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Gender Mainstreaming in the Motorcycle Taxi Sector in Rural Sierra Leone and Liberia

Data Collection Instruments

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AKA Research

RAF2044G

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Cover Photo: Female motorcycle taxi user interviewed by research team member in Sierra Leone. Paul Richards ©

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Abstract

The below report provides details about the various research methods that will be used for a study which seeks to establish the main barriers and challenges women experience in becoming motorcycle taxi riders in rural settings in Sierra Leone and Liberia. The overwhelming majority of motorcycle operators in both countries are males, serving what is perhaps a majority female clientele. Data will also be gathered on the gendered impact of the availability of motorcycle taxis in the rural areas of both countries. The data collection tools are listed and discussed, and the methodology explained. The annexes include the various questionnaires that we will use to collect data and which will help us to answer our research questions.

Key words

Motorcycle taxis, unions, track construction, access to social amenities, training and maintenance, safety, empowerment, methodology, data collection tools, focus group discussions, surveys, census.

Acronyms, Units and Currencies

$	United States Dollar
ADB	Asian Development Bank
AFCAP	Africa Community Access Partnership
AKA Research	Sierra Leone research NGO
ASCAP	Asia Community Access Partnership
DfID	Department for International Development
ESRC	Economic and Social Research Council (UK)
GC	Global Communities (US NGO)
GIZ	Deutsche Gesellshaft fur Internationale Zusammenarbeit
GPS	Global positioning system
LIDA	Lofa Integrated Development Association
RECAP	Research for Community Access Partnership
UK	United Kingdom (of Great Britain and Northern Ireland)
UKAid	United Kingdom Aid (Department for International Development, UK)

Contents

Executive Summary

This report details the methodology and methods used for a study intended to establish the main barriers and challenges women experience in becoming motorcycle riders in semi-urban and rural settings, and how these can be overcome. The researchers aim to answer this question through the collection of data from different stakeholders – male and (if present) female motorcycle taxi riders; different categories of rural motorcycle taxi users; and relevant institutions, such as the motorcycle taxi unions and police. The data will be collected via a mixed methods methodology, using focus group discussions (disaggregated for gender); individual qualitative interviews with users and key stakeholders; and traffic counts on selected rural roads in Sierra Leone and Liberia. It will log rural women's needs for and use of rural transport provisions, particularly motorcycle transportation.

In Sierra Leone, three research sites have been selected in the rural areas around the provincial towns of Bo, Kenema and Makeni. All three towns serve as local hubs – connected via motorcycle taxis – for the surrounding rural areas, providing access to market, health and educational facilities for rural dwellers. This will help us to better understand the rural, peri-rural and urban-rural nexus of motorcycle transportation, and the opportunities and challenges for female riders within this. In Liberia, a similar mixed-methods approach will be used, focusing on the rural areas around the small town of Saclepea, Nimba County. All four research sites are familiar to the researchers as they have conducted research there before – albeit with different research objectives.

The research team is gender-balanced and inter-disciplinary, and includes researchers from AKA research (Sierra Leone) and the Liberian NGO, Lofa Integrated Development Association (LIDA). Specifically, the Liberia research site is chosen to fulfil a second research aim of this study; namely, to assess whether a pioneering community-driven rural track construction project – designed to further facilitate rural motorcycle transportation and with gender mainstreaming in design, planning, and implementation – empowers women and makes them more likely to take up the motorcycle taxi profession and/or opt for household/village roles or livelihood activities normally not associated with females. This track-construction project is a GIZ funded, Global Communities implemented project in the northern County of Nimba, Liberia.

This report provides more information about the project's data collection tools. The various 'Rural Transport Services Indicators' surveys developed by Paul Starkey et al. (2013) for ReCAP provided the basis for the data collection tools used. However, these have been adapted to the specific brief of this research and to the specific context of Sierra Leone and Liberia.

1 Introduction

Access to affordable and reliable transport is essential to alleviate rural poverty in developing countries. Without proper market access, rural producers – many of whom are women - typically earn little from whatever they produce, inducing them to opt for subsistence production. Even though farmers may be willing to produce more for markets, better road infrastructure and better rural transport services are preconditions for market-oriented agricultural development. However, this is not forthcoming in light of the small volumes that are actually traded.

