NATIONAL FORUM GROUP
ON RURAL TRANSPORT AND DEVELOPMENT IN KENYA

VOLUME I

Report of the

FIRST NATIONAL WORKSHOP ON RURAL TRANSPORT AND DEVELOPMENT IN KENYA

Kenyatta International Conference Centre (KICC)
Nairobi, Kenya, September 30 - October 3, 1996
# TABLE OF CONTENTS

ACRONYMS AND ABBREVIATIONS ............................................................................................................ 4

ACKNOWLEDGEMENTS .......................................................................................................................... 5

PREFACE ..................................................................................................................................................... 6

1. INTRODUCTION ....................................................................................................................................... 8

1.1. BACKGROUND ....................................................................................................................................... 8

1.2. ORGANISATION OF THE WORKSHOP ................................................................................................ 8

1.3. RURAL TRANSPORT AND DEVELOPMENT IN KENYA .............................................................. 8

1.4. OBJECTIVES OF THE WORKSHOP ................................................................................................ 9

1.5. EMERGING ISSUES AND RECOMMENDATIONS ........................................................................ 9

2. OPENING SPEECH AND PLENARY PRESENTATION ........................................................................ 11

2.1. OPENING SPEECH ............................................................................................................................ 11

2.2. PRESENTATION ON IFRTD AND NFG ........................................................................................ 13

3. PARALLEL WORKSHOP PRESENTATIONS ....................................................................................... 15

3.1. ACCESS PROBLEMS, PLANNING AND INTERVENTIONS, BY MS. FATEMEH ALI-NEJADFARD, ILO-ASIST, HARARE, ZIMBABWE .................................................................................................................. 15

3.2. PROVISION OF RURAL ROADS INFRASTRUCTURE IN KENYA, BY ENG. KARUIRU, MINISTRY OF PUBLIC WORKS AND HOUSING ........................................................................................................................................ 15

3.3. RURAL INFRASTRUCTURE: WHAT ROLE FOR WOMEN? SOME EXAMPLES FROM KENYA AND TANZANIA, BY MRS. CECILIA-KINUTHIA-NJENGA, ENVIRONMENTAL LIAISON CENTRE INTERNATIONAL, NAIROBI ........................................................................................................................................ 15

3.4. INFORMATION ON RURAL TRANSPORT AND DEVELOPMENT IN KENYA, BY MS. MARIA PRIETA, ILO-GENEVA AND MR. JAN FRANSSEN ILO-ASIST, NAIROBI ........................................................................................................................................ 17

3.5. PROMOTING APPROPRIATE MEANS OF TRANSPORT, BY MR. PETER NJENGA, ITDG-KENYA ........................................................................................................................................ 17

3.6. HUMAN AND INSTITUTIONAL CAPACITY BUILDING IN RURAL TRANSPORT PLANNING, BY DR. J. MUTUA (KENDAT), DR. E. WATTHANI (KENDAT) AND MR. P. NJENGA, ITDG-KENYA ........................................................................................................................................ 17

3.7. ON METHODOLOGICAL ISSUES IN RURAL TRANSPORTATION AND DEVELOPMENT, BY MR. KEN ODERO, INSTITUTE FOR DEVELOPMENT STUDIES (IDS)-UNIVERSITY OF NAIROBI ........................................................................................................................................ 19

4. PLENARY SESSION PRESENTATIONS AND DISCUSSIONS ON PARALLEL WORKSHOPS ... 20

5. THE EXHIBITIONS ..................................................................................................................................... 22

6. FIELD VISIT OBSERVATIONS ............................................................................................................... 23

6.1. FIELD VISIT TO KATHEKANI ............................................................................................................ 23

6.2. FIELD VISIT TO KAJIADO ............................................................................................................... 23

6.3. FIELD VISIT TO KIRINYAGA ............................................................................................................ 24

7. PLENARY PRESENTATION ON NETWORKS AND NETWORKING.......................................................... 26

8. WORKSHOP RECOMMENDATIONS FROM THE PLENARY SESSION .................................................. 27

8.1. THEME 1: ACCESS PROBLEMS, PLANNING AND INTERVENTIONS ............................................. 27

8.2. THEME 2: RURAL INFRASTRUCTURE/GENDER ISSUES ............................................................. 27

8.3. THEME 3: INFORMATION GATHERING AND DISSEMINATION .................................................... 27

8.4. THEME 4: APPROPRIATE MEANS OF TRANSPORT .................................................................. 27

8.5. THEME 5: HUMAN AND INSTITUTIONAL CAPACITY BUILDING ................................................ 27

8.6. THEME 6: METHODOLOGICAL ISSUES ....................................................................................... 28

9. CLOSING SPEECH .................................................................................................................................... 29

10. THE LAUNCH OF THE NFG .................................................................................................................. 31

11. PARTICIPANT EVALUATION OF THE WORKSHOP ....................................................................... 32

11.1. PARTICIPANT PROFILE .................................................................................................................... 32

11.2. EXPECTATIONS ............................................................................................................................... 33

11.3. CONTENT, STRUCTURE AND ORGANISATION .......................................................................... 34

11.4. NFG MEMBERSHIP ...................................................................................................................... 36

11.5. NETWORKING ............................................................................................................................... 36
## ACRONYMS AND ABBREVIATIONS

<table>
<thead>
<tr>
<th>Acronym</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>ASIST</td>
<td>Advisory Support, Information Services and Training on Labour-Based Programmes</td>
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<tr>
<td>ATNESA</td>
<td>Animal Traction Network for Eastern and Southern Africa</td>
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<td>CIDA</td>
<td>Canadian International Development Agency</td>
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<td>DANIDA</td>
<td>Danish International Development Agency</td>
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<td>DDC</td>
<td>District Development Committee</td>
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<td>DFRD</td>
<td>District Focus for Rural Development</td>
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<td>DRRP</td>
<td>Drought Recovery, Relief &amp; Rehabilitation Programme</td>
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<td>GOK</td>
<td>Government of Kenya</td>
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<td>FTC</td>
<td>Farmer Training Centres</td>
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<td>IPC</td>
<td>Interim Policy Committee</td>
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<td>IFRTD</td>
<td>International Forum for Rural Transport and Development</td>
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<td>ILO</td>
<td>International Labour Organisation</td>
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<td>IMT</td>
<td>Intermediate Means of Transport</td>
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<td>IRAP</td>
<td>Integrated Rural Accessibility Planning</td>
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<td>ITDG</td>
<td>Intermediate Technology Development Group</td>
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<td>KENDAT</td>
<td>Kenya Network for Draught Animal Technology</td>
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<td>KENGO</td>
<td>Kenya Energy &amp; Environmental Non Governmental Organisation</td>
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<td>KICC</td>
<td>Kenyatta International Conference Centre</td>
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<tr>
<td>KIC-K</td>
<td>Kisumu Innovation Centre, Kenya</td>
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<tr>
<td>MOPW&amp;H</td>
<td>Ministry of Public Works and Housing</td>
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<td>MRP</td>
<td>Minor Roads Programme</td>
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<td>NFG</td>
<td>National Forum Group</td>
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<td>NMT</td>
<td>Non Motorised Transport</td>
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<td>NORAD</td>
<td>Norwegian Agency for Development</td>
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<td>ODA</td>
<td>Overseas Development Administration</td>
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<td>OVP&amp;MPND</td>
<td>Office of the Vice President &amp; Ministry of Planning and National Development</td>
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<td>POL/DEV</td>
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<td>RARP</td>
<td>Rural Access Roads Programme</td>
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<td>RMI</td>
<td>Road Maintenance Initiative</td>
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<td>Sub Saharan Africa</td>
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ACKNOWLEDGEMENTS

Many people and organizations contributed to the success of the First National Workshop on Rural Transport and Development which culminated in the historic launching of the National Forum Group (NFG) on Rural Transport and Development. On behalf of the NFG, I wish to take this opportunity to acknowledge with sincere gratitude their efforts and contributions. Many thanks go to all the participants and resource persons from both Kenya and abroad who not only spared their valuable time to share their views with us but also contributed greatly to this report through their comments on the various issues during the deliberations of the Workshop.

In addition, the NFG greatly benefited from financial support from various sources. In this regard I wish to express our gratitude to the International Labour Organization through the ILO/ASIST Project, for meeting part of the operating costs of the Workshop. The ILO provided financial support for the preparation of this Report.

Members of the NFG Working Group who worked tirelessly on a voluntary basis in preparing for the Workshop and continued to offer their valuable time through meetings on modalities for the implementation of activities in support of rural transport development also deserve a considerable amount of gratitude.

Finally, I wish to take this opportunity to particularly thank Mr. Edwin S. Osundwa, the Permanent Secretary, Office of the Vice-President and Ministry of Planning and National Development whose valuable advise and encouragement to the NFG Working Group facilitated the success of the Workshop. He particularly reaffirmed the importance the Government attaches to the problems of rural access and mobility.

Similarly, my thanks go to Dr. Kangethe W. Gitu, the Director of Planning, OVP & MPND, who greatly facilitated the deliberations of the Workshop and offered valuable suggestions to the participants.

K. O. Atieno
Chairman
National Forum Group on Rural Transport and Development
Office of the Vice President and Ministry of Planning and National Development
Nairobi, Kenya
PREFACE

This Workshop marks the major public launching of the Kenya National Forum Group on Rural Transport. Its antecedents can be traced back almost a quarter of a century. In 1972 the Intermediate Technology Development Group (ITDG), UK set up a 'Transport Panel' of volunteers to explore ways of more effectively meeting the travel needs of the poor in the least developed countries. I was fortunate to be the Chairman of that panel. For several years we worked to give identity to the notion of 'appropriate' or, as its founder Dr. Fritz Schumacher preferred, 'intermediate' transport policies. In 1976 the Transport Panel ran the first ever international conference on 'low-cost vehicles for developing countries'. The conference attracted the attention of the World Bank. They commissioned us to survey the problems of transport as they were experienced by small-farm households. Kenya was chosen as the location of these studies.

We approached the task with confidence. From 1965-1970 I had worked as the leader of a UK Transport Research Laboratory team helping the Kenyan Ministry of Works set up a road transport planning unit. After five years of studying rural transport in Kenya we thought we knew a great deal about its characteristics and problems. We could not have been more mistaken! Like most people at that time, and many still, our view was that from the road system looking down.

The results of talking to farmers in Kirinyaga, Meru and Kakamega—and adopting their viewpoint on transport issues—were unsettling. It demonstrated how one-sided and largely ineffective traditional policy approaches were. Based on near complete ignorance of the real nature of small-farmer transport demands, they had rarely addressed them efficiently. In most cases, they had not addressed them at all. The World Bank studies were followed soon after (in 1980) by those of a pioneer—Dr. Charles Kaira—who contributed his rich experience to this Workshop. Kaira's studies, also in Kirinyaga, underlined and substantially extended the earlier findings. A decade later, Peter Njenga contributed a study of animal transport in the area around Limuru, to the growing body of the knowledge on rural household travel demands.

Kenya has thus been at the forefront of efforts to understand the real nature of rural travel demands in developing societies. The Kenyan experience has challenged policies that gave exclusive attention to the provision of efficient motorised road transport to which the overwhelming majority of small farmers have little access. Although there is now a much better understanding of the nature of small-farmer transport demands, few countries have taken the first faltering steps to translate this knowledge into effective policies or, more important, to actually commit resources to implementing those policies. Again Kenya can claim to be leading the way.

