Programme (CPHP/NRIL),
Infrastructure and Urban Development Department (DFID/IUDD) and
Swedish International Development Agency (SIDA)**

and

**Implemented by a KENDAT Consortium, with professional assistance
from Swedish University of Agricultural Sciences, Silsoe Research
Institute, University of Warwick and
the International Forum for Rural Transport and Development
(IFRTD).**

Development support backed by ITDG, East Africa and ILO ASIST

TABLE OF CONTENTS

Table of contents.....		I
List of Abbreviations.....		ii
Executive Summary.....		iii
1. INTRODUCTION.....		1
1.1 Background.....		1
1.2 Nature Of The Project.....		2
1.4 Workshop Objectives.....		2
1.4 Methodology.....		3
1.5 Workshop Programme.....		3
1.6 Participation.....		5
2. STRATEGIC REVIEW: WORKSHOP INPUT ON THE GENERAL RURAL TRANSPORT SITUATION.....		5
3. STRATEGIC REVIEW: WORKSHOP OBJECTIVES ON WHAT THE RURAL TRANSPORT - KENYA PROJECT HAS ACHIEVED.....		7
4. STRATEGIC PLANNING: IDENTIFYING FUTURE DIRECTIONS FOR THE PROJECT.....		10
4.1 Major Issues Emanating From The General Scan Of The RTS Situation.....		11
4.2 Analysis Of Likely Interventions.....		12
4.3 Identifying The Gaps.....		13
4.4 Closing The Gaps.....		13
4.5 Responsibility Setting.....		13
4.6 Combined Outcome.....		13
5. IMPLEMENTING AND FUNDING COLLABORATIONS.....		17
5.1 Building Partnerships.....		17
5.2 Response From Donor Representatives On Phase II Interventions.....		17
6. WORKSHOP EVALUATION AND CONCLUSIONS.....		18
6.1 Evaluation.....		18
6.2 Conclusions.....		19

Annexes

1. Workshop Programme.....	II
2. List of Participants.....	V
3. Detailed Project Background.....	VII

LIST OF ABBREVIATIONS

CBO	-	Community Based Organization
CCS	-	Christian Community Services
CPHP	-	Crop Post-Harvest Programme
DFID	-	Department For International Development
IFRTD	-	International Forum for Rural Transport and Development
ILO/ASIST	-	International Labour Organisation/Advisory Support Information Services and Training
IMTs	-	Intermediate Means of Transport (plural)
ITDG	-	Intermediate Technology Development Group
IUDD	-	Infrastructure Urban Development Department
JKUAT	-	Jomo Kenyatta University of Agriculture and Technology
KENDAT	-	Kenya Network for Draught Animal Technology
KRB	-	Kenya Roads Board
MOARD	-	Ministry of Agriculture and Rural Development
NBBG	-	Ngware Boda Boda Group
NFG	-	National Forum Group for Rural Transport
NGO	-	Non-Governmental Organization
NRIL	-	Natural Resources International Limited
PC	-	Project Coordinator
RA	-	Research Assistants
SIDA	-	Swedish International Development Agency
SLU	-	Swedish University of Agricultural Sciences
SRI	-	Silsoe Research Institute
TRL	-	Transport Research Laboratories, UK
RTS	-	Rural Transport Services
RTSP	-	Rural Transport Services Project
RTTP	-	Rural Travel Transport Program-World Bank
UON	-	University of Nairobi
UOW	-	University of Warwick
UOV	-	University of Venda, South Africa,
VTTP	-	Village Travel and Transport Project, Tanzania

Executive Summary

This summary covers the outcome of the Golden Milestone Workshop (GMW) organized by the Rural Transport Services Project – Kenya (RTS-Kenya) from 14th to 17th October 2002 at the Kenya Commercial Bank Management Centre, Karen Nairobi, Kenya. The project kicked off in September 2001 with funding from Swedish International Development Agency (SIDA) and the Infrastructure Urban Development Department (IUDD). Support from Natural Resources International Limited (NRIL) commenced April 2002. The first year of the project has been land-marked by the Golden Milestone Workshop.

Background

The project has its beginnings in 1997. At that time, the need was recognized, by a small group of agricultural engineering professionals for a thorough assessment of the constraints to procurement of improved transport modes in the rural situation, their availability and utilization based on cultural knowledge, environmental, gender, technical and other factors.

To appraise this need, several organizations were called to a workshop at Silsoe Research Institute (SRI), from which a project concept note was developed. A core team of researchers was established and given the mandate to continue the planning. This core team was made of representatives from the University of Nairobi (UoN), Kenya Network for Draught Animal Technology (KENDAT), Kenya Agricultural Research Institute (KARI), University of Warwick (UoW), Swedish University of Agricultural Sciences (SLU), Silsoe Research Institute (SRI) and the International Forum for Rural Transport and Development (IFRTD), with representation of the transport National Forum Groups (NFGs) for Kenya, Uganda and Tanzania.

The super goal of the project focuses on improving livelihoods of poor men and women. The project will make a significant contribution to the super goal by improving, through new knowledge and insights, the basis for policy choices on ways in which transport services provision can enhance livelihood systems in rural and peri-urban environment. The project has three purposes, each of which is separately funded by IUDD, NRIL and SIDA. These purposes are:

IUDD Component

To systematically assemble data and information that can provide guidance on the key policy and livelihood options towards sustained IMT based transport services for the poor at national and local level.

NRIL Component

To effectively promote strategies that improve security of the poor.

SIDA Component

To establish and disseminate information on key factors and parameters for measuring appropriateness of transport in the agricultural sector, with special regard to operational efficiency, gender and environment.

Nature of the project

The project is based on field studies in selected localities, namely Busia (Western Kenya), Lari in Kiambu (Central Kenya), Magadi in Kajiado (Southern Kenya), Mwea in Kirinyaga (Central Kenya) and Kalama in Machakos (Eastern Kenya). The project is trying to establish the key local transport problems confronting rural people in the process of pursuing their day-to-day economic and social activities. The project is special in that it departs from traditional transport studies that focus exclusively on road networks and infrastructure, to include and pay attention to livelihoods in relation to the lower levels of transport infrastructure and local transport operations. It fits in well with the Kenya Government's current policy thrusts on poverty reduction and sustainable livelihoods. In particular, it underscores the importance of enhancing the performance of the Kenyan transport system by exploring the potential of low cost, intermediate means of transport (IMTs) and services, as much as improving systems for developing and maintaining local infrastructure.

Workshop objectives

The GMW was organized as a landmark event with the following objectives:

- To present findings of the Phase I of implementation
- To reflect on novel aspects of the project in improving rural and peri-urban development.
- To enhance collaboration of stakeholders by involving them in defining strategic directions for the second year of work
- To strengthen current funding partnerships and explore the possibilities of new ones in pursuit of improved and sustained rural transport services provision in Kenya and other countries in the region.

During the workshop participants managed to:

- Share experiences in rural transport services in general
- Compare their experiences in rural transport with those of the Kenya project
- Define and prioritise future research and development work for Kenya
- Analyse possible networks and collaborations

Participation

The workshop was attended by 34 participants, among them private consultants and delegates from universities, projects/programs, research institutions, government agencies, bilateral and multilateral donor agencies, NGOs and CBOs. All participants had considerable experienced in their own areas of discipline and work. The workshop was highly enriched by their knowledge, views and opinions.

Strategic review

As part of its major deliberations the workshop carried out a strategic review of the rural transport services situation in general and also the specific situation of Kenya. The workshop received keynote or thematic presentations from key speakers as well as a detailed coverage of what the project had achieved. Participants gave their critique and enrichment through their individual input, combined plenary input and small group discussions.

Strategic planning

The presentations and fieldwork provided the background for the strategic planning process, aimed at defining the future direction of work for Phase II of the project. The strategic planning was achieved through involved steps of analysis. From the technical presentations the workshop was able to analyze and articulate problems and issues that make critical questions in rural transport services in the overall context of poverty alleviation.

