

TABLE OF CONTENTS

1.0	EXECUTIVE SUMMARY	1
2.0	INTRODUCTION	1
2.1	Background to the study	1
2.2	Kasese District profile.....	2
2.3	Justification of the Study	2
2.4	Objectives of the Study	3
3.0	LITERATURE REVIEW	3
4.0	METHODOLOGY	5
4.3	Field Work Organisation.....	5
5.0	MAJOR FINDINGS	7
5.1	Situation Analysis Of Donkeys in Kasese District	7
5.1.1	Training in donkey usage.....	7
5.1.2	Target population and mode of distribution.....	7
5.1.3	Problems encountered in donkey use.....	7
5.1.4	Other Problems in donkey use	8
5.3	Transport problems faced by the community	9
5.4	Transport needs.....	10
5.5	Ownership of means of transport and their uses.....	11
5.6	Donkey ownership	11
5.7	Donkey usage by men and women	14
5.8	Work pattern for women in the fields.....	13
5.9	Benefits from the Donkey Project.....	14
5.10	Constraints faced while using Donkeys.....	14
6.1	Agricultural Transport Problems faced by the Community.....	15
7.2	Constraints faced while using donkeys to women users.....	17
7.3	Community involvement in promotion of rural transport activities	18
8.0	CONCLUSIONS AND RECOMMENDATIONS	19

1.0 EXECUTIVE SUMMARY

The study was commissioned by Gender in Rural Transport Initiative, Zimbabwe through funding by the World Bank Development Grant Facility (DGF). The Researcher, Ms. Harriet Iga in collaboration with two research assistants from Integrated Transport Systems Limited and support from the Ministry of Works, Housing and Communications, Rural Travel Transport Programme, Uganda, Ministry of Gender, Labour and Social Affairs and National Forum Group of Uganda Chapter of IFRTD carried out the survey in Kasese District.

The major findings of the study were: most of the donkeys in the project died and others were left redundant and not put to good use; most female owners cannot afford to purchase drugs for treatment of donkeys; the project minimally addressed the strategic gender needs; decision making regarding use of donkeys was a male domain even amidst sole ownership of donkeys by women ; agricultural marketing is exclusively carried by men using donkeys, donkeys had been instrumental in reducing the transport burden for both men and women; most of the female owners had not received training in donkey use as opposed to their male counterparts, donkey packs had a limited carrying capacity of 20 – 40 kilograms; there were no cultural barriers regarding ownership and use of donkeys by both men and women; women were the major donkey owners; there was low awareness on gender and transport issues amongst community leaders/officials and technical government officers and head loading is still paramount amidst donkey ownership.

Various recommendations are made, which aim to improve on the project if it is to be expanded to other districts or for any other project that intends to carry out similar programmes.

2.0 INTRODUCTION

2.1 Background to the study

Animal power is known to reduce the transport burden in rural transport and travel world wide. There is an increase in introduction of donkeys in several districts in Uganda so as to deal with the transport issue. This is due to the realization that donkeys are responsible not only for bringing crops from the fields during the harvesting season, or taking traders and their commodities to the market, but also do assist within households through ferrying fuel wood and water and transportation of building materials and other household requirements.

Intermediate means of Transport (IMTs) are known to be efficient for rural transport systems especially for short and low demand routes so as to reach agricultural, economic and social facilities, and are of relatively low cost compared to vehicles.

It is in this regard that donkeys were introduced in Kasese District because they are small, hardy and strong animals which can ably reduce women's workload in the transportation of loads up and down the mountainous district. Due to the terrain, women carry loads to their households and the market using the back with a rope tied around their heads to support the loads. This mode of transportation has led some women to develop narrow pelvic bones

leading to still births or maternal deaths. Some women travel for many hours and do cover long distances especially during post-harvest seasons.

One of the female politicians in the area designed a proposal to introduce donkeys as a means of transport and submitted it to donors. The first batch of ten (10) donkeys was provided by GTZ through Ministry of Local Government. Another ten (10) donkeys were provided to another district called Bundibugyo after realisation that women were having the same problems as those in Kasese. The President's office also contributed thirty donkeys.

Other donkeys were provided by Bukonjo Animal Traction Association (BATA) BATA received 29 donkeys from Kawanda Research Institute as part of the Post-Harvest Programme. Kasese Women in Development Association through the support of UNICEF also provided 35 donkeys and the accompanying harness, girth strap, belly chain, ridge chain and packsaddles, and also trained trainers for the donkey owners. All in all, around 80 donkeys were provided initially.

2.2 Kasese District profile

Kasese district which is the area of study is located in Western Uganda. The major economic activities carried out are agriculture, mining, commercial farming and trade. Household economic activities in the district are based on subsistence farming which accounts for 74%, employment income with 8%, commercial farming 6%, family support 5.4%, petty trading 4% and formal trading 1%.

Average household expenditure on transport including education and health-related travel amounts for about 1.2% of monthly spending. This is due to the fact that most of these activities are carried out through walking to and from the health centers and schools. Health related activities especially transportation of the sick and pregnant women is done by locally made stretchers.

The biggest role in production is played by women and this includes opening the land, ploughing, planting weeding and harvesting. Walking is the most common means of transport, and loads are carried on the back with help of head support. The sick and pregnant women are mainly transported to clinics and other health centers with basket stretches due to the region being mountainous.

2.3 Justification of the Study

This study provides the Ministry of Agriculture, Animal Industry and Fisheries and Non-governmental Organisations/Community Based Organisations engaged in donkey projects with useful guidelines for designing relevant projects and programmes for both men and women.

By outlining the flaws prevalent in the donkey project in Kasese District, this study is acting as an evaluative feedback. It is in essence challenging those organisations concerned, to change their methods especially of provision of donkeys to the beneficiaries, and subsequent training where ineffective methods are prevalent.

Lastly, this study provides material, knowledge and information for future research into similar issues. From the literature review, it can be noted that literature on donkeys in Uganda is still lacking and especially regarding gender issues. Therefore, this study will be useful for both practitioners and academicians.

