



AfCAP
Africa Community Access Partnership



Impacts and implications of gender mainstreaming in rural transport in Tanzania

Inception Report



HelpAge International

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Cover Photo: Two women using the recently tarmacked Ilula – Uhambingeto road in Kilolo District, September 2016. Photo by Godfrey Mulongo

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Abstract

Men and women face unique forms of exclusion created by the intersection of two or more characteristics (e.g. women often encounter discrimination on the basis of their age, disabilities and family and social status which create additional barriers to access services or claim their rights). Several efforts to bridge gender disparities affecting women and men have been made in education, health, economic and employment sectors. Mobility and transport remains one of the key areas which has been under-studied with respect to the intersectionality of inequalities.

In 2003, Tanzania adopted a National Transport Policy to mainstream gender in rural transport. However, little is known if the policy has been effectively applied and has resulted in transformative changes to the lives of women facing multiple forms of discrimination and exclusion. A research project by HelpAge International will investigate whether women facing intersecting inequalities benefit from the gender mainstreaming, identifying some of the constraints and factors facilitating transformative changes in programmes such as Village Travel and Transport Programme (VTTP) and Local Government Transport Programme (LGTP) and the levels of disparities women with intersecting inequalities have in access, use and benefit from the mobile technology that is bridging the rural transport and communication gap.

Key words

Gender mainstreaming, disability, mobility, transformative, intersecting inequalities, community access

AFRICA COMMUNITY ACCESS PARTNERSHIP (AsCAP) *Safe and sustainable transport for rural communities*

AfCAP is a research programme, funded by UK Aid, with the aim of promoting safe and sustainable transport for rural communities in Africa. The AfCAP partnership supports knowledge sharing between participating countries in order to enhance the uptake of low cost, proven solutions for rural access that maximise the use of local resources. The programme follows on from the AFCAP1 programme that ran from 2008 to 2014. AfCAP is brought together with the Asia Community Access Partnership (AsCAP) under the Research for Community Access Partnership (ReCAP), managed by Cardno Emerging Markets (UK) Ltd.

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Acronyms, Units and Currencies

| | |
|---------|--|
| AfCAP | Africa Community Access Partnership |
| AfDB | African Development Fund |
| CEDAW | Convention on the Eradication of All Forms of Discrimination Against Women |
| DED | District Executive Director |
| DFID | Department for International Development |
| EU | European Union |
| FGDs | Focus Group Discussions |
| GAD | Gender and Development |
| GSSST | Good Samaritan Social Services Trust |
| ICT | Information Communication Technology |
| IFRTD | International Forum for Rural Transport and Development |
| IMT | Intermediate Means of Transport |
| KI | Key Informant |
| LGTP | Local Government Transport Programme |
| M&E | Monitoring and Evaluation |
| MSC | Most Significant Change |
| MWTC | Ministry of Works, Transport and Communication |
| NCD | Non-Communicable Diseases |
| NGO | Non-Governmental Organisation |
| PO-RALG | President's Office Regional Administration and Local Government |
| RA | Research Assistants |
| ReCAP | Research for Community Access Partnership |
| SME | Small and Medium Enterprises |
| YPC | Youth Partnership Council |
| VEO | Village Executive Officer |
| VTTP | Village Transport and Travel Programme |
| WEO | Ward Executive Officer |

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1. Executive Summary

This inception report provides preliminary information on the steps taken in the preparation for the study: ***Impacts and implications of gender mainstreaming in the rural transport sector in Tanzania with particular reference to women with multi-dimensional vulnerabilities***. The study will contribute to the body of knowledge and policy dialogue in Tanzania by exploring gender transformative effects of rural transport programmes on women in Tanzania.

The time and energy burden of transport and mobility affecting women in rural areas has been documented. However, the extent to which the gender dimensions of rural transport have been prioritised in transport planning and investment remains unclear.

In 2003, Tanzania adopted a National Transport Policy to mainstream gender in rural transport. The policy recognised women's active role in rural life, with 75% of their time consumed by walking long distances to and from farm and other production centres. The policy recognised the role of non-motorised means of transport in improving rural infrastructure. As a result, VTTP was introduced in seven districts across Tanzania. This enabled valuable micro-level assessments, but comprehensive analysis on the wider social and economic impact of this intervention is not available.

HelpAge International is conducting a research project to investigate whether women facing intersecting inequalities benefit from the gender mainstreaming, identifying some of the constraints and factors facilitating transformative changes in programmes such as VTTP and LGTP and the levels of disparities women with intersecting inequalities have in access, use and benefit from the mobile technology that is bridging the rural transport and communication gap.

The research will be conducted in Kibaha and Kilolo districts which have been identified due to existing and recent completed rural infrastructural projects. Both districts were the sites for two complementary research projects: **Learning with older people about their transport and mobility problems in rural Tanzania: focus on improving access to health services and livelihoods** conducted in 2012 and 2015 respectively.

The research will use qualitative methods and will involve Research Assistants (RAs) and community co-researchers who will be trained in key research methodologies.

Ahead of the planned research, the research team visited the two research districts of Kibaha and Kilolo for preliminary introduction and secure permission from relevant local authorities, identify RAs and co-researchers. Additionally, at the national level, contacts were made with the Africa Community Access Partnership (AfCAP) Steering Committee, the World Bank, DFID and EU Delegation in Tanzania (See Introductory Letters under Annexes A and B). A variety of research literature were also identified for review which have been included as part of this inception report. The specific activities accomplished during the inception phase will be elaborated in the sections that follow.

2. Introduction

HelpAge International Tanzania as the Principal Consultant has put together a team of six technical personnel with expertise in research, gender, transport and community development issues to conduct the study which is funded by the AfCAP. The study will employ innovative qualitative techniques such as summative content review of policy documents, focus group discussions, key informant interviews and participatory photo stories to gather evidence for stronger advocacy on gender mainstreaming in the rural transport sector in Tanzania. HelpAge has already identified a number of women and men facing multiple inequalities as co-researchers to help shape the design of the study instruments and conduct field work to collect from community members. Including both genders will help to bring out the differences in transformative changes men and women experienced as a result of the transport programmes, as well as to identify how other characteristics intersect with gender. A wide range of key stakeholders in rural transport sector both at the national and district level including development partners that provide financial and technical support to infrastructure projects have been identified and preliminary contacts established so they can provide input as key respondents. Permissions have been granted by the relevant district authorities to conduct the study while national level consent was secured at the concept stage.

The project will be implemented in Kilolo and Kibaha Districts. Kibaha District is one of the 6 districts of the Coast region located 40 km west of Dar es Salaam and it's situated along the Dar es Salaam-Morogoro highway. Kibaha District shares borders with Dar es Salaam region in the East, Bagamoyo District in the north. Morogoro District in the west and Kisarawe district in the south. The District is divided into two administrative areas, namely Kibaha central and Kibaha district council. Despite the fact that road transport is the major means of transport in the district, earth roads form the large part of district roads. Unpaved roads suffer from accelerated deterioration and as a result, the maintenance demand is high. According to road technician from the District Council, natural gravel is becoming increasingly scarce, increasing the cost of gravelling and re-gravelling which result in lack of maintenance consequently hampering sustainable development and poverty alleviation in the district. The district has a total road network of 80.2 km, with only 5.7 km (7%) under gravel surface and the rest, 74.5 km (93%) is earth surfaced (Kibaha District Council, 2016). There are ten study villages, only one of which is located on the paved road. Road access and transport availability in the nine off-road study villages (i.e. those villages located away from the paved road) is difficult, especially during the wet season, and transport services extremely limited. According to the National Population Census Report (National Bureau of Statistics, 2012), the total population of Kibaha District was 70,209.

Kilolo district is located at the North Eastern end of Iringa Region, about 37 km from the regional headquarters in Iringa Town (Kilolo District Council, 2013). It also lies adjacent to the eastern borders of Iringa Rural and Iringa Municipal Council. Road transport is the predominant means of transport in the district. Therefore, road transport is one of the key sub-sectors responsible for the sustainable development and poverty reduction in the district. The district has a total road network of 884.1 km, with only 216 km (24%) under gravel surface and the rest, 579.1 km (66%) is earth surfaced (Kilolo District Council 2013) (see Figure 1 for the road network). The Profile indicates that the latter lasts the shortest duration after grading and is often impassable during rainy seasons.

However, it is not yet clear whether any of the road projects in both Kibaha and Kilolo Districts mainstreamed gender or whether this was implicit given the commitments made in the national transport policy. The study will, therefore, establish whether or not any gender mainstreaming has taken place and, if so, assess the extent to which these have been transformative. The research will also identify any e barriers thereof.

The research project will be implemented between 1st September 2016 and 28th February 2017 and will be delivered through six pre-identified Milestones. Each milestone is set to act as progress marker against the key activities of the research project as shown in Table 2: The total cost of the research project is expected to be £49,822.40.

3. Background

3.1. Organisational objectives, vision and mission

HelpAge International has a **vision** of a world in which all older people lead dignified, active, healthy and secure lives. Its **mission is to** work with partners in government, civil society and research and academic institutions to ensure that people everywhere understand how older people contribute to society and that they must enjoy their right to healthcare, social services and economic and physical security. **HelpAge's global and country strategy for 2015-2020** is set to enable older people to:

- Have regular income to meet their basic needs
- Enjoy the best possible health and quality of life
- Feel safe and secure, free from discrimination
- Have their voices heard.

3.2 HelpAge's most recent study in Tanzania

In 2012 with support from the AfCAP and in collaboration with the University of Durham, HelpAge conducted a study: **Learning with older people about their transport and mobility problems in rural Tanzania: focus on improving access to health services and livelihoods**. This three phase study commenced with training of 12 older people as peer researchers. They subsequently identified key questions for in-depth qualitative and survey research conducted by an academic-led research team. Full findings based on research in 10 settlements (one on the paved road, nine off-road) were presented in a report to AfCAP, 2012 and subsequently a paper (Porter, Tewodros, Bifandimu, Gorman, Heslop, Sibale, Awadh, Kiswaga, 2013).

HelpAge in partnership with Iringa District authorities and with support from AfCAP conducted a similar study: **Learning with Older People about their Transport and Mobility Problems in Rural Tanzania**. This study was conducted in Kilolo District. The Kilolo district research study therefore helped consolidate findings through improved representation, while gaining particular strength from the linkages now in place with the non-governmental organisation (NGO) Amend, which conducted complementary research on motorcycle taxis in the same district. The opportunity to triangulate between studies provided substantial added value and contributed to wider discussions with Transaid and IFRTD, who are also members of the Tanzania transport services network. Like the findings from Kibaha, HelpAge is using the findings from the Kilolo study to influence policy.

Moreover, the paper was presented at the proceedings of the 2nd International Conference on Transportation in Africa (ICTA2015), Botswana in November 2015. The paper is currently under review for possible publication in Elsevier's *Journal of Rural Studies*.

In advancing its strategic priorities, HelpAge engages in research and evidence gathering to support its policy advocacy work at national and international level. Access to equitable, appropriate and affordable health care is a fundamental right to older people which is often hampered by poor service delivery, weak health workforce, lack of essential drugs, weak health financing, poor health information system, failing leadership and governance. Poor road networks in the rural areas where the vast majority of the population lives is a major barrier to older men and women with poor mobility. The lack of transport services and their inability to pay transport fares continues to hamper older people's access to essential preventive and curative health services.

Evidence generated from robust studies such as this have been instrumental in the development of compelling messages and as a result they have led into some policy and programmatic changes at national and local level. A few examples to mention include:

- The development of a three district (including Kibaha) Non-Communicable Disease (NCD) prevention and management programme is creating access to diagnosis, referral and treatment for older people through the expansion of age friendly health services in the districts.
- The increased enforcement of the free health care policy with improved accountability of health workers
- The *Wazee Kwanza* (older people first) campaign that the Ministry of Health launched to create universal coverage of health care for older people

The current study is a response to Research for Community Access Partnership's (ReCAP) call for proposals issued in May 2016 for research concepts in "Gender Mainstreaming in Rural Transport". The study *"impacts and implications of gender mainstreaming in the rural transport sector in Tanzania with particular reference to women with multi-dimensional vulnerabilities"*, will complement the advocacy toolbox consisting the other two studies mentioned above by exploring gender transformative effects of rural transport programmes on women on the two districts.