Further analysis enabled the participants to define likely interventions (activities) for addressing the problems. In the second step, a run through of the general project strategy was given, followed by synthesized project reports from the implementation team.

The reports provided detailed coverage of the problems being tackled by the Kenya project and the activities being implemented to address those problems. Field visits enabled the participants to gain better understanding of the Kenya project and more insights into the problem-activity analysis they had carried out. In the third step, participants went through involved plenary and group discussions, comparing the general rural transport scenario and the current or completed work of the Kenya project. This helped isolate work gaps that could form the basis for a second phase of the project.

The identified gaps were of two types: new or partially completed activities. New activities were those isolated as important interventions but which the project had not yet ventured into, while partially completed activities were defined as important interventions forming the project's on-going work. In further analysis, each new or partially completed activity was marked as being of high, medium or low priority. An activity was a high priority one if it defined ongoing unfinished work. It was analyzed as having immediate and high impact, if it was deemed to use only minimum resources, bring about far reaching impact involving many stakeholders, and if it was more likely to lead to an influence on policy. Medium or low priority status was enjoined depending on how participants felt an activity scored on these five criteria.

In the problem analysis it did come out that, in the rural transport services (RTS) arena, there is too much study, seminars and talk without much practical action on the ground. With this general critique in mind, the decision was taken to make a conceptual shift for the project, from predominantly carrying out research work, to taking in more development work in the second year of implementation. This conceptual shift would be reflected in the proposal for the second phase. To enable project choice following this shift, participants discussed and flagged each activity as either research or development oriented or a combination of both. The emerging scenario of this analysis is as seen here below:

Intervention	R Or D	New Or Partially Done	Future Implementer
HIGH PRIORITY			
1. Investigate credit situation and document options	R	N	KENDAT ITDG Credit Institution
2. Establish contribution of the IMTs sector to Kenya economy and sensitize policy makers.	R	N	KENDAT

3. Specifically establish contributions of IMTs to health and education sector	R	N	KENDAT Gov Min
4. Document inhibiting regulations and practices and sensitize policy makers and implementing institutions	R&D	N	KENDAT NFG
5. Investigate cost of entry / operation and determine reduction options	R	N	KENDAT Research Instit, e.g. TRL
6. Sensitize stakeholders on the use of participatory approaches in RTS development	D	N	KENDAT NFG ITDG
7. Collect and document community empowerment approaches tried out by the RTS network, isolate successful cases and recommend to stakeholders	R	N	KENDAT (VTTP-Tanzania Ghana & Uganda Projects)
8. Design/ test models on community organization for road construction and maintenance, document experiences and sensitize stakeholders.	D	N	KRB KENDAT ILO-ASIST
9. Sensitize men and women on gender issues of RTS and the benefits of IMTs through discussions groups and demonstrations	D	N	KENDAT
10. Promote development of gender neutral/women friendly equipment	R&D	P	KENDAT ITDG
11. Identify and promote transport measures that reduce women's drudgery	R&D	P	KENDAT ITDG
12. Sensitize users/owners on draught animal welfare	D	P	KENDAT KSPCA
13. Lobby for stronger enforcement of "Cruelty To Animals Act"	D	N	KSPCA
14. Provide business training, e.g. book-keeping, budgeting, marketing, resource use, e.t.c	D	N	KENDAT ITDG
15. Develop & provide training programmes to artisans and transport operators at village level	D	P	KENDAT ITDG
16. Promote RTS funds mobilization through the self-help concept	D	P	KENDAT, ITDG NFG
17. Lobby relevant organizations for training resources	D	P	KENDAT, ITDG NFG
18. Organize a regular forum for active civil society-government collaborations on RTS and lobby for political goodwill.	D	N	NFG KENDAT
19. Promote community awareness on principles of sustainable development	D	N	NGOs, CBOs
20. Enhance stakeholders' understanding and field application of participatory approaches to RTS activities	D	P	KENDAT ITDG
21. Identify specific inhibiting legislations, document and propose options to repeal them	R	P	NFG Legal Consult
22. Study and document effects of incentives in place (e.g. zero tax rating on bicycles) on demand and supply of IMTs and propose to policy makers other appropriate incentives	R	P	NFG ITDG KENDAT

23. Review transport policy, identify weaknesses and propose options to strengthen them	R	P	NFG ITDG KENDAT
MEDIUM/HIGH PRIORITY			
24. Support artisanal experimentation	D	N	KENDAT
25. Educate artisans on creative design and development	D	P	KENDAT
26. Introduce designs from Asia and other places. and train providers on their use/ production	D	P	KENDAT
MEDIUM PRIORITY			
27. Involve politicians in project work such as sitting in project committees, key forums, events in their constituencies, e.t.c.	D	P	KENDAT CBOs
28. Establish nature of stressful situations and whether they are addressable	R	P	KENDAT ITDG
29. Promote vocational/village level IMT production and entrepreneurship training	D	N	KENDAT CBOs
30. Design innovative cost sharing models for the communities	R&D	N	KENDAT
31. Compile a stakeholder database and use this database to increase information sharing/networking	D	N	KENDAT NFG
LOW/MEDIUM PRIORITY			
32. Study negative effects of RTS, e.g. reduced, spread of HIV/AIDS, child labor, environmental degradation, and e.t.c.	R	P	KENDAT CBOs, e.g. Ngware. B.B. Ass
LOW PRIORITY			
33. Conduct cost/benefit studies on all major aspects of RTS	R	P	ITDG
34. Conduct survey of available IMTs, establish a database and promote use by stakeholders	R	N	KENDAT
35. Establish a demonstrations center and carry out demonstrations of innovative IMTs	D	P	KENDAT
36. Document comfort, safety, image, and other critical design factors of IMT adoption.	R	P	KENDAT ITDG
37. Develop a workable system for IMTs/road transport infrastructure maintenance services	R&D	N	KENDAT MORPW ILO-ASIST
38. Investigate and propose appropriate policy on labor-based RTS infrastructure development technologies	R	P	KENDAT ILO-ASIST
39. Train target groups in labor-based infrastructure technologies	D	N	KENDAT ILO-ASIST
40. Conduct grassroots sensitization training on RTS infrastructure development	D	N	ITDG
41. Identify more NGOs and introduce them to RTS activities	D	P	KENDAT, NFG

*N = new, meaning an activity not yet initiated by the project.
activity ongoing or already initiated.*

R=research.

*P = partially completed
D = development*

The project will select for its second year proposal, first, partially completed activities marked as high priority with a discriminate addition from the list of new activities of high priority, going on to medium priority and so on.

Collaborations

In the final stage, participants went through the exercise of identifying the responsibilities of various stakeholders in the second phase of the project. As seen in the table above, the future implementers were identified as KENDAT, ITDG, NFG, KSPCA, KRB, NGOs, CBOs, ILO-ASIST, government ministries and University of Nairobi. Further to this an exploration was conducted as to the potential funding and implementation collaborations with invited donors and other likely collaborating agencies giving their responses. The donors elaborated interest in the RTS interventions mapped out by the workshop, from which strong possibilities for Phase II partnerships were foreseen. In particular, the NRIL representatives explained that the NRIL funding preferences had shifted from linear model research to the integrated, innovative research model, which has particular development impact and advantages. They advised the project to consider developing its proposal and plans in these lines. The IUDD and SIDA representation also registered strong willingness to continue with the support of the project in the context of poverty alleviation interventions.

Workshop evaluation

A formal workshop evaluation was conducted at the end of the workshop. The evaluation touched on all key factors including workshop preparations, presentations and moderation, the process and outcomes, field visits, secretariat support, venue and logistics.