2.4 Objectives of the Study

The objectives of the study were to assess the use of donkeys by men and women in agricultural activities and constraints faced by them in carrying out their tasks, assess how the provision of donkeys responds to the needs of men and women farmers, evaluate the benefits accrued by men and women from the project, assess cultural barriers faced in use of donkeys, determine the type of needs addressed by the project and lastly, assess whether men and women are involved in self help road works programmes.

3.0 LITERATURE REVIEW

Women and men have different transport needs due to their reproductive and productive responsibilities whereby women are responsible for head loading water and fuel wood collection, subsistence farming and transportation of food crops from gardens to households and markets while simultaneously carrying children on their backs in most instances. Data indicates that in Uganda like in other sub-Saharan African countries, women are responsible for nearly 80% of the time spent on transport and 85% of the effort (*Nalwanga Sebina and Natukunda, 1988*).

The most common means of rural transport is by walking and head loading along roads, paths, tracks and trails. Culture and tradition tends to limit load-carrying activities to women thereby making them shoulder most of the transport chores in the household because in most cases, it is the only transport option. At the national level, about 70% of the agricultural produce sold at local markets is transported by head loading especially by women and children. Bicycles, which are used mainly by men account for 20%, motorized transport for 8%, which is mainly pick-ups, and donkeys for 2% (*Kwamusi, 1997*).

Usage of intermediate means of transport (IMTs) is rather poor due to purchase prices of bicycles, draught animals and animal carts which are expensive for many rural households. There is some crude and inefficient locally made wheelbarrows that are used to transport fuel wood, water and other household goods, which are limited to a few middle class families. However, in cases where IMTs are available, men and boys tend to take over the duties which would have been a preserve for women such as water and fuel wood collection.

A review of the Government of Uganda policy documents indicates that little importance has been given to rural transport compared to the road construction sector. In the Plan for Modernisation of Agriculture, for instance, there is little mention of mechanization and nothing at all on IMTs or rural transport. The Poverty Eradication Action Plan states “efforts will be made to upgrade the technological capacity of agricultural equipment in use for the introduction of low cost and scale neutral technology like draught power.” However, most of these statements remain on paper and are not backed by actual implementation.

Several studies have revealed that men and women’s transport needs are different, and this implies that access, control and usage of IMTs is also different. Women’s access to both

animal traction and fertilizers according to a rice project in Gambia found that they were more limited and costly compared to men's (GARD, 1988).

In many societies, the idea of women using animal traction is not culturally acceptable and technologies may not be acceptable and appropriate for the women themselves. But even where taboos do not exist, men tend to monopolise animal traction because traditionally it is a man's technology. A case in point is in Senegal where men justify the prohibition against women by saying that the implements are too heavy and the women have not been suitably trained (*Forum News, 2000*).

However, well designed animal drawn equipment can result in marked improvement in agricultural productivity, for example, a study of farmers in Uganda showed that over 70% of them significantly increased their output and incomes by using improved equipment (*Carr, 1988*).

Traditionally, women's hauling role is regarded as natural and thereby requires no transport aids. This perception is misleading because studies show that where transport aids have been adopted by women, they have drastically reduced the transport burden. A workshop on the Women in Agricultural Program in Nigeria noted the increased purchase and use of oxen for traction by women's groups. Animal traction is particularly helpful in carrying water, milling and extracting oil three times consuming and laborious tasks generally performed by women (Nelson and Sandhu, 1990). It is therefore necessary to provide women with IMTs to reduce on their transport burden.

Women often don't own traction animals and have no decision making power over their use. In households with donkeys, water and fuel wood collection, which are primarily women's tasks, get secondary billing on the assignment list for donkeys. Use of animals is a male privilege and introduction of animal traction may cause women to lose existing sources of revenue. Men often use donkeys for transportation of water which is sold in markets and in Kenya, it was found out that a donkey can carry 120 litres of water per trip (*Maganya, 1997*).

Animal traction when used for ploughing usually increases cultivated areas in the short term, thus increasing the amount of weeding and harvesting which are often women's tasks. However, in the medium term, introduction of animal drawn weeding implements speeds up the operation but it then typically becomes a male task. Project implementers should take into consideration this trend of affairs and avoid increasing the women's burden.

Regarding training, there seems to be an implicit and lingering belief in the institutional/government sector that it is the men who need training in animal traction because it is traditionally the men's preserve. Thus, the vast majority of people who attend training courses on demonstration, practical and field studies are men, whereas it is the women who need to be trained rather than having to be the, self taught practitioners they mainly are today.

Success of IMT promotion depends on creating a favourable environment according to GARD, 1988, although in practice each location has its own unique requirements. In every area where IMTs have been adopted, surveys need to be carried out to establish and identify what constraints are being faced. Discussions with community leaders and beneficiaries are required so as to ascertain feedback on the project as to which measures have been successfully implemented.

From the above reviewed literature, it is evident that studies on donkeys and especially on gender issues in rural transport are scarce. It is therefore against this background that this study was commissioned.

4.0 METHODOLOGY

4.1 Sampling Methods

4.1.2 Sample Design

The population of study comprised of two categories. The first category constituted of both male and female beneficiaries of the donkeys through the project. This category was a good source of information because it revealed the uses of donkeys, constraints faced and benefits accrued from the project.

The second category comprised of community/opinion leaders, and project officials both men and women. This category provided information on the project in general and cultural barriers faced.

4.1.3 Selection of Sample

A sampling frame of all the beneficiaries was provided by the Project Office. From the sampling frame, respondents were selected by systematic random sampling technique with an interval of one in every three. Therefore, every person who fell between the third element from the starting number was picked.

The final selected sample consisted of 30 project beneficiaries and 20 community leaders/opinion leaders and project officials.

