

PAKISTAN RURAL ACCESS & MOBILITY STUDY

(Draft) Terms of Reference for a Community/Household level Rural Transport Survey

1 BACKGROUND

Please read in conjunction with Concept Note for Study of Rural Access & Mobility in Pakistan, with a special focus on Gender.

2 STUDY OBJECTIVES

The long-term objective which the study is addressing is the development of a more efficient transport system for rural population especially those who are beyond the effective reach of the modern road transport system.

The specific objectives of the survey are to help the study team:

1. Develop an understanding of the time and effort spent on transport in the context of overall household labor allocation, and of the outputs achieved from the inputs to transport;
2. Analyze local-level transport, and the time spent, as a factor and constraint in agricultural and rural development and in the utilization of essential services;
3. Understand the role of transport in women's and children's daily lives and the impact upon women and children of improvements in mobility and accessibility. Assess what part of the rural transport burden falls to women;
4. Identify the scope for improvement in traditional transport modes so as to enhance mobility and accessibility including the transportation of farming inputs and outputs;
5. Assess the role of intermediate means of transport (IMT)¹ in improving mobility and addressing local-level transport constraints, as well as the policy, institutional and implementation requirements for developing the use of IMT including as assessment of existing credit providers in the study area and the potential for collaboration under a potential pilot project; and
6. On the basis of the findings in 1 to 5 identify the key issues that would need to be given specific attention in the design of any pilot project to demonstrate workable solutions to village-level travel and transport problems.

3 SCOPE OF WORK

Based on the foregoing objectives, the survey team will conduct appropriate sample household- and village-level surveys, structured leadership, focus group and key informant discussions (e.g. Village or Community Associations), taking account of the major variations in agro-ecological,

¹ Intermediate Means of Transport (IMT) are those means of transport which are intermediate between the traditional mode of walking (with loads carried on the head, shoulder and back) and animal-based transport, and modern, conventional motor vehicles such as cars, pick-ups, trucks and buses, in terms of investment cost, transport capacity – speed, payload and range of travel; infrastructure requirements; complexity of maintenance; and skills facilities, materials and investment required for manufacture.

cultural, economic, business and settlement conditions in the country, and complement these with:

1. Identification of infrastructure improvements that will enable an immediate improvement in the efficiency of existing local-level transport²;
2. A case study detailing an account of the existing (formal and traditional) arrangements at the state and local government level for planning and financing road infrastructure investments and maintenance. The account will include current arrangements for both the lowest level of the designated network and the un-designated access roads and paths, and will also suggest innovative ways in which sustainability of investments may be improved. Comparisons can gainfully be made with experience from investments and maintenance of other local infrastructures such as water supply or irrigation schemes;
3. A case study of the role of IMT in improving mobility, and the policy, institutional and implementation requirements for development of the wider use of IMT including the identification of suppliers of IMT, initiatives by NGOs, Community Based Organizations – CBOs, and others to support the use of IMT within the study area; and
4. A case study of the role of conventional rural transport services in meeting village-level travel and transport demands, how these are changing and can be expected to change under emerging economic and policy conditions in the country, and what could be done to improve the service level and affordability of motorized transport in rural areas.

In undertaking these studies, coordination / consultations should be held with relevant provincial and local government agencies such as those responsible for roads, agriculture and rural development and relevant private sector stakeholders such as transport operators.

3.1 Study Design

3.1.1 Selection of Study Areas

Study areas (candidate districts) will be selected to represent the major regional and agro-ecological zones of the country.

The local government areas and villages selected for study will be characterized by different levels of access to urban areas and the modern transport system since these affect the scope for marketing and non-farm employment activities. The selection of access levels will, to the extent possible, reflect distances to facilities, and the availability and affordability of means of transport and other factors. The tentative list of Study Areas (candidate districts) and Partner Organizations (POs) is included in Attachment 1.

² For example, previous studies elsewhere have shown that many traditional tracks and trails experience localized bottlenecks – such as inadequate or absent bridges, and steep and poorly aligned sections – whose removal could substantially improve access and mobility.

3.1.2 Selection of Survey Villages

Within each of the study districts, representative rural communities will be chosen for detailed study in consultation with the POs, according to their accessibility to the road network and basic economic and social facilities e.g. markets, schools, health clinics, water and firewood supplies, etc. The selected villages will contain examples of dispersed settlements and low population densities as well as nucleated settlements with relatively high population densities.

3.1.3 Sampling of Survey Households

Within each survey village, a representative sample of households should be interviewed. These should be selected to be a fair sample of each village in respect to household size and composition, representation of female-headed household, income levels, and location within the village.

3.1.4 Survey Methodology

For each survey area the survey methodology shall comprise a multistage approach to data collection, as described below:

Stage I: (by PO)

I.1 Village Profile/Poverty Profile/Contextual Analysis to collect base-data on socio-economic and agricultural conditions, and on the local transport system, in the survey area.

Stage II: (By Survey Team: members 1-5)

II.1 Conduct of a Household Survey in each village with a selected sample of households (number or percentage of HHs tbd) to collect data on household agricultural and socio-economic characteristics and travel patterns.– Attachment 2 is the draft survey questionnaire.