On a scale of A-Z where A=very good, B=good, C=okay, D=rather weak, E=very poor and Z= I was absent all, aspects of the workshop were rated by most participants either A or B as seen in the chart below:

	ITEM EVALUATED	SCORE					
		A	B	C	D	E	Z
1.	Overall workshop impression	█					
2.	Meeting participant's expectations		█				
3.	Clarity of objectives		█				
4.	Workshop process		█				
5.	Keynote presentation		█				
6.	Presentations by project team		█				
7.	Plenary discussions		█				
8.	Group discussions	█					
9.	Workshop moderation		█				
10.	Realization of workshop outputs		█				
11.	Secretariat support	█					
12.	Display of posters and literature	█					
13.	Communications to participants before the workshop		█				
14.	Communications to participants during the workshop		█				
15.	Field visit	█					
16.	Transport and logistics		█				
17.	Final strategic planning		█				
18.	Venue and facilities	█					

The detailed scores for each item out of a possible score of 110 are as follows:

Item	Score	10	20	30	40	50	60	70	80	90	100
1. Overall Impression	100										
2. Meeting expectations	100										
3. Clarity of objectives	100										
4. Workshop process	100										
5. Keynote presentation	100										
6. Presentations by project team	87										
7. Plenary discussions	100										
8. Group discussions	100										
9. Workshop moderation	100										
10. Realization of outputs	100										
11. Secretariat support	100										
12. Display of posters and literature	100										
13. Pre-workshop Communications	100										
14. Communications during workshop	100										
15. Field visit	100										
16. Transport and logistics	100										
17. Final strategic planning	100										
18. Venue and facilities	100										

From the table, it is clear that out of the 18 items evaluated all of them scored 90/110 and above with the exception of one item (presentations by the project team) which scored just slightly less (87/110). The best-rated items in terms of total marks were: overall impression of the workshop, clarity of workshop objectives, venue and facilities, and secretariat support.

Conclusion

From the evaluation it is easily concluded that the project's Golden Milestone Workshop was a great success. Indeed, in informal interactions, participants kept on pointing out the added value the workshop had brought to their professional work in RTS. The level of participation from many distinguished institutions is also evidence of the high profile attached to the workshop by these institutions.

It is expected that this project will continue to attract support because of its potential for poverty alleviation in Kenya. Many poor men and women will perhaps see their stagnated livelihoods open up when they get reached by interventions directly emanating from the development aspects of the project.

In the past a lot of effort has been put into interventions that are yet to reach maturation. Continuation with these interventions is of critical importance if the fruits of the past one-year of work are to be fully realized by the projects target groups. Continued donor support is essential, to help complete what has been started. The potential for real impact is enormous.

1.0 INTRODUCTION

1.1 Background

Africa is a continent where poverty is a major subject that continues to occupy the efforts of policy makers and development implementers alike. As a result, many public sector initiatives, development projects and investments have been put in place towards the goal of poverty alleviation. However, despite such efforts in this direction, many rural communities do not seem to have derived substantive benefits from these efforts. Consequently, their quality of life and economy continue to weaken, with the largest part of the population remaining marginalized from development activities and progress. A fundamental reason for this development scenario is the fact that expensive interventions are implemented without proper investment in studying and defining the root parameters for poverty causation. This has often led to quick-fix activities rather than sustainable development. The Rural Transport Services Project (RTS) for Kenya was designed in the context of poverty alleviation, to provide investigation and understanding as to how the availability or lack of quality rural transport impacts on the economy of rural communities.

Rural transport is a major factor in agricultural production and marketing. Here, modes of transport range from head loading, usually by women, to pick-up trucks on tarmac roads. Between head loading and the pick-up truck, there exists a considerable economic and technological gap, which needs to be filled as a way of improving land and labour productivity. Hence the need exists for a thorough assessment of the pertinent issues to enable the design and implementation of correct interventions that can adequately fill this economic and technological gap.

To appraise this need, several organizations were called to a workshop at Silsoe Research Institute (SRI), from which a project concept note was developed. The concept note ramified an endeavour to articulate the required assessment by:

- Researching transport constraints of agricultural production and marketing
- Collecting comparable data in different locations in East Africa
- Allowing more general conclusions on the impacts of improved transport systems
- Giving limits on possible improvements of local transport systems and
- Indicating the magnitude of their impacts

A core team of researchers was established and given the mandate to continue the follow-up. This core team was made of representatives from the University of Nairobi (UoN), Kenya Network for Draught Animal Technology (KENDAT), Kenya Agricultural Research Institute (KARI), University of Warwick (UoW), Swedish University of Agricultural Sciences (SLU), Silsoe Research Institute (SRI), The International Forum for Rural Transport and Development (IFRTD), with representation of the transport National Forum Groups (NFGs) for Kenya, Uganda and Tanzania.

Discussions with donors were initiated and this led to the development of further concepts and ideas. Eventually, a three-phase strategy was agreed upon. While the project articulation workshop was conducted in November 1997, implementation activities did not commence immediately. As a result of constantly changing funding scenarios, it took four years for a consensus to be reached, in the form of the Rural Transport Services Project – Kenya. The project's overall goal was defined as follows:

Through new knowledge and insights, improve the basis for policy choices on the way in which transport services provision can enhance the livelihood systems of poor men and women in rural areas and peri-urban environment in Kenya.

It was hypothesised that realisation of this goal would eventually lead to a significant, positive impact on the project's super goal which was stated as: to improve the livelihoods of poor men and women.

The project kicked off in September 2001 with funding from Swedish International Development Agency (SIDA) and Infrastructure Urban Development Department IUDD. Support from Natural Resources International Limited (NRIL) commenced in April 2002. The first year of implementation was land-marked by the Golden Milestone Workshop here reported.

1.2 Nature of The Project

The project is based on field studies in selected localities, namely Busia in Western Kenya, Lari in Kiambu (Central), Magadi in Kajiado (Southern Kenya), Mwea in Kirinyaga (Central) and Kalama in Machakos (Eastern Kenya). The project is trying to establish the key local transport problems confronting rural people in the process of pursuing their day-to-day economic and social activities. The project is special in that it departs from traditional transport studies that focus exclusively on road networks and infrastructure, to include and pay attention to livelihoods in relation to the lower levels of transport infrastructure and local transport operations. It fits in well with the Kenya Government's current policy thrusts on poverty reduction and sustainable livelihoods. In particular, it underscores the importance of enhancing the performance of the Kenyan transport system by exploring the potential of low cost, intermediate means of transport (IMTs) and services, as much as improving systems for developing and maintaining local infrastructure.

1.3 Workshop Objectives

The workshop was organized as a landmark event with the following objectives:

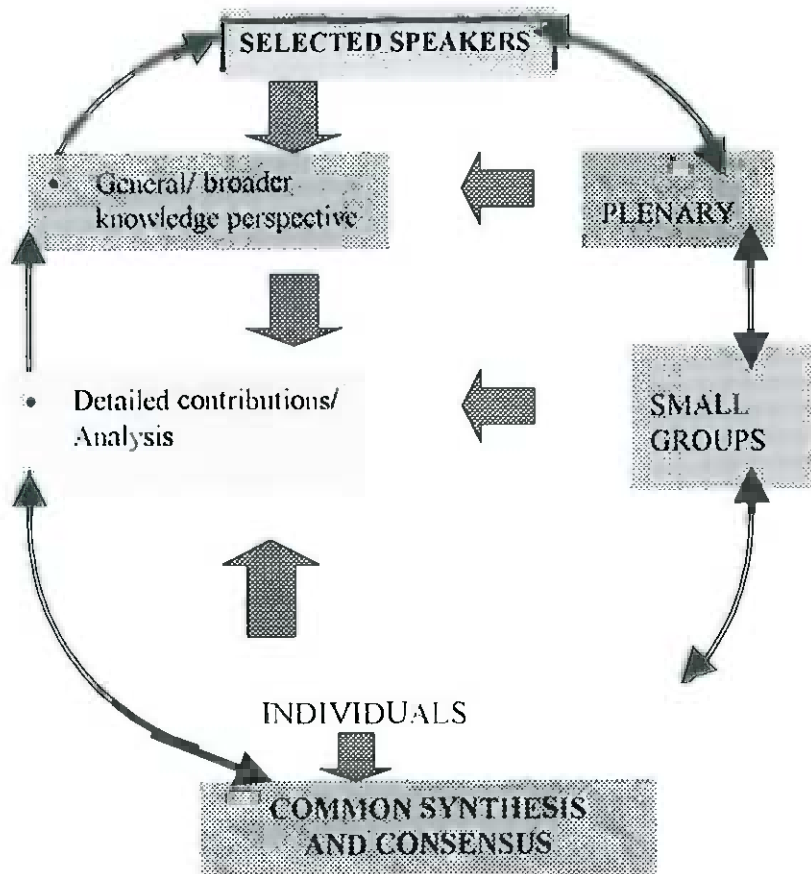
- To present findings of the first year of implementation
- Reflect on novel aspects of the project in improving rural and peri-urban development.
- To enhance collaboration of stakeholders by involving them in defining strategic directions for the second year of work
- To strengthen current funding partnerships and explore the possibilities of new ones in pursuit of improved and sustained rural transport services provision in Kenya and other countries in the region.