4.2 Data Collection methods

4.2.1 Research Instruments

There were three major research instruments used in data collection although the major instrument was an interview schedule. This was pilot tested on 20 respondents in the proposed area of research.

The second research instrument was non participant observation which was used so as to reinforce the information got from the interviews.

Lastly, discussions with staff of other ministries and institutions in Kasese District were held including attendance of relevant meetings at the district level.

4.3 Field Work Organisation

Having established the validity of the interview schedules, the researcher and assistants administered them to 50 respondents. The main method used for collecting data were standardized interview schedules. These were written in English but the assistants interpreted the questions on the spot in Lukhondo (local language used in the area) and then filled in the answers given by the respondents.

Personal interviewing was more suitable for data collection in this study because it allowed face to face assurance and explanation of the importance, aim and necessity of the study. The study also required researchers to probe and prompt on some of the questions which it was assumed respondents would feel reluctant to answer.

The researchers moved from household to household of the respondents who had been selected, through the guidance of the Project officials and Local Council representatives and services of a guide.

The interview exercise in most instances took about half an hour, although some took up less than this. The researchers did not encounter any non-response or outright refusal from the respondents. The response from the leaders and officials was also encouraging. They were eager to participate in the research, and this may be attributed to the fact that they are interested in more rural transport projects.

4.4 Problems encountered in data collection

The major problem faced was political insecurity resulting in people and some of the respondents leaving their homes and residing in camps. This subsequently led to a lot of time being spent on data collection because researchers had to wait for respondents to return to their homes.

Secondly, the mountainous terrain coupled with isolated households of the respondents led to a lot of time consumption. Means of transport to the households was also an additional problem.

Thirdly, one of the research assistants passed away towards completion of data collection.

4.5 Data Analysis

This was done manually due to the small sample size. Data analysis sheets were drawn and the data analyst extracted raw data from the interview schedules. Univariate analysis was used as the first step of analysis. This method dealt with the distribution of respondents according to the various background characteristics such as age marital status, level of education, occupation /job and number of children. This mainly dealt with quantitative aspects of analysis.

The second stage of analysis involved interpretation of the findings based on the project objectives and this was backed by the literature on the topic. This dealt with qualitative aspects of the study.

5.0 MAJOR FINDINGS

5.1 Situation Analysis Of Donkeys In Kasese District

5.1.1 Training in donkey usage

The Bakonjo (habitat of Kasese district) did not have an animal culture and therefore training was organized for both men and women in donkey usage from Kapchorwa district and additional training was carried out in Kawanda and Serere agricultural institutes. This training mainly covered making of saddles. The intensive training conducted covered a number of topics namely loading and handling of donkeys because the major activity of the donkeys was for transportation and not cultivation due to the hilly terrain.

5.1.2 Target population and mode of distribution

The targeted beneficiaries were both men and women especially those who stay uphill but work in the low land. However, on distribution, one prominent male farmer received four (4) donkeys which he used on his farm. The remaining donkeys were distributed in various sub-counties with each household receiving one donkey.

The first batch of donkeys were male and these were later provided with female donkeys.

5.1.3 Problems encountered in donkey use

Many donkeys died and reasons for the deaths included:

- Insecurity which led to migration of people from uphill to lowland, thereby leading to rebel soldiers hijacking and killing the donkeys, injuring others and slaughtering some for meat.
- Insecurity in the area led both men and women to stay in camps and therefore owners especially women failed to maintain the donkeys because they were not in their homes. Many donkeys were neglected during the war.
- Lack of drugs, which was due to Kawanda Research Institute withdrawing support for the project.

Death of a Donkey

One of the households in the uphill received a donkey and the beneficiary was a man aged 30 years, and the reason for the death of the donkey was due to anthrax and this occurred before treatment. Before acquiring the donkey, the household had problems transporting agricultural crops to the market and transporting water and fuel wood for domestic use.

The impact of the death was reduction in household income and increased work burden because the donkey used to transport coffee, cassava, beans and bananas to Bwera market which is located seven (7) miles away, and was also used for domestic chores such as fetching water and fuel wood.

Other causes of deaths of donkeys are falling of cliffs and getting strangled, biting themselves which leads to getting wounds; producing when they are not yet mature, negligence by the owners; lack of an animal culture and lack of training in donkey care and management.

5.1.4 Other Problems in donkey use

- There is high demand for donkey services compared to the supply. This has led to a situation where donkeys are overworked because they travel for long distances and offer services to many households.
- Due to the high poverty levels in the district, most female owners cannot afford to purchase drugs for treatment of donkeys. Extension services are available but farmers pay 2000/= (US \$2) for vaccination of one animal while in other instances, people contribute fuel for transport which is between 2000 – 3000 (US \$2-3) depending on the distance or destination covered. It can also be noted that extension services are only concerned with veterinary services and animal care and do not have a training component. The projects do not have a component for treatment of donkeys and therefore owners have to rely on private services.
- Some donkeys lack carts and therefore do carry less luggage, while others have packs which are designed to carry between 40 - 50 kilograms only.

Lastly, some donkeys were stolen, while others were withdrawn from owners by the project managers. Donkeys were withdrawn under the pretext that they were not being utilized properly and were taken uphill where there was a great transport need. However, before withdrawal, these donkeys had become stubborn and were left to roam around, and even some owners surrendered them back because they could no longer manage them.

CASE 1

KILEMBE MINES LOCAL COUNCIL 3: Case of donkeys that were passed on to others.

This was a case of two (2) donkeys that were left to roam around and used to stay in Kilembe Secondary School. These donkeys did not have back saddles and people in the community did not like them because they destroyed their crops and animals. They therefore resorted to beating them and cutting them with machetes and pangas.

About the origin of the donkeys, a female District Councilor who later on became a Presidential Advisor supplied them. She acquired them from Kapchorwa District with the support of the area Member of Parliament, and were brought seven years ago. Although

these donkeys were supplied, people feared them and were therefore not utilized for the intended purpose. People also lacked training in handling and using the donkeys.

