Applied Research Programme in High Volume Transport (HVT)

NOTES FROM HVT
RESEARCH UPTAKE STRATEGY

Executive Summary

This document presents notes taken from the strategy for research uptake for the High Volume Transport Applied Research Programme.

Transport in low income countries – the need for high quality research

Transport is the lifeblood of vibrant cities. It allows us and our markets to move. It ensures economies move on and it helps people move up. It breathes life into the vital organs of society – workplaces, educational institutions, healthcare facilities and entrepreneurial opportunities. Good transport systems make life better.

However, transport faces many challenges in low-income countries (LICs). Road fatality rates are higher than the global average, many millions are affected by increasing pollution and a significant proportion of the population can't access transport services easily or safely. Together with rapid growth in urbanisation, the need for mobility and technical developments, transport is a pressing issue for policymakers. But, the evidence to inform policy and practise in low-income countries is outdated and inadequate. Decisions made by development banks and other donors in large investments in transport, meanwhile, are often out of touch with the needs of LICs.

The HVT Programme will produce a body of new research to help policymakers and practitioners across Africa and South Asia make decisions that helps high-volume transport become more accessible, more affordable, more inclusive, safer and greener.

Research Uptake – a core component of the HVT Programme

We believe research uptake is more than communication. Rather, it is the process that informs policy change and develops the prevailing wisdom on issues. It builds a community of shared interest and raises the game for all that develop evidence to help policymakers know what to do. Our approach follows four strands of activity based on Department for International Development (DFID) guidelines:

1. **Stakeholder engagement**. Our activities reach stakeholders at the right time and in the right way based on a strategic approach of what we want them to know, think and do at key stages for research uptake to be successful. This means our approach is comprehensive and effective.
2. **Capacity Building**. We look at this from two angles – (i) helping researchers, intermediaries and research users get better at using research to inform policy and (ii) helping transport professionals do their jobs better. This means our approach is holistic and cost effective.
3. **Communications.** This works in lock step with stakeholder engagement. We will select the best methods to influence stakeholders in the desired way from a wide range of online, print and face-to-face tools and mechanics. We will continue to position the programme as a destination for thought leadership on high volume transport through brand building activities. This means our approach is strategic and enduring – based on effect not just products.
4. **Monitoring and Evaluation.** Ultimately, the impact of the programme will be measured by new or revised policies, manuals and documents such as regulations, legal measures, reform programmes, policy guides, tools and models. However, it may take up to 15 years for changes to take effect, so we will also measure outcomes such as citations in articles and standards and co-funding of research. Our approach is realistic and far-sighted.

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Acronyms

CSO	Civil Society Organisation
DFID	Department for International Development
ESRC	Economic and Social Research Council
HVT	High Volume Transport
IFI	International Financial Institutions
LIC	Low-income Country
MDB	Multilateral Development Bank
MEL	Monitoring, Evaluation, Learning
NGO	Non-governmental Organisation
ODI	Overseas Development Institute
PMU	Programme Management Unit
RCUK	Research Councils UK
ROMA	RAPID Outcome Mapping Approach
SoK	State of Knowledge
TAP	Technical Advisory Panel
ToRs	Terms of Reference
VfM	Value for Money

1.   Introduction

This document presents notes taken from the strategy for research uptake for the High Volume Transport Applied Research Programme (HVT). The HVT strategy for research uptake is a dynamic document that will evolve along with the programme, responding to emerging opportunities and developing focussed approaches around specific HVT research projects as they are planned and implemented.

1.1   HVT and Research Uptake

HVT aims to strengthen the evidence base that will support increased access to transport services, more affordable trade routes, and safer, low carbon transport in low-income countries. The research programme covers four complementary research areas: [1]

- Long distance strategic road and rail transport;

- Urban transport;

- Low Carbon transport; and

- Gender, social inclusion and vulnerable groups.

The HVT programme aims to optimise design, operational and maintenance options for high volume road and rail passenger transport in Low-income Countries (LIC) considering strategic road and rail infrastructure links between cities, towns and regionally. HVT is in two parts; Part 1 includes the establishment of the state of knowledge and the determination of a demand led research priorities. Part 2 focuses on procuring new primary research in priority areas, adapting existing knowledge from high- and middle-income countries to low-income countries, building capacity, and promoting uptake of research findings.