During the workshop participants managed to:

- Share experiences in rural transport services in general
- Compare their experiences in rural transport with those of the Kenya project
- Define and prioritise future research and development work for Kenya
- Analyse possible networks and collaborations

1.4 Methodology

The workshop was conducted as an open discussion event. In each session, selected specialised speakers gave presentations on their defined assignments. These presentations then formed the basis for in depth, focused, exploratory, plenary discussions, which served to provide a broad knowledge perspective and basis, upon which to isolate key issues for future project work. The isolated issues were then discussed in small groups, where individuals were able to give their individual contributions. Group results were then presented to the whole plenary for validation, common synthesis and consensus. This process is illustrated in the following diagram:



Plenary and syndicate discussions were conducted following three principles of interactive learning which state:

- Everyone knows something and no one knows everything,
- Everyone is a learner and everyone is a resource person,
- Together we know more than any one expert.

1.5 Workshop Programme

The workshop program featured three working days, with an additional day set aside for field visits, structured into four main parts:

Part 1: General scan. In this part, the workshop received keynote or thematic presentations from partners. From these presentations the workshop was able to analyze and articulate problems and issues that make critical questions in rural transport services in the overall context of poverty alleviation. Further analysis enabled the participants to define likely interventions (activities) for addressing the problems.

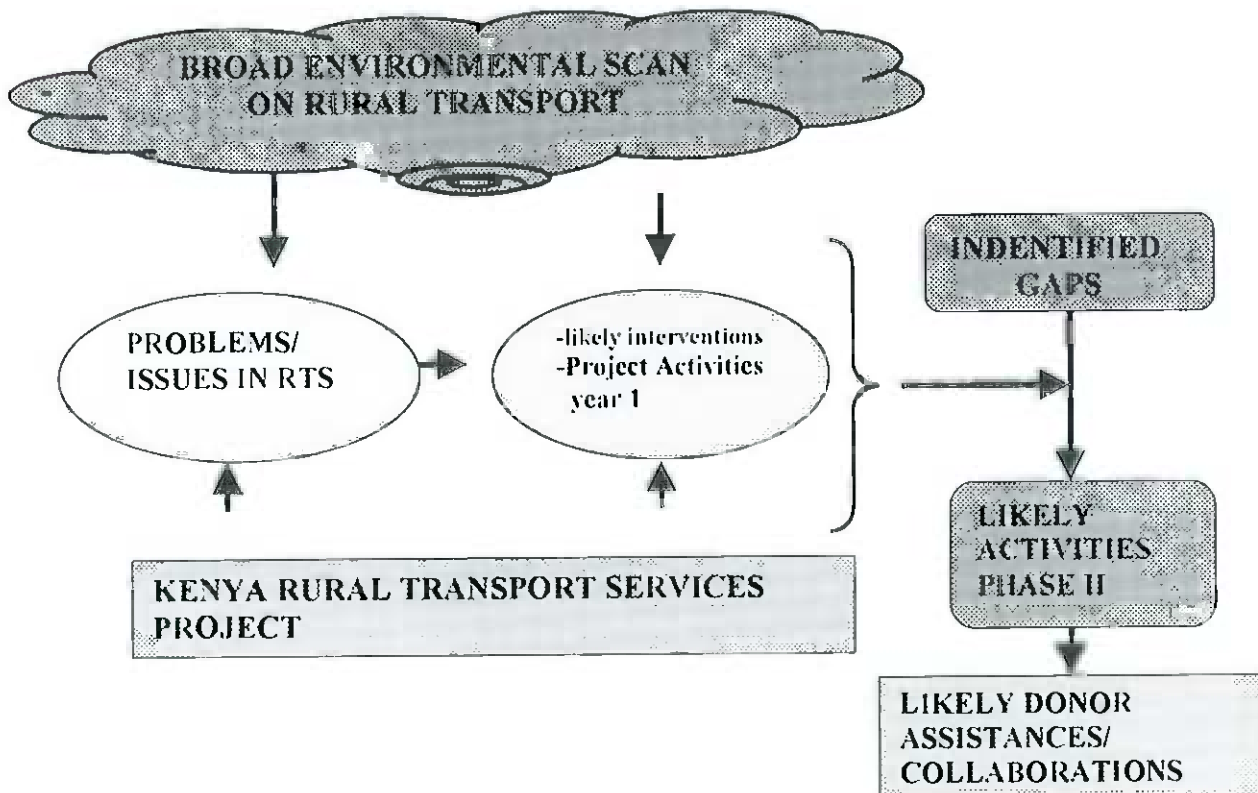
Part 2: Project work and achievements. A run through of the general project strategy was given, followed by synthesized project reports from the implementation team. In the reports a detailed presentation of the problems being tackled by the Kenya project with corresponding activities, was provided.

Part 3: Field visit. The field visits enabled the participants to gain better understanding of the Kenya project and more insights into the problem-activity analysis they had carried out. This moderated discussions on key issues, roles and way forward in collaborative work.

Part 4: Defining the gaps. Here, participants went through involved plenary and group discussions to isolate the gaps evidenced by a comparison of the general rural transport scenario and the current or completed activities of the Kenya project.

Part 5: Defining future strategic directions. Guided by the isolated gaps, participants finalized the analytical work by defining activities that could form the work concentrations for the Kenya project. Further to this, an exploration was conducted as to the potential funding and implementation collaborations with invited donors and other likely collaborating agencies giving their responses.

The process described above is illustrated in the diagram below. A detailed workshop program is attached as Annex 1.



1.6 Participation

The event was attended by 34 participants including private consultants and delegates from universities, projects and programmes, research institutions, government agencies, bilateral and multilateral donor agencies, NGOs and CBOs. The participants were experienced experts in their own areas of discipline and work. Hence the workshop was highly enriched by their knowledge, views and opinions. A detailed list of participants showing their institutions, designations and contacts is provided as Annex II. The first guest of honor, Ambassador Muthaura, Permanent Secretary, Ministry of Natural Resources and Environment, graced the workshop during the opening ceremonies. He was particularly relevant being the immediate former and founding Secretary of the East Africa Community and former Permanent Secretary for Transport. The workshop was closed by the second guest of honor, Mr. Elijah Agevi, Director, ITDG-East Africa.