CASE 2

This case portrays donkeys that were provided to beneficiaries based on a need and after solving it, the donkeys were no longer required. Eight cases visited in the study had handed over their donkeys to other people or to sub-county headquarters or had left them to roam in the trading centers. Reasons given for withdrawal evolved around donkeys' misbehaviour due to idleness and redundancy.

5.2 Use of donkeys by men and women in agricultural activities and constraints faced.

5.2.1 Background Characteristics of Respondents

Of the 30 respondents, 18 were women while 12 were men, and of these 9 were aged between 30 – 39 years while 21 were aged between 40 years and above.

On marital status, 2 were single, 22 were married while 6 were widowed. All of the respondents had children. 16.7% had no education, 53.3% had gone up to primary level, and 16.7% had secondary education while 13.3% had gone up to tertiary level. Generally, men were more educated as compared to the female respondents, and all those who had gone up to tertiary level were men. The reason for the differences mainly stem from the traditional bias towards boys' education introduced during the colonial times and which is perpetuated by prevailing attitudes that girls are likely to become wives and mothers and therefore have no need for schooling. Fewer girls are registered in schools in Uganda and the higher up the educational ladder, the fewer girls and women are to be found. Schoolgirl drop-out because of pregnancy or early marriages are also very common in Uganda, as in many parts of the world.

The research found out that 83.3% were farmers, 6.7% were community workers while 10% were teachers. For the farmers, the crops grown were vegetables, coffee, maize, bananas, potatoes, cassava, groundnuts, soya beans and millet. All of them were selling some of the agricultural produce.

The income generating activities engaged in were diary goat keeping, poultry, rabbit rearing, cattle keeping, piggery, sheep and peacock rearing.

5.3 Transport problems faced by the community

Inherent problems in the sub-counties visited were identified as shortage of means of transport such as unavailability of pick ups in the area; shortage of feeder roads especially in the hilly and mountainous areas, tiresome methods of carrying sick people from hilly areas, inaccessibility to main roads, impassable small uphill paths, high transport costs and relegation of carrying of loads to women. This was more evident during the field visits whereby many women and children were trekking long distances over the hills carrying agricultural produce while men were using bicycles.

Concerning the major problems to be addressed first, leaders emphasized the need to provide more donkeys and subsequent training in donkey usage. Construction of water sources nearer to the beneficiaries was another problem which was mentioned. However, leaders pointed out that although many households had benefited from the Kasese Gravity Flow water project under the Water and Environmental Sanitation Programme, some areas had not yet been reached. Lastly, construction of feeder roads and gender sensitization programmes were also deemed as crucial problems to be addressed.

5.4 Transport needs

Needs were interpreted to cover all subsistence, economic and social needs. Respondents pointed out that the transport needs faced are access to markets, fetching water, and firewood fuel transporting agricultural produce from uphill gardens, and transport to the lowland gardens.

On the most time consuming effort involving tasks, respondents pointed out the following, going to the market, carrying agricultural produce from the garden and collecting fuelwood and water. It can be noted that women mainly emphasised transportation of agricultural produce from gardens, water and fuel wood while men were mainly concerned about access to markets. Almost half of the women's time and more than 60% of their effort is spent on transport that is consumed by the domestic needs for fuel wood and water (*Howe, 1989*).

This is due to the fact that in Kasese as in many districts in Uganda, it is mainly the men who market the produce with the available means of transport, which are either owned or hired. Consequently, women are in charge of transporting produce from gardens to households, although in some cases, women and children also engage in transportation of produce to markets.

Findings indicated that respondents walk a long distance to the market, which is located 6 miles away, and spend approximately 8 hours traveling to and fro. Transportation of agricultural produce from the garden consumes at least three hours, and is carried out daily. This is especially time consuming and difficult during harvesting seasons.

The least time consuming effort involving task was found to be fetching water for both domestic and irrigation purposes. This took a minimum of 15 minutes to and from the water source. This task takes less time because Kasese district is endowed with gravity flow water schemes which are scattered all over the district and therefore water is easily accessible to people.

5.4.1 Determination of gender needs

Men and women have different roles and responsibilities and therefore have different gender needs. Women are responsible for collection of water and fuel wood, subsistence farming and transportation of food crops from gardens to households.

It was inferred from the study that the practical gender needs which have to do with what people need to perform their current roles more easily, effectively or efficiently had been addressed by the project to a great extent.

Improved services through donkeys providing transport facilities which were being used to transport agricultural produce from the gardens to households and markets, water and fuel wood and building materials enabled meeting the practical gender needs of both men and women without changing their position in the community. In addition, increased income arising out of access to markets where agricultural produce was sold also addressed a practical need.

However, strategic gender needs that are concerned with changing the position of women were minimally addressed. An example was where some few women acquired donkeys and were able to make decisions pertaining to their use. These needs are curtailed by the cultural status of women which makes them subordinate to that of men.

5.5 Ownership of means of transport and their uses

Three travel assets owned by households were considered and these included a donkey, car and bicycle. All the respondents owned donkeys, while 12 had bicycles and only one owned a car. Donkeys were being used daily to transport water, fuel wood, agricultural produce and building materials while bicycles were mainly used by male owners for social outings such as taking the sick to the health centers and clinics and taking children to school. Pick-ups were also hired once a week by 3 respondents to transport milk and agricultural produce. It was found out that 80% of male respondents were not willing to use bicycles for household tasks because donkeys were responsible for them. However, it can be noted that donkey use is complementary to other modes of transport in the household and head loading is still paramount despite ownership of a donkey within a household.