Research uptake is key to achieving these aims, ensuring that HVT not only produces a body of new, high-quality research but that the research is used as such by LIC practitioners and development partners with major transport financing operations in LICs. Uptake will be supported by:

- Developing and focusing the demand of policy actors and practitioners in LICs for relevant research, and aligning research priorities accordingly;

- Leveraging the impact of research through International Finance Institutions (IFIs) and national governments; and

- Engaging with existing relevant research to increase its availability and accessibility.

Thus, the lasting impact of HVT will include (i) an improvement in knowledge on HVT in LICs, (ii) a more effective knowledge ecosystem that will improve the use of evidence in policy processes more generally, leading to (iii) take-up and use of research findings by LIC practitioners and development partners.

1.2   Where this is leading

Programme implementation activities are leading towards a better understanding of the demand for evidence, capacities of producers and users of research, existing evidence, and channels of knowledge and influence. It is also raising the profile of HVT among relevant stakeholders and creating interest in the research directions of HVT moving into Part 2, both among potential researchers and users. This engagement and information will, combined with the sharpening of HVT's overall research focus in Part 2, continuously inform the research uptake strategy and planning for research uptake activities. Experience from previous efforts in research uptake has shown that research evidence often only gains traction in policy and practice after researchers and policy actors come together around solving specific problems in a specific context. In leveraging the research, cultivating relationships with key IFI champions will likewise be more effective around specific policy challenges. Thus, for Part 1, the focus of the research uptake strategy is on designing an overall approach and understanding of what evidence is most needed, how evidence is likely to be used, and a toolkit of activities and evidence products that will be deployed flexibly according to context and emerging opportunities.

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[1] These themes relate to Part 1 of the programme and will likely be adjusted for Theme 2

2.   Research Uptake Principles and Good Practices

The term 'research uptake' does not adequately connote the full range of objectives and approaches that are encompassed by our use of it in HVT. We define research uptake to mean the use of research in policy and practice. Thus, research uptake includes many areas of activity—stakeholder mapping and engagement, capacity building, political economy analysis, and engaging policy processes—beyond activities around communications and dissemination of research that the term may suggest.

Our approach to research uptake is informed by a range of research, guidance documents, and our own experience. This includes the RAPID Outcome Mapping Approach (ROMA)[2], and guideline from the Economic and Social Research Council (ESRC)[3], Research Councils UK (RCUK)[4], and the Department for International Development (DFID)[5].

2.1   Modes of Impact

Following ESRC-DFID guidelines, we define the following different modes of impact related to research uptake:

Instrumental: When changes to policy and practice occur as a result of engagement with research evidence.

Conceptual: When research changes the way that issues are understood or influences the agenda of future research or policy. For example, the concept of intersectionality has over the years improved how researchers, practitioners and policy makers understand and respond to gender issues.

Capacity building: Strengthened capacity of researchers, intermediaries, and users to improve research uptake from the supply side through the demand side of research.

Following subsequent good practice established by the Overseas Development Institute (ODI)[6] and the Institute of Development Studies (IDS) in research uptake programmes for ESRC-DFID research projects, we include a fourth mode:

Networks and connectivity: Increasing the quality and quantity of connections among researchers, policy makers, practitioners, and civil society actors.

These modes are useful in developing approaches and activities and ensuring that the foundations for long-term impact—capacity, networks, and concepts—are not overlooked in favour of more salient instrumental impacts. The ability to report that a particular research project changed a particular policy that improved lives makes for a compelling story and a powerful justification for research funding. But the reality is usually far more complex, and instrumental change is always enabled by underlying foundations of capacity and connectivity. Good policy is usually the result of an accumulation of evidence from multiple sources, and the influence of any one source is impossible to know.

