RESettlement Action Plan
(RAP)

Final
March 2012
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<th>Definition</th>
</tr>
</thead>
<tbody>
<tr>
<td>AADT</td>
<td>Annual Average Daily Traffic</td>
</tr>
<tr>
<td>AEC</td>
<td>Associated Engineering Consultants</td>
</tr>
<tr>
<td>AfDB</td>
<td>African Development Bank</td>
</tr>
<tr>
<td>Asl</td>
<td>Above Sea Level</td>
</tr>
<tr>
<td>BP</td>
<td>Bank Procedures</td>
</tr>
<tr>
<td>CBO</td>
<td>Community Based Organization</td>
</tr>
<tr>
<td>CSA</td>
<td>Central Statistical Authority</td>
</tr>
<tr>
<td>DBST</td>
<td>Double Base Surface Treatment</td>
</tr>
<tr>
<td>DS</td>
<td>Design Standard</td>
</tr>
<tr>
<td>E.C</td>
<td>Ethiopian Calendar</td>
</tr>
<tr>
<td>EIA</td>
<td>Environmental Impact Assessment</td>
</tr>
<tr>
<td>EEPCO</td>
<td>Ethiopian Electric Power Corporation</td>
</tr>
<tr>
<td>EPA</td>
<td>Environmental Protection Authority</td>
</tr>
<tr>
<td>ERA</td>
<td>Ethiopian Roads Authority</td>
</tr>
<tr>
<td>ESMT</td>
<td>Environmental &amp; Social Management Team</td>
</tr>
<tr>
<td>ESAP</td>
<td>Environmental and Social Assessment Procedures</td>
</tr>
<tr>
<td>ESIA</td>
<td>Environmental and Social Impact Assessment</td>
</tr>
<tr>
<td>ETC</td>
<td>Ethiopian Telecommunication Corporation</td>
</tr>
<tr>
<td>FDRE</td>
<td>Federal Democratic Republic of Ethiopia</td>
</tr>
<tr>
<td>FGD</td>
<td>Focus Group Discussion</td>
</tr>
<tr>
<td>FHH</td>
<td>Female Headed Household</td>
</tr>
<tr>
<td>GCRC</td>
<td>Gross Current Replacement Cost</td>
</tr>
<tr>
<td>GPS</td>
<td>Geographic Positioning System</td>
</tr>
<tr>
<td>HH</td>
<td>Household</td>
</tr>
<tr>
<td>HIV/AIDS</td>
<td>Human Immune Virus/Acquired Deficiency Syndrome</td>
</tr>
<tr>
<td>HAPCO</td>
<td>HIV/AIDS Prevention and Control Office</td>
</tr>
<tr>
<td>IDA</td>
<td>International Development Assistance</td>
</tr>
<tr>
<td>IMT</td>
<td>Intermediate Means of Transport</td>
</tr>
<tr>
<td>Kg</td>
<td>Kilogram</td>
</tr>
<tr>
<td>Km</td>
<td>Kilometer</td>
</tr>
<tr>
<td>MoFED</td>
<td>Ministry of Finance and Economic Development</td>
</tr>
<tr>
<td>MOT</td>
<td>Ministry of Trade</td>
</tr>
</tbody>
</table>
NGO  Non Governmental Organization
No.  Number
OP  Operational Policy
PAP  Project Affected Persons
PIA  Project Influence Area
RAP  Resettlement Action Plan
RFP  Resettlement Policy Framework
RSDP  Road Sector Development Programme
ROW  Right of Way
STD  Sexually Transmitted Disease
TOR  Terms of Reference
USD  United States Dollar
WB  World Bank
EXECUTIVE SUMMARY

a) Introduction

Kombolcha - Bati - Mille project road is located in North East part of Ethiopia in two regional states; namely, in Amhara and Afar Regional states. It has a total length of 130 km. It starts from the town of Kombolcha in South Wollo administrative zone of Amhara region and terminates at Mille town located in Zone 1 of Afar region. It crosses the towns of Kombolcha, Degan and Bati, and terminates at Mille town by joining the Mille - Djibouti road. The Right of Way (ROW) width is 30 meters in rural sections, 20 meters in kebele towns and 23 metres in woreda towns.