5.6 Donkey ownership

Of the respondents, 26 had sole ownership of the donkeys and these included 17 women and 5 men while the remaining 4 had joint ownership. On acquisition of donkeys, 60% had received donkeys from Bukonjo Animal Traction Association (BATA) while 30% from Kasese Women in Development Association (KAWODA), and 10% from government (GTZ and President's Office). Donkeys were purchased at a cost of between 40,000 – 80,000 (US \$ 20 - 40) and the organizations provided the balance because the total cost for each donkey, is 150,000/=. However 4 respondents had received donkeys free of charge, and these were from government. Donkeys had been acquired since 1996 and 90% of the households had one donkey. The reason why most households have one donkey is due to the fact that the project was designed in such a way that on production of a baby donkey the owner is supposed to pass it on to another person in the organization/group through a revolving scheme.

5.7 Donkey usage by men and women

With usage, it was pointed out that donkeys were used by the whole family/household, that is men, women, children and the community especially when constructing community houses and doing community work. Purposes used for donkeys are transporting agricultural produce to the market and from gardens, collecting water and fuel wood and transporting building materials and manure to the gardens on a daily basis. There were no cases of children taken to school by donkeys and neither the sick people used donkeys to go for health services.

Regarding decision making on use of donkeys, it was found out that 12 women could make sole decision while 18 were making joint decisions. This in essence means that even where there is sole ownership of donkeys by women, men do take decisions regarding use of donkeys. Decision-making is still a male domain. This is so because the person who has ownership rights and control to wealth and property usually does decision-making. Men mainly own property in Kasese District and therefore matters related to land and major agricultural products and proceeds including inputs are decided upon by men. This is mainly the case in rural areas where people live off this vital resource. It is therefore not surprising that even where women own donkeys, men come in to make decisions regarding responsibilities assigned to them. Men consider this to be a natural role that they are supposed to perform. In addition, the majority of women are not yet empowered to take up decision-making roles.

5.7.1 Transportation pattern and responsibilities

On the question of who does the transportation, responses ranged from the wife, husband, whole family, grandchildren and male workers. Time taken in accomplishment of tasks, varied between 20 minutes to 2 hours depending on the task. A breakdown of the household tasks as shown in Table 1 among the married couples was made and included transportation activities carried out within the household. These included collecting water and fuel wood, agricultural marketing, transportation of food from the gardens and construction activities.

Table 1

Husbands' and wives' responses to transportation activities within the household

Transportation Activity

Responsible Household Member	Collecting water and fuel wood		Collecting construction materials		Food from garden to house hold		Agricultural marketing	
	H	W	H	W	H	W	H	W
H	0	0	12	11	0	0	10	8
W	2	6	0	0	9	10	2	2
C	10	9	0	0	1	4	0	0
H & W	1	2	0	0	1	1	2	3
H&C	0	0	1	2	1	0	0	0
W &C	6	3	0	0	3	4	4	4
H.W.C.	0	0	0	0	0	0	0	0
MW	1	1	3	5	2	2	2	3
H&MW	0	0	4	3	0	0	2	2
W&MW	0	0	0	0	2	1	0	0
C&MW	2	1	2	1	0	0	0	0
H, W C & MW	0	0	0	0	3	0	0	0
Total	22	22	22	22	22	22	22	22

KEY: H – Husband W-Wife C-Children MW-Male Workers

Table 1 indicates that certain activities are mainly done by wives when both husbands and wives responses are combined. This is noted particularly for transportation of food from the garden to the household whereby 19 of the 22 respondents indicated that trend. There was hardly any difference between husbands and wives' responses concerning this task. For example, 9 husbands as compared to 10 wives pointed out that wives exclusively did this task. Children mostly collect water and fuel wood, although women also feature amongst that responsibility. The study found out that boys were more involved in water and fuel wood collection tasks as compared to the girls. This supports the argument that where IMTs are available, men and boys tend to take over the duties that would have been a preserve of women and girls.

Likewise, husbands exclusively do agricultural marketing where 18 of the 22 respondents indicated that. Another similar task where men featured highly was collection of construction materials whereby 23 responses for both husbands and wives were recorded. This finding emphasizes the fact that men are mainly in control of activities which generate income given the fact that most of the ferried construction materials were for sale, whereas women are mainly relegated to activities which contribute to catering for the domestic requirements of the household such as provision of food and water for cooking, washing, bathing and drinking. In Kasese District as in other districts in Uganda, men are in charge of the income from agricultural produce. The post harvest research done by Kawanda Research Institute, 1989, reveals that wives make decisions for 7% of the outflow of grains from the store for household consumption whereas husbands make decisions on 70% of the marketing of grains.

From the table, it can be noted that very few households employ male workers for household activities. This implies that most wives still carry out these activities in addition to agricultural work that includes land preparation, planting, weeding and processing.

From the above findings, it can be concluded that there has been minimal changes in the transport pattern before and after introduction of donkeys. The major changes were witnessed in agricultural marketing whereby most women used to assist in transporting agricultural crops to the market but with introduction of donkeys, very few women carry out that task. Likewise, with collection of water and fuel wood, there was an increase in the number of boys performing that task as compared to girl children.

5.8 Work pattern for women in the fields

Female respondents were asked about their work pattern and findings indicate that 79% of the women worked in the gardens or fields from 6.00a.m. and 7.00 a.m to about 2.00 p.m so as to devote the rest of the time to other household tasks such as water and fuel wood collection and preparation of meals. 17% indicated that they spent the whole day in the gardens and only two women had lunch breaks. 3 respondents employed male workers so as to supplement their labour although these were fully engaged in self employment activities. It can be inferred from the study that women in Kasese District spend a lot of time in the gardens mainly due to the gardens being located far from where people stay. It was observed during actual field visits that some respondents were staying uphill while their gardens were located downhill, and this involved walking long distances over difficult terrain.

5.9 Benefits from the Donkey Project

Research findings indicate that many benefits have been accrued from the donkey project. These include reduction in the transport burden for both men and women. Table 2 shows the benefits accrued and these included transportation of agricultural produce especially during the harvest season, and from the gardens to the market, domestic chores such as fetching water and fuel wood, and transportation of dung which is used for composting, transportation of building materials and income generation. There were significant differences between men and women regarding benefits accrued from the project. 70% of the men emphasized benefits regarding income generation such as accessibility to markets, transportation of building materials and milk. In addition, two male respondents were able to construct their own houses through sale of building materials and other products ferried by donkeys. On the other hand, female respondents mainly benefited from domestic chores being carried out by the donkeys and therefore reducing on the heavy loads carried within the household. 85% of the women pointed out that benefits accrued included transportation of water, fuel wood, and agricultural produce from the garden to the households, heavy loads and manure to the gardens.

