

**TO: MR. KORMAY ADAMS  
PROJECT DIRECTOR (CWIQ)**

**FROM: TAMBA MAYSON  
SUPERVISOR (CWIQ)  
TEAM 9**

**SUBJECT: FIELD REPORT  
CORE WELFARE INDICATOR QUESTIONNAIRE (CWIQ) SURVEY**

**DATE: 28 SEPTEMBER 2007**

**CC: MR. FRANCIS F. WREH  
PROJECT COORDINATOR (CWIQ)**

**CC: MR. DIAVANA Z. KOIKOI  
ASSIST. PROJECT DIRECTOR (CWIQ)**

## INTRODUCTION

The Core Welfare Indicator Questionnaire (CWIQ) survey was developed with the purpose of collecting information at different levels of households in order to identify and classify the population socio-economic subgroups and to provide basic information on the welfare of the population.

The CWIQ provides information that will enable Government and its International partners the opportunity to know the facts on the poverty rate of the Liberian people. In addition to form part of the CWIQ survey, an Income and Expenditure Questionnaire, a second module which gives the time-by-time description of household income whether own production, gifts and the expenditure in any form, was also included during the survey.

## OBJECTIVES

The CWIQ survey provides the location, health, education employment, households assets, household amenities, displacement of household by war food aid received, subjective poverty and child health information.

The Income and Expenditure questionnaire which is the second module questionnaire is to obtain information on an estimated income and expenditure for each household interviewed, within a given period.

## FIELD REPORT

On August 6, 2007, Team 9 joined 5 sister teams and the Coordinator, T. Wesso Monroe, to conduct a CWIQ survey in 4 counties: Lofa, Nimba, Bong and Margibi. The survey was set for Lofa to be first, followed by Nimba, Bong and Margibi.

On the first day of travel, Team 15 assigned vehicle broke down. As a result, the rest of the teams have to wait in Gbarnga, Bong County, for the vehicle to be repaired.

On August 8, 2007, we continue our journey to Voinjama, Lofa County.

We entered Voinjama at 11:30PM. By the next morning, the Coordinator gathered all the supervisors to meet the Superintendent. He happily welcomed us. The coordinator explained to him the purpose of our visit. He immediately wrote a letter to the authorities concern. On the same day, we went to Foya, my first EA, and delivered a letter from the Superintendent to the District Commissioner. He welcomed us highly while I explained the purpose of our visit. Thanks to God and all the authorities involve.

Transportation forms an integral part of any survey. Many of the rented vehicles developed mechanical problems before reaching their first EAs. Perhaps, they were either not inspected by LISGIS to know their condition or not fit for the rainy season roads.

Also, hiring a large number of vehicles from one vendor has its own shortcomings, though administration finds it easier to handle one person than a group. On the contrary, the vendor would find it difficult to repair or replace if several vehicles develop mechanical problems, as in my case.

Changing from one rented vehicle to another cause lots of loses of materials and material damage, or material could be carried away by the driver. For example, the following materials were missing or damaged: 1(one) shovel; 1(one) pair booth; 2(two) flashlights; 1(one) tray for the scale.

Also, these materials were mistakenly left in another rented and had not been traced with the plate no. PP-124 and driven by one Anthony: They are: 1(one) digger; 1(one) cutlass; 2(two) calculators and 1(one) pair of rain booth.

I would therefore like to recommend that:

- \* the institution conducting the survey be responsible to hire vehicles since they know the areas of the EAs better,
- \* LISGIS would have less headache shuttling between offices that are far apart,
- \* vehicle(s) should always be inspected by the institution conducting the survey.
- \* vendor would not play a delay tactics to increase the number of days because there would be other competitor,
- \* vendor would not instruct their drivers to take instructions from their so-called chief driver.
- \* drivers would tell the truth about the condition of the vehicle,
- \* drivers would stop arguing that it was another institution that hire them and not LISGIS, as they used to say,
- \* drivers would be under the direct instruction of the supervisor,

The purpose of this movement of teams together is:

- to assist one another in order to hasten the work
- to help one another when there is a breakdown of vehicle
- to help in the case where there is a hitch of vehicle in the mud
- to mother team members who may have problem understanding the questionnaires

## LOFA

Lofa County was one of the counties that was nearly inaccessible due to the bad road condition. Many of the vehicles were hired were not vehicles fit for such roads especially for the rainy season. However, we managed to reach our first EA in Foya. This EA is a cluster of villages namely: Woedu, Kpakotazu, Kpello Dadei, Dukuta and Cooperta. We were able to complete this EA within three days. Thanks for the cooperation of the respondents, everybody was eager to response to our many questions.

Moreover, the vehicle assigned to us developed problem and was never repaired or replaced for eight days.

## CHALLENGES/CONSTRAINTS

Some of the villages that formed this cluster were all, however, not mentioned on the log for easy location. Example, Kpello Dadei. This village is about 15 minutes drive from the main road and the road is nearly covered with high coffee and cocoa trees. Because of these trees, the road is very slippery during this wet season. In addition, the vehicle never had a 4WD, as a result, it was difficult for it to climb even a small slippery hill. I spent L\$1000 to hire people to help us get it out from where it got stocked.

Upon completion of this EA, the vehicle assigned to Team 9 developed mechanical problem.

## ACHIEVEMENTS

The team being energetic to achieve its goal did not relent to complete the 24 households within a given period.