Table 1: Modes of Impact in HVT

Impact	The role of HVT	What success looks like
Instrumental	HVT will constantly identify and engage with emerging opportunities to influence policy processes or feed into trainings and curricula that effect practice directly. This includes meeting key audience demand with fit-for-purpose evidence products and face-to-face engagement.	Policy and practice attributable to HVT research, and to existing research that HVT refreshes, profiles, and otherwise makes more accessible and available. We expect to be able to document changes to policies and practice once HVT has started to focus on specific issues in country and regional contexts in Part

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[2] https://www.odi.org/features/roma/home

[3] https://esrc.ukri.org/files/research/international/guiding-principles-on-uptake-impact-and-communication/

[4] https://www.ukri.org/innovation/excellence-with-impact/pathways-to-impact/

[5] https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/514977/Research_uptake_guidance.pdf

[6] http://www.theimpactinitiative.net/impact-lab/collection/supporting-impact (Section 2)

Impact	The role of HVT	What success looks like
		2, although most instrumental impacts will likely be toward the end of the project and after the project has ended.
Conceptual	HVT will play an advocacy role in bringing relevant evidence to bear on agendas and priorities around transport policy. This applies particularly to the themes of low-carbon, and gender, inclusion, and vulnerable groups, which require a significant conceptual shift in thinking before technical inputs can begin to influence instrumental impacts.	HVT research will be cited by policymakers and practitioners in bringing issues such as green transport and GIV into national, regional, and international agendas. Influential agencies such as the World Bank, African and Asian Development Banks, PIARC, and TRL adopt and promote key themes.
Capacity Building	Capacity building will occur in two areas; 1) building the capacity of actors in the evidence-to-use ecosystem—researchers, policymakers, practitioners, civil society—to better generate and utilise research evidence. Capacity building for researchers will be embedded into research projects. 2) Building the capacity of practitioners to implement the approaches and technologies supported by the evidence, through training and curriculum development.	Researchers and research institutions (including government policy research bodies) will improve abilities to generate relevant high-quality research and to engage with policy processes. Policymakers and practitioners will engage more effectively with evidence within institutions that better incentivise and encourage evidence use. Adoption of HVT research into trainings and curricula, and the subsequent improvements to practitioner capacity will be strong evidence of success, though likely to happen further downstream.
Networks and Connectivity	HVT will strengthen connections among researchers, practitioners, policy actors, the private sectors, and civil society. HVT research will engage with multiple actors with participatory activities. As HVT builds its own community around its research, it will identify themes and regions around which to convene different actors to find solutions to problems identified. HVT communications will also bridge academic communities with policy and practice actors.	Increased connections among actors in evidence-to-policy systems, and in particular, increased connections between academic communities and non-academic ones, demonstrated through surveys and case studies. The link between stronger networks and an increase in capacity, conceptual, and instrumental impacts will also be demonstrated through case studies.

2.2 Principles for research uptake

- *Integrating research uptake throughout the research process:* Pathways to impact should be part of the research design and the criteria for awards, and the research itself must, where possible, engage potential audiences at an early stage to ensure relevance and increase the likelihood of use of research results.

- *Flexibility and responsiveness:* Scheduled research uptake activities and products should be complemented by a significant portion of resources ready to deploy to respond to windows of opportunity that arise due to unforeseen events.

- *Getting the right people in the room:* Ensuring that the right stakeholders are engaged and that feedback informing programme directions adequately represent relevant viewpoints is an ongoing challenge. It will be HVT's responsibility to identify viewpoints that may be missing and bring them into engagement activities.

- *Demand-driven:* Activities and products must respond to real needs in appropriate, user-friendly formats. This reinforces the principal of engagement above. Gaps in knowledge that seem important to outside researchers may not be priorities for relevant stakeholders and it is important to understand why.

- *Capacities and cultures:* Ongoing learning depends on capacities and cultures for knowledge sharing on both the supply side and demand side. On the supply side, researchers and research organisations in LICs need capacity to carry out rigorous high-quality research as well as comply with the commercial and organisational demands of research funders. In procuring the State of Knowledge (SoK) papers, HVT has found this to be a serious issue. On the demand side, individuals and organisations require capabilities to access, find, and use the information they need, which necessitates strengthened cultures and systems of knowledge sharing.

- *Engaging existing research:* New research produced through HVT should complement the wider body of knowledge. Existing research that remains relevant but unused should be refreshed and made more accessible.

- *Monitoring, Evaluation, and Learning* (MEL) should feed back into the flexible approach to continuously inform the strategy and activities. Learning should always contain a strong element of updating the political economy analysis of the context.

- *Value for Money (VfM):* Using existing local spaces, networks, and events where possible will not only reduce costs, but are also important to ensure that deliberations on evidence are embedded in existing structures and processes. MEL activities will also inform VfM decisions on activities based on effectiveness vs costs. An important note on VfM is the importance of face-to-face events, despite their costs, to effective research uptake given the important social dimensions of knowledge.