In 2003, Tanzania adopted a National Transport Policy to mainstream gender in rural transport. The Policy recognised that 75% of women's time is consumed by walking long distances to and from farm, negatively affecting their productivity. The policy also acknowledged that women are over-represented amongst the poor and face greater difficulties in escaping from poverty. The LGTP was implemented between 2007 and 2012 with a commitment to ensuring women's voices are heard and that they participate fully in decision-making. This was building on the commitments made through the VTTP that was introduced in 1995 in seven districts to improve the unclassified network of community roads through a community-led approach. Adopting a broad and participative approach to the identification, monitoring and implementation of local transport infrastructure improvements was said to potentially promote gender equality and the empowerment of women. Therefore, this study will potentially fill the knowledge gap on the gender dimensions of rural transport and mobility and will provide a comprehensive analysis of the social and economic impacts of infrastructure projects on women facing multidimensional inequalities. The information from this study will strengthen advocacy efforts towards gender mainstreaming in rural transport projects in Tanzania.

4. Approach and Methodology

4.1 Research Objective

The **overall aim** of this research, therefore, is to assess whether gender mainstreaming in rural transport has had a transformative effect on women facing multiple forms of discrimination and exclusion. Specifically, it will answer the following questions:

- Did gender mainstreaming in rural transport programmes in Tanzania result in transformative changes for women?
- Are women who face intersecting inequalities benefiting from the gender mainstreaming programmes?
- What are the transformative changes that women with multidimensional inequalities (specifically older women, women with disabilities and widows) would like to see through gender mainstreaming programmes?
- What are some of the constraints and factors facilitating transformative changes for women facing multiple levels of exclusion in rural transport programmes such as VTTP and LGTP?

- What disparities (if any) women with intersecting inequalities have in access, use and benefit from the mobile phone/ICT technology that is bridging the rural transport and communication gap?

4.2 Links to ReCAP Logframe

The study will contribute to the **Research Area 1** by exploring gender transformative effects of rural transport programmes in Tanzania on women. It will specifically examine whether women facing multiple inequalities (older women, women with disabilities and widows) also benefitted from the transformative changes in the transport sector.

Through participatory approaches, the research will identify, what transformative changes are desired by these groups of women at the household, community and societal level. It will further establish if these changes took place and whether they could be attributed to the gender mainstreaming in rural transport programmes implemented in Tanzania. The research will also aim to identify enablers and barriers in the rural transport programmes that contributed to the findings.

By studying the transformative impact on women facing multiple inequalities, the research aims to build evidence to promote inclusive approaches to gender mainstreaming in rural transport. It will therefore also contribute to the **Research Area 4** through the analytical frameworks, goals, targets and indicators that the research will recommend to measure explicitly the transformative dimensions of gender policy that should be used in transport programmes to ensure they include and benefit those most vulnerable. The research will strengthen ReCAP's role in enhancing capacity in the establishment of robust, evidence based platforms for the effective planning, construction and maintenance of Low Volume Rural Roads and the planning, regulation and operation of appropriate rural transport services.

In addition, through the research communication component, the research findings will be shared via multiple platforms, including a national dissemination meeting, a policy briefing paper targeting the transport sector, an academic journal, and social media platforms focusing on gender, transport and wider inclusion agenda which will interest a multitude of stakeholders. The research report will also be available through the ReCAP and HelpAge websites and publications, LinkedIn groups and other professional networking forums. The research findings and recommendations will be used to influence relevant policies by providing an important toolkit for country infrastructure project managers, engineers and procurement officials as mainstreaming advocates to increase the social and gender dimensions of transport operations. It will further ensure Tanzania's contribution to the leave no one behind agenda and the country's vision 2025 of becoming a middle-income country is realised.

4.3 Study design

The study will be purely qualitative study. The following techniques will be adopted:

i. Summative content review of key documents/policies/plans

Summative content analysis is one of the approaches in content analysis (Hsieh and Shannon, 2005). Titscher et al. (2000), define content analysis as a method of text analysis applied in social investigation. Kohlbacher (2005) defines content analysis as a technique for reducing texts informed by the research-variable and then analysing the data to answer research questions. In this study, content analysis will refer to extraction of meaningful themes by reviewing documents so as to answer the research questions and to describe the themes. Braun and Clarke (2006, p. 6) refer to this as 'thematic analysis'. They define thematic analysis as "a method for identifying, analysing, and reporting patterns (themes) within data. They further explain that "a theme captures something

important about the data in relation to the research question, and represents some level of patterned response or meaning within the data set”.

As an approach of qualitative content analysis, Hsieh and Shannon (2005) observe that summative content analysis begins with identifying and quantifying certain words or content in text with the objective of sieving and understanding the contextual use of the words/content in textual material. Summative content analysis goes beyond the quantitative focus - which focuses on counting the frequency of specific words or content (Kondracki and Wellman, 2002, cited in Hsieh and Shannon, 2005), to qualitative content analysis.

The researchers will review key government policy documents such as the Tanzania Transport Policy (2011), The National Construction Policy (2002), The United Republic of Tanzania Women in Development Policy (1992) etc. Furthermore, strategic plans such as the Tanzania National Roads Agency Strategic Plans will be reviewed to identify gaps in the policies and make recommendations to ensure their application in practice. Additionally, the content review will shed more light on the gaps related to gender mainstreaming in the policies/strategic documents. Recommendations to improve policy structure will be made thereafter. A section in the research report will be devoted to presenting the information emerging from this exercise, in themes. Annex C shows the results of preliminary content review of a number of policy and strategic documents.

Additionally, in-depth literature will be conducted as a resource upon which we will draw for review of data methods, collection and analysis. Already, we have identified and assembled the literature for review (see Annex D).

ii. Semi-structured interviews with key informants

According to Miles and Gilbert (2006), a semi-structured interview is a conversation with a key informant/participant that is guided by a set of open ended questions that elicit a free-flowing conversation underpinned by themes. This implies that in this type of technique, the conversation and the probing is dynamic as long as it is within the subject. Writing about this, Harrell and Bradley (2009, p. 26) observe that in a semi-structured interview, “the researcher has a clear plan, but minimum control over how the participant answers and the conversation can go in many directions, and will vary much by each participant. The interviewer does not exert much control over the course of the discussion”. Lavrakas (2008, p. 1) defines Key Informant Interviews as “in-depth interviews of a select (non-random) group of experts who are most knowledgeable of the organisation or issue so that they can provide insight on the issue and provide recommendations”. The interviews will be conducted with senior ministry officials such as the Director of Gender at the Ministry of Health, Community Development, Gender, the elderly and Children, the Director of Infrastructure Developments and Project Coordinators for LGTP and VTTP at the President's Office Regional Administration and Local Government (PO-RALG). At the district level, interviews will be conducted with the District Engineers responsible for the implementation of projects, contractors, District Gender Specialists, District Community Development Officers, Ward Executive Officers (WEO), women opinion leaders in these communities such as Village Chairpersons/Executive Officers. The interviews will seek to provide data on gender transformation indicators and capture how decision making and planning on infrastructure projects is being done to incorporate gender transformative and integration elements (and whether it is inclusive of issues faced by women facing multiple or intersecting inequalities). See Annex E for the key informant guides.

iii. Focus Group Discussions

Focus Group Discussions (FGDs) will be conducted separately with homogenous groups of women and men in Kibaha and Kilolo Districts. The participants will be drawn from the research sites indicated in Figures 1 and 2 below. Participants in each group will be purposively selected so that women and men facing various forms of discrimination and exclusion such as older people, people

with disabilities, orphans, and widows/widowers, single women heading households are included. The researchers will work closely with the village elders to identify participants that fit this criterion. For each project, two FGDs will be conducted.

As indicated in the proposal, the aim of conducting FGDS is to generate participatory indicators – working with women and with interest groups to identify how the different gender dichotomies have been affected by participating either directly or indirectly in the construction of the infrastructure projects, the impact (both intended and not intended) of projects on their livelihoods and to analyse what transformative changes mean to them. The FGD guide is found in Annex E.

iv. The Most Significant Change (MSC)

HelpAge will adapt the MSC methodology and case studies to capture in-depth examples of transformative changes in lives of residents (priority given to women facing multidimensional inequalities in the two districts). These data will be collected through storytelling exercises, life journeys/histories or testimonials in a format of participatory photo story appropriate especially for older people given literacy levels and also to present visual images as described below:

- a. Participatory photo stories – co-researchers will be trained to use narrative and cameras to tell stories – showing the most significant change in their lives as a result of the transport project – this will be a follow up to the community dialogues conducted through in-depth interviews and FGDs. HelpAge will endeavour to incorporate different groups of women in telling stories for comparative purposes.
- b. Consent forms will be presented both to participants and those who are being photographed and no further action will take place unless these consent document are signed

Annex F shows the instructions for conducting a photo story.

4.4 Data Management

The researchers will conduct a full contextual analysis of interviews through in-depth reading during data analysis. Contextual analysis will enable the researchers to reflect on the full interview so as to extract important gender transformative themes. The results/changes will be categorised and analysed using Caroline Moser’s typology of gender needs and interests in the next page.

Table 1: Caroline Moser's typology of gender analysis

| Practical gender needs/interests (pointing to more ‘gender sensitive’ changes) | Strategic gender needs/interests (pointing to more ‘gender transformative’ changes) |
|---|--|
| Do not challenge, although they arise out of, gender divisions of labour and women’s subordinate position in society. They are addressed through short-term, immediate, practical assistance that reduces women’s work burdens and gives them more time to perform their triple roles (reproductive, productive, community). Addressing practical needs does not aim to challenge existing gender norms and socially accepted roles | Meeting strategic needs includes long term responses that challenge existing gender roles and women’s subordinate position contributing to achieving gender equality. Strategic responses tend to relate to gender division of labour, ownership and control of resources such as land and property, tackling violence and abuse, etc. |

4.5 Sampling Research Sites

Sampling has been based on the inclusion criteria for project sites, that is, recently completed project (within two years) with sufficient length and on-going construction projects with sufficient length. Moreover, each selected project should be serving an important socio-economic function and linking important centres/populations/villages. With these selection criteria in mind, the following sites/areas are proposed:

Kilolo District

- i. Idete: Around idete, Itonya, Kiwalamo and Mhanga
- ii. Kilolo Centre: Kilolo centre, Kitowo/Mwatasi and Msonza – Kimala
- iii. Ilula: Ongoing and recently completed projects around the area.

The research corridor/sites in Kilolo are on the following page as Figure 1.

Figure 4.1: Proposed research corridor/sites in Kilolo (highlighted in green)



Kibaha District

Based on the project inclusion criteria, the possible focal research points in Kibaha District are:

- i. **Soga:** Communities in Soga, Boko Mnemela, Msufini and Kongowe
- ii. **Mlandizi:** Communities in Kilangalanga, Madimla and Makazi mapya and Ngeta
- iii. **Kwala:** Communities in Msua bridge, Mperamumbi and Dutumi

government officials had been pre-scheduled to fit with official appointments. In addition to meeting with local officials, the HelpAge team accompanied by representatives from the local district council visited some of the project sites (see figure 1 and 2 for the sites that were visited). At the site, the teams held discussions pertaining to the significance of the project, the state of completion, the population it served etc. At the end of each day, debriefing sessions were held jointly between the local district officials and the HelpAge team.

The team achieved official permits from the respective District Executive Directors (see Annex G and H), Wards and Villages Executive Officers where the studies will be conducted. Preliminary agreements on the study sites were reached but pending further discussions after reviewing their specific objectives, logistical and the practical issues that need to be considered. The inclusion criteria for the sites are as follows:

- a) Recently completed projects (road/bridge) with sufficient length
- b) On-going construction projects with sufficient length

Moreover, each selected project should be serving an important socio-economic function and linking important centres/populations/villages.