Kenya was one of the first countries in Sub-Saharan Africa to realise that high tariffs on the import of bicycles was damaging to the interests of ordinary people. Import duties on bicycles in Kenya were progressively reduced from 80% down to the present level of 10%. The result has been a surge in bicycle use. In Western Kenya a unique 'commercial' form of non-motorised transport—the boda boda—has emerged. The use of boda-boda has expanded in towns like Busia, Bungoma, Kakamega, Kisumu and Ahero. Studies by the World Bank show the boda bodas result in a significant increase in income to those lucky enough to own or operate them. They give a boost to local trading and service economies and directly create secondary employment.

The increase in bicycle use is essentially a rural or small town phenomenon. It has not penetrated the major cities. The infrastructure for the safe use of bicycles does not exist and there is till much to do to change public—and crucially political—opinion. For many decision makers the needs of motor vehicles remain paramount although even in Nairobi not more than 10% of households own them. Public and non-motorised transport must necessarily meet the demands of the majority, unless Kenya is to massively increase its dependence on imported fuel. Large numbers of people are condemned to
walking long distances daily under difficult and unsafe conditions. Kenya pays a high social and economic price for this.

Since the studies in Kenya two decades ago more research and practical experience have been accumulated. Increasing international support through the ILO and bi-lateral sources provide a permanent voice in support of major rural transport policy change. The International Forum for Rural Transport and Development (IFRTD) can only be supportive of locally-inspired initiatives. Sustained changes are only likely to result from the efforts of local groups. This is why the founding of the Kenya National Forum Group is so important. The tasks which the Group has set itself derive from a long and distinguished, although perhaps little known, pedigree. It gives me very special pleasure to wish the members of the Group courage and perseverance in their work.

John Howe
Professor Transport Engineering
IHE, Delft, the Netherlands
FIRST NATIONAL WORKSHOP ON RURAL TRANSPORT AND DEVELOPMENT IN KENYA

1. INTRODUCTION

1.1. Background

The First National Workshop on Rural Transport and Development in Kenya was held at the Kenyatta International Conference Centre in Nairobi from 30th September to 3rd October 1996. It was organised by the National Forum Group (NFG) on rural transport and development, Kenya. The NFG is a network of diverse individuals and organisations with an interest in rural transport and development issues. Fifty people participated in the Workshop, representing a range of organisations and disciplines. There were representatives from government institutions, NGOs, universities, networks, bilateral and multilateral donor agencies. The majority of the participants were from Kenya. There were also participants from neighboring countries in Eastern and Southern Africa as well as from Asia and Europe. (See Annex I for list of participants.)

1.2. Organisation of the Workshop

At a one day Seminar held in Nairobi on the 9th of July 1996, it was proposed that a meeting of the interim NFG be organised to follow up on what had been discussed (the seminar was on the role of the NFG in rural transport and development in Kenya). The idea of holding a national workshop on rural transport also got support at that seminar. As a consequence, the NFG undertook several activities in preparation for the workshop. On the 2nd of August 1996, ILO/ASIST hosted a meeting at its office in Nairobi. A workshop programme was prepared at that meeting. This was then followed by a series of workshop preparatory meetings in which the venue of the workshop, participants and resource persons were identified, a budget prepared and potential donors approached. Due to the limited time available, the logistics related to field trips and exhibitions including the sending out of invitations had to be organised concurrently.

The workshop was structured around six thematic "workshops" (see Annex 2) designed to facilitate the exchange of information and effective debate by all participants. It was also the intention of the organisers, (the NFG), that the proceedings of the thematic workshops would lead toward the development of guiding and implementation of appropriate rural transport programmes and policies. Summaries of the discussions held in each thematic workshop were presented at the plenary session.

1.3. Rural Transport and Development in Kenya

Over the last two decades, a mounting body of empirical research has pointed out that conventional transport planning, with its limited focus on motorisation and associated infrastructure, leaves the majority of people especially in rural areas, on the periphery of the economy. It limits their opportunities to participate in social and political development processes. The Workshop is among a series of initiatives currently being undertaken by the NFG to promote more holistic rural transport planning approaches.

In Kenya, transport planning has mainly focused on the development of transport infrastructure. Roads have been a leading investment area by the Government. The rationale for road infrastructure development has been that it would stimulate growth in productive activities such as industry and agriculture. This rationale is conditioned by a number of historical factors. Foremost among these was the need to facilitate and speed up the journey of primary products to export markets. Other functions of an improved road network were seen as the movement of food to growing urban centers, and the establishment of a nationwide system of judicial and administrative services.

Underpinning conventional rural transport planning is a belief that investment in roads would lead to increased motor traffic from the private sector, which in turn would stimulate household demand for travel. This analysis is driven by the theory of economic growth that implies a strategic, if somewhat hidden link between roads (or infrastructure in general), and the production function in agriculture and trade.

Available evidence points out to the limitations of this approach and highlights the previously unacknowledged multi-dimensional nature of the rural transport problem. While the transport infrastructure remains a constraint to efficient transport and travel, there are other valid facets of the problem. These include inadequacy of affordable means of transport, lack of attention to the village level transport network where the bulk of rural transport activity takes place, and a lack of integration between transport planning and other services (health, water, education, markets) that support human settlements.

At the household level, a significant part of transport activities derive from purely subsistence needs –the need to carry food crops, fuelwood and water, for example, over often quite long distances.
To these can be added journeys to and from fields, input buying, and transport of produce to markets. These trips are normally made on foot and in very limited instances, using non-motorised transport devices. Transport planning that exclusively promotes expansion of roads in rural areas is largely irrelevant to the transport needs of the people.

In Kenya, this knowledge has been building up over the last two decades, but it has been confined to a few researchers and practitioners. It was timely to share and disseminate this information more widely, especially to policy makers at a time when reforms in the transport sector are being debated. The workshop further identified gaps in policy and practice that need to be addressed continuously in order to achieve equitable and sustainable benefits in the transport sector.

1.4. Objectives of the Workshop

The Workshop had four objectives:

* to encourage debate on rural transport issues and the challenges facing national and regional development planners in addressing these issues,
* to share information on interventions of a wide number of actors in Kenya and the region,
* to strengthen the linkages between these different actors through wider participation in Kenya's NFG and by establishing an agreed programme of action, and
* to launch the Kenya National Forum Group on Rural Transport and Development.

1.5. Emerging Issues and Recommendations

Several key issues emerged during discussions, both in the thematic workshops and in the plenary sessions.

Workshop on access problems, planning and interventions. Participants discussed the following four key issues: the concept of "rural access" and how transport relates to it; involvement of rural communities in access planning; fiscal policies and the availability of means of transport; and awareness creation on access planning, particularly at the rural household level.

Recommendations included the compilation of an inventory of existing institutions and their work programmes on rural transport and development. This process will also identify gaps and suitable actions for the NFG. They also recommended a review of existing national planning documents in the context of accessibility planning to identify gaps on policy issues. It was considered important to find and formalise a "home" (institution) for NFG and its Secretariat. Network members should also register with the NFG secretariat. The immediacy of most of the above activities required that a source of funds for the Secretariat be urgently identified.

Workshop on rural transport infrastructure. Issues were: the lack of a clear understanding on the scope of rural transport infrastructure (is it only roads?); the lack of appropriate frameworks to encourage community participation in rural transport infrastructure planning, execution and management; ownership of rural transport infrastructure; unclear and uncoordinated responsibility of the diverse institutions; lack of resources for implementation; lack of personnel trained in rural transport issues; lack of mobilization of existing capacities within communities; lack of a clear understanding of the different needs of different members of a rural household; and lack of knowledge on the benefits of rural infrastructure on women.

Recommendations. Three recommendations were made. Develop clear guidelines in common and simple language on issues and principles pertaining to community participation in rural infrastructure development and management. Identify and popularise positive cases of community participation in provision and maintenance of rural infrastructure. Define and standardise rural transport infrastructure and its components in the Kenyan context.

Workshop on information gathering and dissemination. The main issues were: insufficient information on benefits and impact of improved access and mobility interventions; insufficient basic
information on the rural transport situation in Kenya and where it does exist, its use limited by the sectoral emphasis: lack of documentation and exposure to positive initiatives; limited opportunities to exchange information through study tours and visits; and lastly, alienation of the issues of rural transport from the national political agenda.

**Recommendations** included having discussions with politicians to sensitize them on the centrality of rural transport and how it impinges on national development; collating existing information on rural transport and identifying the target audience and appropriate language for dissemination.

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**Workshop on Appropriate Means of Transport.**

Key issues: lack of information on existing options, high cost of appropriate means of transport, low purchasing power of potential users/purchasers and limited production and distribution capacities.

**Recommendations** included the documentation and wide distribution of information on appropriate means of transport development initiatives and of successful examples on options for increasing the access and affordability of means of transport; advocacy for the creation of an enabling environment for NMTs; development of specific proposals on increasing the affordability and sustainability of NMT production. The NFG should be more proactive in enlarging its membership of manufacturers and the private sector, particularly "Jua Kali" manufacturers. The NFG should also reduce the general use of acronyms, and encourage use of common terminology (e.g. what are low cost vehicles? NMTs? AMTs?).

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**Workshop on Methodological Issues.**

This workshop identified inadequacy of existing approaches, high cost of developing and operating alternatives, lack of political will to support alternative approaches, lack of donor interest (until very recently) in methodological issues and conflicting donor/local priorities as the main issues in that area.

**Recommendations.** As a consequence, it recommended that: research institutions (e.g. universities) should work in developing new methodological frameworks and seek for funding in this regard; the NFG should encourage local capacity in developing and improving methodologies; and the NFG should promote alternative models to transport planning that redistribute costs and benefits to the rural areas.
2. OPENING SPEECH AND PLENARY PRESENTATION

Mr. David Nalo, the Interim Secretary for the National Forum Group (NFG) welcomed the participants and outlined the broad objectives of the Workshop. In particular, he emphasised that there was a need for the participants to freely debate the issues at hand, as well as exchange experiences and learn from each other on various aspects of rural transport and development.

2.1. Opening Speech

The Official Opening Speech was given by the Permanent Secretary Office of the Vice President and Ministry of Planning and National Development, Mr. Edwin S. Osundwa. It was read on his behalf by Dr. Kang’ethe Wamaitha Gitu, Director of Planning in the Office of the Vice President and Ministry of Planning and National Development.

Speech delivered by the permanent secretary office of the Vice President and Ministry of Planning and National Development Mr. Edwin S. Osundwa on the occasion of the opening of the First Workshop on Rural Transport and Development in Kenya, held at the Kenyatta International Conference Centre (KICC) on 30th September, 1996.

"The Chairman, Invited Guests, Distinguished Participants, Ladies and Gentlemen:

It is with great pleasure that I welcome you all our foreign and local guests and participants to this important workshop on Rural Transport and Development in Kenya. The workshop is important since rural areas account for the bulk of both Kenya's and Sub-Saharan Africa's population, while both Kenya and most countries in the region have agriculture as their dominant economic activity.

This is an opportune time for Kenya to be looking into new ways and new policies for two major reasons. Firstly, we have recently undergone and continue to undergo comprehensive economic reforms which has led to new ways of delivering development services. These reforms, focusing on price and exchange rate liberalisation, parastatal reform and trade liberalisation, have significantly reduced the Government's control over the economy, and strengthened the role of private sector. Secondly, ongoing research is making development planners increasingly aware that a large proportion of rural trips are made off the roads and use non-motorized means of transport. In this respect we in Kenya have learnt that a substantial part of the working day of rural women is involved in the non-motorized means of transport. In this respect we in Kenya have learnt that a substantial part of the working day of rural women is involved in the non-motorized transport of firewood and water, often using rudimentary footpaths rather than roads. As a result, it is possible that significant segments of the rural population may not have benefitted from the rapid post independence expansion and upgrading of the Kenyan road network. Thus, conventional solutions to rural transport problems may no longer be appropriate. This is thus an opportune time to look into new ways of supporting the development of rural transport with a view to enhancing the development of rural areas.