3. HVT Research Uptake Approaches and Activities

Following DFID Guidelines, the HVT Research Uptake Strategy has four key strands:

- Stakeholder engagement;
- Capacity building;
- Communications; and
- Monitoring and Evaluation.

These strands are described in turn below.

3.1 Stakeholder Engagement

Stakeholder engagement is key to ensuring that HVT research meets real demands in the first instance and is used in global, regional and national policy and practice in the second. One of the problems that HVT seeks to address is that global knowledge and practice on transport has repeatedly failed to meet demands of LICs. Stakeholder engagement in this sense improves the quality of research itself. Evidence shows that those closest to development problems are usually the ones most able to find effective solutions. The process of engaging LIC evidence users in HVT research is integral to the whole research process from identification of research questions, research design, to data collection, analysis, writing, dissemination and evaluation. Furthermore, HVT priority areas of green transport and gender, social inclusion, and vulnerable groups, have failed to work their way into transport policy and practice despite the importance of these issues in global development agendas. HVT therefore seeks not to simply align its research agenda with that of the most important IFIs, but through its research to also influence the IFI agendas and to strengthen the dialogue between LIC demand and IFIs in the process. HVT aims to change the game, not merely to play it.

3.1.1 Stakeholder Mapping

As a first stage of stakeholder mapping and engagement, a pool of international expertise was developed to inform the development of Terms of Reference (ToRs) for SoK papers and the design of Part 2. This pool, the Technical Advisory Panel (TAP), acts as a critical friend to the programme to question and test assumptions that challenge our route to achieving impact. We see the engagement of this high-level expertise, that includes consultants as well as academics and sector experts working for donors or other institutions, as an important element in furthering the success of the programme. This same pool provides peer review services and quality assurance functions.

The stakeholder groups for Part 1 are principally international and generally high level – for example, multilateral donor stakeholders and regional policy stakeholders. This is due to the expansive and global remit of the review agenda for the four thematic areas. As the review process refines the research agenda for Part 2, the groups of stakeholders for each research area will become more clearly demarcated.

An initial high-level stakeholder mapping process has been undertaken by the HVT Programme Management Unit (PMU) and members of the TAP. Stakeholders have been mapped into broad stakeholder groups. The Table below shows the stakeholder groupings (adapted from DFID guidelines).

Table 2: Stakeholder grouping for HVT

- Research organizations/programmes
- Donors
- DFID advisers, Research and Evidence Division
- Multi-lateral organisations
- Civil society organisations (CSOs) /programmes and non-governmental organisations (NGOs)
- Technical and Professional associations
- Governments (Policy-makers e.g. Ministers and Ministers fora; civil servants; technical staff)
- Commercial organisations/companies
- Media/dissemination fora
- User and General Public fora

Over 100 different high level HVT stakeholder groups have been identified, and live mapping is updated on a rolling basis. In Part 2, stakeholder mapping will become much more focused and strategic and we will employ participatory methodologies around specific areas. The definition of specific countries and research projects will require a focused exercise of stakeholder mapping and engagement for each context.

3.1.2 Stakeholder engagement in designing the research framework for Part 2

Our approach to stakeholder engagement will follow the needs of different stages of HVT. Identifying demand for research in LICs involves a different set of stakeholders and approaches to engagement than leveraging HVT knowledge through engaging with powerful global IFIs. We have therefore matched our tactics to stages and objectives in the form of desired responses from the stakeholders in terms of what they know, think, and do to drive success:

Table 3: Stakeholder engagement in three stages

Objective	Stage 1	Stage 2	Stage 3
	Define demand from user POV	Prioritise demand from user POV	Leveraging research through key influencers
Key Stakeholders	CSOs/ NGOs Government Bodies Transport networks Research bodies/ institutions.	CSOs/ NGOs Government Bodies Transport networks Research bodies/ institutions.	IFIs/ Multilateral Development Banks (MDBs) Transport networks.
Know	HVT aims to develop evidence to inform transport policy to help LICs prosper.	The HVT programme is looking at a range of research topics that are will have the most impact on driving change.	The HVT programme has identified key research areas that will drive change.
Think	The HVT programme is taking a user-cantered perspective which I	The matrix captures key research areas at a high level It is easy to	The research priorities have been well informed by many experts, users and people on the