The proposed sites are as follows:

Kilolo District:

- i. *Idete*: The project around idete, Itonya, Kiwalamo and Mhanga
- ii. *Kilolo*: The ongoing projects around Kilolo district head-quarters, Kitowo/Mwatasi and Msonza – Kimala
- iii. *Ilula*: Ongoing and recently completed road projects around the area.

Kibaha District:

- i. *Soga*: The projects around Soga, Boko Mnemela, Msufini and Kongowe
- ii. *Mlandizi*: Ongoing projects around Kilangalanga, Madimla and Makazi mapya and Ngeta
- iii. *Kwala*: Ongoing and recently completed road projects around the area including Msua bridge, Mperamumbi and Dutumi

The full site visit reports for Kilolo and Kibaha are attached as Annex I and J respectively.

6. Revised work-plan

Table 2 below shows the outputs HelpAge proposes to generate and their respective submission dates. Due to field related challenges, the delivery of Milestones 1 and 2 has been revised. However, this will not affect the delivery of the final milestone. Please refer to the detailed revised work-plan under Annex L.

Table 2: Research milestones

| Milestone No. | Milestone | Due Date | Revised Date |
|---------------|---|----------------------------|----------------------------|
| Milestone 1 | Inception report (with research instruments) | 14 th Oct. 2016 | 21 st Oct 2016 |
| Milestone 2 | Research Assistants and co-researchers training workshop report | 28 th Oct. 2016 | 14 th Nov. 2016 |
| Milestone 3 | Field research preliminary report | 16 th Dec. 2016 | No changes |
| Milestone 4 | Final Study Report with Policy Briefing Paper | 20 th Jan. 2017 | No changes |
| Milestone 5 | Final Dissemination Workshop Report | 15 th Feb. 2017 | No changes |
| Milestone 6 | Co-authored journal paper | 28 th Feb. 2017 | No changes |

7. Management Approach

The overall management, oversight and accountability of the research project remains with the Principal Consultant, HelpAge International Tanzania. HelpAge has put together a team of six experienced researchers and practitioners that bring complementary skills and knowledge that will enrich the research. The HelpAge Country Director, Amleset Tewodros will remain the focal point in the overall project management ensuring timely implementation of the research project in line with the contract with Cardno and consistent with HelpAge International's Accountability framework and programme management standard procedures. She will coordinate communication and input from the research team members whose roles and responsibilities have been outlined in section 6 of the Technical Offer. She will facilitate links with key stakeholders at national and local level. She will oversee the various activities of the research and will ensure the research findings are shared within HelpAge's network, ReCAP and other relevant, gender and transport forums. She will be responsible for organising national dissemination events with relevant policy makers.

8. Technical Inputs and Budget and Inputs

There are no changes to the numbers and composition of the research team members. The total budget of the research is £49,822.40 and the detailed breakdown remains the same. For details of the Technical Input please refer to Annex N. For the detailed budget related to direct expenses of the research project amounting to £17,392.40 and the remuneration of the research team amounting £32,430, please refer to Annex O.

9. Community Access

The project aims to work directly with the community members, using participatory qualitative research methods. To facilitate community access a group of co-researchers will be selected using purposive sampling. This method will ensure that women and men facing various forms of discrimination and exclusion such as older people, people with disabilities, orphans, widows/widowers, single-women headed households are included. In addition, FGDs will be organised in the communities and held at locations that are convenient for women who face multiple inequalities, especially those with reduced mobility. The research team will consult women prior to the data collection to ensure that FGDs and other activities take place at a time that is convenient and fits women's schedules.

The use of co-researchers enables us to reach out to those community members that might be isolated due to disability/reduced mobility and to establish what need to be key questions for more extensive research by the academic researchers and RAs (Porter, Tewodros et al. 2013; Porter 2013). Moreover, a gender-equal make-up of the research team will ensure better access to women whose participation and overall mobility might be constrained due to cultural or physical barriers.

The research methods have been further adapted to suit community members who have a reduced literacy levels (e.g. use of photo stories/journals; participatory indicators, etc).

10. Monitoring and Evaluation Plan

The logframe for this research study is available in Annex P. The logframe presents the key project activities, outputs and anticipated outcomes. The anticipated long-term effects of the research to the population (impacts) and the project deliverables (means of verification) are indicated.

However, most important, the tenets that underpin monitoring and evaluation have been considered in the execution of this research project. Specifically, process monitoring for quality control and monitoring of milestones to ensure timeliness have been factored in the planning

processes. Section 7 (management approach) details how the research project will be managed. Table 2 presents the key milestones necessary to deliver this research project, and their respective timelines. The milestones are therefore the outputs we will monitor in this research project. Table 3 on the following page shows the arrangement of researchers during data collection to ensure quality work is done.

Table 3: Organisation of researchers during field work

| District | Research site | Team leader* | Number of co-researchers |
|----------------------|----------------------|--------------|--------------------------|
| Kilolo | Idete | Godfrey | 2 |
| | Kilolo Centre | Amleset | 4 |
| | Ilula | Godfrey | 2 |
| Kibaha | Soga | Leonard | 2 |
| | Mlandizi | Josephine | 2 |
| | Kwala | Leonard | 2 |
| Dar es Salaam/Dodoma | Ministry officials | Josephine | - |
| | Development Partners | Amleset | - |

* Will also conduct key informant interviews

Being a purely qualitative study employing innovative techniques that might not be quite conversant to co-researchers, close supervision is of paramount importance. A total of 14 co-researchers have been earmarked from the respective sites, and will be trained under the supervision of the technical specialists. Each technical specialist will cover one research site and supervise at least two co-researchers. The technical specialist will also conduct the key informant interviews at each site. The site teams under the leadership of a technical specialist will hold evening debriefing meetings to learn from each other's experience and adjust plans as appropriate.

11. Risks

Potential risks associated with this research study, namely implementation delays, data collection delays due to impassable roads as a result of rain and unethical social research practices that could harm study participants are presented under Annex K. The probability that these risks will occur is however minimal and mitigation strategies for each is discussed.

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Annex A: Introductory letter district authorities (sample)

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4th October 2016

District Executive Director
Kibaha District Council
P.O. Box 30153
Kibaha,

Dear Sir

INTRODUCTION LETTER TO CONDUCT A PREVISIT FOR A RESEARCH PROJECT

HelpAge International is a global organization that helps older people claim their rights, challenge discrimination and overcome poverty. Through HelpAge's work, issues such as health, income, food security and involvement of older people are named by older people as their critical issues that need to be taken care.

HelpAge International Tanzania office is intending to conduct a research on "*The impacts and Implications of gender mainstreaming in the rural transport sector in Tanzania with particular reference to women with multi-dimensional vulnerabilities*" in Kibaha district. The objective is to assess whether gender mainstreaming in rural transport has had a transformative effect on women facing multiple forms of discrimination and exclusion, identify enablers and barriers in the rural transport programmes and build evidence to promote inclusive approaches to gender mainstreaming in rural transport.

The research findings will be shared via multiple platforms, including a national dissemination meeting, a policy briefing paper targeting the transport sector, an academic journal, and social media platforms focusing on gender, transport and wider inclusion agenda which will interest a multitude of stakeholders.

HelpAge International will be sending a team to the district in order to brief the district authorities about the project and seek your support in identifying relevant key respondents to the research and create synergy to the development priorities of the district. The research team will be made up of the following colleagues:

1. Mr. Jerome Sam De Mwaya, Programme Officer-HelpAge International
2. Mr. Elisha Sibale –Executive Director. Good Samaritan Social Services Trust (GSSST)
3. Juma Kyambi, Driver-HelpAge International

With this letter, we are requesting your kind collaboration by providing the required logistical and technical support

Thanking for in advance.

Best Regards

Amleset Tewodros
Country Director

HelpAge International is a global network supporting older people claim their rights, challenge discrimination and overcome poverty, so that they can lead dignified, secure, active and healthy lives

Certificate of Registration SO. No 7902
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Annex B: Introductory letter development partners

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23rd September 2016

To whom it may concern

HelpAge International plans to undertake a study to assess the extent to which transport policies have applied gender inclusive strategies and if these have been transformative, particularly, to rural women of all ages facing gender, age, disability related discrimination and exclusion.

The study which is entitled: *"Impacts and implications of gender mainstreaming in the rural transport sector in Tanzania with particular reference to women with multi-dimensional vulnerabilities"* will be conducted in Kilolo and Kibaha districts where communities living around newly completed rural road infrastructures will participate as co-investigators to assess the extent to which gender mainstreaming has been applied and these have positively impacted on the lives of women facing multiple vulnerabilities.

Additionally, the study will include consultations with various institutions to understand the extent to which policies and strategies have integrated gender issues and how inclusively have these been applied in transport services including infrastructures.

The study findings will be used to build evidence on the need to promote inclusive approaches to gender mainstreaming in rural transport to ensure the commitment to 'leave no one behind' in implementing the 2030 development agenda is truly put into practice.

As an important stakeholder in the transport and infrastructure sector, we are requesting you to support the research initiative by giving us an opportunity to meet with your technical team to enrich the depth of the study and strengthen the recommendations made thereafter.

The study which also supports HelpAge's advocacy efforts to improve access to public social services especially to the most vulnerable groups of people in rural communities, who include older women and men, is funded by UK Aid through the Research for Community Access Partnership programme.

For further information please contact amleset.tewodros@helpage.org

We very much look forward to your support and collaboration.

Yours sincerely,

Amleset Tewodros,
Country Director.

HelpAge International is a global network supporting older people claim their rights, challenge discrimination and overcome poverty, so that they can lead dignified, secure, active and healthy lives

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Annex C: Policy and Strategic Documents

| SN | INSTITUTION | POLICY DOCUMENT/PAPER | DEPARTMENT | KEY ISSUES/AREAS |
|----|--|--|---|--|
| 1. | The Ministry of Works Transport and Communication Planning | The United Republic of Tanzania Transport Policy - 2011 | Planning Department – Assistant Director Rural Transport | The main objective of the Policy is to mainstream gender in transport infrastructure as well as in services and operation. Women should have the same opportunities as men. Women’s contribution should be full recognised |
| | | The National Construction Policy – 2002 | Rural Roads Sub- Section Assistant Director | The need to involve women in road works setting a target of at least 25%. That women have to benefit from road works and related infrastructure development activities |
| 2. | Tanzania National Roads Agency | Strategic Plans 2000 – 2013 and 2014 – 2018 | Planning Department Ag. Director | Gender Mainstreaming is among the key cross cutting issues |
| 3. | Ministry of Health Community Development, the Elderly and Gender | The United Republic of Tanzania Women in Development Policy - 1992 | Gender and Community Development Departments Assistant Director Gender | That Women in Tanzania Constitute about 51% of the total population and 75% are engaged in agriculture which is still the backbone of the economy. The policy objective is to provide guidance in mainstreaming gender in all sectors and ensuring women participation and empowerment. The policy set a minimum requirement of 25% of women participation in all decision making position from the grass root (local government) to the National level. Besides that, Tanzania aspires to reach the 50 – 50 women /men representation by 2025 as per UN 2015 Resolution |
| 4. | Ministry of Finance and Ministry of Works | The Priority Sector PRS Review “Gender Perspective Strategies for Mainstreaming Gender in the Road Sector - | The Gender and Development Consultants- GAD Consult | Review observed that several initiatives, interventions and strategies have been developed by the Ministry and related actors in acknowledging the necessity to mainstream gender however the gap still exist and more systematic and deliberated |