2. STRATEGIC REVIEW: WORKSHOP INPUT ON THE GENERAL RURAL TRANSPORT SITUATION

2.1 Keynote Presentation: Transport Services And Poverty Alleviation-*Prof. John Howe*

This paper was presented to lay the ground for and provide the critical considerations in socio-economic analysis and provide a key framework for understanding the nature and function of local transport systems. It outlined the factors influencing supply and demand for rural transport, with special regard for livelihood, settlement and economic systems. The presentation also gave participants a framework that looked at development of local transport services as a multi-dimensional activity involving technological, economic and institutional processes, especially with reference to the smallholder agricultural sector, covering issues such as shortcomings of input and output flow and the influence of transport at smallholder farm/ business level. Overall, the presentation provided the building blocks for critical analysis in linking transport to poverty. Policy, institutional and regulatory issues were considered in a rural and peri-urban development scenario, with due emphasis on socio-technical issues, investments, opportunities and bottlenecks for application in policy and practice in a political economy, for a developing country like Kenya. Also covered was the impact of modernity, motorization and the place for development and policy for alternative transport technologies, and innovative ways of addressing support infrastructure, including policy areas to which this project could contribute.

2.2 Transport And Poverty Reduction: The Case Of Kenya - *Sylvester Kasuku*

This presentation covered Kenya's latest development plan and the case of transport in a wider strategic context towards poverty eradication. Reflections on linkages/ mergers of the Poverty Reduction Strategy Paper (PRSP) with transport and the Kenya Roads Board strategic Plan was reflected upon, with commentary on policy issues.

2.3 Rural Transport Services And Policy Actualization: A Legislator's Perspective -*Hon Alfred Nderitu, Member Of Parliament, Mwea.*

Mr. Nderitu presented his insights on how policy in Kenya is developed, more so for rural development issues which touch on lives of the poor masses. He also discussed the realities

of modernity, legislation and prospects for rural transport integration in development programmes, touching on life-examples of what is likely to work with regard to uptake pathways in the rural context.

2.4 Appropriate Transport Infrastructure For Kenya: A Donor's Viewpoint - Andrew Smallwood, Senior Engineering Advisor, DFID

British Development Division for East Africa (BDDEA) under the DFID, Kenya Office is a key stakeholder to travel and transport operations in Kenya. DFID is a large donor of the Kenya roads programme and has been instrumental in supporting the formation and running of the Kenya Roads Board. Having been part of the PRSP process, DFID also has much knowledge on how things work and indeed the niche for rural transport advancement. The paper made the case of the road sector, its situation and impact on development. Mr. Smallwood's presentation gave a critical commentary on the rural transport scenario to provoke critical thought and discussion among the workshop participants on what needs to be done and by who, for improved industrial and micro-enterprise development in Kenya, especially in respect to creating an enabling environment through good governance and policy change.

2.5 Experiences From The Intermediate Means Of Transport Project Of Zambia - Sent In By M. Tambatamba, Rural Travel And Transport Program, Zambia

Under World Bank support, Zambia has been conducting a project involving placement and performance monitoring for a range of IMTs, in places where cultural and operational conditions have not been particularly favorable. Mr. Tambatamba's paper outlined how this process was managed, from which the Kenya project has much to learn. It provides many interesting insights into strategies for IMT technology transfer and how issues of natural, social, human and financial capital come into play in the adoption process.

2.6 Experiences From The Village Travel And Transport Programme Of Tanzania - Presented By Camilla Lema On Behalf Of Josephine Mankusye, VTTP

This presentation provided the experience of the VTTP in training and dissemination of information on the use of IMTs, rehabilitation and provision of water sources and milling machines to closer proximity as a means for easing women's travel and carrying burden, training communities on the use of labor based methods for transport infrastructure construction, establishment of road boards/committees and road fund at village level, gender mainstreaming and community empowerment. The presentation strongly emphasized the importance of community organization and training in infrastructure construction as a strategy for sustainable provision of transport infrastructure in the rural setting.

2.7 Bicycle Taxis (*Boda Boda*): Needs For An Emerging Local Transport Solution - Naboth Okoth, Ngware Boda Boda Group

Within the last five to seven years, a unique phenomenon, the use of bicycles for ferrying passengers as well as goods as a business service has been innovated in Kenya. This has seen spontaneous adoption, especially following the lifting of taxation on bicycles. Mr. Okoth's presentation on this subject was of great interest and showed that there is a lot to learn from the bicycle-taxi case study concerning policy impact on the adoption of IMTs. The

presentation evoked the important subject of how information flow relates to the demand and supply of IMT services, and the need to look at access to bicycles, services and repair, safety and organizational issues, as much as regulation and development of infrastructure, finance and investment.

2.8 Rural Development In Perspective: Community Involvement And Support
- Presented by Sella Wanjiru on behalf of Rev. Kanina, ACK, Christian Community Services Program

Building on decades of community based interventions in agriculture, health, education and other empowerment interventions, the Anglican Church of Kenya is implementing a rural transport project that has many lessons to offer stakeholders in rural transport development. Ms. Wanjiru took the participants through the projects experiences with regard to best practices in technology transfer efforts that have bearings in cultural and behavioral changes. Her presentation gave participants unique insights concerning gains of rural transport service improvements and artisanal education, community organization for infrastructure development and maintenance, and the benefits accruing from commercialization of IMTs.

2.9 Preliminary findings from the Uganda Rural Transport and Marketing Project (URTMP)- Dr C. K. Kaira, Local Project Coordinator, National Transport Group, Uganda

The URTMP is sister to the Kenya project and has strong similarities in design and objectives. In this presentation Dr. Kaira gave a review of preliminary findings of the URTMP, focusing on parameters hypothesized as factors that are likely to influence the study results especially on the relationship of rural transport to poverty reduction through increased production and improved marketing. It was highlighted that the Uganda team will build on the information and data type presented in the GMW (and attendant field-visit observations), to identify areas of synergy and further collaborative work with the Kenyan team. Prime focus for this synergy and collaboration is expected in the areas of efficient resource utilization, and also in professional and experience sharing for enhanced capacity for policy and other advocacy analysis.

3. STRATEGIC REVIEW: WORKSHOP INPUTS ON WHAT THE RTS PROJECT-KENYA HAS ACHIEVED

The GMW workshop was organized after one year of information and data gathering, and preliminary analysis of findings. Information was generated through assessment of government policy documents and institutional structures, development of transport resource maps of project localities, key-informant interviews, household surveys and back-up case studies of operator-user situations. The case studies are:

1. IMT supply/demand sides, repair and artisanal services (in all areas)
2. *Boda Boda* (bicycle taxi) and modal composition/share (Busia and Mwea)
3. Horticulture farming and marketing (Limuru, Mwea and Magadi)
4. Rice farming and marketing (Mwea)
5. Donkey utilization (Limuru and Mwea with Tanzania and Ethiopia collaborative links).

Although not all back-up case studies have been finalized, substantial information had been generated for presentation at the GMW. The session of sharing the achievements of the Kenya project was accomplished through study presentations by the project team.

3.1 Overview Of The RTS Project, Kenya - *Dr Pascal Kaumbutho, Coordinator, KENDAT*

This presentation provided the project background, its objectives, summary of scope and operationalization. It covered in detail the key targeted outcomes, set-up of study teams, project achievements and shortcomings. Overall, this presentation raised the unique approaches adopted by the implementation team. Dr Kaumbutho also made in his presentation, a strong argument for further collaborative effort to close the gaps that would be identified in later sessions of the workshop.

3.2 Rural Transport In A Policy Context: Challenges And Findings - *Peter Njenga, ITRTD Eastern and Southern Africa*

Mr. Njenga's paper provided the context and historical background against which the transport system in Kenya needs to be understood as well as a general scan of the key policy issues in the Kenyan environment. The paper indicates that there is no particular and specific policy on RTS in Kenya, but some few aspects of it can be traced in statutes dealing with other subjects.

Even here, transport policy is dominated by historical and colonial hangover, which defines it in a simple technocratic perspective, pre-summing that the infrastructure is provided only where the economic activity is sufficient to pay for the investment. As a result, policy making in Kenya has tended to respond to the formal, highly visible economic activities, while excluding, to a large extent, the household-based, socio-economic, rural activities and urban informal sector. Hence, there is need to redefine it from a more socially oriented perspective as a means for poverty reduction. The paper also pointed to the attempt, though not finalised, to capture the following:

- The general, replicable and cost effective approaches that can be used to provide transport services to meet social development targets such as health, nutrition and food security,
- How to provide for transport in a highly segmented market,
- Viability of market driven low-cost region/area specific transport operations.
- The extent to which policy and strategy focus on providing widespread basic infrastructure.