| Objective | Stage 1 | Stage 2 | Stage 3 |
	Define demand from user POV	Prioritise demand from user POV	Leveraging research through key influencers
	believe will increase its success.	comment on where my view of priorities aligns.	ground. It is easy for our experts to add value and help refine the research programme.
Do	Actively contribute to discussions and requests for information.	Actively contribute to discussions and requests for information.	Actively contribute to discussions and requests for information.
Tactics	SoK consultation. Thought Leadership, engagement at conferences.	Matrix workshops, matrix survey, matrix webinars (See 3.1.3 below).	MDB seminars Transport-sector conferences.

In Part 1, we focused on the first two stages of stakeholder engagement: defining and prioritising demand on the part of LIC users. But we are holding discussions and cultivating relationships with high-level influencers to develop a better understanding of how to align our priorities with IFIs and other bodies to inform projects and agendas on a regional and global scale.

3.1.3 Engaging with Global Influencers for Leveraging HVT Research

In Part 1, we engaged with a range of high-level influencers and spenders including development banks, bi-laterals, and transport organisations. Multi-lateral development banks are among the primary funders of external support for transport, infrastructure and related reform and capacity development. These include the Asian Development Bank, African Development Bank, European Bank of Reconstruction and Development, Inter-American Development Bank, Islamic Development Bank, and the World Bank. These six banks finance approximately US$16 billion in transport projects per year. The approach to engaging this group is much more dependent on identifying potential champions and working closely with those champions to identify opportunities and develop approaches to working with influential organisations.

Engagement with policy makers through such organisations as Climate Parliament1[7], IFIs and other key stakeholders will intensify in Part 2 as HVT's focus shifts more strongly toward the potential of these organisations to use HVT research in projects, trainings, and influencing transport agendas. To pursue this strategy, we will create opportunities to present and hold seminars at IFIs and extend and develop existing networks and relationships within them.

3.2 Capacity Building

3.2.1 HVT Capacity Building Context

Capacity building is another central part of the HVT programme. In the context of HVT, there are two different important areas related to capacity:

- Capacity of transport professionals and others in doing their jobs; and

- Capacity of researchers, intermediaries, and research users in strengthening the research-to-policy ecosystem.

Though overlapping, it is important to keep these conceptually separated as they entail different audiences and capacity building approaches. The first relates to the high-level impacts of the HVT programme overall, and much of this will happen downstream from programme activities as research evidence filters down into country-level training curricula and guidance. The second relates to strengthening the systems that allow the first to happen and is the key focus of research uptake activities geared toward sustainable improvements in research use. Specifically, it relates to:

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[7] https://www.climateparl.net

- Researchers need stronger capacity to engage with stakeholders—especially non-academic ones—to increase the relevance, buy-in, and rigour of their research;

- Intermediaries such as the media and civil society organisations need stronger capacity to bridge research producers and users through synthesis, repackaging, online platforms, and repositories; and

- Users such as policymakers, funders, and practitioners need stronger capacity to identify relevant research, find it, and use it.

Good capacity of all of these actors is necessary to research uptake, but it is not the scope of HVT to work equally on all three. Other large multimillion Pound projects exist that are dedicated to strengthening the capacity of users and intermediaries, and our strategy is to engage, rather than reproduce, these projects. As an applied research programme, HVT's key focus and mandate for building capacity is on the research side. That said, our approach to research and emphasis on stakeholder engagement presents many opportunities to strengthen other stakeholders, especially where they come into contact with the research process. We will also seek to steer stakeholders toward other sources of funding or capacity building where possible.

As with other elements of the Research Uptake Strategy, capacity building progresses through the programme. Part 1 will focus on identifying capacity issues and priorities to be addressed in Part 2, although the engagement with stakeholders should in itself produce some capacity benefit.

At a programme level, we believe that capacity building in the HVT programme should take a number of forms at different stages of the programme. This includes:

Researchers:

- Capacity building of southern researchers in HVT research project design and implementation (Part 2). The procurement process for the SoKs demonstrated a clear need for stronger capacities in this area.

- Capacity building (where necessary) in participatory research methods.