| SN | INSTITUTION | POLICY DOCUMENT/PAPER | DEPARTMENT | KEY ISSUES/AREAS |
|-----|--|---|---|---|
| | | 2004 | | efforts are required |
| 5 | The African Development Bank | The Check list for Gender Mainstreaming in Infrastructure Sector in Tanzania - 2009 | The Gender Department/Group | Infrastructure projects are often insensitive because it is assumed that women and men will automatically benefit equally from infrastructure projects. However, in most cases positive outcomes experienced by women through such projects have been unplanned. Hence the checklist provides a tool for gender mainstreaming in infrastructure projects. |
| 6. | Ministry of Works Transport and Communication in collaboration with The African Development Fund (ADF) | The Road Sector Support Project II; Project Appraisal – 2011 | The Planning Department MWTC and AfDB | The need for stakeholders and community sensitisation to appreciate the need for gender mainstreaming |
| 7 | Ministry of Works Transport and Communication in collaboration with AfDB | Tanzania Transport Sector Review - 2013 | Peer Reviewers | The review emphasised the need to mainstream gender within the Transport sector and through activities |
| 8. | Organisation for Economic Cooperation and Development | Why Gender Matters in Infrastructure - 2005 | Development Assistance Committee Network on Gender Equity | The paper emphasises that improving lives and opportunities of women and girls should have been explicitly the objective of infrastructure projects. Women and girls must be considered as primary clients whose satisfaction is a prime factor in ensuring project achievement and sustainability |
| 9. | The AfCAP Steering Committee | | | To be reviewed |
| 10. | The Tanzania National Forum for Rural Transport and Development | Various Research Papers | | To be reviewed |
| 11. | The President's Office Regional Administration and Local | The Local Government Transport Programme LGTP I- | Department of Infrastructure Development – | Both Programmes mentioned Gender as one of the cross-cutting issues. |

| SN | INSTITUTION | POLICY DOCUMENT/PAPER | DEPARTMENT | KEY ISSUES/AREAS |
|-----|--|--|-----------------------|---|
| | Government | 2007- 2012 And LGTP II 2013- 2018 (on going) | Director | LGTP aims at: <ul style="list-style-type: none"> • Ensuring that women voices are heard and they participate fully in the decision making process • Ensuring that women are given opportunity with men to participate in potential employment opportunities resulting from the programme • Undertaking studies on gender segregation in the transport sector and advise the Ministry of Infrastructure Development accordingly • Enabling vulnerable groups to participate effectively in the transport activities so as to improve their income • Increasing the percentage of women in management and decision making position in the transport sector • Promotion of the use of Non-Motorised Means of Transport as cost effective local transport • LGTP II went further on establishing monitoring indicators to assess the progress on gender mainstreaming. |
| 12. | The University of Dar es Salaam- Women and Gender Unit | Various Research Papers | Women and Gender Unit | Consultative meeting planned 25 th Oct 2016 |

Annex D: List of Literature to be reviewed

Gender integration challenges in rural transport in Africa/Tanzania

Sex refers to attributes one is born with; gender refers to what happens after birth. Sex refers to the biological traits that societies use to assign people as male or female. Gender implies an understanding of how society shapes our understanding of those biological categories; it is a more fluid concept that encompasses the cultural meanings attached to men and women's roles. It may or may not depend upon biological traits. Gender involves social norms, attitudes and activities that society deems more appropriate for one sex over another.

Gender integration challenges in rural transport in Africa remain enormous despite a now substantial body of evidence outlining the scale and nature of women's transport and mobility needs [e.g. Urasa 1990; Malmberg-Calvo 1994a and b; Fernando and Porter ed. 2002; Porter 2008, 2011, 2014; Turner et al. 2014].

There are four areas worthy of consideration:

- Gender as a factor affecting access to mobility and transport services
- Gender as a factor in transport services operation
- Gender as a factor in access to employment in the transport infrastructure sector
- Gender as a factor affecting vulnerability to road injury and its impacts

1. Gender as a factor affecting access to mobility and transport services

Gender shapes mobility and access to transport services – who goes where, when, by what means. Women's prevailing triple roles in rural Africa (entailing productive, reproductive and community maintenance work) impact substantially on their travel opportunities and practices because they affect their time availability, financial resources and the nature of travel. Global data shows women and men travel by different modes to different places at different times, for different purposes. For instance, trip-chaining [whereby a number of tasks may be undertaken during one journey from home, prior to return] is common among women. Men are usually better resourced financially and have fewer time/socio-cultural constraints on their travel – they are more likely to be able to make single-purpose trips because they have no need to trip-chain.

Women's transport exclusions are often a) time-based [because of their multiple roles - domestic + caring constraints] b) space/fear-based [internalised fear in potentially hostile spaces; issues of surveillance]. Women's suppressed demand for access to work, education, health and recreation is evident not only across Africa but in all world regions, ages and social classes. Moreover, it is important to note that structural inequality is a relational issue – men's cooperation is essential if women are to achieve empowerment! This is especially important in the transport sector where male domination is widespread.

Infrastructure and transport services commonly present significant, interlinked constraint on movement. Infrastructure deficiencies include poor roads, especially in remoter rural areas and limited alternatives [little rail]. Moreover, new/improved roads do not necessarily have universal benefit. They can encourage off-road market decline and neglect/deterioration of off-road services (schools and health centres) (Porter 1995, 1997, 2002). Meanwhile, at the improved road, populations concentrate and increased road traffic speeds/volume may lead to more accidents, with particularly heavy impacts on [commonly female] carers (Kwamusi 2002). There are also community severance issues when a settlement is split in two by the road. Roads are also recognised route ways for STD transmission: the expansion of sex work on busy routes increases the exposure of sex workers and their clients to STDs, with significant impact on [usually female] carers (Mashiri 2004).

Low-cost, regular, reliable transport services are essential too, of course: roads are not enough (Anyanwu et al. 2009; Bryceson et al. 2008; Dawson and Barwell 1993; Ellis and Hine 1998). Transport service deficiencies are widespread across Africa: poor availability, low reliability, poor safety and high cost. Their improvement is particularly crucial on feeder roads, where there may be potential for promoting women's group/community low-cost transport schemes. In much of rural Africa young men are now operating motorbike-taxi services due to the availability of cheap imported Chinese motorcycles and high demand for these services (Starkey 2011; Porter, Tewodros et al. 2013, Porter 2014).

Despite current accident rates, these offer the only door-to-door service in many locations and are now proving a lifeline for both genders in some remoter areas. The only way to keep more conventional motorised public transport services in operation in remote areas is likely to be by subsidy, as demonstrated in a World Bank pilot study in Malawi (Raballand et al. 2011).

Transport service deficiencies often impact more on many women and girls due to diverse constraints on their mobility: a) time and income poverty [caring duties, work tasks, carrying work, lower incomes, less credit], b) a widespread [male] association of female mobility with vulnerability and promiscuity; associated [female] fear of harassment on journeys, c) cultural and financial constraints on women operating transport equipment.

Transport and mobility constraints shape access to services (especially education and health) and livelihoods, with major implications for the inter-generational transfer of poverty (Porter 2011). Poor access of women and girls to road transport services has major implications for development trajectories: it impacts on female education, health, livelihoods and on inter-generational transfers of poverty.

Female education: Hazards affecting the journey to and from school include environmental conditions, such as rapidly rising rivers in the wet season [where girls' lower swimming competency sometimes impedes travel] and fear of verbal abuse, men/boys propositioning, even rape; Heavy or time-consuming pre-school tasks such as water carrying or housework may add to such difficulties, and are commonly required especially of girls. Heavy loads [whether carried by boys or girls] can have a major impact on concentration in class etc. Late arrival at school, whatever the cause, commonly results in punishment [caning, barred entry etc]: Ultimately, a combination of poor performance in class and punishments for being late often result in truancy and early school drop-out (Porter 2011; Porter et al. 2010, 2011).

Girls' and women's health: There is now a substantial literature concerning the way distance to services and transport failures are implicated in maternal mortality rates, obstetric fistula [from obstructed labour], and reduced uptake of pre-natal and other health services (Babinard and Roberts 2006). There are also possible health implications of load-carrying e.g. deformation of the vertebral column etc (Bryceson and Howe Porter, Hampshire, Dunn, et al., 2013). Maternal deaths/chronic health problems in mothers are also implicated in the development of chronic poverty and inter-generational poverty transfers (Porter 2011).

Implications for women's livelihoods and poverty transmission: Constraints on women's opportunities for unfettered travel inevitably affect their livelihood opportunities, especially in rural areas. Market trading is a particularly common source of income and entrée to off-farm opportunities for rural women and girls, but various constraints are common. Road improvements can sometimes exacerbate these difficulties, since they encourage a concentration of markets in roadside locations easily accessible for urban-based traders and consequent decline/death of off-road markets [as occurred in 1980s/90s northern Nigeria]. Women resident off-road may no longer be able to travel the longer distance entailed in reaching the nearest market (Porter 2002; 2011).

Meanwhile, late market arrival from off-road areas is also common due to transport delays/failures and can lead to loss of 'customers' [who have already purchased from other producers]. This results in lower prices and sometimes even total failure to sell [with produce deterioration likely before the next market]. Women are also especially disadvantaged in the context of their limited funds for transport fares/goods haulage and time poverty, including requirements to head-load produce of male householders to road/market. Mobility constraints coupled with poor/delayed market access means they have less money for school fees and health care, limited social networks, and limited potential for off-farm diversification (ibid). Thus the cycle of poverty intensifies.

Recognising the diversity of women and girls' transport and mobility needs and the needs of other vulnerable groups: It is important to always keep in mind the crucial fact that women do not represent one homogenous category. Not all women suffer transport constraints to the same degree (given significant variations by socio-economic status, health status, age, etc). Moreover, other vulnerable groups may suffer mobility disadvantage (notably people with disabilities, older people and children) (Porter, Tewodros et al. 2013). Overall, however, adult males are usually better resourced financially (enabling greater potential to purchase transport equipment – bicycles, motorcycles, cars, etc.) but also have fewer time/socio-cultural constraints on their travel than women (though this also contributes to the higher vulnerability of young men to road traffic accidents).

2. Gender as a factor in transport services operation

Transport services often offer an employment niche for the very poorest, including women. For women this usually involves porterage; for men it may involve porterage, Intermediate Means of Transport (IMT) operation or motorised transport [as minibus call boys etc]. There is potential for IMT expansion in a carbon-constrained world: this suggests the need to build a more women-friendly IMT culture (Starkey, 2011). Additionally, the strong connections between male identity and motor-mobility that shape current patterns of transport need dismantling, while also promoting women in non-traditional occupations like driving.

Domestic load carrying is seen as a female activity in many African cultures: males over the age of c.15y often only head-load for domestic purposes in emergencies [as in coastal Ghana, where girls of c. 15y and over regularly carry 20-30 kg]. When transport technology is introduced, it is common for boys/men to take over transport tasks, as in North West Province, South Africa, where much domestic water transport is now by boys operating donkey carts (Porter, Hampshire, Dunn et al. 2013; Porter in press).

In rural transport services operations of all types, women have always faced significant stigma (whether with reference to cycling or driving a motor vehicle). They are also constrained by inadequate resources to learn to cycle or drive while purchase of a private vehicle is usually far beyond their wildest dreams. Thus, in rural areas it is still rare to see women drivers, whether in charge of a private vehicle or a commercial vehicle.

Women are only slowly entering the road sector as commercial drivers, though in South Africa some firms now target women drivers (perceived as safer, more conscientious, and exhibiting less risky behaviour) (Naysmith and Rubincam, 2012). Training and employment of women in the rail sector across Africa continues to meet resistance.

3. Gender as a factor in access to employment in the transport infrastructure sector

Employment in the transport infrastructure construction sector could offer substantial opportunities for women as well men but currently there is much discrimination against women whether as contractors or employees.

Road construction and maintenance operations now regularly employ women: there is growing acceptance of quotas for women road workers. However, discrimination against women ranges from lower pay and lack of skills training and promotion opportunities to sexual harassment and gender-based violence. Labour-based projects are often focused principally on temporary employment generation for vulnerable groups but it is still difficult to ensure women benefit, as exemplified by the Tshitwe road upgrading from gravel to bitumen surface, in South Africa (Mashiri and Mahapa 2002) – a community project where women’s work was largely menial [carrying stones etc]; men did the higher skilled jobs and women were paid much less than men. There were only short-lived benefits for the community as the road still attracted very little transport and men spent their road work earnings in the urban areas, not in the community! Future maintenance also remained an issue as women were not skilled and men were migrant workers. Women road workers need contracts, training, skills development, promotion, gender-friendly latrines and living quarters and other protection from potential harassment.

