

PN-AAU-546

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REVIEW OF BASELINE SURVEY

OF

TANZANIA

DROUGHT ROAD PROJECT

USAID # 621-0128

Submitted by Ann Waggoner

Under contract #

000209

AID/OTR-147-80-52

May 26, 1980

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## Tanzania Rural Roads Project

### Background

In 1974 a road feasibility survey was made in North and South Maasailand by USAID and by 1975 a technical assistance team had begun to work. By June 1979, approximately 400 miles of road were completed cutting through four districts.

The aim of the project was to provide an access road to areas which in times of stress would not otherwise have easy contact with Regional headquarters. Thus information concerning food problems of people, lack of grass and water for stock could be more readily communicated to Arusha and remedial measures could be more quickly initiated.

Originally, it felt that the roads should be associated with livestock holding grounds, permanent water, slaughtering blocks and fenced in pasture. This part of the project never became a reality.

Although planned as primarily emergency relief roads, the two roads almost immediately took on a different character. The southern road is a main route for transport of personnel and supplies from Arusha to Kibaya and the villages en route. The northern road is less frequently used at present as a main regular supply route to Loliondo, but already three feeder roads have been cut by villages in Monduli District to facilitate transport - especially of crops.

The southern road begins just at Tanganyika Packers on the Old Moshi Road, following an older track through the village of Kiserian to the Themí river drift and the Olokii cattle market. After the market area the older track virtually disappeared. It actually branched out into a series of hunting trails which spread out over the plain beyond the Losinyai river and ended at Komolo. Once a small settlement of a few houses, Komolo is now a fairly

large-sized village, most of the settling of which took place just after the establishment of the new road which is called the Ukame (Drought) road. The distance from the Tanganyika Packers turnoff to the Kibaya junction is approximately 215 miles.

The Northern road begins at Monduli town, ascends the escarpment on a track cut in the early 70s to Monduli Juu. It goes over rough terrain crossed by numerous ravines made by season rivers from two mountains, skirts the western portion of Lake Natron for a short distance and then finally follows an older track which terminates just outside of Loliondo town. The distance is about 160 miles from Monduli to Loliondo.

TANZANIA BASELINE SURVEY  
IMPACT ISSUES

Agricultural Production:

The two new roads were built in an area which is not traditionally an agricultural society. It is predominantly a livestock culture in which the villagers normally move their livestock from grazing land to grazing land according to the season. As of the completion of the roads, it has been noticed that an increasing number of livestock buyers have come to the area. While there has been some increase in cultivation of crops, there has been no noticeable increase in the use of fertilizer.

Transportation Charges and Traffic :

It was possible only to collect baseline data from which some future comparison can be made. Data was collected on the number of buses which had been registered but it was noticed that many of the registered buses are inoperable. Actual transport figures are therefore impossible to ascertain. During the rainy season, the roads are impassible. When it is possible to use the roads, transportation is easier and cheaper. Foodstuffs and building materials have been moving more freely into the affected areas.

Marketing:

Plans have been made for new trading centers but as yet, no remarkable improvements have been made on existing market places nor has there been an increase of markets. An increase in the number of applications for trading licenses was noticed.

Health, Education and Other Public Services:

The main problem expressed by district educational authorities was transport. School attendance does not appear to have improved since 1976.

Since this is a livestock culture, livestock services are of utmost importance. Larger villages along the road have dips and several have veterinary centers. Since inoculation campaigns are rare, most veterinary services and drugs are obtained at the veterinary center and actual extension services are almost non existant.

A mobile health clinic is being planned but the transport problems have delayed it. It is also hoped that new water systems can be initiated so that it will not be necessary to do seasonal migration.

Land Tenure:

The Government would like to take over some 19,000 acres of land near the roads. They would like to use it for resettlement, a maneuver which would mean a radical increase in population and even more radical changes in infrastructure along the roads.