- Capacity building in policy engagement and research communications. In Part 2 all research will require a **Pathways to Impact** statement similar to that required by RCUK, setting out how research will make a difference, as part of the criteria.

- Capacity building in dissemination and publication of research findings (including writing for international peer-reviewed journals and use of other media) (Parts 1 and 2).

- Capacity building of researchers in communication (Part 2).

- Capacity building in research uptake planning for specific HVT projects (Part 2 based on Part 1).

Research users:

- Capacity building for policy makers and practitioners on identifying and accessing relevant research knowledge. This includes capacity resulting from engagement with researchers in stakeholder engagement activities.

- Capacity building for knowledge intermediaries on curating, organising, synthesising, repackaging, and communicating research evidence. This includes strengthening the voice of marginalised groups including women, girls, and people with disabilities by strengthening the capacity of CSOs to engage with transport research and policy processes.

3.3 Communications strategy and toolkit

Good communications approaches and products are key to an effective research uptake strategy. In the context of HVT research, there is evidence that a good communications strategy facilitates the uptake of research findings – not just through the dissemination of findings through traditional routes such as journals, policy briefings and meetings, but also through online formats and social media (see 18 and 20 in the bibliography).

During Part 1, the key focus of the Communications Strategy will be establishing the programme as a presence, in communicating the SoK Papers as they are delivered, and in developing the programme communication strategy for Part 2. The strategy for Part 2 will highlight existing good practice and research evidence in order to establish key audiences and their demands and needs. The strategy will include an overarching set of events

and products that are fixed and scheduled, combined with a menu of at-the-ready products and services that will respond to opportunities and challenges as they arise.

4. Indicative Toolkit of HVT research uptake activities:

Because research uptake demands a flexible approach to respond to an evolving programme environment, we will combine overarching plans with a toolkit of activities and products to deploy as opportunities are identified. These tools will be combined in different formations based on the nature of the research, potential audiences, existing networks of influence, and our impact objectives. For example, research on green transport may place a stronger emphasis on engaging civil society and media to bolster political will, while research on implications of autonomous vehicles may involve more engagement directly with policy actors.

Table 4: Toolkit of HVT research uptake activities

Research Uptake Toolkit		
	Activities	**Indicators of success**
Stakeholder engagement	• Surveys and interviews • Stakeholder mapping • Engagement workshops • Webinars • Online discussions • Meetings • Aligning with influencers • HVT community	• Growing number of stakeholders engaged in HVT activities • Substantive and high-quality feedback and participation. • Influential organisations take on HVT evidence and themes • Growing HVT online community
Capacity building	**All actors:** • assessment of capacities and needs. • Signposting to online tools and 'how-to' guides **Researchers:** • workshops and mentoring on policy engagement, journal writing, and comms • workshops and mentoring on research methods **Policy Actors:** • Information literacy workshops • Strengthening engagement with researchers and research procurers **Practitioners:** • Curriculum development • Trainings on appropriate technologies and skills **Media and civil society:** • Workshops on using evidence to advocate for change	• Stronger capacities of researchers to engage with policy processes, and to communicate research findings • Policy actors are better able to identify and utilise relevant research, and to engage the research community to identify relevant areas for research • Practitioners adopt evidence-based skills, approaches, and technologies. • Media and civil society engaging in advocacy around HVT evidence
Communications	• HVT brand and website • Webinars • Journal publications • Conference presentations • Evidence Briefs • Evidence sharing events • Meetings • Videos, slide stacks, animations and infographics	• Brand recognised as a centre for excellence • Stakeholders report using HVT evidence in their work • Stakeholders report that HVT evidence products are relevant, accessible, and on target • Web metrics: Visits and downloads.

Research Uptake Toolkit		
	Activities	**Indicators of success**
	• Curating and profiling existing relevant research • HVT community	
Monitoring, Evaluation, and Learning	• Web metrics • Case studies • Surveys • Interviews • After-action reviews • Management learning sessions	• Decisions are based on learning • Theory of change retains explanatory power • Improvements to activities result over time from reflection

5. Knowledge Management

Knowledge Management is an important aspect of any research programme and is particularly important in a major research programme with multiple research outputs and multiple research actors. In HVT we consider knowledge management to be the technical aspects of knowledge administration including management of databases, bibliographies and data management (including data ownership and research ethics), and journal management (including creating databases of open access online journals and e-books).

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