In Sierra Leone and Liberia – as in many other Sub Saharan Countries – the rural transport services sector has undergone massive changes since the introduction and diffusion of motorcycle taxis. This transformation in local transport provision started after the civil wars - 2002 and 2003 respectively - and spread from the towns to the rural areas. The impact of this on rural communities has been enormous (albeit poorly quantified), giving villagers easier access to local markets, health and educational facilities. The overwhelming majority of the riders are males, serving what is perhaps a majority female clientele. There is little understanding of what the obstacles are for gender mainstreaming in the sector – including to what extent (female) users are interested in more female motorcycle taxi riders in the first place - and the possible solutions and ways to achieve this. The data collection tools that the research team will use to find answers to the overarching research question are presented below.

2 Approach and Methodology

2.1 Research Objective

This research project seeks to understand the barriers to women's greater involvement in the motorcycle taxi sector, both as users and service providers, including addressing the challenges posed by poor track conditions. The approach is ethnographic, seeking to document how women talk about this issue in their own words and terms, and how they frame possible approaches to the reduction of obstacles. Other stakeholders are also considered from the same analytical perspective. As with much ethnographic work, a major emphasis is placed on correct understanding of messages provided by informants. This will involve mainly qualitative analysis, but supported by quantitative contextualisation.

2.2 Research Questions

a. To what extent has the availability of services provided by motorcycle taxis in rural areas changed the lives and livelihood opportunities for women?
b. What are the barriers and challenges women face in becoming motorcycle taxi riders in peri-urban and rural settings?
c. How can these barriers and challenges be overcome?
d. Will track building, with and without explicit gender mainstreaming in design, help women to become motorcycle professionals, or to take up roles and livelihoods not hitherto associated with females?

2.3 Research Strategy

1. To explore the above research questions with women riders (if present), females interested in becoming riders, and groups of women exposed to track improvement, conducting both individual interviews and focus group discussions (see below for more details).
2. To explore reactions of other key stakeholder groups (male riders, police, bike "supporters", hire purchase providers, and passengers) to a list of topics raised by focus groups.
3. To collect key contextual data as follows:

a. to estimate proportions of female riders from rider union records and/or other sources (licencing and vehicle registration records);
b. to estimate from road-side census activity, proportions of male and female riders and passengers at selected semi-urban and rural sites (including both pick-up and destination points);
c. to assess, through administration of a short survey instrument sampling women in representative semi-urban and rural locations, the nature and extent of new female roles and livelihood activities facilitated by access to motorcycle taxi services.

2.4 Research Methods

2.4.1 Focus Groups

The team will make use of focus group techniques developed by Mokuwa and others in previous work in remote rural communities in Liberia and Sierra Leone (Mokuwa et al, 2014). Focus groups are effective at gathering normative (shared public) understandings of issues of concern, but they need to be designed and implemented with a good knowledge of the way in which local power structures govern what can be said in public, and who can say it. The techniques to be applied pay particular attention to the intersecting issues of gender, age and social standing. We plan to run our focus discussions with a card tracking system that records the type of person speaking, the number of interventions they make, and the order in which they make them. This information is recorded without compromising anonymity, as offered by prior informed consent agreements.

The focus groups will be split into a female only focus group and a male only focus group, but aside to this we anticipate that the groups are heterogeneous in composition with young and old people, people with different occupations, people with different positions within the village hierarchy, etc. Sessions will be supervised with attention to participation by silent groups or individuals, covert signals conveyed by “body language”, and problems posed by leading questions. The method was developed and applied extensively in typical village conditions on the Liberia/Sierra Leone border with a research grant from the International Initiative for Impact Evaluation (3IE), who peer reviewed the method and its outputs (Mokuwa at al, 2014). In order to make discussions genuinely group driven, no predefined list of topics to be discussed was established. The starting question is: “what are the good and bad things about okada taxis?” In Liberia, we plan to conduct at least 12 focus group discussions – 6 with men and 6 with women – in six different locations. Communities where the focus group discussion will take place are selected on the basis of level of road access, varying from communities accessible only by foot to communities along an all-season accessible feeder road. In Sierra Leone we anticipate to do at least 8 focus group discussions at communities along the selected roads.