II.2 Conduct of a Travel/Activity Diary survey with a smaller sub-sample of the interview sample. This will be initiated at the same time as the household survey, and will collect information on variations in travel/rural activities during various phases of the agricultural cycle. The aim is to pick up seasonal variations in travel patterns, and to place travel patterns in the context of overall household labor allocation and time usage.

II. 3 Survey of Transport Service Provider/Vendors

Stage III (by full Survey Team):

III.1 Conduct Meeting with Community Organization and Structured Discussions with a sub-sample of households, following initial analysis of the household survey data. The aim is to

explore further the more interesting findings from the survey, and to investigate the reasons for particular travel patterns and for household responses to situations.

III.2 Conduct interviews and discussions with key informants, e.g. school teachers, mullahs, health attendants; and focus groups, e.g., transport operators, market and business people. The aim of this is to explore the local travel and transport situation in a context beyond the every day needs of the individual household.

One of the most important aspects of the survey activity will be to pre-test the questionnaires and properly train the enumerators through test runs. The survey results will only be as good as the questionnaires and the enumerators. (It will be useful as part of the training to have the enumerators code each others' questionnaires so that they fully understand what their answers will be used for. Alternatively, one individual may code all questionnaires.)

3.2 Scope of Work

3.2.1 Rural Transport Infrastructure (RTI)

This case study (led by a Transport Specialist on the Survey Team) will detail existing (formal and traditional) arrangements for planning and financing infrastructure investments and maintenance. The account will include current arrangements for both the lowest level of the designated network and the undesignated access roads and paths (e.g. who makes the decisions to do what and when, and who does the work when paid/non-paid labor is required, etc.). The account will also suggest innovative ways in which sustainability of investments may be improved. Comparisons can gainfully be made with experience from investments and maintenance of other local infrastructures such as water supply or irrigation schemes. The main focus of the case study will be on the institutional framework for improvement and, most importantly, maintenance of RTI.

The case study will also determine appropriate types of least cost infrastructure required to improve access in the various survey areas as well².

3.2.2 Intermediary Means of Transport (IMT)

There are no reliable statistics on the range of IMTs already in use, on their numbers and distribution. There may have been a number of past efforts to improve traditional means of transport but these were probably neither well coordinated nor particularly effective. This Study should help provide a comprehensive assessment of the role that IMT play in improving mobility and addressing local-level transport constraints. This case study (jointly led by the Transport Specialist and the Community Development Specialist, with support from the PO and the Gender

² There is often a big misconception that improved RTI means the construction of 6 m wide roads. It is natural that communities (and governments) demand the latest and the best when someone else is paying. Communities are more willing to compromise on design standards when they themselves will be responsible for maintenance and they understand the implications in terms of demands on future scarce resources.

Specialist) will focus on the policy, institutional and implementation requirements for development of the wider use of IMT.

It will start out by making an inventory and assessment of previous initiatives to improve IMT. The findings of this review will then be used to define the requirements for development of the wider use of IMT which might encompass measures in the fiscal and regulatory fields; measures to encourage involvement by the private sector, NGO and community development organizations; measures to increase the availability of rural credit and the training of local artisans in the manufacture and maintenance of improved innovative IMT.

3.2.3 Motorized Transport Services

This case study which will look at motorized transport services in rural areas will be led by the Transport Specialist with support/inputs provided by other Survey Team members.

Ownership of motor vehicles is very low in rural areas. Consequently, travel using transport services provided by a range of passenger and cargo-carrying motor vehicles are the almost exclusive mechanism by which households and villages link to the wider economy. These services have traditionally been scarce in the rural areas with the bulk of vehicles concentrated in the major cities and on the main trunk routes. Relatively few have been operating on an individual 'for hire' basis, companies charge with meeting, mainly bulk, demands. Proposed changes in the administration (under the Devolution Plan) need to be assessed in terms of their likely effect on transport services, and what further measures are required so as to improve availability at the village-level, such as easier entry into transport operations.

Robust rural transport systems – which are less susceptible to inefficiency, disruption and system failure – are produced by great diversity and differentiation. Thus, an aspect which should get particular attention in this case study is the extent to which past investments, credit or regulatory systems, may have acted to reduce the diversity of modal options forcing people and goods to conform to the few higher cost modes rather than the most appropriate and affordable means. In this vein, it is important to reiterate that many of the rural poor cannot afford even low cost public transportation and must walk.

3.3 Survey Team

The Survey Team shall comprise the following members:

1. Survey Team Leader }
2. Male Social Organizer } ...provided by the Partner Organization
3. Female Social Organizer }
4. Male Enumerator } ... engaged for this survey
5. Female Enumerator }
6. Transport Specialist
7. Gender Specialist

The primary responsibilities of each team member are described below:
[to be filled in based on team discussion].

3.4 Reporting and Documentation

Stage I: Village Profile/Poverty Profile (prepared by PO.)

Stage II: (i) Household Survey Summary Results along with supporting filled in questionnaires (by _____)
(ii) Travel/Activity Diary Survey Results (by _____)
(iii) Profile of Transport Service Providers/Vendors (by PO.)

Stage III: (i) Minutes of CO meetings/structured discussions (by _____)
(ii) Minutes of key informant interviews (by _____)

Case Studies: As indicated above.

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