The Kamwenge- Kabarole road Uganda provides an important lesson about the need to keep other vulnerable groups in mind, in addition to women when road contracts are planned. This project provided economic benefits to communities, including women in retail trade BUT boys dropped out of school to get employment on the road, while girls left school to work in petty trade in expanding local markets. There have been substantial issues around sexual abuse of girls by migratory road workers – e.g. targeted as they walk to school early in the morning or during night markets, with consequent increased teen pregnancy. The World Bank’s safeguard policy did not explicitly cover children and thus recommendations had to be made subsequently to align World Bank safeguards with international legal and institutional frameworks on child rights and include guidelines in line with them [<http://www.bankinformationcentre.org/wp-content/uploads/2015/04/Kamwenge-Road-Final.pdf> Report produced by Joy for Children, Uganda].

Contracting: Despite ongoing efforts to encourage more women-owned contracting businesses, especially labour-based SMEs, progress to date is slow. Women need better access to technical training and to SME credit to enable them to move up the construction hierarchy. Even in South Africa where, over the past two decades the number of women-owned construction businesses has grown significantly with government support, they still fail to win major contracts [<http://ntl.bts.gov/lib/12000/12100/12140/pdf/Havemann.pdf>]. Across Africa, they need much stronger support. Thus although an incentive and sanction mechanism for rewarding performers and penalising non-compliance is likely to offer the most effective route to improvement, this is far from being achieved in most countries.

4. Gender as a factor affecting vulnerability to road injury and its impacts

It is important to note a further aspect of gendered patterns of access to transport: sub-Saharan Africa has the highest road fatality rates of any world region (Marquez and Farrington 2013). Improved roads encourage population concentration and increased road traffic speeds/volume: this may lead to community severance issues and more accidents (Lamont 2010). Most countries lack adequate legislation regarding speed control, drink driving, helmets, seat belt use etc and enforcement is usually poor. Pedestrians, cyclists, and travellers on motorised 2/3 wheelers are at greatest risk of death and injury. Some of the key gender issues in road safety are associated with males (partly as a factor of their higher access to motor mobility, but also because males tend to be less cautious when on the road). However, women suffer in diverse ways from road accidents, not least as carers (Kwamusi 2002).

Section Conclusion: Given the significant gendered differences in mobility opportunities and employment in the transport sector reported above, systematic collection of gender-disaggregated data is essential before, during and after transport projects are implemented. The disaggregated data also needs to take into account potential differences within the individual gender categories (according to age, ethnicity, socio-economic status etc). Consultations with diverse kinds of female user, contractors and employees (actual and potential) in the sector are crucial to good design and implementation yet have rarely been carried out. Meanwhile, wider consultations with government at local and national level can provide essential understanding regarding the broader political economy context in which transport projects take place – again this is absent from most transport studies. This project offers an important opportunity to explore these issues in some depth.

Gender integration challenges in rural transport in Tanzania

Many of the issues raised above are relevant to Tanzania, but research to date on gender integration challenges in rural transport have been somewhat limited in this country, with the significant exception of the Makete studies noted below.

Transport and gender literature with specific reference to Tanzania which will be considered as the research in this project moves forward includes:

- Barwell I, Howe J and Zille P, 1987. Household time use and agricultural productivity in Sub-Saharan Africa: a synthesis of I.T. Transport research. November (I.T. Transport Ltd) [and other Makete studies, including Barwell I and Malmberg-Calvo C., 1986 and 1989: ILO rural transport papers (4) and (19), Geneva, ILO].
- Mwankusye J, 2002. Do Intermediate Means of Transport reach rural women? In Fernando P and Porter G (eds) *Balancing the load: women, gender and transport*. London: Zed.
- Porter G, Tewodros A, Bifandimu F, Gorman M, Heslop A, Sibale E, Awadh A, Kiswaga L, 2013. Transport and mobility constraints in an aging population: health and livelihood implications in rural Tanzania. *Journal of Transport Geography* 30: 161-169.
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More general references on Tanzania potentially relevant to an analysis of rural women's mobility issues in Tanzania which will be reviewed in the course of this study include all the AfCAP documentation related to Tanzania projects [both transport services and road engineering reports] and additional literature such as:

- Ellis A, 2007. *Gender and Economic Growth in Tanzania: Creating Opportunities for Women*. World Bank Publications.
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Annex E: Checklist for Key Informants (KI) and FGDs

1. Assessment of how well gender was mainstreamed in the rural transport programmes
 - Senior management/leadership is committed to gender equality
 - Percentage of women represented in the senior management/leadership
 - Are gender dimensions of the project adequately addressed in the design of the project including environmental assessments?
 - Is a gender specialist included on the project team/ or did the project team identify a specific staff to facilitate women's participation in the project?
 - Did the criterion for selection of the contractor include knowledge and commitment to gender issues in infrastructure?
 - Did participatory project planning and implementation with women and men in communities take place, including procurement activities of the project?
 - Did the training, capacity building and methodologies used cater for both women and men?
 - Does the project involve women and men equally or equitably, in various phases of the pilots/sub-projects?
 - Is sex and age disaggregated data collected, analysed and reflected in the documents?
 - Are all project documents gender sensitive? (i.e. uses gender neutral language; does not contain gender stereotypes; uses examples of men and women in case studies)?
 - Is the involvement of women in the design and implementation of the programmes (visible through interviews, explicit references, quotes, etc)?
 - Were female as well as male stakeholders consulted in the initial project design process?
 - How were they selected? Who participated (e.g. was participation of marginalised women, e.g. widows, women with reduced mobility facilitated)?
 - How much influence did they have on the decision making process (i.e. were they merely consulted or did they have a role in shaping the programme design and implementation)?
- Knowledge and technical capacity on gender
 - Was gender analysis conducted prior to the design of the programme (identifying specific transport needs and constraints of women?)
 - Were gender experts consulted in the design and implementation of the programme?
- Resources
 - Are specific resources earmarked for ensuring gender is mainstreamed in the project (e.g. human resources such as gender expert; financial resources for capacity building/training on gender for staff involved in the programme; resources facilitating involvement of women in the programme)
- Gender related results are being tracked and analysed
 - There is an analysis of how the programmes impact on women and how they impact on men (does it involve an analysis of other characteristics too? E.g. age, disability, marital status?)
 - Are specific interventions aimed at benefiting women included in the programme (along with the mainstreaming approach)? Do they look at other characteristics such as age, disability and marital status (is the approach tailored accordingly?)

Checklist for Focus Group Discussions

2. Tool ideas for participatory indicators of transformative effects (to establish what a transformative change means to women themselves):
 - a. Community dialogues to establish what are the transformative changes that women see/would like to see at household, community and society levels as a result of transport programmes
 - i. Thinking of your life before the transport project (e.g. before the roads were built) and comparing it with your life now, could you tell us what are some of the changes – both positive and negative:
 - For you personally (e.g. making decisions about your movement; feeling greater freedom to access public places; being able to decide how to spend free time, etc)
 - For your family/household (e.g. bigger income; better relations with your husband/family; more free time, etc)
 - For your community/society (e.g. more women in public space; more women present in the position of power/decision makers; community organisations for women)
 - Access to social services for your community/society increase? Probe for in HIV/AIDS awareness, access to health services, treatment and counselling
 - ➔ Ask the participants to rank the changes in order from the most important to the least important for them – compare results to see if any patterns emerge
 - ii. Now ask participants to think what changes they would have loved to see (as an ideal case scenario) as a result of the transport programme / road being built, etc.
 - Follow the same instructions as in the previous exercise but ask participants to imagine the changes they would have liked to see and not just those that took place (although they can overlap!)
 - b. Did these changes take place (especially for women with multiple marginalisation)? The comparison between the two exercises should give us an idea of the transformative effect – whether the changes met women’s expectations, etc.
 - Will the short-term and long-term results of the project benefit both women and men equitably?
 - Are there barriers or constraints to women’s equal participation in the planning and implementation of the project?
 - What is the ratio of women and men selected to participate in project activities such as road or path construction and maintenance? Are older people and people with disabilities considered in these activities?
 - Were the economic and cultural issues affecting women's and men's access to transport and services identified and addressed?
 - c. Repeat this exercise with different groups of women, e.g. older women, women with disabilities, widows, etc as well as men to compare how the changes/effects of the transport programmes differ (and how big is a gap between their desired changes and those that took place) ➔ this might require some outreach activities to access those women who might be immobile, etc.

Annex F: Guidelines for conducting participatory photography

Note for Co-Researchers

The idea of taking photographs as means of collecting data and telling a story (of changes that took place thanks to the transport projects) to be introduced to Co-Researchers; Making a good photo-story will entail consideration of the following:

1. Thinking and planning about photos:
 - a. Composition of the photo: make a frame with your hands; zooming in and out (moving); including different elements → what's most important in the photo
2. Lighting – There are different examples of how light works and doesn't work (behind the object vs. behind the photographer)
3. Angles – from the bottom, from the top, etc.
4. Natural photos, not posing
5. The importance of sequence in telling the story, i.e. what comes/happens before and what after.

The photo-story should demonstrate the most significant change that took place as a result of the transport project:

- a. Should fit within the parameters, i.e. 6-10 photos that tell a story, photos taken at the right time, if there are people in the photos, make sure they consent to be in the photograph
- b. An independent third party should be able to understand the story without words, just by looking at pictures. The sequence is extremely important
- c. Upload the photos onto a laptop, review with the key informant and discuss then discuss with the other team members

Annex G: Research Permit Kilolo

HALMASHAURI YA WILAYA YA KILOLO

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Kumb. Na. KDC/S.20/4.VOL.II/146

23/09/2016

Country Director,
HelpAge International,
134 Migombani Street,
Regend Estate Mikocheni,
P. O. Box 9846,
DAR ES SALAAM.

**RE: PERMISSION TO CONDUCT RESEACH ON THE IMPACTS AND IMPLICATION OF
GENDER MAINSTREAMING IN THE RURAL TRANSPORT SECTOR**

Reference is made to your letter dated 2nd September 2016 and the preliminary visit by your researcher Mr. Godfrey Mulongo and Mr. Jerome Mwaya on September 13th 2016.

Be informed that the permission to conduct the above research in Kilolo district is granted as requested.

I also acknowledge the receipt of two copies of the previous study conducted by your organization in Kilolo District.

Regards


Namwinda, F.E
**FOR DISTRICT EXECUTIVE OFFICER
KILOLO**

Annex H: Research Permit Kibaha

HALMASHAURI YA WILAYA KIBAHA

Simu No.023-2402240
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S. L. P. 30153,
KIBAHA.

Kumb.Na. KDC/S.40/14/33

06/10/2016


Mkurugenzi,
Shirika la HelpAge International,
P.O. Box 9846,
DAR ES SALAAM.

**YAH: KIBALI CHA KUFANYA UTAFITI WA MATOKEO YA USHIRIKISHWAJI
WA JINSIA KATIKA SEKTA YA BARABARA**

Rejea barua yako ya tarehe 4/10/2016 inayoomba kufanya utafiti katika eneo tajwa hapo juu.

Napenda kukujulisha kuwa maombi yako ya kufanya utafiti katika Halmashauri ya Wilaya ya Kibaha yamekubaliwa.

Ofisi hii inatoa ushirikiano kadri itakavyohitajika.


Wambura Yamo,
KAIMU MKURUGENZI MTENDAJI (W),
KIBAHA.

Nakala: Katibu Tawala (W) – Kibaha.