The project road is expected to have both positive and negative impacts in the direct Project Influence Area (PIA), as well in the indirect influence area. The potential social impacts will be quicker felt in the direct influence area. The adverse (or negative) social impacts are very minimal and could not make significant impacts that will impede the life of the local population.

The construction of the project road will improve the livelihood of the local populations that are crossed by the road project. It could also contribute to the growth and development of trade and urban centers, improvement of crop and livestock production and its marketing network. The natural resource and human resource potentials are also highly important in contributing to the development of the project area.

This Resettlement Action Plan (RAP) presents the number of Project Affected Persons, the size of affected properties and assets, the compensation payment to be made for the PAPs including restoration measures, and it also establishes methodologies for compensation estimate and payment.

b) Summary of Policy, Legal & Institutional Frameworks

The Ethiopian Roads Authority (ERA) has prepared Resettlement/Rehabilitation Policy Framework (RPF), which serves as a policy document for the valuation and compensation of Project Affected Persons (PAP). The RPF ensures that Project Affected Persons (PAP) will not be impoverished due to the adverse social impacts induced by road projects and that PAPs should be compensated for loss of assets at replacement cost and be assisted in case of relocation or resettlement.

Loss of farmland is also one of the major impacts observed in the upgrading of the project road corridor, and in Ethiopia, no compensation is made for loss of land. As per the constitution of the Federal Democratic Republic of Ethiopia, land is a public property and that no individual person has the legal right to ownership. Since there is no private ownership of land in Ethiopia, and hence, rural or urban land could not be sold or mortgaged or transferred; citizens have only usufruct right only over land. A usufruct right gives the user of the land the right to use and the right to benefit from the fruits of her/his labor which may be crops, trees, etc. found on the land or any permanent works such as buildings etc.

Regarding expropriation of land for public use, the Federal Democratic Republic of Ethiopia (FDRE) has issued two proclamations. The first one being Proclamation No. 455/2005, which deals about the expropriation of land holdings for public purposes and payment of compensation and second on is Council of Ministers regulation No.135/2007, which details and basis on the payment of compensation for property situated on land holdings expropriated for public purposes.
Regarding the preparation of RAP for road projects and its implementation Ethiopian Roads Authority (ERA) is responsible and has the mandate. In ERA, Environmental & Social Management Team (ESMT) and Right-of-Way (ROW) branches are directly responsible for the review, monitoring and implementation of Environmental and Social Impact Assessment (ESIA) and Resettlement Action Plan. ESMT is also in charge for the identification of adverse environmental and social impacts and its mitigation measures.

The ROW Branch is accountable for the implementation of the expropriation/compensation operations, registration of PAPs, establishment of compensation committees, assessment and establishment of compensation rates and payment of compensation.

The content of this RAP is within Ethiopia’s existing legal and administrative framework and that of the World Bank’s (WB) policy on involuntary resettlement (OP4.12). In case of conflicts or gaps between the Federal Democratic Republic of Ethiopia (FDRE) law and Bank Policy, Bank policy will prevail as the final and this RAP will be an international credit agreement between the Government of Ethiopia and WB.

c) Summarized Project Impacts

The potential positive and negative social impacts created by the construction of the project road are identified through field surveys, meetings and discussions held with Project Affected Persons (PAPs), Government officials and experts; and also by reviewing the Environmental and Social Impact Assessment (ESIA) and other studies.

The construction of the project road will create subsequent increase and utilization of agricultural inputs and services that will result in increased production (crop and livestock) and, due to lower transport costs and improved and extended market access and opportunities, there will be higher farm gate prices for local produce.

In the short and medium term it will create impacts such as reductions in vehicle operating cost, transport and time costs for public passenger and for freight transports, and for private vehicle users and improvement in the availability of transport facilities and services. In the long term, it will create development impacts and incentive that will bring about socio economic growth and changes and improved quality of life for the people residing in the project area.