3.3 Background Information, Research Design And Resource Mapping -*Legesse Kennanni, Private Consultant*

This presentation dealt on the research design and mapping of research sites. Mr. Kennanni explained how each project area was mapped using the GIS approach to provide hitherto unavailable detail. Using the GIS, resources having implications on transport services were highlighted. Also recent major tracks and roads not seen on latest Kenya Survey Office maps were drawn and a summary of transport needs for each area as implied by the mapping was prepared. This was compared to observations from touring the areas and to information

gathered from district administration and agriculture offices. Based on these findings household survey localities were identified.

3.4 Status Of Rural Transport Technologies: Operation And Support Infrastructure -J. Mutua, KENDAT And Collin Oram, University Of Warwick

This paper focused on the assessment of the existing capacity for rural transport services in all the study areas. It highlighted crucial issues on technology development, availability and use, the development of an IMT based economy and local institutional roles and responsibilities. Case study results amplified the modal composition of local traffic in two areas and the implications of this in the short to longer term. The paper further reported the technological inventory of capacities and dependability of different IMTs to meet the needs of the users with support by local manufacture, repair and maintenance services, as well as market development potentials as determined by contribution of IMTs services, operational costs and the comparative advantage of IMTs to motorized transport. A review of sustained development through micro-enterprise support, finance and other aspects of sustained technology transfer was presented, including analysis of stakeholder relations and how to tap into them. Further elaboration was made with regard to local regulatory issues in a vibrant local economy driven by a transport services sector, its requirements for appropriate infrastructure to fit the range of transport means including walking and IMTs, and the implications of inadequacy. Highlights were also given on participatory infrastructure management, methods and adequacy for mobility and access needs of communities.

3.5 Household Level Issues Gender And Transport: Findings For Kenya -Cecilia Njenga, HABITAT

In her presentation, Ms. Njenga outlined in broad terms, how the transport system impacts on the five livelihood assets, i.e. social, human, natural, physical and financial capital. Substantive social-economic data was provided, with attempt to analyze poverty beyond the lack of income, to the broader application of the various capital concepts. Poverty reduction and gender mainstreaming were primary guiding principles in Ms. Njenga's study. From data collected from this perspective, Ms. Njenga's presentation gave participants a vivid analysis of gender as a crosscutting theme its relationship to poverty and transport needs, and therefore, the special need for its integration in design and implementation of other aspects of the project work. In addition a comprehensive overview framework was provided on the various factors influencing supply and demand for transport in areas under investigation, including population density, land-use and settlement patterns, socio-economic parameters, access, use and flow of benefits and costs for transport services at the household level.

3.6 Findings About Transport Operation Environment And Ergonomics -Legesse Kennanni, Private Consultant And Dave O'Neill, Silsoe Research Institute

The environmental part of this presentation was a reflection on the interaction between rural transport and the environment, as deduced from various study observations and interview investigations. It provided a concise analysis with pictorial illustrations on the environmental consequences or dimensions of different transport systems and their effect on land-use issues and impacts, ecological and natural resource management concerns, sanitation, and pollution. The ergonomics part did strongly highlight the current state of occupational health associated with biomechanical and postural demands of work environment and means of transport, including comfort, safety and accidents, as influenced by load sizes, design and

use in project areas. Ergonomic factors of the various options available to the transport chain in crop post-harvest operations were discussed including on-farm hauling, sorting, grading, storage, packaging and processing and marketing processes, with concluding commentary on practical requirements towards ergonomics interventions for improved transport work environment.

3.7 Towards A Logistical Framework For Kenya's Rural Transport Operations -*Girma Gebrsenbet, Swedish University Of Agricultural Sciences*

Professor Gebrsenbet's findings on this study area provided an elaborate structural picture on the capacity, availability and use of existing travel and transport services, in the context of the existing, arising or exploitable logistical networks. Agricultural marketing structures were given special emphasis, with due account to limitations in operational capacities and efficiencies of infrastructure and the impact of the state and developmental changes. Analysis was made of key measurable status and operational or performance parameters that capture the unique characteristics of rural transport in Kenya. Overall the presentation merged logistical framework with the development of local transport services as a multi-dimensional activity involving technological, socio-economic and institutional processes, providing a model for linking transport and infrastructure to marketing orientation (storage, packaging, timeliness, costs, effective flow etc.) and information flow patterns, resources and management of operations.

3.8 Field Visits

The workshop sessions reported above were enriched with field visits to the project study sites, that is, Lari-Kiambu, Kalama-Machakos, Magadi-Kajiado and Mwea-Kirinyaga. Busia-Western Kenya was omitted because it was too far from the workshop venue. The objective of these visits was to provide participants with a first hand experience of the on-ground situation that formed the basis for the Kenya project. Participants also got a practical understanding of the transport problems confronting the project target groups. With that experience and understanding, it was expected that participants would offer better contributions in identifying future work concentration areas for the Kenya project.

3.8.1 Lari, Limuru

The Lari group was able to interact with farmers, transporters, fabricators, suppliers and repairers of IMTs or repair components. They were able to study problems related to impassable roads during wet season, long walking distances to access basic services, lack of market information and consequent exploitation by middlemen, poor harnessing of donkeys leading to extreme wounds, overloading of carts, bicycles and humans leading to increased accidents, inadequate artisanal skills for IMT production, and inadequate packaging of produce leading to heavy post-harvest losses.

3.8.2 Magadi, Kajiado

In a different scenario, the Magadi group outlined similar underlying issues to the Limuru group, induced in both cases by the presence of peasantry horticultural activity, and the heavy market influence by middlemen. However, the scenario in Magadi was also

differentiated by a production pattern for the export market requiring unique and innovative quick transport logistics, in the context of a surrounding pastoralist environment.

3.8.3 Mwea, Kirinyaga

The Mwea group in turn was able to bring out findings concerning river crossings using suspended boat system, animal cart and boda boda (bicycle taxis) operation. They observed how poor road systems inhibit the rate of IMTs uptake when unaided, gender in bicycle taxi and general operation, and effect of high incomes in adoption of IMTs.

3.8.4 Kalama, Machakos

In Kalama, the field visit was able to identify infrastructure problems related to erosion, occasioned by IMTs (sledges) and the effect of seasonal road impassability on produce marketing. Also they learned of willingness by the community to participate in infrastructure development and maintenance (but they lack the necessary organization awareness). Observation was made with regard to a bicycle taxi service that is just starting in the area, as well as the scarcity of IMTs, principally due to poverty in this marginally productive area.

All in all very interesting and insightful comparisons were made on the findings generated by the different field visit groups. These findings served to validate many of the issues raised in the study presentations outlined above.

In the next sessions, participants employed their effort (working in small groups and coming back to plenary for enrichment and validation of their work) to define the future direction of work for the Kenya project.

4. STRATEGIC PLANNING: IDENTIFYING FUTURE DIRECTIONS OF THE PROJECT

4.1 Major Issues Emanating From The General Scan On The RTS Situation

Through plenary analysis of the presentations detailed in Chapters 2 and 3, with validation from field visits, participants came out with key problems/issues confronting policy makers, researchers, and implementers in creating a desirable rural transport situation.

The process involved isolating on metaplan cards issues that could form researchable work in the broad context of poverty alleviation. The cards were then clustered to give wide, discrete areas of investigation. In this way, ten clusters were identified as follows: factors that were seen as specifically inhibiting adoption; issues covering infrastructure provision; community organization challenges; important questions on social-economic investigations, gender considerations; issues to do with the welfare of draft animals and how that impacts on the rural transport agenda; institutional capacity building; strategic collaborations; questions of long term sustainability of all likely interventions; and policy considerations.