With training, some few people had received training in donkey care and management and topics tackled included donkey behaviour, elementary treatment and feeding, harnessing, pack shaddle making, handling donkeys, loading skills and donkey language. However, only 3 female and 10 male respondents had benefited from the training.

Table 2

Men and women's benefits from the project

Men	Frequency	Women	Frequency
• Access to the markets	5	• Collection of water	2
• Transportation of building materials	2	• Collection of fuel wood	3
• Transportation of milk	1	• Food from garden to the household	5
• Construction of personal houses	2	• Heavy loads	6
• Income generation through sale of water	2	• Manure to the gardens	2
Total	12	Total	18

5.10 Constraints faced while using Donkeys

Constraints faced included shortage of pack saddles, hostility of donkeys, destruction of people's crops and animals, limited loads carried, lack of money to buy drugs, over work due to usage by many households and few training opportunities on donkey usage. These constraints in one way or another affected the effectiveness of donkey usage, although they

did not hinder both men and women from using them. The research found out that extension services were available and were not free of charge but the costs ranged from 2,000 – 5,000 (US \$ 1- 3). Although these costs seem to be little, many respondents especially women were not able to pay for the drugs. However, for those men using donkeys for income generation, they were ready to pay for the drugs so as not to allow their activities to stall.

6.0 TRANSPORT FOR AGRICULTURAL DEVELOPMENT

6.1 Agricultural Transport Problems faced by the Community

The majority of rural households in Uganda engage in crop farming as their main source of livelihood. Nationally, 44% of Ugandan households reported food crop production as their major activity. (*Uganda Poverty Status, 1999*).

In essence, a number of problems related to agriculture were mentioned by both male and female respondents and these included inaccessibility of vehicles due to poor road networks, few means of transport to uphill areas, poor and rough pathways which are mainly destroyed by heavy rains, inaccessible markets which are located very far away, burden of carrying with back and rope tied to the head and steep and slippery roads. All of the above mentioned problems were hindering farmers from transporting their produce from the gardens to the households and subsequently to the markets.

Suggestions for improvements in the agricultural transport system were enumerated and these included provision of more donkeys so as to assist especially in the uphill areas; rehabilitation of road networks by both government and local authorities, provision of durable donkey carts and larger luggage packs, and sensitisation of men and women on usefulness of donkeys and their usage.

All the respondents recommended expansion of the project to other areas. However, they pointed out that the project should be re-organised so as to be more useful to the beneficiaries. Recommendations made included sensitization and training of beneficiaries before project commencement, taming of the donkeys, introduction of ploughs, provision of durable and larger donkey carts and carrying out demonstration activities on donkey use.

6.2 Impact of the donkey project on rural development.

The study considered areas on which the project had an impact and these are agricultural production (30%), energy (25%), water (20%), household income (13%), construction activities (8%), education (2%) and health and sanitation (2%), and how they had been improved by the project.

On agricultural production, there was a marked reduction in wastage of time and harvested produce, markets were more accessible, increased crop cultivation in distant farms and increased use of dung for manure leading to soil fertility. However, a major shortcoming of the project is lack of ploughs that greatly inhibits using donkeys for ploughing and only relegates them to carrying heavy loads. This was a major constraint which was observed by the beneficiaries who expressed interest in acquiring knowledge on using ploughs.

With water collection, donkeys have enabled households to have enough water for domestic use, irrigation and even for income generation through some donkey owners fetching water for making bricks and construction of houses.

An increase in household income has also been realized through hire of donkey services, cash from goods sold in the market, sale of surplus and sale of water to people. Research indicates increase in household income has mainly been achieved by that male respondents due to increase in their capacity to sell goods and services as opposed to women.

Pertaining to the effect on health and sanitation, households reported an increase in the amount of water for domestic use and especially clean water. Another issue was on provision of building materials that are ferried by donkeys and used for construction of toilets.

On construction activities, there is a marked increase in construction and building activities due to transportation of materials by donkeys. 2 respondents also testified to having built houses through ferrying of building materials.

With energy, there was an increase in fuel wood collected, and some respondents reported an increase in number of meals cooked due to availability of enough fuel wood. However, this point could not be easily verified because during field visits, some of the households visited were having cold meals especially for lunch.

On education, some households who had increased their incomes reported ability to pay school fees for their children and provision of scholastic materials. However, there were no cases reported of children going to school on donkeys, but all the children were walking to their respective schools.

7.0 COMMUNITY LEADERS/NON GOVERNMENTAL ORGANISATIONS (NGOs) OFFICIALS ANALYSIS OF THE DONKEY PROJECT

7.1 Donkey situation in Kasese District

The study randomly considered a total of twenty (20) community leaders/NGOs officials, nine (9) of whom were men while eleven (11) were women. These included Local Council 1 and 3 (LC) chairpersons, Movement Chairman, Women Leaders and Chairpersons of Bukonjo Animal Traction Association, Kasese Women in Development Association and Karughe Farmers Partnership. Nine (9) were aged between 30 – 44 years while 11 were aged above 45 years.

It was found out that the donkey project had been going on in Kasese District for a number of years. It was introduced in Kasese District in 1994 and reasons cited for introduction of the project were to help people especially women with transportation problems such as reduction of women's heavy workload which causes pelvic problems and transportation of food, agricultural produce and water. Major owners of donkeys were supposed to be women although women in hilly and mountainous areas failed to use them.

It was revealed that women were the major donkey users and donkeys were mainly used for collecting water, fuel wood, agricultural purposes and transportation of people and building materials. Uses of donkeys mentioned by leaders is in agreement with that of male and female respondents.