Annex I: Kilolo Site Visit Report

Kilolo District Reconnaissance Field Report

Report by Godfrey Mulongo

1 Background

HelpAge International Tanzania office is intending to conduct a study; *“The Impact and Implications of Gender Mainstreaming in the Rural Transport Sector in Tanzania with Particular Reference to Women with Multi-dimensional Vulnerabilities”* in Kilolo and Kibaha district. The overall aim of this study is to assess whether gender mainstreaming in rural transport has had a transformative effect on women facing multiple forms of discrimination and exclusion.

Before the actual research, a pre-visit to Kilolo District was conducted between 12th and 15th September by Godfrey Mulongo (Lead Consultant) and Jerome Sam-De Mwaya (Programme Officer, HelpAge International). The objective of this visit was to meet with relevant stakeholders at the district and sub-district authorities to create awareness about the planned research and secure support and commitment towards its successful implementation.

2 Purpose and Summary of Activities

The specific activities undertaken during the pre-visit were:

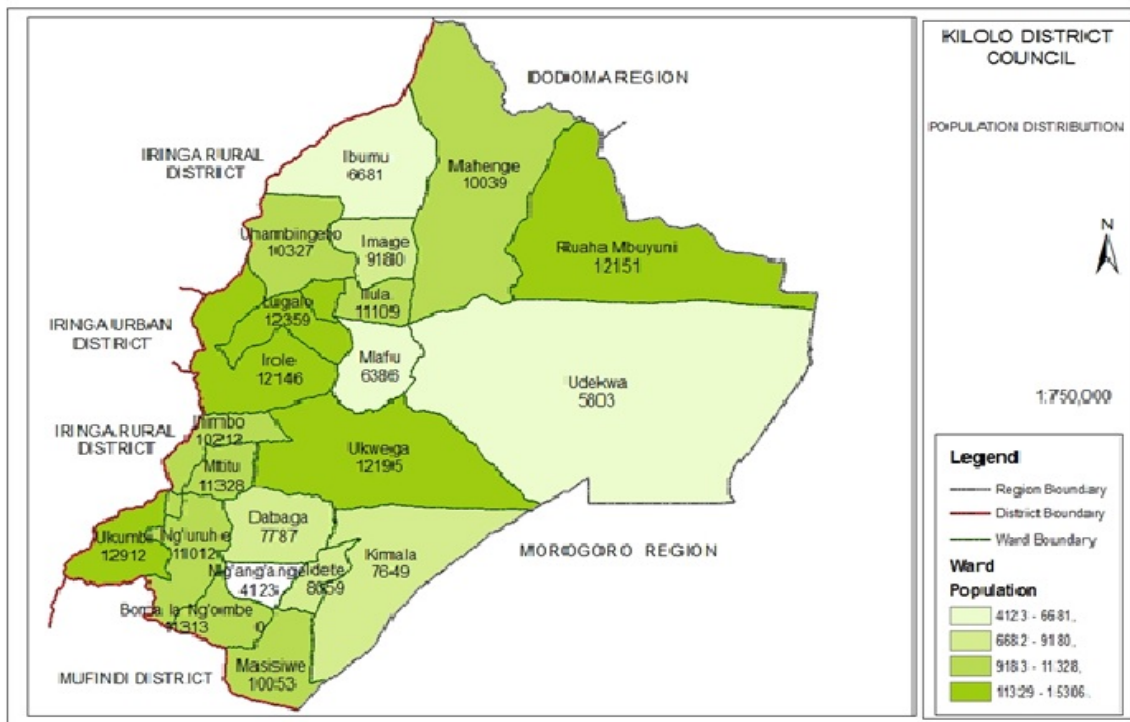
1. Introduce the planned research
2. Conduct an overview of the district and services as well as facilities to provide technical and logistical support to the research;
3. Obtain clearance from the district authorities (see Annex G) and agree on scope of the study
4. Identify potential partners to support the local mobilisation of researchers, facilities and key Informants.

3 Brief Profile of the Kilolo District

According to the Kilolo District Council Socio-Economic Profile (2013), the district is located at the North Eastern end of Iringa Region, about 37 km from the regional headquarters in Iringa Town. It also lies adjacent to the eastern borders of Iringa Rural and Iringa Municipal Council.

Road transport is the predominant means of transport in the district. Therefore, road transport is one of the key sub-sectors responsible for the sustainable development and poverty reduction in the district. The District Council Socio-Economic Profile (2013) indicates that the district has a total road network of 884.1 km, with only 216 km (24%) under gravel surface and the rest, 579.1 km (66%) is earth surfaced (see figure 1 for the road network). The Profile confirms that the latter lasts the shortest duration after grading and often impassable during rainy seasons. The different wards that comprise the district and their respective population are shown in Figure 3.

Figure 12.1: Kilolo District, its Wards and their respective population



4 Field activities

Below is a report of the accomplishments during the reconnaissance visit, highlighting the processes:

5 Day 1: 12th September 2016

On the first day of the assignment, being a holiday, the team toured the infrastructure projects, met with local administrators and potential co-researchers. The specific activities for the day are discussed:

a) Meeting with local administrators

The first meeting was with the Community Development Officer, Mr Filemon Namwinga. The researchers introduced the forthcoming study with the Officer and discussed the objectives of the visit. With permission and accompanied by the Officer, we paid courtesy call to introduce the research to the Kimala WEO, Mr. Deus Wambura. Mr. Wambura was a co-researcher in the Kilolo Transport study. The WEO gladly welcomed us back to his ward and agreed to accompany us to visit projects and village administrators. We then travelled to Kiwalamo and the Magome villages and met with Mr. Othmani Michael Kisia (Village Chairman) and Elijusi Saguluhanga Mwakikoti (Village Executive Officer) to introduce the study and obtain permission.

Later in the day, the team paid courtesy call to other local leaders at Lugamilo in Itonya. We met with Mr. Yoram Myenda (VEO), Alpha Mwanasika (assistant VEO). The team briefed them about the study. After granting us permission, the administrators then accepted to accompany the researchers to tour the Itonya- Muhanga Bridge which is in their area of jurisdiction.

b) Touring infrastructure projects

Together with the above listed administrators, the team visited the on-going construction of the 12m Kiwalamo bridge along Lukosi river. The bridge connects the Kiwalamo and the Magome villages to the District Headquarters. Upon completion, this bridge will reduce by 11 km the distance the residents have to walk to the main paved road; otherwise they have to travel the Idete – Kiwalamo road, which is longer. The connection will also be useful for Mhanga and Idunda Villages as well. Later, the team visited the construction of Kiwalamo Bridge along Matuyi river (concrete bridge 20m span, funded by the Road Fund). The bridge connects Kiwalamo Village with the ward headquarters in Idete. Essentially, the bridge connects two wards, Idete and Kimala. Idete is the bus terminus for surrounding villages. Moreover, these bridges are important arteries that connect the communities to the area secondary school and the dispensary in Idete. The two projects are therefore of significant importance.

Later in the afternoon, the team toured the 16 km Idete- Kiwalamo – Kimala road and the Itonya Muhanga Bridge, constructed in 2015. This bridge connects Mhanga Village with Itonya. Itonya is an important administrative centre and has medical facilities. The bridge was also said to be important for transportation of national examination papers. This bridge is therefore a lifeline connection. It also connects Itonya and Uliti villages to the ward headquarters.

c) Meeting with potential co-researchers

The research team met with the following potential co-researchers, introduced the study and obtained their willingness to participate:

- Confer Kikoti, a former co-researcher (participated in the Kilolo Transport Study)
- Mwilafi Kaini, (teacher, Lutangilo Secondary)

6 Day 2: 13th September, 2016

Like on the first day, the team met with district authorities to introduce the study and obtain permission. Later in the day, the researchers visited more project sites.

a) Meeting with district Level Administrators

Since the previous day was a holiday (12th), on this day (13th), the researchers visited the Kilolo District Council headquarters to meet with the district level officials. The officials were:

- The District Community Development Officer, Ms Scholarstic Gibore
- Ag. District Executive Director (DED), Ernest Upemba

Both expressed their unreserved support for the study and were happy to receive the copies of the previous study HelpAge conducted in Kilolo. They reiterated or commented that HelpAge should be free to commence the study and should consult the officers for any of further assistance.

b) Touring Infrastructure Projects

After the meeting at the district headquarters, the HelpAge team accompanied by the Community Development Officer toured the following projects:

- The on-going construction of Kitowo – Mwatasi road
- The construction of Msonza – Kimala road, which was undergoing routine maintenance (8 km of earth road). The road is still under construction.

c) Meeting with Potential Co-researchers

Later in the day, the team visited the Kidabaga Ward Offices and met with a) Upendo Mpozi, the Ward Executive Officer and b) Safiri George Kisiwa (Ag. Ward Social Welfare Officer). We introduced the study to the officers and requested for their permission and participation.

The Officers were also interviewed for potential co-researchers (The former is a female older person while the latter is a youth, currently in college).

7 Day 3: 14th September 2016

Being the last day, the team paid a courtesy call to Mr. Edward Mbebe, the Ilula Sub-District Executive Officer. We introduced the study and sought for his permission to conduct the survey in his area. We also interviewed Joyce Amon (44 yrs old), a local school teacher as a potential co-researcher. We further obligated Mrs. Amon to search out the location for an older person (preferably disabled female older person) that meets the criteria for inclusion as a co-researcher.

After this, we visited three roads:

1. Ilula – Uhambingeto Road (24.1 km gravel road)

This is an important artery road, connecting Ilula market with the Mtua – Uhambingeto Tarmac/gravel road (recently completed). This road links the Ilula market with Uhanbingeto Ward, a major sunflower- and maize- producing area.

2. Mtua – Uhambingeto gravel road (1.5 km)

This gravel road was recently completed and together with the Ilula – Uhambingeto road link the Uhanbingeto Ward with Ilula. These two roads are important for transporting farm produce.

3. Masukanzi – Ng’osi (Gravel road)

This road also links the residents of Uhanbingeto Ward with Ilula. It is the main direct route for transportation of tomatoes from this Ward to the market and in future, to the tomato processing firm that is currently under construction. According to the local administrators, Ilula region produces 70% of all the tomatoes consumed in Dar es Salaam.

8 Conclusion and way forward

The field reconnaissance visit was useful to obtain statutory permissions to conduct the study in the district. The tour also gave the researchers the opportunity to tour the infrastructure projects and communities that could potentially be included/participate in the study. A number of potential co-researchers were also visited and interviewed. Moreover, during the period, we discussed with the district authorities the inclusion criteria for sampling projects to be considered in the study. The criteria considered include:

- a) Recently completed road/bridge projects with sufficient length
- b) On-going construction projects with sufficient length

Moreover, each selected project should be serving an important socio-economic function and linking important centre/populations/villages. Based on this criteria, the possible focal points for the research in Kilolo District are:

- Idete: Will study the project around idete, Itonya, Kiwalamo and Mhanga
- Kilolo Centre: will serve the ongoing projects around Kilolo head-quarters, Kitowo/Mwatasi and Msonza – Kimala
- Ilula: This point will serve ongoing or recently completed projects around the area.

In essence, it is recommended that 3 research teams serve Kilolo. A team of five co-researchers (including a team leader) is proposed for each location, to conduct interviews for not more than 3 days.

Annex J: Kibaha Site Visit Report

Kibaha District Reconnaissance Field Report

Report by Leonard Ndamgoba

1 Background

HelpAge International Tanzania office is intending to conduct a study; *“The Impact and Implications of Gender Mainstreaming in the Rural Transport Sector in Tanzania with Particular Reference to Women with Multi-dimensional Vulnerabilities”* in Kilolo and Kibaha district. The overall aim of this study is to assess whether gender mainstreaming in rural transport has had a transformative effect on women facing multiple forms of discrimination and exclusion.

Before the actual research, a pre-visit to Kibaha District was conducted between 6th and 8th October by Jerome Sam-De Mwaya (Programme Officer, HelpAge International). The objective of this visit was to meet with relevant stakeholders at the district and sub-district authorities to create awareness about the planned research and secure support and commitment towards its successful implementation.