Discussions on these issues enabled the participants to gain consensus concerning meanings, scope of definitions, work accomplished, and the intended manner of application in strategizing for the RTS-Kenya project

These problems or issues are mapped in the Table here below:

<p>I) Unique adoption inhibiting factors</p> <ol style="list-style-type: none"> 1. Lack of credit for purchase of IMTs 2. Some IMTs give a lot of physical stress to operators 3. Inhibiting cultural hang-ups 4. Lack of recognition of IMTs sector 5. Inhibiting government regulations and practices 6. High cost of entry and operations for some IMTs 7. Comfort, safety, image, and other factors limit the adoption of IMTs <p>II) Infrastructure provision</p> <ol style="list-style-type: none"> 8. Poor maintenance services for IMTs and RTS infrastructure 9. Labor based Technologies for feeder roads not widely applied 10. Inadequate infrastructure for production of IMT spare parts <p>III) Community organization</p> <ol style="list-style-type: none"> 11. Bottom up approach in RTS development not well applied by stakeholders especially govt agencies 12. Communities not properly empowered through PRAs 13. Community organization for RTS construction and maintenance not adequately developed 	<p>14. Negative effects of RTS (e.g. encouraging child labour) not sufficiently studied</p> <ol style="list-style-type: none"> 15. Cost/benefit analysis for various IMTs not adequately carried out <p>IV) Technical and socio-economic investigations</p> <ol style="list-style-type: none"> 16. Database on many aspects of IMTs not available 17. Effect of information flow and demand/supply of RTS not adequately investigated 18. Low design diversity of IMTs (e.g. Bicycles, motorcycles) compared to other places such as Asia 19. Who is doing what in RTS and how is the information being shared among stakeholders <p>V) Gender issues</p> <ol style="list-style-type: none"> 20. Women users of IMTs are minority 21. Women are "alternative means of Transport" 22. Greater transport problem is on the women <p>VI) Animal health</p> <ol style="list-style-type: none"> 23. Draught animals over-used/abused and neglected, leading to poor health and productivity <p>VII) Capacity building</p> <ol style="list-style-type: none"> 24. Insufficient business skills for RTS providers 	<ol style="list-style-type: none"> 25. Maintenance skills not available in villages 26. Inadequate budgets and activities for community capacity building in RTS <p>VIII) Collaborations</p> <ol style="list-style-type: none"> 27. Few NGO's in RTS activities in Kenya 28. Government and NGO's not effectively collaborating on rural transport activities <p>IX) Long –term sustainability</p> <ol style="list-style-type: none"> 29. Negative political interference in projects 30. Lack of cost sharing culture in communities 31. Donor syndrome is still strong in many projects. Some communities back-track on interventions introduced 32. Concept of participatory planning, implementation, monitoring and evaluation not sufficiently applied <p>X) Policy considerations</p> <ol style="list-style-type: none"> 33. Legislations discourage IMTs 34. Inadequate policy incentives to encourage use of IMTs 35. Government policy on RTS is still skewed towards the motor-vehicle, while IMTs are largely perceived as backward
---	---	---

4.2 Analysis Of Likely Interventions

First, participants discussed in small syndicate groups the likely interventions (activities) that could address the issues mapped out for the general RTS situation. A process of narrowing down ensued, in which participants weeded out interventions that were either irrelevant to the Kenyan situation, or would end up being too costly because they required large-scale implementation and/or very long time horizon. Activities where the cost benefit was likely to be very low in a normal project life span (e.g. issues to do with cultural change) were also weeded out.

In this way, only activities that were relevant and could be implemented by the Kenya project went into the next stage of analysis. The work was later presented and validated in plenary.

4.3 Identifying Gaps

In the second stage effort was made to identify those areas of activity the Kenya project could consider as the gaps to be filled through future work. A comparison was made of the general interventions with those already implemented or being implemented by the Kenya project as understood from the study presentations, whose abstracts are provided in Chapters 2 and 3. Each activity was flagged either as new, partially implemented or completed by the Kenya project. The new or partially completed activities were identified as the gaps that the project would attempt to fill in the second phase. These issues could constitute the second phase proposal to donors.

4.4 Closing The Gaps

Having isolated the gaps, the participants realized that a further narrowing down process was necessary to provide the project with a more strategic focus. To achieve this priority, conceptual emphasis were considered.

4.4.1 Choice by priority

Participants carried out a prioritization exercise flagging each activity as being of high, medium or low priority. An activity was marked high priority if it defined ongoing unfinished work, it was analyzed as having immediate and high impact, it was deemed to use only minimum resources, it was assessed to bring about far reaching impact-involving many stakeholders, and if it was more likely to lead to influence of policy. Medium or low priority status was enjoined depending on how participants felt an activity scored on these five criteria. The project would then select for its second year proposal, first, those activities marked as high priority with a discriminate addition from the list of medium priority and so on.

4.4.2 Choice by conceptual shift

Participants discussed and flagged each activity as either research or development or a combination of both. A simple definition was applied for these words where research was seen as referring primarily to data collection while development was taken to principally describe processes where the project would be doing something that would be producing tangible benefits the target groups. In the problem analysis it did come out that, in the RTS arena, there is too much study, seminars and talk without much practical action on ground. With this general critique in mind, the decision was made to make a conceptual shift for the Kenya project from predominantly carrying out research work, to taking in more development work in the second year of implementation. This conceptual shift would be reflected in the proposal for the second phase.

4.5 Responsibility setting

In the final stage, participants went through the exercise of identifying the responsibilities of various stakeholders in the second phase of the project.

4.6 Combined outcome

The outcome of the above stages of analysis is depicted in the table below:

Rural Transport Services Project-Kenya: Interventions Proposals For Phase II

Problem/Issue	Intervention	R or d	Priority	Status	Role
I) Unique adoption inhibiting factors					
1. Lack of credit for purchase of IMTs	Investigate credit situation and document options	R	H	New	KENDAT ITDG Credit Institution
2. Some IMTs give a lot of physical stress to operators	Establish nature of stressful situations and whether they are addressable	R	M	New	KENDAT ITDG
3. Inhibiting cultural hang-ups	Conduct grassroots sensitization training	D	L	New	ITDG
4. Lack of recognition of IMTs sector	-Quantitatively establish the contribution of the IMTs sector to Kenya economy and sensitize policy makers. -Specifically establish contributions of IMTs to health and education sector	R	H	New	KENDAT
		R	H	New	KENDAT Gov Min
5. Inhibiting government regulations and practices	Document inhibiting regulations and practices and sensitize policy makers and implementing institutions	R&D	H	New	KENDAT NFG
6. High cost of entry and operations for some IMTs	Investigate cost of entry / operation and determine reduction options	R	H	New	KENDAT Research Institution, TRL
7. Comfort, safety, image, and other factors limit the adoption of IMTs	Document comfort, safety, image, and other critical design factors that could increase IMT adoption.	R	L	New	KENDAT ITDG
II) Infrastructure provision					
8. Poor maintenance services for IMTs and RTS infrastructure	Develop a workable system for IMTs/road transport infrastructure maintenance services	R&D	L	New	KENDAT MORPW ILO-ASIST
9. Labor based Technologies for feeder roads not widely applied	-Investigate and propose appropriate policy on labor-based RTS infrastructure development technologies -Train target groups in labor-based infrastructure technologies	R	L	New	KENDAT ILO-ASIST
		D		Partially carried out	
10. Inadequate infrastructure for production of IMT spare parts	Promote vocational/village level IMT production and entrepreneurship training	D	M	Partially carried out	Min of Labor ITDG
III) Community organization					
11. Bottom up approach in RTS interventions not well applied by stakeholders, especially government agencies	Sensitize stakeholders on the use of participatory approaches in RTS development	D	H	Partially carried out	KENDAT NFG ITDG
12. Communities not properly empowered through the usual PRAs	Collect and document community empowerment approaches tried out by the RTS network, isolate successful cases and recommend to stakeholders	R	H	New	KENDAT (VTP- Tanzania Ghana & Uganda Projects)