Ladies and Gentlemen, this Workshop is particularly important given the central role played by transport in enhancing rural communication and development. Transport provides access to a range of goods and services produced and required for daily needs in social and economic development. It also provides access to ideas and information, to opportunities available for specialisation and productivity growth. Hence, transport and in particular the development of rural transport systems plays a central role in boosting rural economic development.

This Workshop was organised by the Office of the Vice President and Ministry of Planning and National Development in conjunction with the International Labour Organisation, the Intermediate Technology Development Group and the International Forum for Rural Transport and Development. The office of the Vice-President and Ministry of Planning and National Development has been co-ordinating preparatory work in this area through an Inter-Ministerial Committee established in 1994. Participants are drawn from Government Ministries, Non Governmental Organisations, donors and International bodies. All of us are concerned with improving rural mobility and accessibility.

The focus of the workshop is not on conventional solutions to the rural transport challenge but on new initiatives. Traditional solutions to the problem of rural transport have focused on the construction of infrastructure usually based on Master Plans thought out at Central Ministries. This has often had the unfortunate effect of ignoring the transport and general travel needs of the majority of people, especially in the rural areas. This result has lead to the recognition that we need transport systems that respond adequately to the needs of the rural people. For this to happen, we have to come up with modalities of doing several things. This is indeed why this workshop is being held.

Ladies and Gentlemen, there are two major aims of this workshop. Firstly, the exchange of views on economic social and technical aspects of household community and national level transport modalities for increasing awareness in this area. With respect to latter aim, an exhibition by various organisations will be held during the workshop, focusing on ongoing rural transport activities in various parts of..."
Kenya and elsewhere. There is thus need for greater awareness of relevant issues as well as greater sharing of information relating to different experiences and I trust this workshop will prove to be an appropriate venue for enchanting the latter process.

Ladies and Gentlemen, the new approach to rural transport problems is to plan around the transport of the people, in order to supplement the existing road infrastructure. Separate initiatives need to be harmonized and this is one of the purposes of the National Forum Group in Kenya which is to be launched during this workshop. There is need for increased use of integrated rural planning especially with respect to rural transport. Indeed, there are several rural transport planning policy issues that I believe will be explored and discussed during this workshop. These are, determining the appropriate level of investment necessary to obtain optimal benefits from the rural transport sector; identifying policies to stimulate rural mobility; to improve the quality of rural life through widening the access to goods and services; and determining the relationship between rural transport planning and other sectors of the economy.

The broader objectives of this workshop focus on five specific areas. Firstly, there is a need to share existing information and experiences. Secondly, there is a need to consolidate information on existing initiatives and actors. Thirdly there is a need to explore various information dissemination strategies. Fourthly there is a need to agree on networking arrangements and priority action among the Non Formal Groups. Last but not least, there is the launching of the Kenya National Forum Group.

A core aim of this workshop is raising the awareness of policy makers who will use the information gathered here to re-investigate rural transport initiatives. The increased sensitization of participants on the crucial role of rural transport in development as well as the usefulness of Non Motorized Transport is an additional goal. Further, the establishment of networks through the National Forum Group and the sharing of information, with a view to both raising the profiles of the various National Forum Group as well as establishing focal points on rural transport and development issues is an additional goal. I am confident that the participants seated here are capable of carrying out those tasks and emerging with the appropriate results. The Government attaches importance to the generation of ideas and issues by the Forum Group for rural development.

Ladies and Gentlemen, I would like to turn now to some Kenyan experience with relation to rural planning. Rural development planning has always occupied a central role in the Kenyan planning environment and indeed, as back as 1974, the Government came up with the Rural Access Roads Programme. This programme focused on the promotion of labour intensive technologies in road construction and the conservation of vital foreign exchange. The programme continued in 1985 under the Minor Roads Improvement Programme. The aim of the programme was to create all weather farm to market roads in 26 high potential districts using labour based technologies. The results to date have been fairly promising with over 9,000 Kilometers of roads built over 1974-1989, over 70,000 man years of employment created, lower average costs per kilometer of roads constructed and a considerable amount of savings in foreign exchange. I bring up this experience to emphasise the critical importance of the minor roads programme and labour based technology in supplementing conventional transport modes in meeting rural transport needs.

Distinguished Participants, as regards the National Forum Group, the objective is to facilitate through advocacy, networking, data collection and dissemination as well as the identification of research and training needs. The National Forum Group is expected to assist in policy formulation through close collaboration with implementing agencies, and in the development of professional capacity in rural transport activities among other activities. I am confident that the Kenyan National Forum Group will be able to carry out these activities.

With respect to the new initiatives in rural transport planning, we are aware of several projects that are currently ongoing, among them, there is the Kajiado Donkey Project, the Kathekani appropriate means of transport programme and the Kisumu project on participatory technology development of non-motorised transport, to mention a few. It is important to note that in all these programs, users and providers of transport work together through dialogue to produce transport options and solutions to transport problems that meet the basic needs of the rural people at affordable prices. I trust that the Kenya participants here will use this workshop to share some of their experiences in these projects with other participants.

At this point ladies and gentlemen, I would like to acknowledge the contribution of the various agencies without whose efforts this workshop would not be taking place. Indeed, their moral and financial support were both vital and encouraging. These agencies are the Overseas Development Agency, the International Labour Organisation, the Intermediate Technology Development Group, the Forum for Rural Transport and Development. Without these organisations, we would not now be in a position to host such a wide range of participants from so many countries. I believe that their efforts will be rewarded in terms of fruitful deliberations at this workshop.

With these points ladies and gentlemen, it is may great pleasure to declare the Workshop on Rural Transport and Development officially open.

Thank you."
2.2. Presentation on IFRTD and NFG

"Role of IFRTD Secretariat and National Forum Groups in Rural Transport & Development: A Focus on Evolution and Prospects for Kenyan NFG", presented by Mr. David S.O. Nalo, Interim Secretary, National Forum Group (NFG), Kenya.

Mr. Nalo summarised the importance of transport in rural development, and gave some current examples of ILO and ITDG initiatives in understanding the real nature of the transport needs of rural people, and promoting rural transport technologies in Kenya and other parts of the Continent. For example, the Kisumu project on increasing and improving available options of non-motorized transport (NMT) in Western Kenya was started in 1995 on the initiative of the interim NFG and the ITDG with the support of the IFRTD. It is funded by the International Labour Organization's Policy Development Division, Geneva (ILO/POL/DEV) and is being jointly implemented by the ITDG and KIC-K under the ITDG's Rural Transport Programme (RTP). ITDG is carrying out similar projects in Kathekani, Machakos District and in Kajiado District. Both ITDG and KIC-K (a Non-Governmental Organisation) are cooperating in developing and promoting the use of NMT through a participatory technology development (PTD) process whereby both users and producers jointly work together, through dialogue, to produce items that meet the basic needs of the rural people at affordable costs/prices.

He explained the workings of the IFRTD, and pointed out that the Forum responds to rural transport problems by advocating an alternative approach to transport policy. Promotion is done through a global network which currently has a membership of 800. From its Secretariat in London, IFRTD facilitates exchange of information between the members of the network through publication of its newsletter, the Forum News, stimulates information generation through research and pilot projects, encourages formation of National Forum Groups, and stimulates interaction between the NFGs. Currently, there are NFGs in Kenya, Sri Lanka, and the Phillipines, while groups have just been established in Malawi and Bangladesh. To achieve its advocacy role, the Forum challenges transport policy makers and planners to make an alternative approach that includes:

* the introduction and dissemination of intermediate means of transport to fill the gap between walking and motorised vehicles,
* improvement of local transport infrastructure such as paths, tracks, footbridges, rural roads and riverways using local resources and labour-based technologies,
* expansion of appropriate rural transport services, which provide an option for the rural population who can rarely afford purchasing their own means of transport, and
* the increased use of an integrated planning approach to rural transport problems, incorporating the choice between interventions in the transport system to facilitate mobility and location and upgrading of services and facilities to minimise travel needs.

Mr. Nalo defined a "National Forum Group" as "a network of individuals and organisations in a country working towards the objectives of the International Forum", and indicated that members are generally drawn from a wide range of organisations and disciplines related to transport and development. In its work, the IFRTD Secretariat supports NFGs through provision of contact details of potential members, assistance with the development of NFG objectives and activities, facilitates exchange of information between the members of the network, and promotion of interaction and linkages between the NFGs.

The evolution of Kenya's NFG, has undergone five stages:

* an informal meeting in February 1994 between a core group sharing similar interest in rural transport issues;
* the preparation of a Discussion Paper which was presented in April, 1994;
* an introductory meeting in June 1994 which endorsed the formation of NFG;
* preparation of the Terms of Reference for the NFG; and
* the launch of the NFG.

On the prospects for Kenya's NFG, Mr Nalo indicated that there are fragmented blocks of transport initiatives e.g. the Sub-Saharan Africa Transport Programme (SSATP) and its component of the Rural Travel and Transport Programme (RTTP). The RTTP component, however is not operational in Kenya. In Kenya there is also the Road Maintenance Initiative (RMI), amongst others. The main issue is "How can the NFG facilitate the harmonisation of these initiatives to influence transport policy?"
GROUP PHOTO AT MEETING
Transport planning in Kenya has largely ignored the basic transport needs of the rural people. It is difficult to embody all the different aspects of rural transport and development. Six themes were chosen for discussion. These were:

- access problems, planning and interventions
- rural infrastructure/gender issues
- information gathering and dissemination
- appropriate means of transport
- human and institutional capacity building
- methodological issues.

Even though these themes might not be exhaustive, it was felt that they would provide a useful basis for discussing issues related to rural transport and development in Kenya. Resource people were invited to present papers for each of these workshops.

Below is a summary of the papers that were presented.


The paper provides a more appropriate definition of rural transport expressed in terms of the provision of "ACCESS". Poor access leads to isolation which in turn, is a constraint in improving poor people's access to employment opportunities and other socio-economic services and facilities.

It emphasises that there is an emerging awareness in Africa and Asia of the scale of the transport burden undertaken by the rural communities to meet their basic needs, as well as the degree to which it inhibits their social and economic development. Indeed, there is parallel recognition that conventional approaches to rural transport, with their focus on roads and motor vehicles, are largely failing to address the transport needs of rural people.

Access encompasses two aspects of rural travel and transport. Firstly, it deals with the ease or difficulty at which people move themselves and their goods to socio-economic facilities. Secondly, it includes the location of social and economic services. Looked at from this perspective, access planning is a more comprehensive approach to the problem of transport in the rural areas. It both places transport as a "facilitator" of development, and recognises the alternative non-transport solutions to transport problems.

The Integrated Rural Accessibility Planning (IRAP) methodology is a coordinated and integrated planning methodology that defines the access needs of a rural household in relation to the basic social and economic services that a household requires. The methodology allows for the integration of rural households' mobility needs, the siting of essential social and economic services, and the provision of appropriate transport infrastructure. The IRAP approach considers all aspects of household access needs for subsistence, economic and social purposes, involves communities in different stages of planning procedures, and is based on a thorough but easy to execute data collection system. In addition it uses households as the focus of the planning process and especially includes gender issues in its analysis. It gives high priority to the protection of the environment.