Data indicates that donkeys have contributed to agricultural development through provision of water for irrigation especially for maize on commercial farms and transportation of agricultural produce from the gardens to markets and farming implements to gardens. Leaders reported an increase in agricultural production, although none of them could clearly specify the increase in yields and data pertaining to this. One of the politicians estimated the yields of vegetables and maize to have increased from at least 36% to 45%. This may not be a significant increase but when it is considered under the insecurity prevailing in the district then it is a dramatic increase. However, leaders pointed out that no ploughing activities were being carried out due to lack of ploughs as per the original design of the project.

7.2 Constraints faced while using donkeys to women users

Leaders/officials expressed a number of constraints similar to those of the owners and users. High costs of treatment and drugs was at the forefront and this was mainly due to the fact that most of the services offered by donkeys to women were not income generation as compared to their male counterparts but are mainly to reduce on the domestic burden.

Secondly, it was pointed out that most of the women lacked skills in managing donkeys, and therefore were not utilizing them to their full capacity. In addition, it was pointed out that some of the donkeys were susceptible to over loading, sores from harnesses where crude methods such as ropes were used, and injuries especially from traffic and all these were due to poor management. This is true because the majority of women had not benefited from training in donkey usage. This therefore led to some women fearing donkeys especially due to their hostility to other animals and destruction of crops.

Limited carrying capacity was another constraint, and it was pointed out that the packs that had been provided had a capacity of 20 – 40 kilograms, and that is very little compared to the loads carried by women. In essence, even though donkeys are being used, women are still required to resort to the traditional practice of carrying loads on their backs with head support that is detrimental to their health.

Using a donkey needs a person to move with it so as to do the loading and off loading of whatever loads are placed on it. Due to other domestic chores, women find it difficult to offer these services, and therefore have to rely on other people either husbands or household members. In cases, women fail to get such assistance it is very difficult to carry out different tasks simultaneously.

Multiplication of donkeys is very difficult because they do take a long time to reproduce. One leader pointed out that this was due to provision of donkeys of one sex and also emphasized the importance of nutrition for donkeys as being paramount. He reaffirmed that due to poor nutrition, some of the donkeys were not growing properly, and were susceptible to diseases and thus failed to reproduce. This is a constraint to the women because the project was designed in a way that other women benefit when a donkey reproduces. Therefore, intended beneficiaries have to wait for a long time and very few women can afford to purchase their own donkeys due to the high cost which is between 250,000/= - 500,000/=.

Case of Mrs. Peradosi Kabukubi's donkey

Mrs. Kabukubi received one donkey from Kasese Women in Development Association (KAWODA) in 1993. This donkey misbehaved by refusing to carry luggage because it became annoyed by spending a long time without working. The owner was busy with teaching and the donkey was only working on market days.

Other donkeys that are kept busy are doing well. For example, in the nearby area of Kyangyema that was visited, the donkeys carried materials for construction of houses.

Other problems for withdrawal of donkeys are:

- Fear of donkeys, especially some women fear the looks of donkeys.
- Lack of training and sensitisation on the care and management of donkeys.
- Destruction of people's crops and animals.

Lack of equipment such as back saddles and carts for usage.

7.3 Community involvement in promotion of rural transport activities

Community involvement was visible and this was through construction and maintenance of community roads, promotion and making of **EBIGAGALA** (basket stretchers) to carry the sick and pregnant women from hilly areas to hospitals and dispensaries. Other activities included donkey transport promotion, construction of village and feeder roads especially in uphill areas and provision of bicycles to youths at reduced prices through loan arrangements by Kasese Women in Development Association and other Community Based Organisations.

Data indicates that the organizations responsible for providing donkeys were not involved in self help road works programmes. However, 25% of the respondents were involved in rural transport activities which included digging of feeder roads and maintenance. Findings are similar to those in Mpigi District where it was found out that 85% of the community members were not involved in road maintenance (Kyamulabi, 1999). Communities consider maintenance of road infrastructure as a responsibility of government and local authorities to which they duly pay taxes.

Other activities involved in were sensitisation of farmers on participation in road construction, provision of donkey services to neighbours with transport problems and hiring of donkey services to other people.

It was also found out that community leaders and officials were not sensitized on gender and rural transport issues. Amongst the twenty (20) leaders, only two women had attended a gender sensitization seminar organized by Ministry of Gender, Labour and Social Affairs.

Case of a man hiring out donkey services

One of the households visited was hiring out their two donkeys for people in need of services. This in essence provided the owner with income and access to transport for other community members. The owners had been doing this for the last one year and confessed that although they were not getting a lot of income from the service, it assisted them to cater for household requirements.

The majority of people who hired the services were farmers especially during the harvesting season with the aim of transporting agricultural produce from their gardens to households or markets.

Payment of the donkey services was both in cash and kind. Services were mainly hired at a cost of 2,000 – 5,000 (US\$1 –3). However, the amount of money paid varied depending on the season and the person requiring the services. During the harvesting seasons, people who hire the services usually provide agricultural produce especially maize.

Reasons for hiring donkeys were outlined as need for money for school fees, complementing one's income, assist friends and neighbours, and acquire foodstuffs.

8.0 CONCLUSIONS AND RECOMMENDATIONS

8.1 Conclusions

- The donkey project was initiated by politicians in the area, and therefore each one claimed his/her responsibility for the project. This led to mismanagement of the project which led to its eventual hand over to Agricultural Department in Kasese District. The project would have been a failure if Non-Governmental Organisations and Community Based Organisations had not intervened. Political interference in the project was pointed out by 80% of the respondents, and they argued that this factor had limited the success of the project because some people received donkeys due to recommendation by political leaders and thereby neglected them. Politicians used the project as a political tool with each one claiming responsibility for the project so as to gain votes in elections.
- It is a major learning point that donkeys are easy to maintain, are reliable means of transport, reduce the transport burden of carrying heavy loads, have unique behaviour and thus have to be trained on their intended activities because they can easily follow a route and communities have to be involved in project implementation and management.