In addition to the positive impacts there will be a number of negative impacts, such as, loss of productive assets, including strip of farm land & income; loss of housing; spread communicable diseases (Malaria), spread of Sexually Transmitted Disease (STD) and HIV/AIDS, growth of squatters & uncontrolled settlements, and spoil dumping on farm lands and near water points.

In the project road corridor, there will be 962 households who will lose their houses and businesses due to the widening of the ROW. These PAPs will be compensated for their lost income and also be compensated for their lost houses at a replacement cost.

In the rural sections of the project road corridor, there will not be households to be dispossessed from their farmland permanently because none of the affected farm households will lose more than 10% of their assets or farmland. However, there will be a small number of households who will permanently lose strip of their farmland.
Farm household having lost strip of their land, they could also continue their livelihood in the remaining plot of land; however they need to be compensated as per the law for losing their crops, trees, and some other perennial crops. To compensate PAPs for their forgone benefits from agricultural land, cash compensation is the only option.

A socio economic studies (or household survey) of the PAPs is carried out in July & August 2010 and also revised survey conducted in September 2011-October 2011. During the socio economic survey, potential impacts, identification of affected households and properties located along the route has been carried out; and also measurement of affected properties and assets was conducted. Following the identification of properties and assets and its measurement, PAPs were requested to verify the measurement and also sign on the verification of the measured assets and properties. A total of 1989 PAPs who were available during the verification process have put their signature in approval of the measurement for the affected properties and assets. The details of the affected properties and assets by types are attached in the Appendix.

Following the preparation of the detail design and land acquisition plan, a review of socio economic data and information was carried out in the months of September and October 2011. Similarly, public consultation with PAPs, woreda and kebele authorities were also carried out.

A new cut off date was also set after having carried out public consultations with PAPs and local communities; and with woreda and kebele authorities following the revision of this RAP. The previous cut off date that was set from July 27, 2010 - August 8, 2010 has now been changed to October 21, 2011.

d) Main Findings

The findings of the RAP shows the number of PAPs by gender, affected properties by type and size which includes housing structures & fences, farmland, electricity poles and transmission lines, telecommunication poles and lines, and different tree species. The following table summarizes the main findings in the preparation of this Resettlement Action Plan.

Table 1: Summary findings of the project road

<table>
<thead>
<tr>
<th>No.</th>
<th>Project Location &amp; Type of Impact</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Region</td>
<td>Amhara &amp; Afar Regions</td>
</tr>
<tr>
<td>2</td>
<td>Administrative Zones crossed by the project road</td>
<td>South Wollo zone in Amhara region and Zone One in Afar region</td>
</tr>
<tr>
<td>3</td>
<td>Number of woredas crossed</td>
<td>Three</td>
</tr>
<tr>
<td>4</td>
<td>Road length</td>
<td>130km</td>
</tr>
<tr>
<td>5</td>
<td>Road Status</td>
<td>Existing Alignment</td>
</tr>
<tr>
<td>6</td>
<td>Design Standard</td>
<td>DS - 4</td>
</tr>
<tr>
<td>7</td>
<td>Proposed Surfacing Type</td>
<td>Asphalt concrete</td>
</tr>
<tr>
<td>8</td>
<td>ROW width</td>
<td>The ROW width is 30 meters in rural sections, 20 meters in kebele towns and 23 metres in woreda</td>
</tr>
</tbody>
</table>
Resettlement Action Plan (Final)  
Kombolcha - Bati - Mille Road Project  
Review of Feasibility and EIA Study, and Detailed Engineering Design and Tender Document Preparation