2.4.2 Census Activity

A traffic census activity will be undertaken at relevant observation points, normally just outside a community along the selected road in order to prevent intra-village traffic movements being counted as well. The observation point will be either at the start or end of the surveyed road, depending on local circumstances. The census – which will be a traffic count plus the collecting of very basic information regarding the vehicle, operator and passengers/load, where relevant – will take place from 6am to 6pm. It will be conducted on a normal day and a busy day, with the latter normally being the market day. Local literates will be inducted and supervised in executing the census activity.

2.4.3 Survey Activity

A short questionnaire was designed to assess the impact of the motorcycle taxi “revolution” on women’s activities, such as patterns and frequency of recent trips, frequency of attendance at

periodic markets, travel in different seasons, impact of motorcycle taxi transportation on family and public roles, and emergent livelihood activities. A Likert scale was originally tried but encountered difficulties with the respondent, who preferred either 'yes' or 'no' rather than degrees of 'yes' or 'no'. Randomization by household will be attempted, though it is recognised that this can be challenged by seasonality and other factors affecting women's availability to answer survey questions. Choice of communities will be representative, not random. Different types of communities will be chosen – ranging from those who have all season access via feeder roads, to those where there has been recent track building or upgrading (to include communities in Nimba where motorcycle track-building is in progress, and communities in Sierra Leone where the Addax biofuel concessionaire has opened up many new dirt roads), to those where significant obstacles for motorcycle access remain. It is hoped that such a sample design will generate some initial information on the typical gender impacts of improved access, to be followed up by later more extensive quantitative work in a future study.

Electronic data collection via tablets has been considered but deemed to be too cumbersome and risky, due to recharging issues and difficulties with uploading it to the cloud. Please see Annex B for the Passenger Survey and Annex C for the Rider Survey. Please note that both of these instruments were designed for use in Sierra Leone. Prior to commencing work in Liberia, the terminology will be discussed with the LIDA researchers so that terminology specific to Sierra Leone can be replaced by terms and expressions common in Liberia. We will conduct passenger surveys with around 175 motorcycle passengers in total and rider surveys with around 125 motorcycle operators in total.

2.5 Research Locations

Research is conducted in rural Sierra Leone in the Bo, Kenema and Makeni areas and in Nimba County, Liberia in the Sacleapea area. The research sites are encircled on the map below.

3 Management Approach

The Principle Investigator, Krijn Peters, will have overall responsibility for the research outputs and will be responsible for writing up of the findings of the studies. The Chief Researcher, Esther Mokuwa, with the support of the Njala researcher, will conduct the research and data collection in Bo, Kenema and Makeni, and has responsibility for the Nimba field work. She is responsible for the data transcription and will contribute to the writing up of findings. Krijn and Esther will have regular contact (at least once a month) concerning the study.

4 References

Mokuwa, E., Richards, P., and Voors, M. 2014. Speaking truth to power? Using the focus group to make a qualitative assessment of a field experiment in rural development', (unpublished report to the International Initiative on Impact Evaluation, peer reviewed by 3IE, August 2014, to be submitted for publication).

Starkey, P., Njenga, P., Kemtsop, G., Willilo. S., Hine, J., Odero, K., Mbathi, M. and Opiyo, R. 2013. Rural Transport Service Indicators. Guidelines to the methodology. (report for African Community Access Programme).

Annex A: Updated Work Plan

Activity Gantt Chart

Activity	Feb 2017	Feb	Mar	Mar	April	April	May	May	June	June	July	July	Aug	Aug	Sept	Sept	Oct	Oct	Nov	Nov	Dec	Dec	Jan 2018	Jan
Literature Review																								
Milestone: Inception Report																								
Milestone: Developments of Data Collection Instruments																								
Data collection Sierra Leone																								
Data collection in Liberia																								
Milestone: progress report																								
Draft reports																								
Draft articles																								
Final reports																								
Stakeholder workshop																								
Milestone: Policy Brief for Stakeholders																								
Online availability of Final reports + transcription																								
Milestone: final project research																								

report																								
Submission of articles																								
Milestone: journal articles for peer review																								

Key –Activity Type

	Advisory Input
	Milestones
	Workshops

Annex B: Passenger Survey

This is a small survey being carried out by Esther Mokuwa and colleagues from AKA Research, to assess services provided by okada taxi bikes. You are not obliged to answer these questions, but your cooperation is highly appreciated. Your name is taken only for purposes of recording the results, and will not be used in any report.