## RECOMMENDATION

I would like to recommend that vehicles should be properly checked by LISGIS to approve its road worthiness before setting off.

Meanwhile, survey of this nature should be conducted during dry season or when roads improved.

Maps should be provided for any survey in the future. This can be of a significant help for easy location of EAs. It reduces the difficulties one face to locate an EA as well as structures and also save time.

## NIMBA

The changing of the first vehicle and driver helped to hasten our work, especially in this county. Our trips to all the EAs in Nimba were perfect. We never experienced a hitch that would let us disembark. Firstly, the driver was good, he knew the roads and the vehicle had a full 4WD. It hastened our work to the extent that we were able to complete the four EAs within a time frame, even though we very long distances to cover. There was no vehicle breakdown.

## CHALLENGES/CONSTRAINTS

Because of the long distances we had to cover, we slept on our way to Saclepea where we had to pay motel bills of \$750.00 a night for three rooms for the six member team.

Unfit vehicles were a major problem encountered during the survey.

## ACHIEVEMENTS

We were highly welcomed to each town we had an EA. We succeeded in completing the four EAs in Nimba. We also received chicken as gifts from all the towns we had to work.

## RECOMMENDATION

Any driver hired should be one who understands how to drive on the gravel/bush roads.

## BONG

The team arrived in Bong immediately upon completing Nimba EAs. I quickly began to identify the first EA, Gbanay. I did not have difficulty identifying this EA since it is 20 minutes drive from Gbarnga City. We worked for three days and completed. We were highly welcomed and our work went on smoothly.

Thereafter, we decided to continue to the next EA Barmue. I sort information as to how to get there. I was told that Barmue is situated behind the St. Paul River and that we needed to cross in the canoe. Being that the water is over flooded due to the rainy season, I was advised to either use Gbarpolu route and walk for miles or use a chopper to get to the nearest town. It was then rearranged that we do the other EAs we had in Bong. I then continue with the Team to Lower Bong, Zuluzaryea (as spelt in the log).

## CHALLENGES/CONSTRAINTS

We experienced great difficulties in locating this EA. This is due to the wrong spelling of names of these villages. There is no word like Zuluzaryea or Homey-Ta in this area. The name is Zulu District and the village that form the EA are; Yarkpa's Town named after Yarkpawolo Juan, Gbata's Town and Donfa Village. Donfa village is an hour walk from Gbata's Town.

The people of these villages have no hand pump. They drink creek water and so we did not drink while we were there. The bridge between Gbata's Town and Yaweyei is damaged and so we had to walk for 2 hours to reach two of the selected households.

## ACHIEVEMENT

We succeeded in identifying all the households and conducted interview. All selected household were completed.

## RECOMMENDATIONS

People who go to do the listing of these places and names should ask for the correct names of places and people.. They should be people who are very good at spelling Liberia names and also a phonetician.

## MARGIBI

In Margibi, we did not experience difficulties in locating the two EAs out of the three assigned. The reason was that we had two maps available for Division 16, Mambo Camp and Recess Camp and Division 11, Nursery Camp and Varney Camp, except one EA in Kakata City.

## CHALLENGES/CONSTRAINTS

Our greatest difficulty was to locate the last EA in Kakata City. The log given to me carried a different information on location, EA number, cluster number, names of places as well as household listing. The listing given to me was for a town called Jannita Town, about 15 minutes drive from Kakata City belonging to Roxana Kekula, Team 9. The log for the EA assigned to me was given to Emmanuel Ben, Team 14, for Firestone, while Roxana Kekula was given Emmanuel Ben's log. It took us nearly three days to discover the fault. We had to visit two EAs with all the logs before knowing which one belongs to which. Also the same listing for Division 16, Mambo Camp, was given to Emmanuel Dahn.

## ACHIEVEMENTS

All the people we interviewed to the 3 EAs in Margibi were very eager to answer our questions. We succeeded in completing all the EAs.

## RECOMMENDATION

The section that is responsible to provide these logs should be careful and should check information properly before entering on the log, this will save time, money, etc.

## MONTSERRADO

All the two EAs assigned to Team 9 were and completed

## CHALLENGES/CONSTRAINTS

Some selected household heads needed more explanations with regard to the purpose of the survey. This was time consuming, however, this was necessary because it would give them the clear picture of what the survey is about.

## ACHIEVEMENTS

All the 24 household heads were found and interviewed as selected or replaced.

## RECOMMENDATION

It was very easy locating the EAs, especially where there were maps available. Maps save time when doing any survey.

People who are selected to do household listings should be phoneticians and good at spelling names, especially Liberian names.

Cluster	EA	County	District	CWIQ	I/E	Market
224	036	Lofa	Voinjama	12	12	0
225	017	Lofa	Foya	13	12	1
204	060	Nimba	Gbewaygeh	13	12	1
205	097	Nimba	Gbewaygeh	12	12	0
206	078	Nimba	Saclepea	13	12	0
207	048	Nimba	Saclapea	12	12	1
189	006	Bong	Fuamah	12	12	1
190	073	Bong	Jorquelleh	12	12	0
062	049	Margibi	Kakata	14	12	1
063	016	Margibi	Firestone	13	12	1
064	027	Margibi	Firestone	14	12	0
239	108C	Montserrado	New Kru Town	12	12	0
236	103B	Montserrado	New Kru Town	12	12	0
Total				164	136	6