<table>
<thead>
<tr>
<th>No.</th>
<th>Project Location &amp; Type of Impact</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>9</td>
<td>Total Project Affected Persons (No)</td>
<td>2928 PAPs</td>
</tr>
<tr>
<td>9.1</td>
<td>No. of Female</td>
<td>886</td>
</tr>
<tr>
<td>9.2</td>
<td>No. of Male</td>
<td>1986</td>
</tr>
<tr>
<td>9.3</td>
<td>Government &amp; Religious Institutions</td>
<td>56</td>
</tr>
<tr>
<td>10</td>
<td>Family size</td>
<td>4228 (2059 male and 2169 female)</td>
</tr>
<tr>
<td>11</td>
<td>Area of Farmland to be affected</td>
<td>31.5 hectares</td>
</tr>
<tr>
<td>11.1</td>
<td>Permanently Affected</td>
<td>4.5 hectares</td>
</tr>
<tr>
<td>11.2</td>
<td>Temporarily Affected</td>
<td>27 hectares</td>
</tr>
<tr>
<td>12</td>
<td>Number of houses to be affected and its area</td>
<td>962 with total area of 32,930m²</td>
</tr>
<tr>
<td>13</td>
<td>Number of Timber trees</td>
<td>25,351</td>
</tr>
<tr>
<td>14</td>
<td>Number of Perennial crops (Fruit Trees)</td>
<td>1,145</td>
</tr>
<tr>
<td>15</td>
<td>Number of cash crops (Chat, Coffee, etc)</td>
<td>2,184</td>
</tr>
<tr>
<td>16</td>
<td>Number of Electricity poles</td>
<td>645</td>
</tr>
<tr>
<td>17</td>
<td>Number of Telecommunication poles</td>
<td>444</td>
</tr>
</tbody>
</table>

**e) Costs and Budget**

The following is cost estimate and budget summarizes the budget required for the implementation of this RAP. The summary shows the budget estimate under three broad cost categories. The details are presented under the budget chapter. The total estimated cost including 10% contingency will be Birr estimated to be Birr 100,132,055 (or 5,725,463 USD) at the exchange rate of 1USD: 17.4889 Birr on November 14, 2011.

Table 2: Summarized RAP cost & budget by cost category

<table>
<thead>
<tr>
<th>No.</th>
<th>Description of Cost Category</th>
<th>Cost Estimate in Birr</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Compensation Payment for affected assets and properties</td>
<td>81,469,991</td>
</tr>
<tr>
<td>2</td>
<td>Rehabilitation and Livelihood restoration measures</td>
<td>4,763,500</td>
</tr>
<tr>
<td>3</td>
<td>Project management and Administrative Cost</td>
<td>3,740,000</td>
</tr>
<tr>
<td>4</td>
<td>Sub Total</td>
<td>91,029,141</td>
</tr>
<tr>
<td>5</td>
<td>Contingency 10%</td>
<td>9,102,914</td>
</tr>
</tbody>
</table>
The above cost and budget estimate is prepared on the basis of the requirement as compensation payment for PAPs, for rehabilitation measures for PAPs and also the budget required for Administrative costs in the implementation of this RAP.
1. INTRODUCTION

1.1 General

The Consultancy service agreement for the project was signed between the Ethiopian Roads Authority (Employer) and Associated Engineering Consultants (AEC) on May 27, 2009. The commencement date of the project was June 10, 2009.

The main objectives of the consultancy service include Review of Feasibility and Environmental and Social Impact Assessment (ESIA) Study, Detailed Engineering Design and Tender Document Preparation, and preparation of Resettlement Action Plan (RAP).

The project was divided into two phases. In phase 1 of the services, the Consultant had reviewed the original design made by Carl Bro International a/s in association with DANA Consult plc and gave his recommendation on the re-design works required. The recommendation under this phase of the services was that the original design requires 100% redesign; i.e. it is to be designed anew. In the second phase, the Consultant is required to perform the recommendations approved as a result of the first phase of the services. Accordingly, the Consultant has finalized the redesign work required and this Resettlement Action Plan for the project.

In consultation with the ERA, the project road was split into two contracts. Contract I covers the stretch from the project beginning in Kombolcha town up to km 59 in Burka Village. The second contract starts from the end of the first contract in Burka village and ends at the Mille Junction.

The ROW width is 30 meters in rural sections, 20 meters in kebele towns and 23 metres in woreda towns.