Place of interview:
Date of interview:
Time started:
Time finished:
Name of interviewer:
Name of person interviewed:
Gender of person interviewed:
Age *(approximate)*:
Village or town of permanent residence:
[for villages, add chiefdom]
Main occupation of person interviewed:
Secondary occupation (if any):
Traveling to:
Is the full journey by bike taxi? YES/NO
If NO what parts are travelled by other means:
What are these other means:
Traveling from:
Fare paid for passenger:
Fare paid for load:
Description of load:
Main purpose of journey:
[Interviewer – note if woman is pregnant, passenger is carrying a small child, and/or has a physical disability]

QUESTIONS ON MODE OF TRANSPORT

1. What, if any, other modes of transport could you have used for this journey?
2. If there were options, why did you choose the okada?
3. How would you describe the availability of okada bikes to/from this place:
    a. Frequent (available <30 minutes)
    b. Not frequent (available >30 minutes)
4. How did you call the bike?
    a. Waited until one came
    b. Phoned a bike rider (your phone? Borrowed phone? Whose?)
    c. Other means (SPECIFY)
5. From what time of day would you expect to be able to find an okada bike for this journey?
6. Until what time of day would you expect to be able to find an okada bike for this journey?
7. Is it possible to call a bike for this journey at night if there is an emergency? YES/NO
8. If YES, explain how this is possible:
9. Are there okada bike riders resident at this location? YES/NO

10. If YES to Q9, how many are resident?
11. If YES to Q9, how many were resident THIS TIME LAST YEAR?
12. Are there any **days of the week** on which okada bikes are MORE frequent on this route?
13. If YES, which days and WHY?

14. Are there **any times of the year** when bikes are LESS frequent on this route?
15. If YES, which times of the year and WHY?

SERVICE LEVEL

1. Are there times when bike riders do not provide a good service?
2. If YES, give examples and explanation
3. Are there times when you feel bike riders ride too fast or dangerously?
4. If YES, give examples and explanation
5. Are there times when bike riders are rude or aggressive to you?
6. If YES, give examples and explanation
7. Has there been any time when a rider refused to carry or collect you?
8. If YES, give examples and explanation
9. Have okada bikes improved your opportunity to attend a market YES/NO (explain answer)
10. Have okada bikes improved your opportunity to attend a medical facility YES/NO (explain answer)

SAFETY

1. Have you ever been involved in any okada bike accident? YES/NO
    a. If YES, when was the last time, and explain the circumstances
2. Have you ever been robbed while traveling by okada bike? YES/NO
    a. If YES, when was the last time, and explain the circumstances
3. Have you ever used an okada bike to solve a medical emergency? YES/NO
    a. If YES, when was the last time, and explain the circumstances
4. Have you ever become sick as a result of using an okada bike? YES/NO
    a. If YES, when was the last time, and explain the circumstances

GENERAL IMPACT OF OKADA BIKES

1. Would you like there to be MORE/FEWER/SAME (ring choice) number of okada bikes at this location?
    a. Explain answer:
2. If you had the choice, would you prefer to travel by okada bike or poda poda? OKADA/PODA-PODA (ring answer)
    a. Explain answer:
3. Are there bad changes that result in this location from okada bikes? YES/NO
    a. If YES, explain answer:
4. Are there good changes that result in this location from okada bikes? YES/NO
    a. If YES, explain answer:
5. Are there people at this location who cannot or will not use okada bikes? YES/NO
    a. If YES, explain answer:
6. Would it be a good idea if women were trained to ride okada bikes? YES/NO
    a. Explain answer:
7. If a male and a female okada rider were both waiting for passengers which one would you prefer: MALE/FEMALE
    a. Explain answer:
8. What is your reaction to this statement: “women okada riders would ride more safely”. AGREE/DISAGREE/DON’T KNOW
    [Interviewer, add further comment from interviewee, if any:]
9. What is your reaction to this statement: “only a man is strong enough to handle an okada bike on a rough or muddy track”. AGREE/DISAGREE/DON’T KNOW
    [Interviewer, add further comment from interviewee:]

10. Do you have any suggestions to improve okada bike services, or to improve transport services, to this location?

Annex C: Rider Survey

This is a small survey being carried out by Esther Mokuwa and colleagues from AKA Research, to assess services provided by okada taxi bikes. You are not obliged to answer these questions, but your cooperation is highly appreciated. Your name is taken only for purposes of recording the results, and will not be used in any report.