Employment:

There is some possibility that charcoal collection has been intensified alongside the new roads with charcoal burners moving steadily behind the road construction and transporters following, at least until the trees suitable for charcoal making are exhausted. Through trade licensing, the increase of trade can be traced particularly in the South. It has been suggested, however, that watching the figures from 1980-1985 will give a much clearer idea of the trading infrastructure. The changes in employment during construction of the roads and due to the construction of the roads was not very great and only temporary.

Tourism and Natural Resources:

Poaching seems to have moved into areas more inaccessible to vehicles. In the areas affected by the roads, it has been planned to establish nurseries, anti-erosion control, fish pond, beekeeping and to start up a village sawmill. A forest plot is also being initiated with other forestry projects planned. A modest increase of hunting, camping, climbing and bird watching has been mentioned tentatively as a result of the roads.

Community Organizations:

Church and mission work has increased around road areas. Communication and transportation has become easier for local government officials. District party officials find the roads a great asset because they make reaching the communities so easy. Almost all villages have their village chairmen, village councils and some committees in operation. Most village organizations are centered around water sources.

Housing:

It has been remarked that the housing now being constructed near the roads is of better quality than before and more fireproof. The assumption is that

Migration:

Since resettlement is taking place in the areas near the roads, the major migration tendency is for people to be moving into - not out of - the villages. Most of the villagers are pastoralists who have done traditional wet season shifting of villages, i.e., moving from grazing area to grazing area. In some districts, villagers are starting to move away because of severe resurgence of tsetse fly. Some villages are populated mainly by highly mobile residents, the charcoal burners. A few livestock keepers now tend to have a permanent residence and move only their stock for the seasonal grazing changes, however. Women seem to be very supportive of the move towards stabilization because they are now freed from having to construct and repair houses so frequently; they enjoy being close to water sources and they feel glad about have some access to dispensaries and schools. Village leaders felt that villagization by congregating residences facilitated communications and attendance at public meetings.

Environment:

The apparent increase of charcoal collecting and burning along the roads may have some negative environmental impacts. If life styles change and the agricultural bias continues, stock will no longer be sold to obtain basic needs and the grazing patterns may change until overgrazing may ruin the lands near the roads.

Women:

There are not many large scale benefits noticed for women. Some women are still traditionally selling milk while others brew local beer privately for sale. The only other business in which women engage along the road is sale of some small amounts of foodstuffs locally produced; eggs, chickens, some vegetables, etc.

Quality of Life:

Since all baseline survey data for this study was collected less than one year after completion of the project, it was not felt that it was possible to make a comment on social and cultural pattern changes of the people along the roads.

Conclusions:

Project-Related:

Informants did not feel that the roads had brought them benefits yet except that the receipt of government commodities was now facilitated. A few beneficiaries worriedly predicted some negative impacts which are not yet apparent: traffic problems, more crime and women finding the roads making it easier for them to leave their husbands. The self-help aspect of implanting and maintaining technical services is encouraging greater commitment of villagers to the new resettlement areas. It is not a secret that once a facility is built, the district government is often unable to regularly support its operations. The village profiles give a number of examples of malfunctioning water systems, broken dips, lack of fuel to run pumps, inadequate monitoring of field staff, etc. It is hoped that greater local assumption of responsibilities for maintaining these structures will be in itself an educational experience and it is predicted that in future years, the residents will have a better appreciation of the constraints which districts have and how to manipulate them. Ideally, it would be hoped that there ~~will be higher~~ frequency of attendance in schools, greater participation in adult education, more involvement in preventive medicine and use of medical services for early treatment of diseases, more local control of dipping facilities, broader use of veterinary centers etc.

Baseline-Survey-Related:

It was felt by the author of the baseline survey that the new road is too new to have facilitated any visible or articulatable changes in the social and cultural patterns of locals in the areas affected. In five years, it was felt, the situation will have become more measurable. The ~~baseline survey~~ gave a foundation of information about the human population on the two new roads for use in future impact assessments and tried to ascertain what apparent effects the new roads have had to date on these populations.

While the baseline survey is extremely useful, it would not seem that it satisfies the criteria for an impact evaluation. It would therefore be suggested that an impact evaluation be undertaken in Tanzania to assess

the rural roads sector in three to five years.