1.2 Contents of the Report

As part of the contract agreement requirement, the Consultant has performed the land acquisition survey and prepared the Resettlement Action Plan. The Resettlement Action Plan is, generally, divided into the following parts and sections.

Part I: Main Report

   Executive summary
   1) Introduction
   2) Objective and methodology of rap
   3) Socio-economic background of the project road
   4) Potential impacts on socio-economic environment
   5) Policy, legal and organizational responsibility
   6) Organizational responsibility and institutional framework
   7) Community participation and public consultation
   8) Socio economic studies of project affected persons
   9) Valuation and compensation methods for loss of assets
   10) Basis for valuation
11) Eligibility criteria and entitlement matrix
12) Environmental & Social Management Plan
13) Compensation payment and procedures
14) Grievance redress mechanisms
15) Scheduling and timing
16) Costs and budget for resettlement/rehabilitation
17) Monitoring and evaluation plan
18) Public disclosure of the rap
19) Conclusion and recommendation
20) References

Part II: Appendices

The Appendix section includes the following six appendices.

Appendix 1: Minutes of Public Consultation and Minutes of Meeting with Woreda Officials
Appendix 2: Photographs of Public Consultations
Appendix 3: Sample Photographs of Affected Properties
Appendix 4: List of Project Affected Persons and Affected Properties and Signed by PAPs (Refer to Volume II of this Report)
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Appendix 6: List of Public Utilities in the RoW.
Appendix 7: Unit Price Collected from Woredas for Affected assets and properties
Appendix 8: Responses to IDA’s Comments on the Draft Resettlement Action Plan (RAP)

1.3 Background

Kombolcha – Bati - Mille Project road is geographically situated in the North East part of the country in Amhara and Afar National Regional States. The road starts from Kombolcha town in South Wollo zone of Amhara region and terminates at Mille town of Zone 1 in Afar region. It crosses towns such as, Degan, Bati and terminates at Mille town by joining the Mille - Djibouti road.

The objective of this Resettlement Action Plan (RAP) is to minimize the risks from the project road by avoiding displacement of people. The RAP designs compensation procedures and relocation, establishes compensation measures for losses incurred and it also establishes income restoration measures and resettlement assistance.

On the basis of the socio economic survey, the upgrading of the project road will have impacts both in the rural and urban sections due to the widening of the Right of Way and will force some households to lose their residential and business buildings and income; similarly, in rural section of the road, there will be farmers that will lose strip of their farm land for the construction works. The
loss of strip of farmlands by farm households is below 10% of their holding size and asset and will not force them to be permanently dispossessed from their farmland. The loss of strip of land by farm households will not also require for resettlement outside of their present location because the impact will be minimal for each household since the loss is partial. Hence, there will not be households who will be requiring resettlement as it is stipulated in ERA’s Resettlement Policy Framework (RPF) and World Bank (WB) involuntary resettlement policy and guideline.

The affected farm households that will lose strip of their land could continue their livelihood in the remaining plot of land; however they need to be compensated for losing their farmlands, crops, timber trees, perennial crops, cash crops and affected farm structures; and also be provided with appropriate income restoration for loss of incomes and associated impacts as per the law.

In the project road corridor, those households who will fully lose their residential houses and businesses will be relocated within the same town and not very far away from their present location and neighborhoods. The Project Affected Persons will be compensated for lost property and income as per FDRE law and will be provided plot of land to construct their houses in the same town. This is the usual practice in most parts of the country and has also been confirmed by the woreda and town administrations crossed by the project road.

In the project road corridor, there will also be public utilities that will be affected due to the widening of the ROW. The affected public utilities include, telephone lines and poles, electricity lines and poles. Likewise, household water supply network will also be affected in the town sections. The cost estimates for compensation payment of the affected utilities are prepared by the relevant government offices or utility providers.

The preparation of this RAP is based on the Federal Democratic Republic Ethiopia laws, policies and procedures pertaining to involuntary resettlement; and also that of World Bank policies on involuntary resettlement.