Place of interview:
Date of interview:
Time started:
Time finished:
Name of interviewer:
Name of person interviewed:
Gender of person interviewed:
Age *(approximate)*:
Highest level of education:
Year completed that level:
What year did you first learn to ride a bike:
Place of birth:
Village or town of permanent residence:
[for villages, add chiefdom]

Make of bike: (Circle): Victor GX, Star TVS, Star Sport, XL, CG, Others.

Type of registration plate (CIRCLE): Red, Black, Blue, Green, No Plate
Bike Number:

BIKE OWNERSHIP

Type of rider:

1. Bike rider-owner, 2. Buying bike on hire-purchase, 3. Winer, 4. Master Bike Rider
   5. OTHER (explain)
   [CIRCLE APPROPRIATE ANSWER]

1. **IF RIDER-OWNER**
   a. How did you acquire this bike
   b. Is this the first bike you have owned (YES/NO)
   c. If NO, how many previous bikes have you owned?
2. **If HIRE-PURCHASE:**
   a. name, occupation and location of the supporter
   b. How much do you pay the supporter (indicate if per day or per week)?
   c. In what way is the supporter related to you (CIRCLE ANSWER)?
      Family, Male/Female
      Friend, Male/Female
      Business Person, Male/Female
      OTHER
      If OTHER explain:
3. **IF WINER[1]:**

[1] 'Winer' refers to a rider without a bike, to whom a bike is rented on a casual basis (e.g. by a part-time owner-rider with other activities to attend to). These winers are often taken from a group of young men referred to as 'long benchmen': they are literally sitting on a bench ready to take a turn whenever asked to do so.

a. how many days a week do you ride?
b. would you ride more often if you could?
c. How much do you have to bring each day to the actual bike rider?
d. Did you own your own bike previously? YES/NO
If YES, why do you no longer have your own bike?
e. In what way is the actual rider related to you (CIRCLE ANSWER)?
Family, Male/Female
Friend, Male/Female
Business Person, Male/Female
OTHER
If OTHER explain:

4. MASTER BIKE RIDER:

a. name, occupation and location of the Master
b. how much do you pay the master per day
c. or per week
d. In what way is the master related to you (CIRCLE ANSWER)?
Family, Male/Female
Friend, Male/Female
Business Person, Male/Female
OTHER

BIKE OPERATIONS

16. Do you ride full-time or part time? FULL TIME/PART TIME (circle answer)
    a. If PART-TIME what other occupation(s) do you have?
17. What time of day do you normally begin and end work?
    a. BEGIN:
    b. END:
18. Are there any **days of the week** on which okada bikes are MORE frequent on this route? YES/NO
19. If YES, which days and WHY?
20. Are there **any times of the year** when bikes are LESS frequent on this route? YES/NO
21. If YES, which times of the year and WHY?
22. Which place do you mainly go to service or repair your bike?
23. Would you say servicing at that place is (Circle) GOOD, ADEQUATE, NOT GOOD
    Please explain your answer:
24. Do you belong to the bike riders union? YES/NO
    a. If YES, which union (branch)?
    b. What are the benefits of membership?
    c. If NO, Why:
25. How do you see yourself in next ten years' time?
    a. Still riding an okada
    b. Owning okada but following another occupation
        i. Which occupation?:
    c. Not owning an okada but following another occupation
        i. Which occupation?:
    d. OTHER (specify)

SAFETY ISSUES

5. Have you ever been involved in any okada bike accident? YES/NO
    a. If YES, when was the last time, and explain the circumstances
6. Have you ever been robbed while riding the okada bike? YES/NO
    a. If YES, when was the last time, and explain the circumstances

7. Have you ever become sick as a result of your work as an okada bike rider? YES/NO
    a. If YES, when was the last time, and explain the circumstances
    b. If No, what keeps you safe from being sick?
8. Consider this statement "Owner-riders ride more carefully". Say whether you AGREE, DISAGREE or DON'T KNOW
    a. If DISAGREE explain your choice of answer:

WOMEN AND OKADA BIKES

1. Overall, do you
    a. Carry more women passengers than men
    b. Carry more men passengers than women
    c. Carry men and women in about equal number
2. Do you think women have special needs or requirements when riding as an okada passenger? YES/NO
    a. If YES what are these needs and requirements?
3. Do you ever ride more slowly when carrying a woman passenger than when carrying a man? YES/NO
    a. If YES, explain why do you do this:
4. Would it be a good idea if women were trained to ride okada bikes? YES/NO
    a. Explain your answer:
5. Why do you think there are no (or only a few) women okada riders (MORE THAN ONE ANSWER CAN BE CHOSEN, BUT RANK IN ORDER):
    a. No interest
    b. Lack strength
    c. No support for bike
    d. OTHER (explain)

GENERAL IMPACT OF OKADA BIKES

1. Are there good changes that result in this location from okada bikes? YES/NO
    a. If YES, explain answer:
2. Are there bad changes that result in this location from okada bikes? YES/NO
    a. If YES, explain answer:
3. Do you have any suggestions to improve okada bike services in this location?
4. Have you ever taken part in activities to improve the quality of this road or track? YES/NO
    a. If YES what were these activities (CIRCLE ANSWER):
        -a. joined community work [*ta yenge*] on track,
        -b. joined community work on bridges
        -c. contributed money,
        -d. contributed materials, OTHER ANSWERS (specify)
        Any comment:

Annex D: Risk Matrix

Programme Risk Assessment and Mitigation Matrix			Very High	High	Medium	Low

Potential Risk	Risk Grading[2]		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	L	In October 2017, presidential elections in Liberia take place. This can lead to localised violence	Field work will be conducted prior to the run up to the elections. LIDA will inform the Principle Investigator of any tensions in the Nimba area which may affect data collection.
A2: Financial fraud	L	L	Financial fraud is a potential risk for complex financial operations	**The budget is managed via Swansea University, which has very strict financial checks and balances in place.**
B. Risks associated with Research				
B1. Renewed outbreak of Ebola	M	M	A renewed outbreak of Ebola in either Sierra Leone or Liberia may have an impact on the field-based element of the research	See above under point 11
B1. Political Violence	M	L	See above, under A.	See above, under A. Note that the research schedule will leave some flexibility regarding exact timing of field research.

[2] **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.

Annex E: Technical Inputs

Technical Adviser Input schedule

Position Title	Technical jnical Expert	Total Number of Inputs (in days)	Indicative Input schedule
Principal Investigator	Krijn Peters	26	Feb – Jan 2018
Chief Researcher	Esther Mokuwa	38	Feb – Jan 2018
Researcher – Sierra Leone inputs	Baigeh Johnson	18	Feb – Mar
Researcher – Liberia inputs	Baigeh Johnson	26	April-May
Researcher	Mercy Jacobs	26	April-May
Collaborator/advisor	Kristina Leipoldt	14	Feb, Sept – Dec
Advisor	Jim Clarke		Feb, April, Sept – Dec

Annex F: Revised Budget

Items					Totals (GBP)
Fee Component of Fixed Fee					
Position Title	**Expert**	**No of Days Input**	**Fee Rate**		
Principal Investigator	Krijn Peters	26	293.4		7,628.4
Chief Researcher	Esther Mokuwa	38	276.8		10,518.4
Researcher – Sierra Leone inputs	Baigeh Johnson	18	94.1		1,693.8
Researcher – Liberia inputs	Baigeh Johnson	26	138.4		3,598.4
Researcher	Mercy Jacobs	26	166.1		4,318.6
Collaborator/advisor	Kristina Leipoldt	14	276.8		3,875.2
Advisor	Jim Clarke				
				Subtotal Fee Component	**31,632.80**
Expenses Component					
Item	Description / Comment	Unit	No of Units	Unit Price	Totals (GBP)
Car Hire	4x4 hire Sierra Leone and Liberia, including fuel/driver		41	150	6,150
Travel, subsistence & accommodation for Principal Investigator to SL and Lib for workshops	To SL and Lib for workshops		6	350	2,100
KP Visa & Vaccinations					140
Travel, subsistence & accommodation for Researchers & advisors for workshops			6	400	2,400
Stakeholder workshops, Venue hire			2	300	600
Stakeholder workshops, food and refreshments			2	200	400
Stakeholder workshops, local travel & accommodation for upcountry participants					1,600
Report printing for dissemination at workshops					120
Survey Software and tablets hire					360
				Subtotal Expenses Component	**13,870**
TOTAL (Subtotal Fee Component + Subtotal Expenses Component)					**45,502.8**