Functionally, the methodology uses inputs from communities in order to:

- identify the rural access problems,
- prioritise problems and appropriate interventions, and
- formulate programmes of action to address access problems.

In terms of achievements of IRAP, pilot projects and research/studies on the methodology carried out in Asia and Africa have led to the following:

- a broad understanding of the complexity and seriousness of access and mobility problems,
- an extensive information data base regarding the pattern of rural travel and transport,
- data survey procedures and questionnaires for application at household level,
- a detailed data base which can be used for rural development planning,
- development of guidelines on IRAP methodology,
- development of guidelines on gender issues regarding IRAP, and
- preparation of training manuals on infrastructure improvements.
The International Labour Organisation (ILO) in pursuit of its strategies on poverty reduction and employment generation, has been providing technical assistance in support of rural accessibility. This assistance includes the provision of policy advice, training, need assessment and project development, research and studies, monitoring and evaluation, technical inputs to universities and training institutions, NGOs and government organisations, advocacy and promotional activities, and production and dissemination of information materials. In this task, ILO has been working in collaboration with the major bilateral and multilateral donors.


Labour-based road construction and maintenance not only improves rural accessibility, but also creates local employment, boosting rural economies. Kenya has a long experience in this regard, proving that labour-based approaches can build and maintain high-quality rural access roads at a lower cost than machine-based approaches. In addition, labour-based methods save foreign exchange and create local ability to maintain rural access roads.

Roads provide the major transport mode serving the rural areas creating a degree of linkage and connectivity not possible with other modes. In many rural areas of Kenya road coverage is far from the desirable density. Roads are few and far apart and many kilometres away from a number of homesteads. In order to bring into proper perspective the importance of transport and rural development in Kenya, the paper reviews the Ministry of Public Works and Housing's experience in respect of the scope, objectives and strategies of three past and present labour-based roads improvement programmes directly oriented to rural development. These are the Rural Access Roads Programme (RARP), the Minor Roads Programme (MRP), and the Roads 2000 Strategy.

RARP was to cover 23 districts, for a period of five years. It had a budget of Kshs. 550 million. A total of 14,000 Km of roads were to be improved, generating a total of 154,000 person years of casual and 13,600 supervisory and skilled labour. The programme was considered as a district specific project and most of the implementation and management decisions were made at the district level. One very important feature was the recruitment of casual workers. It was realised that training of personnel to manage the programme was necessary and indeed the Government initiated a specifically labour-based road construction and maintenance training school in Kisii, the Kisii Training School. At the completion of the programme in 1985, a total of 8,000 km. of rural access roads had been improved to earth standard and over 7,500 km. had been graveled. At the formulation of the programme it was estimated that the average construction cost of one kilometre of rural access road would be KSh 50,000. By 1985, the cost per kilometre had escalated to KSh 150,000. This was due to increased costs in the construction inputs including labour wages which increased from KSh 7.00 per day at the commencement of the programme in 1975 to KSh 51.00 per day in 1985.

The MRP is the successor to RARP and is geared towards the improvement of the lower classified roads using labour-based methods. The inception of the programme in 1986 was mainly due to two reasons. First, the RARP catered for the unclassified tracks. Secondly, the roads improved under the RARP mainly connected to the lower category of roads in the classified network, and the latter roads were not in good condition. The MRP is being implemented in all the districts where Rural Access Roads had been initiated and in four more districts. The target for the Minor Roads Programme was set at 4,500 km., and by June 1995 a total of 3,304 km of minor roads had been improved under the programme. The donors who have participated in the programme include SIDA, CIDA, Netherlands, DANIDA, Swiss Development Cooperation and NORAD.

The implementation of the programme has been sensitive to women’s participation, although the ballot system ensured that every person was given an equal chance to participate. With regard to women, time participation increased from 15% in 1989/90 to 22% in 1992/93 financial year, and during the 1995/96 financial year women's participation stood at 28%.

Roads 2000 is one of the major initiatives of the MOPW&H's corporate Roads Policy under the Road Maintenance Initiative (RMI). The policy aims at bringing about the much needed rapid improvement in the standard of road maintenance throughout Kenya. The programme focuses on unpaved and paved roads, practical rehabilitation and routine maintenance. It also focuses on the use of graders for high trafficked unpaved roads, and the development of mobile tractor units. Local small scale contractors operation methods will be developed, and new technical approaches will be supported by Government.

Currently, 978 km. are under effective management in maintenance zones in seven districts and the strategy is to be extended to other districts with effect from this financial year 1996/97. The paper concludes that the government has made great efforts in the provision of rural roads using labour-based programmes in order to raise the living standards of the people in the rural areas. It is however noted that a lot still remains to be done. Whilst the roads have created appreciable
accessibility, their maximum utilization may not have been realized due to the limited number of vehicles on some of the roads.


The paper starts by pointing out that very little is known about the benefits that women derive from participating in road infrastructure improvement programmes in East Africa. In few cases where research has been done, it has been found that the availability of such employment opportunities can change women's labour productivity through increasing their opportunities for work, reducing general discrimination that women face in the employment market, and even improving their working conditions. In addition, road improvement activities increase the women's access to social services, e.g. health clinics, adult literacy classes and farm inputs. The paper provides an overview of the Minor Roads Programme, the Rural Access Programme both in Kenya, (Makuene District) and the Rural Roads Maintenance Project in Tanzania (Mbeya and Tanga Regions).

In the three programmes, it was found that women's participation in road work was quite high, reaching 70% in Makuene in some months, but averaging 34% during the 1995/96 fiscal year. Compared to Mbeya female participation was high in Makuene given the general arid nature of the District and the comparative poverty of the women in Makuene. The women tended to be divorced, unmarried or widowed and aged between 32 and 55 years old. In Makuene, the women were preferred as workers since they work harder, were punctual and generally more obedient to the supervisors compared to the men. The roadwork tended to affect the household division of labour, and in Makuene women were found to do more work than the men. Wages were much higher in road work and compared favourably with similar activities e.g. farm labour paying Ksh 132.00/day compared to Ksh. 50.00/day for the latter. Money earned by the women was used to meet household expenditures, and this increased access and control over resources by the women tended to reduce discrimination against women. In general men and women realised somewhat different benefits from the road improvement works, with women realising increased access to basic social amenities e.g. water points, health centres while the men saw improved access as benefitting them through opportunities for conducting business.

The paper concludes by suggesting some areas for priority action which in addition to improving the road network also include provision of training and skills improvement, increasing agricultural productivity, and reducing the women's work load.

3.4. Information on Rural Transport and Development in Kenya, by Ms. Maria Prieta, ILO-Geneva and Mr. Jan Fransen ILO-ASIST, Nairobi

The paper starts by indicating that the term "rural transport" has been introduced to foster an approach which considers a wide range of transport interventions, including paths and tracks, intermediate means of transport and transport services, which complements the conventional interventions in roads and motorised transport. The focus is on addressing the access problems of rural people, especially women who normally bear the transport burden.

In order to have a well functioning rural transport and development system, information on rural transport and development needs to be availed at three different levels. At the international level there should be guidelines and case studies. At the national level policies and guidelines are needed, in addition to awareness creation and planning. Lastly at the local level where the actual transport situation needs to be understood, planned and remedial actions must be executed.

The paper cites the Makete Project in Tanzania as a source of information on integrated rural transport approaches. Other sources are the Malawian and Philippines pilot projects, where IRAP has been applied.

At the national level, the paper discusses various policy documents. It suggests that rural transport though developed in Kenya, focuses very little on non-motorised transport and transport within villages. The main activities of awareness raising and planning in the field of rural transport are discussed including those of ITDG, ASIST, SSATP. The specific references on these important initiatives are detailed in the Annexes to the Paper. In the area of local level planning and implementation, the paper notes that information is needed on the local transport situation, the demand for transport services, and the institutions that implement the activities. To have this information easily available, the paper suggests that there should be strong contacts among the actors, supplemented by targeted studies in Kenya on specific aspects of rural transport and development.

The paper concludes that though there is a considerable amount of available material on rural transport and development on a global level, in Kenya information is limited to a few policy statements, surveys, and reports on pilot projects. This information needs to be systematically gathered and disseminated. A major issue is the proper dissemination of available international and national information to policy makers, implementers, and the public in general, which is very weak at present.

3.5. Promoting Appropriate Means of Transport, by Mr. Peter Njenga, ITDG-Kenya

The paper starts by arguing that isolation sustains poverty since services do not reach those that are
isolated, hence keeping them uninformed and out of contact with opportunities for income generation. In the rural areas of Kenya, most trips are often made on foot, and simple means of transport like bicycles are relatively uncommon in most parts. Transport demand in the rural areas is for low speed, low volume and short distance purposes.

In Kenya, the focus of transport planning has been on the development of transport infrastructure, particularly roads, with the assumption that there exists a potential for rapid motorisation from individuals and the private sector. Historically, the need for roads in Kenya arose from their use as feeder roads to the railway system, with the 1970s marking the beginning of a shift in investment from arterial to feeder and secondary roads. The pattern of road infrastructure development has been guided by a general rationale that it would stimulate economic growth in the industrial and agricultural sectors.

In re-examining the current rural transport problems, the paper stresses that current rural transport planning starts from looking at what transport demand is, from the point of view of the rural people themselves. A central aspect of the rural transport problem is that most people do not have access or ownership of any means of transport. Starting from this premise, an essential element in improving the transport capabilities of rural people is to promote the adoption and use of graduated choice of vehicles where performance matches needs, and the cost is in proportion to investment capabilities. Other characteristics of appropriate means of transport are:

- greater efficiency compared to head loading,
- potential for decentralised manufacture and sale,
- providing link between villages and markets.

The paper summarises various benefits to a household from having a means of transport, and illustrates the positive value of having appropriate means of transport by example of bicycle use in Chinga, Kisumu District. There still exists strong constraints to the development of appropriate vehicles. The success of dissemination depends on the extent to which potential users have a say in the introduction process, on the introduction of efficient manufacturing technologies, on increased capacity to carry out ongoing adaptation in designs, and on demonstration/introduction of various types of means of transport. Generally, appropriate means of transport are little used on domestic transport tasks, but more for agricultural and marketing purposes.

The paper concludes that there is need to define rural transport problems broadly. There is lack of awareness regarding the full diversity of means of transport both amongst policy makers and the potential users of means of transport. Government bodies, and other development partners need to create awareness regarding appropriate means of transport.

### 3.6. Human and Institutional Capacity Building in Rural Transport Planning, by Dr. J. Mutua (KENDAT), Dr. E. Waithanji

(KENDAT) and Mr. P. Njenga, ITDG-Kenya

The paper argues that conventional transport planning has often overlooked the needs of households in rural areas, and mostly focuses on motorised transport. The new approach to transport planning redefines rural transport to encompass the movement of rural people and their goods to meet diverse needs. Indeed the predominant means of travel in rural communities is on foot, and studies in Ghana and Tanzania show that over three quarters of the time and effort spent on transport in the rural areas is devoted to movements around the household and fields. Animal based transport is increasingly being used as a highly feasible form of transport in rural areas. Hence, the paper notes, organisations like KENDAT now have a deliberate policy of working closely with farmers to identify their needs and tries to solve their animal traction problems by intermarrying traditional knowledge with modern science.