2 Purpose and Summary of Activities

The specific activities undertaken during the pre-visit were:

- Introduce the planned research
- Conduct an overview of the district and services as well as facilities to provide technical and logistical support to the research;
- Obtain clearance from the district authorities (see Annex H) and agree on scope of the study
- Identify potential partners to support the local mobilisation of researchers, facilities and key informants.

3 Brief Profile of the Kibaha District

Kibaha District is one of the 6 districts of the Coast region located 40 km west of Dar es Salaam and it's situated along the Dar es Salaam-Morogoro highway. Kibaha District shares borders with Dar es Salaam region in the East, Bagamoyo District in the north. Morogoro District in the west and Kisarawe district in the south. The District is divided into two administrative areas, namely Kibaha central and Kibaha district council.

Despite the fact that road transport is the major means of transport in the district. Earth roads form the large part of district roads. Unpaved roads suffer from accelerated deterioration and as a result, the maintenance demand is high. According to road technician from the District Council, natural gravel is becoming increasingly scarce, increasing the cost of gravelling and re-gravelling which result in lack of maintenance consequently hampering sustainable development and poverty alleviation in the district.

The District Council's Profile (2016) indicates that the district has a total maintained road network of 80.2 km, with only 5.7 km (7%) under gravel surface and the rest, 74.5 km (93%) is earth surfaced (see Figure 2 for the cross section of network).

The map of Kibaha district shown in Figure 2 and the different wards that comprise the district and their respective population are shown in Table 4. Road access and transport availability in the ten off-roads is difficult, especially in the wet season, and transport services extremely limited with the exception of motorcycle-taxis.

Table 4: Wards and population development in Kibaha District

| Name | Status | Population Census 2012-08-26 |
|---------------|-----------------|---|
| Kibaha | District | 70,209 |
| Bokomnemela | Rural Ward | 3,405 |
| Dutumi | Rural Ward | 1,812 |
| Gwata | Rural Ward | 5,280 |
| Janga | Mixed Ward | 10,926 |
| Kikongo | Rural Ward | 4,238 |
| Kilangalanga | Mixed Ward | 10,588 |
| Kwala | Rural Ward | 3,472 |
| Magindu | Rural Ward | 4,991 |
| Mlandizi | Mixed Ward | 17,318 |
| Ruvu | Rural Ward | 3,466 |
| Soga | Rural Ward | 4,713 |

4 Field activities

Below is a report of the accomplishments during the reconnaissance visit, highlighting the processes:

5 Day 1: 6th October 2016

On the first day of the assignment, we met with district council authorities to introduce the study and obtain permission and later the team toured the infrastructure projects. The specific activities for the day are discussed:

a) Meeting with district Level Administrators

On this day (6th), the team visited the Kibaha District Council headquarters to meet with the district level officials. The officials were:

1. Ag. District Executive Director (DED), Mr. Wambura Yamo
2. Chief Road Technician, Mr. Elia Mgaya

My Yamo expressed heart felt welcome to the project emphasising that research is a means to boost socio economic development. He gave a green light for the study and promised provision of full cooperation. Mr Yamo communicated with chief technician-roads constructions Mr Elia Mgaya

about the upcoming study. The later assigned us personnel from construction department to accompany us during our site visits.

b) Meeting with local administrators

The first meeting was with the Road Technician Ms. Desderia Philimin Samamba. The Program Officer introduced the forthcoming study with the Officer and discussed the objectives of the visit. The later introduced us to Mr. Haruna Mtua, fellow road construction technician whom together provided us with the road project updates and recommended road tour itinerary.

With permission and accompanied by the Officer, we paid courtesy call to introduce the research to the Boko Mnemela Ward Executive Officer (WEO), Mr. Benson Marwa. The WEO together with the ward agricultural extension officer Mr. Leopold Mulwawe gladly welcomed us. We visited a dispensary and met with clinical officer Dr. Mwita Daniel and other hospital staff who after telling them the objectives of our visit they expressed their unreserved support for the study.

We then travelled to Soga village and met with Mr. Mfaramagoha Betram (WEO) to introduce the study and obtain permission. The WEO said was knowledgeable of HelpAge similar program that took place last year and promised to introduce the upcoming study during the ward development committed scheduled to take place o and request that we inform them well in advance the exact places we exact to conduct the study for information and preparing support. Later in the day, having toured the Soga-Misufini and Mpera-ruvu roads, the team paid courtesy call to other local leaders at Minazi Mikinda in Ruvu and met with Mr. Said Rwambo (Village Secretary). The team briefed him about the study. After granting us permission, we visited a bridge that connects Minazi Mikinda to Kitomondo village which is in his area of jurisdiction.

c) Touring infrastructure projects

Together with the Road Technician with whom the respective villagers seemed to be familiar, the team visited the on-going construction of the 10.1 km Boko Mnemela –Soga road and 7 km Soga-Msufini roads. While the Boko Mnemela –Soga road was vital since it connected villagers from Mkarambati, Mpiji and Mnemela Kibaoni to a dispensary in Boko Mnemela and the only road to get to the district headquarter. The Soga –Misufini was important not only for children from three villages of Vikuge, Kipangege and Misufini getting access to 4 secondary schools at Soga, a ward head quarter, but also for extending health services of its two dispensaries to patients coming from Kisarawe district.

Later, the team visited the construction of 15 km Mpera-Ruvu –Kitomondo earch road road and observed Lubungo Bridge that connects Kitomondo to Minazi mikinda village which is in Ruvu ward. The 67 metres bridge built in 2015 through council's road funds is important as it connects kitomondo to Ruvu secondary school and the means to ferry commodities to district market. The two projects are therefore of significant importance.

In the afternoon, the team toured the 6.3 km Kikongo-Mwanabito road and 12 km kilangalanga-Madimla graded periodically. Without these roads Mwanabito and Madimla would have been totally cut out of road network. Despite being earth roads whose maintainance are periodically affected by soil erosion especially during rainy season, community members still regarded these roads seriously as the means to get to Mwanabito dispensary and the only outlet to district head quarter.

d) Meeting with potential co-researchers

The research team met with the following potential co-researchers, introduced the study and obtained their willingness to participate:

- Godfrey Nzava, Youth Activists who participated in Kibaha Intergenerational project activity
- Judith Bagachwa, Executive Director of JB geriatric care and services who also actively participated in Intergenerational project in Kibaha
- Safina Mwinula, Youth Activist in Kibaha district who has experience on research activities with various projects.

6 Day 2: 7th October, 2016

On the second day, the team met with district authorities to get official written permission for the study. Later in the day, the researchers visited more project sites.

a) Meeting with district Level Administrators

When we visited the district head officer, we received an official letter from Ag. District Executive Director introducing the team to the District planner, Mr. Obeid Katonge.

Apart from expressing his unreserved support for the study he expressed difficulty in obtaining the current district socio economic profile map after dividing Kibaha district into two councils. The map could only be obtained from special department in the national heard quarter in Dar es Salaam. He however promised to show us the only available drawn maps available in hard copy.

b) Touring Infrastructure Projects

After that meeting at the district headquarters, the HelpAge team accompanied by the roads technician toured the following projects:

- The periodically maintained Msua Bridge. The maintenance involved fixing guard lines and grading inlets and outlets.
- Construction of 2.5 km of gravel road from Msua to Kwala
- The construction of 19.9 km Kwala-mperumbi-Msua earth road which was is periodically maintained especially during wet season.

c) Meeting with local Administrative officials.

Later in the day, the team visited the Kwala Ward Offices and met with a) John Jackson Sichome, the village Executive Officer b) Mr. Kennedy Kaduma (Ward agriculture officer) and c) Peter Kimicho. (Ward extension officer). We introduced the study to the officers and requested for their permission and participation. The officers cordially accepted the study and promised collaboration. The WEO said the ward has 3 dispensaries and is the centre for livestock's transportation as such the roads were of vital importance.

d) Meeting with Potential Co-researchers

Later in the day, we met with 2 further potential researchers namely:

- Baraka Kitunda, Programme Officer at Youth Partnership Council (YPC) who actively participated in the Kibaha Intergenerational project activities
- Mathew Chugu, The Director of Pwani Development Promotion Agency who actively participated in the Kibaha Intergenerational project activities

7 Day 3: 8th October 2016

Being the last day, the team paid a courtesy call to local administrative authority, toured infrastructure project and interviewed potential older people peer researchers.

a) Meeting with district Level Administrator

We paid a visit to the District Planner, whose office is located in Mlandizi. As promised, he showed us some hard copies of the maps showing roads and wards in Kibaha district. As said earlier. The maps were too big and too faint to be incorporated in the report

b) Touring Infrastructure Projects

On this day we toured the following projects

1. Mlandizi-Makazi Mapya road
2. Mlandizi-Kigoda road

c) Interviewing older people peer researchers

Later in the day, we interviewed potential older people peer researchers who had also participated in the mobility research. They all agreed to take part in the study. These include:

- Aida Kombo Sendaro (60 yrs old). Retired police officer who also participated in previous HelpAge research
- Elisha Sibale (70 yrs old). GSSST director who also participated in mobility research
- Asajanie Mwangungulu (69 yrs old). Retired teacher who also participated in mobility research
- Ms. Neema Isaac (67 yrs old). Participated in mobility research
- Mr. Husein Said Mnaroma (67 yrs old). Retired teacher who also participated in mobility research

8 Conclusion and way forward

The field reconnaissance visit was useful to obtain statutory permissions to conduct the study in the district. The tour also gave the researchers the opportunity to tour the infrastructure projects and communities that could potentially be included/participate in the study. A number of potential co-researchers were also visited and interviewed. Moreover, during the period, we discussed with the district authorities the inclusion criteria for sampling projects to be considered in the study. The criteria considered include:

- a) Recently completed road/bridge with sufficient length
- b) On-going construction projects with sufficient length

Moreover, each selected project should be serving an important socio-economic function and linking important centres/populations/villages. Based on this criteria, the possible focal points for the research in Kibaha District are:

- i. **Soga:** Will study the project around Soga, Boko Mnemela, Msufini and Kongowe
- ii. **Mlandizi:** will serve the ongoing projects around Kilangalanga, Madimla and Makazi mapya and Ngeta
- iii. **Kwala:** This point will serve ongoing and recently completed projects around the area including Msua bridge, Mperamumbi and Dutumi

Annex K: Risk Matrix

| Programme Risk Assessment and Mitigation Matrix | | | | Very High | High | Medium | Low |
|--|---------------------------|--------|---|---|------|--------|-----|
| Potential Risk | Risk Grading ¹ | | Description of risk | Proposed Management and mitigation actions | | | |
| | Probability | Impact | | | | | |
| A. Programme Management Risks | | | | | | | |
| A1: Implementation delays due to hazards / risks at country level | M | M | Delays in initial introductions to district authorities have subsequently resulted in completing Milestone 1 which also affected the delivery of Milestone 2. | The plan has been adjusted to factor sufficient time for the preliminary introductions and consent from local authorities minimising the risks of non-compliance. | | | |
| A2: Data collection delays due to impassable roads as a result of rain | L | M | Some rural roads, especially in Kilolo District are often rendered impassable whenever it rains. This could delay data collection. | Data collection will be conducted during the dry season and rains are least expected in November-December. However, HelpAge will dispatch 4WD vehicles in Kilolo just in case it rains. | | | |
| A2: Financial fraud | L | M | Possible inflation of local costs incurred by research teams in the field | HelpAge has a well-developed system of managing direct cost that occur during field visits. Pre-determined rates of accommodation and subsistence exist drawn from our local knowledge and this will be applied and contrasted with the number of days spent in the field. The vehicles have log-books which are used to monitor movements. Additionally, the vehicles are fitted with a tracking system and the logistics officer often monitors their movements and their whereabouts and potential mis-use is easily detected. | | | |

¹ **Probability** = the likelihood of this risk occurring despite the management and mitigation activities being in place. **Impact**: = the effect on the ability of the programme to achieve its objectives without major revision or review.