- Training is very crucial in donkey introduction especially in an area hitherto not used to donkey use.
- Local leaders recommended the project to be introduced elsewhere due to the benefits accrued from it to the livelihoods of the people.
- The study found out that no feasibility study had been carried out before introduction of the project. Various dimensions of donkey use were overlooked yet they contribute to the success or failure of the project.
- Not all households can optimally utilize donkeys as a means of alleviating poverty as can be evidenced from the case studies and findings whereby some households are not gaining any income from the donkeys, but donkeys have only reduced their transport burden.
- There were only two local artisans who were involved in repair of donkey carts. However, their services were rarely used and they would take around three months without repairing any cart. This was due to the low ownership of carts, that is, 30%. Secondly, most donkey owners as was seen during the field visits prefer to make their own harnesses, collars and yokes from concoctions of wood, scrap metal and wires so as to save money through buying or paying for the service in case of repair.
- The donkey population in Kasese District is increasing though at a slow rate. This is mainly due to the insecurity in the area that has led to neglect of the donkeys.

8.2 Recommendations

8.1 Policy Issues at the National Level

- Uganda National Farmers Association which is involved in training and capacity building at the district level should include programmes on donkeys.
- The Plan for Modernisation of Agriculture (PMA) should review the use of donkeys and other IMTs as a strategy for intervention.
- Training and research institutes which are in charge of organizing training programmes should emphasise women's involvement in training and demonstration activities.

8.2 Interventions at the Local Level

- Local NGOs should be targeted and carts for the donkeys should be designed and demonstrated to the beneficiaries. Local artisans can take up that task instead of reliance on government institutions that are not easily accessible to the beneficiaries.
- Training in donkey usage should be carried out for the beneficiaries.
- Donkey usage should be popularized especially in hilly areas where transport problems are more pronounced.
- Provision of support services such as carts and harnesses should be taken into account, especially carts with a capacity of up to 200 or more kilogrammes should be provided.

- Income generating activities are also needed to make donkey ownership both economically and socially beneficial. Farmers should be assisted in raising money to buy drugs and pay for treatment costs.
- Demonstration centers in donkey usage should be established so as to enable farmers to be sensitized and also benefit those in nearby areas.
- On guidelines for designing donkey projects and other related projects, participatory approaches are very important in planning, implementation and evaluation of programmes. In addition, preliminary surveys to establish the needs and priorities of beneficiaries especially women before such projects as these are introduced should be carried out. Women who will be involved in the project should also participate.

9.0 PLAN OF ACTION

This study has provided insights in the donkey promotion project in Kasese District, and detailed donkey usage, benefits accrued and constraints faced. From the findings of this study and recommendations, it is suggested that a plan of action should be implemented and areas for consideration include:

- Feedback seminars should be conducted with NGOs/CBOs involved in donkey promotion projects in Kasese District so as to discuss findings and enable improvement on the project, where possible.
- Training programmes in donkey usage should be organized for the beneficiaries as this will enable effective use of donkeys. The project can benefit from trainers from Kapchorwa District who have wide experience in donkey usage. Training should target both leaders/officials and trainers of trainers. Training in using donkey ploughs should be included as part of training.
- Dissemination of study reports to relevant ministries and agencies namely Ministry of Works, Housing and Communications, National Forum Group of Uganda Chapter of IFRTD, Ministry of Gender, Labour and Social Affairs and Ministry of Agriculture, Animal Industry and Fisheries.

REFERENCES:

1. Background to the budget 1997, 1998, 1999 *Background to the budget 1997, 1998, 1999*.
2. Barton, J. (1994), *Equity and Vulnerability: A situation Analysis of women, Adolescents and Children in Uganda*, Kampala.
3. Country Report in Preparation for the Fourth World Conference on women (1995), Ministry of Gender and Community Development.
4. Forum News; Animal Power: Transport with Animal Power, Volume 8, Issue 1, June 2000, IFRTD.
5. GARD, (1988) "An Economic Evaluation of Improved Rice Production Technologies and of Socio-Economic Constraints to Innovation among Households. Cultivating Rain fed Rice in Western Gambia, "Rice Research Program, Socio-Economic Report No.2, University of Wisconsin.
6. Howe, J, (1989), Social and Economic Impact of Carts and Wheel barrows on Women, United Nations Development Fund for Women. I.T. Transport Ltd, United Kingdom.
7. District Environment Profile (1997), National Environment Management Authority, Kampala.
8. Project Planning Workshop (2 – 8 November 1997) in Thika, Kenya as part of the Agricultural Rural Transport Research project sponsored by DFID.
9. Kwamusi P, et al, *Agricultural Rural Transport and Development in Uganda*. Country paper presented at an East African Regional
10. Kyamulabi, (1999), Impact of bicycle / Motorcycle Taxi Services (Boda Boda) on Women's Travel Needs in Uganda: A Case Study of Mpigi District, IFRTD.
11. Mascarenhas O, (1994), *Incorporating Gender Issues in Rural Transport Planning*, ILO.
12. Moser C, (1989), *Gender Planning in the Third World: Meeting Strategic Gender Needs* World Development, Vol. 17, No. 11.
13. Nalwanga S. and Natukunda, (1988), *The situation analysis of women and children in Uganda*, UNICEF, 1988
14. Nelson, F.M.R and Sandhu, R (1990), "Proceedings of the Third Workshop of the West African Animal Traction Network, Saly, Senegal, 7 – 12 July 1988.
15. Plan for Modernisation of Agriculture: Eradicating Poverty in Uganda, "Government Strategy and Operational Framework, MAAIF and MFPECD. August 2001.
16. *Poverty Eradication Action Plan 1997* Ministry of Finance and economic Planning Government of Uganda.
17. Uganda Poverty Status Report, (1999), Kampala.