Rural Transport Services Project-Kenya: Golden Milestone Workshop

13. Community organization for RTS construction and maintenance not adequately developed	Design/ test models on community organization for road construction and maintenance, document experiences and sensitize stakeholders.	D	H	New	KRB KENDAT ILO-ASIST
IV) Technical and socio-economic investigations					
14. Negative effects of RTS (e.g. encouraging child labor) not sufficiently studied	Study negative effects of RTS, e.g. reduced, spread of HIV/AIDS, child labor, environmental degradation, and e.t.c.	R	L-M	Partially carried out	KENDAT CBOs, e.g. Ngware B.B. Ass
15. Cost/benefit analysis for various IMTs not adequately carried out	Conduct cost/benefit studies on all major aspects of RTS	R	L	Partially carried out	UoN KENDAT
16. Database on many aspects of IMTs not available	-Conduct a survey of available IMTs, establish a database and promote its use by stakeholders	R	L	Partially carried out	KENDAT
	-Establish a demonstrations center and carry out demonstrations of innovative IMTs in the villages	D	L	Partially carried out	
17. Effect of information flow and demand/supply of RTS not adequately investigated	Study the effect of information flow on RTS demand/ supply	R	M	New	KENDAT CBOs
18. Low design diversity of IMTs (e.g. Bicycles, motorcycles) compared to other places such as Asia	-Educate artisans on creative design and development	D	M-H	Partially carried out	KENDAT
	-Introduce some designs from Asia and other places, and train providers on their use/production	D			
	-Support artisanal experimentation	D		Ongoing	
19. Who is doing what in RTS and how is the information being shared among stakeholders	Compile a stakeholder database and use this database to increase information sharing/networking	D	M	Partially carried out	KENDAT NFG
V) Gender issues					
20. Women users of IMTs are minority	Sensitize men and women on gender issues of RTS and the benefits of IMTs through discussions groups and demonstrations	D	H	Partially carried out	KENDAT
21. Women are "alternative means of Transport"	Promote development of gender neutral/women friendly equipment	R&D	H	New	KENDAT ITDG
22. Greater transport problem is on the women	Identify and promote transport measures that reduce women's drudgery	R&D	H	Partially carried out	KENDAT ITDG
VI) Animal health					
23. Draught animals over-used/abused and neglected, leading to poor health and productivity	Sensitize users/owners on draught animal welfare	D	H	Partially carried out	KENDAT KSPCA
	Lobby for stronger enforcement of "Cruelty To Animals Act"	D	H	Partially carried out	KSPCA
VII) Capacity building					
24. Insufficient business skills for RTS providers	Provide business training, e.g. book-keeping, budgeting, marketing, resource use, e.t.c	D	H	Partially carried out	KENDAT ITDG

25. Maintenance skills not available in villages	Develop and provide training programmes to artisans and transport operators at village level	D	H	Partially carried out	KENDAT ITDG
26. Inadequate budgets and activities for community capacity building in RTS	-Promote RTS funds mobilization through the self-help concept -Lobby relevant organizations for training resources	D	H	New	KENDAT ITDG
		D	H	New	NFG
VIII) Collaborations					
27. Few NGO's in RTS activities in Kenya	Identify more NGOs and introduce them to RTS activities	D	Very L	New	KENDAT NFG
28. Government and NGO's not effectively collaborating on rural transport activities	Organize a regular forum for active civil society-government collaborations on RTS and lobby for political goodwill.	D	H	Already initiated	NFG
					KENDAT
Long –term sustainability					
29. Negative political interference in projects	Involve politicians in project work such as sitting in project committees, key forums, events in their constituencies, e.t.c.	D	M	Already Initiated	KENDAT CBOS
30. Lack of cost sharing culture in communities	Design innovative cost sharing models for the communities	R&D	M	New	KENDAT
31. Donor syndrome is still strong in many projects. Some communities back-track on interventions introduced	Promote community awareness on principles of sustainable development	D	H	Partially carried out	NGOs CBOs
32. Concept of participatory planning, implementation, monitoring and evaluation not sufficiently applied	Enhance stakeholders' understanding and field application of participatory approaches to RTS activities	D	H	Partially carried out	KENDAT ITDG
IX) Policy considerations					
33. Legislations discourage IMTs	Identify specific inhibiting legislations, document and propose options to repeal them	R	H	New	NFG Legal Consult
34. Inadequate policy incentives to encourage use of IMTs	Study and document effects of incentives in place (e.g. zero tax rating on bicycles) on demand and supply of IMTs and propose to policy makers other appropriate incentives	R	H	New	NFG ITDG
					KENDAT
35. Government policy on RTS is still skewed towards the motor-vehicle, while IMTs are largely perceived as backward	Review transport policy, identify weaknesses and propose options to strengthen them	R	H	Partially carried out	NFG ITDG KENDAT

The term KENDAT is here used in the broader meaning of the KENDAT consortium, which includes collaboration of the Swedish University for Agricultural Sciences, Silsoe Research Institute, University of Warwick, and the International Forum for Rural Transport And Development.

5. IMPLEMENTATION AND FUNDING COLLABORATIONS

After drawing the general setting for making the project's Phase II proposal, the workshop invited representatives of likely collaborators and also the project's donors to give their responses on future collaborations.

5.1 Building Partnerships

The project was given a very warm reception by the invited likely collaborators in the implementation process. Represented institutions, including the RTTP/World Bank, ILO/ASIST, ITDG, TRL, IFRTD attested their continued interest in the project especially due to its congruence with their development agenda and the participatory manner in which it was developed and is being implemented. The RTTP registered their interest in providing any needed assistance on policy matters, while the ILO/ASIST did express keen interest in working with project on issues related to labor intensive infrastructure development. RTTP was already in discussion with the Kenya Roads Board regarding getting Kenya to be officially an RTTP country. This would draw more support nationally than has come by in the recent past. RTTP planned a regional IMT Initiative with KENDAT and Kenya NFG in 1999. These plans need follow-up. The ILO representative reported that ASIST was ready to plan with the project team immediately after the workshop.

The ITDG, an important member of the Kenya NFG and the umbrella IFRTD, already close collaborators with the project saw themselves coming in even more strongly in support of development interventions and dissemination of findings, while the TRL inclined more towards research collaboration. ITDG is collaborating well with KENDAT and will soon train rickshaw manufacturers within project localities, utilizing Indian experience. IFRTD is starting up several other projects for collaboration in the East and Southern Africa region, under DFID's Civil Society Challenge Fund. Another project is looking at HIV/AIDS and transport while another is in Inland Water Transport. TRL transport-toolkit work and other projects will co-share experience and benefit from the RTS project work through their collaborating PhD student, Annabel Davis.

The Kenya RTS project has significant opportunities for synergetic work with all these other projects. Other data as well as development experience input will come from the sister projects supported by CPHP of NR International, in Uganda and Ghana. The strength of the RTS project is in the capacity to exploit KENDAT's partnerships with local CBOs, transport user/provider groups, local leaders and others in the project localities. Key community members and others represented these organizations at the workshop, like an area Member of Parliament who gave a thrilling contribution to the workshop's deliberations and promise of local level support for development work.

5.2 Responses From Donor Representatives

Donor representatives of the current project financing showed a keen interest in the workshop deliberations and they participated throughout, with only minor breaks. Their commentaries and contributions in the discussions were insightful and encouraging to participants. In this session they gave their appreciation with regard to the participatory process for developing Phase II interventions and the quality of the workshop achievements. They also elaborated interest in the RTS interventions mapped out by the workshop, from which strong possibilities for Phase II partnerships were foreseen. In particular, the NRIL representatives explained that the institution's funding preferences had shifted from linear model research to the integrated, innovative research model, which has particular development impact and advantages. They advised the project to consider developing its proposal and plans in these lines.