| Programme Risk Assessment and Mitigation Matrix | | | Very High | High | Medium | Low |
|--|---------------------------|--------|--|--|--------|-----|
| Potential Risk | Risk Grading ¹ | | Description of risk | Proposed Management and mitigation actions | | |
| | Probability | Impact | | | | |
| B. Risks associated with Research | | | | | | |
| B1. Unethical social research practices that could harm study participants | L | L | Social research as the current one is sometimes prone to unethical practices such as breach of confidentiality, un-informed consent, coerced participation etc. Such practices could harm participants | Co-researchers will be trained on ethics that govern social research and will be provided with written guidelines for reference purposes. Consent will be obtained from participants before photo are taken. Moreover, HelpAge has in place code of conduct and protection policy for vulnerable children adults and researchers will be requested to sign these documents. The guidelines, among other this stipulate how disadvantaged groups such as orphaned children, people with disabilities and older people should be treated. It is therefore anticipated that no breach of social research ethics will occur during field work. During report writing, pseudo names will be used. Additionally, people participating in the research will be requested to sign consent forms. | | |

Annex L: Updated Work-plan

Activity Gantt Chart

| Activity | | 12 th -25 th Sept | 3 rd -10 th Oct | 12 th - 21 st Oct | 22 nd -31 st Oct | 1 st – 4 th Nov | 7 th – 11 th Nov | 14 th - 19 th Nov | 20 th - 30 th Nov | 1 st – 5 th Dec | 6 th - 16 th Dec | 19 th -23 rd Dec | 3 rd - 13 th Jan | 20 th - Jan | 7 th - 11 th Feb | 15 th Feb | 20 th -28 th Feb |
|--------------------|---|---|--|---|--|---|--|---|---|---|--|--|--|---------------------------|--|-------------------------|--|
| Activity 1 | Conduct pre-research reconnaissance visit | | | | | | | | | | | | | | | | |
| Sub Activity 1.1 | Field visit to Kilolo + report writing | | | | | | | | | | | | | | | | |
| Sub-Activity 1.2 | Field visit to Kibaha + report writing | | | | | | | | | | | | | | | | |
| Sub-Activity 1.3 | Drafting of research instruments | | | | | | | | | | | | | | | | |
| Milestone 1 | <i>Inception report (with draft research instruments) submitted</i> | | | | | | | | | | | | | | | | |
| | Review of inception report and incorporation of inputs | | | | | | | | | | | | | | | | |
| Activity 2 | Training of Researchers and co-researchers | | | | | | | | | | | | | | | | |
| Sub-Activity 2.1 | Preparation of training materials & protocols | | | | | | | | | | | | | | | | |
| Sub Activity 2.1 | In-depth review of literature | | | | | | | | | | | | | | | | |
| Sub Activity 2.3 | Training of researchers and co-researchers | | | | | | | | | | | | | | | | |
| Sub Activity 2.4 | Preparation of Co-Researchers and Research Assistants training report | | | | | | | | | | | | | | | | |

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|--------------------|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|
| Milestone 2 | <i>Research Assistants and co-researchers training workshop report submitted</i> | | | | | | | | | | | | | | | | |
| | Review of Training Report and incorporation of inputs | | | | | | | | | | | | | | | | |
| Activity 3 | Field Research | | | | | | | | | | | | | | | | |
| Sub Activity 3.1 | Fieldwork/data collection | | | | | | | | | | | | | | | | |
| Sub Activity 3.2 | Data transcription | | | | | | | | | | | | | | | | |
| Sub Activity 3.3 | Data analysis | | | | | | | | | | | | | | | | |
| Sub Activity 3.4 | Report writing | | | | | | | | | | | | | | | | |
| Milestone 3 | <i>Field research preliminary report</i> | | | | | | | | | | | | | | | | |
| | Review of Preliminary Field Research Report and incorporation of inputs | | | | | | | | | | | | | | | | |
| Activity 4 | Policy Brief | | | | | | | | | | | | | | | | |
| Sub-Activity 4.1 | <i>Preparation of Policy Brief</i> | | | | | | | | | | | | | | | | |
| Milestone 4 | <i>Final Study Report with Policy Briefing Pape</i> | | | | | | | | | | | | | | | | |

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|--------------------|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|
| Activity 5 | <i>Final Dissemination Workshop</i> | | | | | | | | | | | | | | | | |
| Sub-Activity 5.1 | <i>Preparation and workshop</i> | | | | | | | | | | | | | | | | |
| Milestone 5 | <i>Final Dissemination Workshop Report</i> | | | | | | | | | | | | | | | | |
| | <i>Review of workshop report and incorporation of inputs</i> | | | | | | | | | | | | | | | | |
| Activity 6 | <i>Co-Authored journal paper</i> | | | | | | | | | | | | | | | | |
| Sub-Activity 6.1 | <i>Drafting of Co-authored</i> | | | | | | | | | | | | | | | | |
| Milestone 6 | <i>Co-authored journal paper</i> | | | | | | | | | | | | | | | | |

Key –Activity Type

| | |
|--|----------------|
| | Advisory Input |
| | Milestones |
| | Workshops |

Annex M: References

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Annex N: Technical Inputs

Technical Adviser Input schedule

| Position Title | Technical Adviser | Total Number of Inputs | Indicative Input schedule |
|--------------------------------------|--------------------------|-------------------------------|--|
| Research Project Manager | Amleset Tewodros | 15 days | 1 st Sept 2016 – 28 th Feb 2017 (in-country) |
| Lead Researcher | Godfrey Mulongo | 30 days | 1 st Sept 2016-28 th Feb 2017 (in-country) |
| Expert in mobility/transport studies | Gina Porter | 10 days | 1 st Sept 2016 -28 th Feb 2017 (home base) |
| Gender Adviser | Magda Rosmann | 10 days | 1 st Sept 2016 – 28 th Feb (home base) |
| Local transport sector expert | Josephine Mwankusiye | 10 days | 1 st Sept 2016 – 28 th Feb 2017 (in-country) |
| Local Mobilisation support | Leonard Ndamgoba | 15 days | 1 st Sept 2016 – 28 th Feb 2017 (in-country) |

Annex O: Revised Budget

1. Remuneration – Fees for experts

| Expert | Input (number of days or months) | Unit rate | Total |
|---------------------------|----------------------------------|-----------|----------------|
| Amleset Tewodros | 15days | £409 | £6,135 |
| Local Consultant | 30days | £351 | £10,530 |
| Gina Porter | 10days | £688 | £6,880 |
| Josephine | 10days | £128 | £1,280 |
| Magda Rossman | 10days | £234 | £2,340 |
| Leonard Ndamgoba | 15days | £351 | £5,265 |
| Total Remuneration | | | £32,430 |

2. Incidental expenditures

| Description | Quantity | Unit rate | Total |
|---|---------------|-----------|-------------------|
| DSAs and Accommodation and transport- researchers | 6 researchers | £303.66 | £1,821.96 |
| Air ticket | 2 tickets | £468.75 | £937.50 |
| Visa fees and local passes | 1 Trip | £300.00 | £300.00 |
| Communications during fieldwork for researchers | 58 days | £4.74 | £274.92 |
| Field preparation and transport | 4 days | £182.00 | £728.00 |
| Field data collection costs | 10 days | £710.00 | £7,100.00 |
| Data entry clerks costs | 10 people | £180.03 | £1,809.30 |
| Training peer researchers/research assistants | 25 people | £16.00 | £400.00 |
| Launch and dissemination of research findings | 72 people | £40.01 | £2,880.72 |
| Travel cost for upcountry participants | 30 People | £38.00 | £1,140.00 |
| Total Expenditure | | | £17,392.40 |

Annex P: Research Project Logframe

| Objectives | Indicators | Means of verification | Assumptions |
|--|---|--|---|
| <p>IMPACT</p> <p>Improved and equitable socio-economic benefits of road construction projects for both men and women in Kibaha and Kilolo Districts</p> | <ol style="list-style-type: none"> 1. Improved participation of women (especially facing multiple levels of exclusion) in planning and implementation of road construction projects 2. Proportion of women (especially those facing multiple levels of exclusion) reporting improved income (due to access to employment opportunities related to road construction projects, markets and services) and standards of living (such as reduced transport time burden, free time for leisure activities and access to clean water) | <p>Socio-economic survey reports</p> | |
| <p>OUTCOMES:</p> <p>Outcome 1: Evidence to promote inclusive approaches and practices to gender mainstreaming in rural transport made available</p> <p>Outcome 2: Awareness, attitudes, and behaviour of project managers, engineers, procurement officials and constructors influenced to mainstream and increase the social and gender dimensions of transport operations</p> <p>Outcome 3: Findings and recommendations to influence relevant policies in rural transport made available</p> | <ol style="list-style-type: none"> 1. Number of policy makers and practitioners in rural transport accessing new, relevant and quality information on outcomes of gender mainstreaming in rural transport 2. Number project managers, engineers, procurement officials and constructors demonstrating commitment to promote inclusive approaches and practices in gender mainstreaming in rural transport 3. Number of policy makers accessing evidence-based and practical recommendations on enhancing gender mainstreaming in rural transport | <ol style="list-style-type: none"> 1. List of names of policy makers and practitioners in rural transport attending the research dissemination workshops 2. Post-workshop evaluation report indicating commitment by project managers, engineers, procurement officials and constructors | <p>Commitment and goodwill by the policy makers, project managers, engineers, procurement officials and constructors to the tenets of gender inclusion in rural transport</p> |
| <p>OUTPUTS:</p> <p>Output 1: A qualitative research of high quality is completed</p> <p>Output 2: The research findings are made accessible and</p> | <ol style="list-style-type: none"> 1. Number of qualitative research reports of high quality completed 2. Number of research briefing papers that include key findings and policy recommendations produced and shared through mainstream electronic, print and social | <ol style="list-style-type: none"> 1. Qualitative research report 2. Briefing paper 3. List of participants | <p>Considerable awareness on general gender issues and concepts amongst policy makers, project managers, engineers, procurement</p> |

| Objectives | Indicators | Means of verification | Assumptions |
|---|---|---|--|
| evidence-informed discussions are facilitated | media 3. Number of national workshops targeting policy/decision makers and national and local council level, development partners, road constructors and local community leaders held to discuss the findings and policy recommendations 4. Number of press releases to communicate deliberations and recommendations issued and shared widely through various media 5. Number of peer-reviewed primary research papers made available in open access format. | attending the national workshop 4. Press release documenting deliberations and recommendations 5. Published article in a peer-reviewed journal | officials and constructors |
| <p>ACTIVITIES:</p> <ol style="list-style-type: none"> 1. Designed a qualitative study on <i>“impacts and implications of gender mainstreaming in rural transport in Tanzania”</i> 2. Conduct pre-research activities including introduction of the planned research to relevant national and district level stakeholders, agree on scope and secure clearance 3. Identify and train co-researchers and research assistants 4. Carry out field work to collect data 5. Analyse data and write report 6. Disseminate the research findings | <ol style="list-style-type: none"> 1. Number of high quality proposals on the impacts and implications of gender mainstreaming in rural transport in Tanzania 2. Number and type of development partners, national level and district level stakeholders participating in the study 3. Number and type of research permits granted to conduct the study 4. Number of co-researchers and research assistants with the capacity to conduct a qualitative study of high quality 5. Number and type of key informants and FGD respondents that participate in the study 6. Number and type of qualitative research transcripts analysed | <ol style="list-style-type: none"> 1. Qualitative research proposal on <i>“impacts and implications of gender mainstreaming in rural transport in Tanzania”</i> 2. Inception report 3. Research permits to conduct the study 4. List of names of trained co-researchers and research assistants 5. Qualitative research data transcripts | <ol style="list-style-type: none"> 1. There will be no research implementation delays due to natural hazards such as rains in the research areas 2. The local councils of Kibaha and Kilolo will see the significance of the study and provide the necessary permits and support as required 3. Availability of co-researchers and research assistants in the research communities that meet the selection criteria |