The paper discusses the role of different stakeholders in capacity building. The Central Government has a role in setting broad policy initiatives and providing resources to support the development of rural transport. It stresses that such policies should be location specific in order to respond more closely to specific physical and socio-economic conditions. Secondly, decentralisation of decision making should be facilitated by the Government, and the example of the Gurage kinship group in Ethiopia is given as an example where the community is allowed to undertake own investments in roads. Thirdly, research priorities should shift in line with the current thinking in rural transport analysis. The role of the Government in this is to recruit and train the required manpower and to provide funds for research and development in rural transport issues. In this regard there should be close liaison with non-governmental bodies through identification of constraints, organisation of rural transport workshops, evaluation of projects, and training of staff, amongst others.

The Rural Technology Development Units (RTDUs) and Farmer Training Centres (FTCs) have the capacity to offer technological support services to the farmers. Their mode of operations should be refocused to incorporate the concept of participatory community based research. Small rural based manufacturers can make certain types of intermediate means of transport, but require the support of the Government and other development partners to provide credit and related facilities to enable them to do this. The NGOs and donor agencies themselves have the additional role of establishing intra-agency working groups to develop appropriate strategies for the development of rural transport, defining and developing operational guidelines, amongst other roles. The communities have a role of participating in rural transport planning, and should be kept informed on initiatives through self-formed committees as contact points with outside development partners.
In conclusion, the paper suggests that decentralisation of the decision-making process is important, and the "household" approach to rural transport needs to embrace the concept of participatory planning. A well organised network of organisations and individual experts is needed to facilitate information flow and execution of rural transport activities.

3.7. On Methodological Issues in Rural Transportation and Development, by Mr. Ken Odero, Institute for Development Studies (IDS)-University of Nairobi

The paper argues that the value of transportation modelling using land use and/or behavioural models at a period when society is undergoing rapid social, economic, political, environmental and technological changes is limited. Indicators show that instability has taken the place of continuous development, and these changes have a direct effect on transport and mobility. One effect is increasing reliance on demand for non-motorised transport (NMT).

Before reviewing different approaches to transport modelling, the paper wonders why Kenyans have not acted to address rural transport in rural development, even though the vision for improved mobility in the rural areas has been with us for so long. The paper suggests that transport planning methods available to researchers and planners have largely been inappropriate for the purpose of addressing rural transport issues.

In research and/or planning, it is essential to know the structure of the transport market. A simple model which can be employed in studying the components and functioning of rural transportation is that of supply and demand. The degree to which the transportation demand is met is determined partly by societal values and partly by economic valuation.

There are essentially two "model families":

* algorithms relating transport to land use characteristics, and
* algorithms relating transport to behavioural characteristics.

These demand based models have been developed in an effort to predict future transport demand as a basis for long term planning. In a critique of the neoclassical approach exemplified in land use models, the paper indicates that the models suggest that the explanation of spatial patterns can be found from within the patterns themselves. Such an approach has been criticised for lacking real explanatory power. To overcome this problem, the effects of policy and socio-economic factors that define the institutional environment of transport users must be carefully analyzed.

Failure of the neoclassical approach, together with changes in the real world that seemed to defy the perfect competition thesis led to the adoption of behavioral approaches in the 1970's. Behaviouralists considered the individual to be the main motive force in economic affairs and behaviour was inductively investigated in an attempt to discover generalisation. The basic philosophy of behavioural models is that all individuals in a specific society fulfil specific roles. In a critique of behavioural models, the paper points out that as much as behaviouralism provides an alternative perspective useful in transportation studies, it has not lived up to expectation with regard to explanation. Whereas it has highlighted the need to incorporate the motives of travellers into explanation of the changing mode/route patterns, it has failed to solve the problem of poor explanation associated with neoclassical approaches and related land use models.

In conclusion, the paper states that the models described above are merely instruments to obtain quantitative information which can be used as input in transport planning. The transport planner is obliged, therefore, to determine the kind of data that he or she is going to collect and from what sources. Although theoretically "better", behavioural models have severe limitations when it comes to long-term forecasting.
There were some key issues that cut across the parallel workshops. All the Workshops stressed the importance of the decentralization of government planning and administration. Decentralization was of particular importance in institutionalizing rural accessibility planning and building human and institutional capacity at the district level. Decentralisation was also a necessary prerequisite to creating a sense of ownership (and through ownership sustainability) of rural transport systems. Another issue that cut across several of the discussions was that of lack of information among decision makers on what the issues were and positive examples of alternatives. There is a need to establish "best practices" in rural access planning and development.

The papers and the discussions in the parallel Workshops were presented to the Plenary session. The key issues debated in the parallel Workshops and plenary session are summarized below:

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<tr>
<th>THEMATIC WORKSHOP</th>
<th>MAIN ISSUES DISCUSSED</th>
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<tr>
<td>Workshop 1</td>
<td>• Rural &quot;access&quot; issues and how transport relates to the broad issue of access</td>
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<td>Access Problems, Planning</td>
<td>• involvement of rural communities in access planning</td>
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<tr>
<td>and Interventions</td>
<td>• fiscal policies and the availability of means of transport</td>
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<td>• awareness creation on access planning issues, particularly at the rural household level</td>
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<td>Workshop 2</td>
<td>• there is no clear understanding on what rural transport infrastructure encompasses – is it only roads?</td>
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<td>Rural Transport Infrastructure/Gender</td>
<td>• lack of appropriate frameworks to encourage community participation in rural transport infrastructure planning, execution and management</td>
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<td>• ownership of rural transport infrastructure</td>
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<td>• unclear and uncoordinated responsibility of the diverse institutions dealing with transport issues</td>
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<td>• non-availability of resources for implementation</td>
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<td></td>
<td>• lack of trained personnel in rural transport issues</td>
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<td>• lack of mobilization of existing capacities within communities</td>
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<td>• lack of a clear understanding of the different needs of different members of a rural household</td>
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<td></td>
<td>• lack of knowledge on the benefits of rural infrastructure on women</td>
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<td>Workshop 3</td>
<td>• insufficient information on benefits, and impact of improved access and mobility interventions</td>
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<tr>
<td>Information Gathering and Dissemination</td>
<td>• insufficient baseline information on the rural transport situation in Kenya. Where information exists it is not used because of its sectoral emphasis</td>
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<td>• lack of documentation and exposure to positive initiatives</td>
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<td></td>
<td>• lack of opportunities to exchange information through study tours and visits</td>
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<td>• issues of rural transport are alienated from the national political agenda</td>
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<td>Workshop 4</td>
<td>• lack of information on existing options</td>
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<td>Appropriate Means of Transport</td>
<td>• high cost of appropriate means of transport</td>
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<td>• low purchasing power of potential users/purchasers</td>
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<td>• limited production and distribution capacities</td>
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<td>Workshop 5</td>
<td>• Unclear and uncoordinated responsibility of the diverse institutions dealing with transport issues</td>
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<tr>
<td>Human and Institutional</td>
<td>• non-availability of resources for implementation</td>
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<tr>
<td>Capacity Building</td>
<td>• lack of trained personnel in rural transport issues</td>
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<td>• lack of mobilization of existing capacities within communities</td>
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<td>• lack of a clear understanding of the different needs of different members of a rural household</td>
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### THEMATIC WORKSHOP

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<th>Workshop 6</th>
<th>Methodological issues</th>
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<tr>
<td><strong>MAIN ISSUES DISCUSSED</strong></td>
<td>• inadequacy of existing approaches</td>
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<td>• high cost of developing and operating alternatives</td>
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<td>• lack of political will to support alternative approaches</td>
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<td></td>
<td>• lack of donor interest (until very recently) in methodological issues</td>
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<td>• conflicting donor/local priorities</td>
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5. THE EXHIBITIONS

Participants contributed photo, equipment and poster displays of their work. The exhibits depicted accessories such as harnesses to facilitate the use of IMTs, pictures showing actual conditions of rural transport infrastructure, wheeled technologies that can be made in appropriate technology workshops, and typical means of transport in the rural areas. ApproTEC (a Kenyan NGO promoting appropriate technologies) exhibited wheels, axles and wheel bending machines. There were photo exhibitions from ILO ASIST, Intermediate Technology, KENDAT (Kenya Network for Draught Animal Technology), Kisumu Innovation Centre (KIC-K), and from 3W –a private manufacturer. The participants from Zimbabwe, Tanzania and Sri Lanka also provided photo exhibits of the situation of rural transport in their own countries.

In addition, there was a book display on publications and information on transport and development in general. The publications covered the different approaches to rural transport planning, technical manuals on IMTs, as well as case studies on innovative interventions to solve rural transport problems. The book display demonstrated the impressive array of available information on the subject of transport, though most of the publications are not easily available. These publications can only be used as reference material in the libraries of the specialised institutions e.g ILO/ASIST and ITDG.

In summary, the exhibitions illustrated that there is good potential for development of rural transport in Kenya. What is needed is to consolidate the different initiatives within a policy framework for rural transport development.

JAN FRENSEN EXPLAINING THE ILO/ASIST EXHIBITION TO PARTICIPANTS
6. FIELD VISIT OBSERVATIONS

The objective of the field trips was to exchange experiences on issues related to rural transport and development, and discuss relevant problems in light of the six thematic areas discussed during the two previous days. To facilitate diversity in visits, the participants split into three groups and visited three projects outside Nairobi; Kajiado implemented by ITDG-Kenya in conjunction with the Government, Kathekani, and Kirinyaga.

6.1. Field visit to Kathekani

One group of participants visited Kathekani sub-location where Intermediate Technology Development Group (IT-Kenya) had introduced wheel making technology to the villagers and to local manufacturers (jua kali). The group was very interested in the institutional aspects of the project – particularly in the formation of village transport committees within the existing village development committees. These village transport committees manage a revolving fund through which villagers can purchase low cost transport equipment.

Kathekani lies approximately mid-way between Nairobi and Mombasa. The sub-location comprises just over 17,000 persons living in around 15 villages and covers an area of almost 1,000 square km. Homesteads are therefore widely scattered and isolated from facilities. For instance, distances are up to a 2 hour trip to the water supply, around 20 km. from the furthest villages to the central market and supply centre, and 40 to 50 km. to the hospital. However, the area is relatively flat and has a good network of earth access roads which are in quite good condition. Because of limited traffic, little maintenance of the roads is needed.

The main access problems result from long travel distances to facilities, particularly from the more isolated homesteads, and the lack of means of transport for carrying water, firewood and agricultural produce. There is some marketing of fruit and vegetables, although this does not appear to be extensive. There are no motorised transport services in the sub-location.

IT-Kenya became involved in a transport programme in the area through an existing agricultural programme. Extensive discussions were held with the local administration and village council to identify transport needs and methods of working with the community. The two main inputs have been development of the capacity of artisans to produce transport devices and establishment of a credit scheme to facilitate purchase of devices. The artisans were trained by IT-Kenya in manufacturing wheels and handcarts. The credit scheme is locally managed. Households wishing to purchase a vehicle, usually a handcart or bicycle, make deposits to the scheme and when these reach 40% of the cost of the vehicle the household qualifies for a loan. Repayment is reasonably flexible to allow for income patterns and periods of hardship. To date, 13 handcarts and round 5 bicycles have been purchased through the scheme.

The handcarts have obviously brought substantial benefits to the households that have acquired them. The benefits are primarily in reducing the time and effort involved in transporting water and firewood rather than in generating income. For instance the households collect water every third day instead of everyday, saving 4 round trips of 4 hours each week. They are also collecting more water to irrigate their plants. However, if this occurs on an increasing scale, the effect on water level may need to be monitored. Most of the time saved is for women and may be transferred to household or agricultural activities.

In summary the IT-Kenya project in Kathekani illustrates an effective and potentially highly sustainable way of working with communities to achieve an improvement in accessibility through increased availability of means of transport. The involvement of the community gives them a sense of ownership of the scheme which is particularly important to achieving high rates of repayment to the credit scheme. The success of the project may be partly due to the good community spirit in the area which was illustrated by a number of self-help schemes for instance, to provide a health centre and school buildings.

6.2. Field visit to Kajiado

Another group visited Kajiado which is located on the south western part of Kenya, bordering Tanzania about 70 kilometres from Nairobi. It is a dry plain where availability of water is a problem. The group was able to visit a water well, which was however not operational since the water pump was not working. The group met with two women groups, which were both assisted by IT-Kenya in improving transport for water collection. In both cases, water points are far away, and women spend several hours every day collecting water. IT-Kenya performed an extensive study to find a solution which relates closely to existing means, and is therefore sustainable. There were hardly any roads in the area, and hardly any (intermediate) means of transport. The only means of transport used by the Maasai were donkeys, though these were basically used by men.

The solution was sought in the use of donkeys for water collection (by women). The Maasai in the area believed that donkeys could only carry about 15 Kg of load, and they were convinced through a field trip to another village that, donkeys can carry much more. By carrying more water with donkeys, women need to go to the water points only twice a week. With the extra time, the women started agricultural activities and started building houses. The women groups were used to convince both
Of the two visited women groups, one was very lively and enthusiastic, while the other appeared timid. Interestingly enough, the lively group was established before the project started by the women themselves, while the timid group was established by the project. In summary, the project shows that the Maasai community's transport needs can be addressed through a participatory approach to extension. Some women groups have the capacity to address their own transport needs. However, establishing community based organisations which are self-driven is not a simple task, and requires considerable time.

6.3. Field Visit to Kirinyaga

The third group visited two areas in Kirinyaga with a variety of IMT users. Kirinyaga district is a beautiful, undulating landscape located at the foot of Mount Kenya. Its fertile volcanic soils allow an intensive agriculture, which feeds a large population with a relatively high density. The external access to the local centre is by a tarmac road while a number of smaller earth roads in acceptable condition secure local accessibility. The area has a large government irrigation scheme on which wet rice is cultivated. The favourable agro-ecological conditions and the hard labour of the farmers have transformed Kirinyaga into a relatively prosperous region. Most apparent for visitors is the large number of bicycles, donkey carts and oxcarts travelling on the roads.

Two very different examples are shown in the boxes in order to show the large variety of Intermediate Means of Transport (IMT) users in the area.

In conclusion, given the agricultural prosperity of the region, the team realised that both the rich landowners can use IMT to improve their transport conditions, as well as poor entrepreneurs who can make a living by offering transport services with IMT to the wealthier members of the population.
The "Gentleman Farmer"

The "gentleman farmer", so called because he welcomed the team with a prayer and wore a jacket and tie, is a retired employee who has used his savings to build a model farm. The farm comprises 4 acres of land, an irrigation scheme, storage facilities for the harvest and a shelter for his cows and oxen. He uses his oxen for ploughing and to pull an oxcart. He also owns a bicycle and a wheelbarrow. The oxcart is pulled by one ox and has a carrying capacity of 450 kg. It was manufactured locally and bought for Ksh. 10,000.00. His wife uses the cart to carry firewood to the farmhouse, manure to the plots, fodder for the animals, harvest from the fields and crops to the local market. His wife said that she saves time by using the cart and uses the time saved for additional agricultural activities. The farmer rents out the cart to other farmers. The rent depends on the weight of goods and the distance travelled, but it is usually not lower than Ksh. 40.00 per hour.

The farmer uses the bicycle for trips to the market, where he delivers 25 litres of milk per trip and for diverse social purposes. The metal wheelbarrow was manufactured in a factory and is used to carry drinking water from a nearby tap to the homestead.

When asked by the group which transport improvements would be most necessary, the gentleman farmer said that he would like the access road to his farm to be converted from an earth road into a tarmac road. Soon after his harvest the rainy season starts and the earth road is often impassable for motor vehicles. He uses his storage facilities to stock the crops until the prices rise and the rains end. His donkey cart is the only vehicle able to pass the road during the rainy season. He uses it to carry his goods to the market during times of restricted motorised access.

Mathina Self Help Group

Mathina is a Kikuyu word for problems. The group of young entrepreneurs made their living by offering transport services with donkey carts to the local population. Mainly drinking water is carried in barrels fixed to the carts, which are pulled by two to three donkeys. The donkeys, which looked healthy and well fed had to be purchased for Ksh. 7,000.00. The locally manufactured cart cost another Ksh. 8,000.00. The Self Help Group charges an entrance fee of Ksh. 1,000.00. The members had to raise Ksh. 16,000.00 (US $ 300) to start their business. The Chairman made it clear that the group would not accept any other entrepreneur who is not a member to operate in the area.

The charges for the transport services are negotiated individually and depend on the weight of the goods and distance travelled. Incomes vary according to the work and the individual’s ability to negotiate the price. Asked about the number of trips, they stated that they only undertake one trip per day. This was probably an understatement in order not to reveal their actual income. The Group has 30 active and about 30 passive members. In the event of a member having a social/family problem, the Self Help Group supports the member with a grant of Ksh. 1,000.00. Surpluses are used to buy cows which are slaughtered and shared amongst the members. There is no productive spending of the accumulated funds, and the visitors suggestion of a revolving credit fund was immediately rejected. Taking into consideration that funds once accumulated and not shared out can be easily misused, the visitors could appreciate the apparent unwillingness to save within the Group.
7. PLENARY PRESENTATION ON NETWORKS AND NETWORKING

As a budding network, the NFG had invited Professor Paul Starkey, technical advisor to ATNES (the Animal Traction Network for Eastern and Southern Africa) to give a presentation on the principles of networking and the challenges ahead for a network such as the NFG.

Professor Starkey defined a network as any group of individuals or organisations who, on a voluntary basis, exchange information or undertake joint activities. They organise themselves in such a way that their individual autonomy remains intact. He illustrated what a network is by giving 6 different network models, ranging from where several organisations are not linked (obviously not a network), to the model envisaged by ATNES. In this model, active national networks interact with each other and with resource organisations. The Secretariat's responsibilities are very much delegated. Networks facilitate exchange of information, skills and knowledge. Such information and coordination avoids unnecessary duplication of work and effort. Through the use of illustrative cartoon drawings, he cautioned that networks face some general problems which include lack of clear objectives, disparity in membership, domination by particular organisations and individuals, centralisation and bureaucracy, and lack/manipulation of resources available to the network. In addition, networks can be affected by competition from other networks with overlapping agendas, and donor interference through influencing of the particular network's policy. Hence, in order to establish and operate successful networks, he suggested some general guidelines for networks. Objectives need to be very clear, and concrete activities need to be initiated which are beneficial to members. There has to be a core group of committed members in the network to keep things going, and centralisation should be avoided through delegation of responsibilities.

Members should be encouraged to share in activities to encourage a sense of belonging. An important notion brought out in the presentation was that networks do not always need a Secretariat. While funding is not everything in a network, resources are needed for the network to be effective. Hence, resources should be availed from various sources.
8. WORKSHOP RECOMMENDATIONS FROM THE PLENARY SESSION

The discussions, the experience of existing programmes and the field trips enabled the participants to identify what the National Forum Group could do in the future. The final session of the Workshop focused on coming up with recommendations on specific activities for the NFG. In order to guide the discussions, several criteria for choice of activities were suggested:

i) The proposed activity should have a likelihood of funding,

ii) There should exist a local institution with the capacity to implement the activity,

iii) There should be a commitment on the part of the institution for the activity to be executed, and

iv) There should be possibility of some early realisation of impact from the activity.

8.1. Theme 1: Access Problems, Planning and Interventions

8.1.1. There should be an inventory of existing institutions and their work programmes on rural transport and development. Gaps should be identified and suitable actions proposed by the NFG.

8.1.2. There should be a review of existing national planning documents, in the context of accessibility planning and identify gaps on policy issues that needs implementing.

8.1.3. There should be formalisation of the "home" of the National Forum Group and the Secretariat (institutional framework).

8.1.4. There should be a registration exercise for the network members (institutional framework).

8.1.5. In light of immediate activities under this theme and others, there should be an identification of source of funds for the Secretariat.

8.2. Theme 2: Rural Infrastructure/Gender Issues

8.2.1. Develop clear guidelines with common and simple language on issues and principles pertaining to community participation in rural infrastructure.

8.2.2. Identify and popularise positive cases of community participation in provision and maintenance of rural infrastructure.

8.2.3. Define and standardise rural transport infrastructure and its components in the Kenyan context.

8.3. Theme 3: Information Gathering and Dissemination

8.3.1. Discuss with politicians and sensitise them on the centrality of rural transport and how it impinges on national development.

8.3.2. Assemble/collate existing information on rural transport, and identify target audience and the appropriate language.

8.4. Theme 4: Appropriate Means of Transport

8.4.1. Document appropriate means of transport development initiatives and disseminate these as widely as possible.

8.4.2. Document successful examples on options for increasing access and affordability of means of transport.

8.4.3. Advocate for the creation of an enabling environment for NMTs to flourish and give some specific proposals on how to increase affordability and sustainability of NMTs' production.

8.4.4. NFG should be more pro-active in enlarging its membership of manufacturers and the private sector, particularly, Jua Kali manufactures.

8.4.5. NFG should reduce the general use of acronyms, and encourage use of common terminology: (e.g. what are low cost vehicles? NMTs? AMTs?).

8.5. Theme 5: Human and Institutional Capacity Building

8.5.1. NFG should lobby for conspicuous inclusion of rural transport in the 8th National Development Plan.

8.5.2. NFG should ensure that different members of the network keep each other informed on human capacity building initiatives.

8.5.3. NFG should lobby with appropriate institutions for the inclusion of rural transport issues in curriculum of training institutions.

8.5.4. NFG should endeavour to translate information gathered into useful policy prescription with respect to human and institution building.
8.6. Theme 6: Methodological Issues

8.6.1. Research institutions (e.g. universities) should work in developing new methodological frameworks and seek for funding in this regard.

8.6.2. NFG should encourage local capacity in developing and improving methodologies.

8.6.3. NFG should promote alternative models to transport planning that redistributes costs and benefits to the rural areas.

Based on the above recommendations, the NFG was charged with the task of refining the recommendations, and prioritising those that can be implemented in the short and medium terms.
9. CLOSING SPEECH

The Closing Speech, was delivered by the Permanent Secretary Office of the Vice President and Ministry of Planning and National Development, Mr. Edwin S. Osundwa. It was read on his behalf by Dr. Kang'ethe Gitu, Director of Planning in the Office of the Vice President and Ministry of Planning and National Development.

Speech read by the Director of Planning, Dr. Kang'ethe W. Gitu, on behalf of the Permanent Secretary, Office of the Vice President and Ministry of Planning and National Development, Mr. Edwin S. Osundwa when he closed the First Workshop on Rural Transport Development in Kenya at the Kenyatta Conference Centre, Nairobi on 3rd October, 1996

"Mr. Chairman, Distinguished Participants, Ladies and Gentlemen:

It is a great pleasure for me to join you in this final session of your deliberations in this Workshop. Although due to unavoidable circumstances, I was unable to be with you in person even earlier on, I have been adequately briefed on the progress you have been making, the issues that have been raised, and the mature and frank manner in which you have addressed them.

I am glad to note that besides fruitful deliberations, you took time to visit some of our pioneering rural transport projects currently under implementation in Kajiado, Karatina and in Kirinyaga. I am sure that those visits have considerably complemented your discussions. To our visitors from other countries I believe this was an opportune occasion for you to see our countryside and its people.

Mr. Chairman, allow me to make a few remarks on some of the issues and that have emerged during your discussions within the context of the Kenya Government's development policies and programmes.

To begin with, your unanimous recognition for the important need to emphasize the integration of rural transport in the planning process in Kenya and indeed in all economies of Sub-saharan Africa constitutes a major stepping stone towards realization of targets set by planners for all sectors of these economies. It is unfortunate and indeed ironic that in most of our economies the planning process has previously tended to ignore the crucial importance of the role of rural transport at household and community level in strengthening the economic linkages among various sectors and in complementing the effectiveness of modern road transport. This new awareness among the stakeholders is a welcome move towards the solution of the rural transport problems. In this regard, I am glad to note that it is only recently that a similar Workshop was held (in July) on Urban Mobility and Non-Motorized Transport under the sponsorship of the World Bank and the U.N. Economic Commission for Africa within the framework of Sub-Saharan African Transport Programme (SSATP).

I wish to re-affirm that the Government shares with you the important need to pay attention to this area. Indeed Sessional Paper No. 1 of 1994 on Recovery and Sustainable Development to the Year 2010 strongly envisages rapid development of rural infrastructure, transport included, as one of the basic elements for achieving economic growth rates that will launch Kenya into the take-off stage of development. I am sure that our 8th National Development Plan that is currently under preparation will take into account household and community level rural transport problems.

Another area on which I wish to comment is your finding that off-the-road rural transport problems at household and community levels are intertwined with other basic infrastructural development problems such as the provision of water, health, education, marketing and other services which create the demand for travel and mobility but the absence of which confirm the Government's agreement with you on this. In fact, the location of these services in an orderly fashion calls not only for a multi-disciplinary approach to rural planning but also for a considerable amount of co-operation among the stakeholders in the identification, ranking and selection of the various interventions. This of course will further require agreement and harmonization of methodologies and techniques with regard to each locality.

Ladies and Gentlemen, the importance of your recognition of the need to ensure that sustainability of the interventions through involvement of the community cannot be over-emphasised, considering particularly the limitation for Government resources. My observation, however, is that community spirit among Kenyans is already their, having been instilled by the Government through the Harambee spirit. What now remains is taking advantage of it to increase awareness of the "wananchi" to engage in the relevant transport activities for their benefit and assisting them to be in a position to manage the facilities. I am glad to note in this regard the "Jua Kali" sector which has been promoted by the Government and through individual efforts over the years is now well developed in Kenya and, given proper guidance, is ready to accommodate and modify any new technologies relevant to rural transport development. In this regard, I am further pleased to note that a number of project sponsors are making considerable efforts to facilitate local manufacture of the basic components of rural transport equipment through low-cost Jua Kali techniques. Considerable potential for employment is expected to be generated in these development.

Ladies and Gentlemen, my other comment relates to the importance the Government attaches to measures that enhance rural productivity and strengthen economic linkages in all sectors as a basis for rapid socio-economic development in order to alleviate poverty. If Kenya is to achieve significant reductions in unemployment and poverty, productivity would have to be increase in all sectors particularly in the rural areas where about 80% of the population lives. It is only then that the economy as a whole can achieve an average annual growth rate in excess of 6% during the next 14 to 15 years.
Under these circumstances, the improvement of productivity in agricultural and non-farm activities among men and women is of crucial importance. Your further recognition of the importance of rural transport in promoting rural productivity particularly by ensuring the focusing of women’s energies on productive activities and by minimising the drudgery of head or back loading through inefficient or non-existent transport modes is therefore very much in line with the Government’s long-term goals. The current imbalance in the sharing of responsibilities in food production whereby women and children bear more than their fair share of household and community transport burden has to be removed.

Mr. Chairman, allow me to take this opportunity to once again convey to you the Government’s acknowledgement of the contribution made by our partner agencies towards the success of this Workshop in terms of financial and moral support. I wish particularly to thank the Overseas Development Agency (ODA), the International Labour Organization, the Intermediate Technology Development Group, the Commonwealth Foundation and the International Forum for Rural Transport and Development for their generous contribution towards this successful Workshop. I wish also to thank the Interim Working Group on the NFG and all participants who have tirelessly worked to bring us to this stage.

Distinguished Participants, one of the objectives of this Workshop is to launch the National Forum Group on Rural Transport and Development. From the stated objectives of the Forum and the proposed modalities for achieving the objective of the Forum and the proposed modalities for achieving those objectives I have no doubt in my mind that the Forum will be an important agency in facilitating consensus building on key issues on rural transport planning and other interventions. The Government expects it to develop effective mechanisms for fulfilling its objectives. From the quality of the participants assembled here I am sure the Forum and I look forward to continued close collaboration with it as a think tank generating ideas that could be accommodated in our policies for the benefit of the people of Kenya. A word of caution is, however, pertinent: In view of the urgency of our problems we expect the Forum to be practically oriented and to avoid being bogged down with theoretical issues. I believe it has the maturity to render this caution unnecessary.

Considering the crucial role of rural transport in development, I think the timing of the Forum’s launching could not be more propitious than today. At this juncture, Ladies and Gentlemen, it is now my great pleasure to declare the Workshop on Rural Transport and Development officially closed.

Thank you.”
10. THE LAUNCH OF THE NFG

The ceremony to officially launch Kenya's NFG was held at the Tin Tin Restaurant, KICC, Nairobi on the evening of 3rd October, 1996. The Guest of Honour was Dr. Kang’ethe Wamaitha Gitu, Director of Planning in the Office of the Vice President and Ministry of Planning and National Development. In his address, Dr. Gitu emphasised the importance of developing the rural areas, given that Kenya has recently undergone and continues to undergo comprehensive economic reforms which has necessitated new ways of approaching development planning and delivery of services. He pointed out that the NFG has a difficult task ahead, but with the resolve and determination that has so far been shown, the members will be able to tackle the broad problem of improving rural transport access planning and development.

The Interim Chairman of the NFG invited the Executive Secretary for the IFRTD, Ms. Priyanthi Fernando, to symbolically cut the cake to signify the launch of the NFG. Ms. Priyanthi expressed her gratitude for being honoured to cut the cake, and she in turn invited a few members of the Workshop Preparation Group, and Workshop participants to jointly cut the cake. With the subsequent cutting of the cake and its tasting by the guests, Kenya's National Forum Group (NFG) on Rural Transport and Development was launched accordingly.
11. PARTICIPANT EVALUATION OF THE WORKSHOP

The evaluation is based on 29 questionnaires returned to the organisers. The questionnaires were distributed on the last day and were designed to assess whether the objectives of the workshop were achieved. 50 people attended the workshop. We assume that the profile of the participants answering the questionnaire and their responses reflects the reactions of all participants.

11.1. Participant Profile

Half the participants were from government institutions. A fifth were from international or regional organisations. 15% represented NGOs. Participants’ areas of interest were wide and varied.

Chart 1

![Participant profile chart]

Most had a background in transport, rural transport, planning and research. (see Chart 2 below) 43% were interested in rural development and 39% in training. Only 32% were implementors. Overall, participation indicated a good mix of people needed to take the debate on rural transport and accessibility issues further in Kenya. The National Forum Group targeted government decision makers and planners as participants in this seminar. The profile of participants reflects this.
11.2. Expectations

The questionnaires revealed that all the participants met their expectations of the workshop. Some more than achieved their expectations. The expectations that the participants had are given in Chart 3. About 70% expected the Workshop to provide information about rural transport issues. They expected the papers to present a good coverage of the subject and to be able to clearly identifying rural transport, mobility and access problems as well as solutions. A couple of participants expected to learn more about non-motorised transport. About a third of the participants expected to expand their networks. Forty percent expected the workshop to result in a definite plan for the National Forum Group. Many expected the workshop to lead to practical and realistic recommendations for the National Forum Group. Ten percent expected the workshop to increase government involvement.
Participants Expectations

<table>
<thead>
<tr>
<th>Expectations</th>
<th>Proportion</th>
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<tbody>
<tr>
<td>Assessment of Impact</td>
<td>3.4</td>
</tr>
<tr>
<td>Inclusion of community in planning</td>
<td>6.9</td>
</tr>
<tr>
<td>Increase govt involvement</td>
<td>10.3</td>
</tr>
<tr>
<td>Create awareness</td>
<td>3.4</td>
</tr>
<tr>
<td>Strong Recommendations</td>
<td>10.3</td>
</tr>
<tr>
<td>Info on the subject</td>
<td>69.0</td>
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<tr>
<td>Effective discussion</td>
<td>6.9</td>
</tr>
<tr>
<td>Legitimising NFG</td>
<td>13.8</td>
</tr>
<tr>
<td>Wider Networking</td>
<td>34.5</td>
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<tr>
<td>Work plan for NFG</td>
<td>39.3</td>
</tr>
<tr>
<td>Other</td>
<td>10.7</td>
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</tbody>
</table>

11.3. Content, Structure and Organisation

The responses to the rest of the questions confirm that indeed many of these expectations were met. All of the participants indicated that the workshop stimulated a high level of debate on rural transport issues, and that several key issues were raised. A list of key issues that participants felt were the most important are given in Chart 4.

The role that the National Forum Group can play was a key issue of the Workshop. Other issues that were described by a larger number of participants were the importance of rural transport, community participation, and information dissemination.

Of the different methodologies used by the workshop organisers, the participants seemed to agree that discussions were the most effective. But overall all of the different items on the agenda rated highly and all participants found the organisation and structure of workshop effective.

There were a few weaknesses that were identified. Many mentioned that the first day’s programme was not organized properly, that the group discussions were haphazard and the outputs not clearly defined. But most people did agree that this improved by the second day.

Participants also felt that timing during the workshop could have been better—many commented that there wasn’t enough time to discuss the different issues. One person related this to the lack of professional moderators. There was also concern that the outputs of the workshop were not standardized and that there was overlap in the content of the different sessions. One resource person felt that the final session did not allocate clearly delegated responsibilities to members of the NFG. Another participant commented that the actions were not prioritized.

Participants appreciated the mix of people attending the workshop. One respondent to the questionnaire did note that there ought to have been more women present.

Chart 4
The shortcomings in the organisation of the workshop related to the lack of sufficient preparation time to produce and copy the thematic papers and the difficulty in reproducing materials and distributing them during the workshop.

Most people liked the venue because it was quiet. But some of the participants felt that a venue in the heart of the city was inappropriate because of the difficulties of reaching it, and the inability for quiet reflection on the days activities. Many would have preferred a residential workshop. One participant also mentioned that since the workshop coincided with the Nairobi show, reaching the venue was even more difficult.

However, despite these shortcomings, the workshop had (as one participant pointed out) a consistent attendance throughout.

11.4. NFG Membership

Seven of the respondents to the questionnaire were already members of the National Forum Group. Eight were from overseas. Of the others, all expect one, wanted to become members. A list of those requesting membership is appended.

11.5. Networking

A majority of the participants felt that they learned a great deal from the others and that this learning was both interesting and relevant to their work. Workshops discussions, papers presented and informal discussions outside the formal sessions rated highest as sources of this learning. A majority of the participants said that they would use this learning in their work. Others thought they could use this learning to raise money, share experiences, create awareness and motivate community interest in the issues.

11.6. Conclusions

The workshop had three objectives:

• to encourage debate on rural transport issues and challenges facing development planners in addressing these issues
• to share information on interventions of a wide number of actors in Kenya and the region
• to strengthen the linkages between these different actors through wider participation in the Kenya National Forum Group and by establishing an agreed programme of action.

The participants’ evaluation indicates that the workshop did encourage debate on rural transport issues and created a forum for sharing of information on interventions. The field trip (for those who participated in it) and the feedback from the field trip provided much of the material for the latter. The photo exhibition also helped increase awareness of different initiatives in Kenya and the region.

The participant evaluation also shows a keen interest in participation in the National Forum Group’s activities. It is important that the National Forum Group builds on the enthusiasm that the Workshop generated and start some of the activities agreed on. As one participant suggested it would probably be useful to begin with an activity that can be started immediately e.g. a directory of all the organisations and their activities.
Annex 1

LIST OF PARTICIPANTS

KENYA

Mr. David Jennings
Swiss Development Corporation
P. O. Box 30752
Nairobi, Kenya
Tel: 228-735

Mr. Jeffrey Maganya
ITDG-Kenya
P. O. Box 2260
Kisumu, Kenya
Tel: 35 22125/22486

Mr. Jeremiah M. Kisuve
ITDG-Kenya
P. O. Box 268
Mtito Andei, Kenya
Tel: 147 2266

Mr. Ojijo Odhiambo
KENGO
P. O. Box 48197
Nairobi, Kenya
Tel: 749-747; 748-281

Mr. Kenneth Odero
Institute for Development Studies
University of Nairobi
P. O. Box 30197
Nairobi, Kenya
Tel: 334-244

Mr. Frank Keurhorst
Royal Netherlands Embassy
P. Ó. Box 41537
Nairobi, Kenya
Tel: 227-111/4

Mr. Peter Njenga
ITDG-Kenya
P. O. Box 39493
Nairobi, Kenya
Tel: 442-108, 444-887

Mr Stanley Lemeria
Ministry of Agriculture
P.O. Box 54
Kajiado, Kenya
Tel: 21167

Dr. Samuel Obiero
Department of Urban and Regional Development
University of Nairobi
P. O. Box 30197
Nairobi, Kenya
Tel: 719-276

Mr. James N. Karuiru
Ministry of Public Works & Housing
P. O. Box 30260
Nairobi, Kenya
Tel: 723-101 ext 3164

Mr. Kenneth Odero
Institute for Development Studies
University of Nairobi
P. O. Box 30197
Nairobi, Kenya
Tel: 334-244

Mr. Frank Keurhorst
Royal Netherlands Embassy
P. Ó. Box 41537
Nairobi, Kenya
Tel: 227-111/4

Mr. Jan Fransen
ILO/ASIST Project
P. O. Box 60590
Nairobi, Kenya
Tel: 560-941/5

Mr. J. W. Theuri
Ministry of Local Government
P. O. Box 30004
Nairobi, Kenya
Tel: 340-972

Dr. E. M. Waithanji
KENDAT
P. O. Box 29053
Nairobi, Kenya
Tel: 680-451/4

Dr. J. M. Mutua
KENDAT
P. O. Box 842
Kikuyu, Kenya
Tel: 154 33026
Mr. K. O. Atieno  
OVP & MPND  
P. O. Box 30005  
Nairobi, Kenya  
Tel: 338-111 ext 33221

Mr. S. O. Kasuku  
Marketing Support & Services Ltd.  
P. O. Box 52162  
Nairobi, Kenya  
Tel: 221-552, 211-576

Mr. G. T. Mulama  
Office of the President  
P. O. Box 30510  
Nairobi, Kenya  
Tel: 223-878

Mr. T. B. Muckle  
3W Co. Ltd  
P. O. Box 174  
Naru Moru, Kenya  
Tel: 174-52255

Mr. Tito Arunga  
Kisumu Innovation Centre - Kenya (KIC-K)  
P. O. Box 284  
Kisumu, Kenya  
Tel: 35 22498

Mr. Martin Gitau  
Laikipia Research Programme  
P. O. Box 144  
Nanyuki, Kenya  
Tel: 176 22574

Mr. J.N. Atienyo  
Africa Water Network  
P. O. Box 10538  
NAIROBI, Kenya  
Tel: 555-579

Dr. Maurice Ndege  
Africa Water Network  
P. O. Box 10538  
Nairobi, Kenya  
Tel: 555-579

Mr. J.M. Muiruri  
MOTC  
P. O. Box 68890  
Nairobi, Kenya  
Tel: 729-720

Mr. A. Muga  
OVP, MPND  
P. O. Box 50199  
Nairobi, Kenya  
Tel: 338111

Mr. B. M. Gichuki  
KITC  
P. O. Box 58709  
Nairobi, Kenya  
Tel: 60177

Dr. Martin Fisher  
ApproTec  
P. O. Box 64142  
Nairobi, Kenya  
Tel: 787-380

Mr. P. Gitahi  
Finance Magazine  
P. O. Box 30044  
Nairobi, Kenya  
Tel: 214-255

Ms. B. Nderitu  
OVP & MPND  
P. O. Box 30005  
Nairobi, Kenya  
Tel: 33811 ext 33350

Ms. Carol Wanjau  
Uvumuzi Club  
P. O. Box 42988  
Nairobi, Kenya  
Tel: 743-615

Mr. Charles Oluoch  
MENR, Forest Department  
P. O. Box 15632  
Nakuru, Kenya  
Tel: 214-312

Mr. David O. Ong’olo  
Spellman and Walker Co. Ltd.  
P.O. Box 57312  
Nairobi, Kenya  
Tel: 332-299

Mr. David Nalo  
OVP & MPND  
P. O. Box 30005  
Nairobi, Kenya  
Tel: 338-111 ext. 146

Ms. Cecilia Kinuthia-Njenga  
Environmental Liaison Centre International  
P.O. Box 72461  
Nairobi, Kenya  
Tel: 562-015, 560-476, 562-022

Mr. B. Williams  
UNCHS (Habitat)  
P.O. Box 67553  
Nairobi, Kenya
OTHER AFRICAN AND INTERNATIONAL PARTICIPANTS

Ms. Maria Prieto  
ILO/POLDEV,  
ILO, CH - 1211,  
22 Geneva, Switzerland  
Tel: 41 22 799-7263

Prof. Paul Starkey  
University of Reading,  
Dept. of Animal Traction  
Oxgate, 64 North Court Av.,  
Reading, RG27HQ, UK  
Tel: 44 1189 872-152

Ms. F. Ali-Nejadfar  
ILO ASIST/IRAP  
12th. Floor, Karigamombe Centre  
53 Samora Machel Avenue  
P.O. Box 210  
Harare, Zimbabwe  
Tel: 263 4 759-437/9

Mr. Ron Dennis  
IT Transport Ltd.  
The Old Power Station  
Ardington, Oxon  
OX12 8QJ, UK  
Tel: 44 1235 833-753

Ms. Priyanthi Fernando  
International Forum for Rural Transport and Development (IFRTD)  
150 Southampton Row  
London WC1 5AL, UK  
Tel: 44 171-278-3670

Mr. Jones K. Nyasulu  
Ministry of Economic Planning and Development,  
P. O. Box 30136  
Lilongwe, Malawi  
Tel: 265 782-300

Dr. Charles K. Kaira  
Ministry of Commerce & Transport ,  
P. O. Box 9144  
Dar-Es-Salaam, Tanzania  
Tel: 255 51 75517

Mr. Niklas Sieber  
IFRTD Secretariat  
150 Southampton Row,  
London WC1B 5HL, U.K.  
Tel: 44 171 278-3670

Mr. Tatenda Mbara  
Department of Rural and Urban Planning,  
University of Zimbabwe  
Box MP 167, Mount Pleasant,  
Harare, Zimbabwe  
Tel: 263 4 303-211

Mrs. M. Sahabandu  
Sri Lanka National Forum Group  
10 Charlemont Road,  
Colombo 6, Sri Lanka  
Tel: 94 1 562-741

Mr. Helmut Watzlawick  
IFRTD  
22 Epplanade  
CH 1214 Vernier  
Geneva, Switzerland  
Tel: 41 22 341-2883

Ms. Pauline Akidi  
Ministry of Finance & Economic Planning,  
P. O. Box 7086  
Kampala, Uganda  
Tel: 256 42 232-317

Dr. Helen Meekings  
ODA London  
94 Victoria St.  
LONDON, UK  
Tel: 44 171-917-0072

Prof. John Howe  
Institute of Hydraulic Engineering (IHE)  
Westvest 7  
P. O. Box 3015  
2601 DA Delft, The Netherlands  
Tel: 31 15 215-1715
## Annex 2
### Workshop Programme

<table>
<thead>
<tr>
<th>TIME</th>
<th>MONDAY 30/9/96</th>
<th>TUESDAY 1/10/96</th>
<th>WEDNESDAY 2/10/96</th>
<th>THURSDAY 3/10/96</th>
</tr>
</thead>
<tbody>
<tr>
<td>08:30 a.m.</td>
<td>Registration</td>
<td>PARALLEL WORKSHOPS</td>
<td>FIELD TRIP</td>
<td>Feedback from field trip</td>
</tr>
<tr>
<td>09:00 a.m.</td>
<td>Introductions</td>
<td>Theme 4: Appropriate Means of Transport</td>
<td>Transport leaves KICC Maing Gate (facing Town Hall)</td>
<td></td>
</tr>
<tr>
<td>09:30 a.m.</td>
<td>Key Note Address</td>
<td>Theme 5: Human &amp; Institution Capacity Building</td>
<td>Theme 6: Methodological Issues</td>
<td></td>
</tr>
<tr>
<td>10:00 a.m.</td>
<td></td>
<td></td>
<td>TEA BREAK</td>
<td>Development of NFG work plan, Agreement on TORs and Structure</td>
</tr>
<tr>
<td>10:30 a.m.</td>
<td>Introduction to Kenya’s NFG and the IFRTD</td>
<td>Plenary Session</td>
<td>Feedback from Thematic Workshops</td>
<td></td>
</tr>
<tr>
<td>01:00 p.m.</td>
<td></td>
<td>LUNCH BREAK</td>
<td></td>
<td>Summary of workshop recommendations and conclusions</td>
</tr>
<tr>
<td>02:00 p.m.</td>
<td>Parallel workshops</td>
<td>Guided Tour of Photo Exhibition</td>
<td></td>
<td></td>
</tr>
<tr>
<td>03:00 p.m.</td>
<td></td>
<td>TEA BREAK</td>
<td></td>
<td>Evaluation</td>
</tr>
<tr>
<td>03:30 p.m.</td>
<td>Plenary Session</td>
<td>Briefing on Field Trips</td>
<td></td>
<td>NFG membership and coordination arrangements</td>
</tr>
<tr>
<td>03:45 p.m.</td>
<td>Feedback from Thematic Workshops</td>
<td>Kathekani (ITDG), Kajiado (ITDG), Kirinaga (KENDAT)</td>
<td></td>
<td>FORMAL LAUNCH OF NFG</td>
</tr>
<tr>
<td>06:30 p.m.</td>
<td></td>
<td></td>
<td></td>
<td>Reception</td>
</tr>
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