The construction of the project road will displace some households that are located along the route due the widening of the ROW; and on the other hand it will also contribute to the improvement of the livelihood of the local populations that are crossed by the road project, contribute to the growth and development of trade and urban centers, improvement of crop and livestock production and its marketing network. The natural resource and human resource potentials are also highly important in contributing to the development of the project area.

2. OBJECTIVE AND METHODOLOGY OF RAP

RAP is an important activity in any development project to assess how the benefits are distributed among the local population. The objectives of the RAP is to minimizes the risks by avoiding displacement of people without a well designed compensation procedures and relocation, establishes compensation measures for losses incurred and it also establishes income restoration measures and resettlement assistance.

The key objectives of the RAP are related to:

- review of the existing policies and development strategies, legal and institutional frameworks pertaining to the project,
• carry out public consultation regarding the potential social benefits accruing from the construction of the project road,

• conduct survey to identify affected properties & assets, and estimate compensation costs;

• Identification of the most appropriate social management and monitoring framework, which will ensure that reinforcement measures for the positive impacts and the mitigation of adverse social impacts are fully addressed.

• Define the eligibility criteria for identification of Project Affected persons and entitlements

This RAP is prepared on the basis of socio economic survey (household surveys) and field level data and information gathered; public consultations conducted with PAPs and local communities, consultative meeting held with local authorities (woreda and kebele); and also on the basis of existing secondary data and information.
3. **SOCIO-ECONOMIC BACKGROUND AND DESCRIPTION OF THE PROJECT ROAD**

### 3.1 Geographic Location

The Project road is geographically situated in the North East part of the country. The road starts from Kombolcha town in Kalu Woreda, South Wollo administrative zone and ends at Mille town of Zone 1 in Afar Regional State by joining Mille – Djibouti trunk road. Administrative wise, it is situated in the South Wollo and Oromia Zones of the Amhara National Regional State and Zone 1 of the Afar National Regional State. The project alignment starts from Kombolcha town, at the roundabout on the former section of the Addis – Dessie – Mekele trunk road, and runs in eastward direction passing through the towns of Bati (km 42) and Elwiha (km 90) and terminates at Mille junction, about 10km before the town of Mille. Kombolcha is found at 370km from Addis Ababa along the Addis Ababa – Mekele asphalt road. The termination point is at 505km from Addis Ababa along the Addis – Nazareth – Awash – Mille trunk road. The project road directly connects the Amhara and Afar National Regional States, and is import – export corridor since it constitutes an integral part of the Addis – Kombolcha – Mille - Djibouti road.

### 3.2 History and Condition of the Project Road

The existing Kombolcha– Bati– Mile road is 130km long. It was constructed during the Italian invasion of Ethiopia as part of the Addis Ababa – Kombolcha – Mille – Assab Road. The Road was constructed to connect the Assab Port to the other parts of Ethiopia and it was the major Trunk Road for the import and export of goods to and from the Country till the year 1994. The Addis Ababa – Kombolcha – Mille – Assab Road has become an alternate road for the transportation of some of the import and export goods to and from Ethiopia after the Addis Ababa – Nazareth – Awash – Mille trunk road was constructed and since Ethiopia has been using the port of Djibouti.

The project road used to connect central part of Ethiopia with the port of Assab until 1998. Its connection with the port stopped in 1998 following the Ethio-Eritrea conflict. Presently, the project road connects with the port of Djibouti and mainly serving as the export - import corridor for the Northern part of the country.

The whole length of the road was constructed first by telford base (hand laid stone) constructed directly on sub-grade and blinded with crushed aggregate on top of it. The existing road has an average width of 6.5m. Currently, the first 42km (km 0 to km 42) section is surfaced by cold mix overlay on top of double base surface treatment (DBST) and the last 10km (km 120.6 to km 130) of the project road is surfaced with DBST. The remaining portion of the project road (km 42 to km 120.6) is gravel surfaced. The section of the road from km 0 to km42 was overlaid with cold mix by the Kombolcha District of ERA in 1996. The gravel surfaced part from km 80 to km 122 was resurfaced in the year 1995 and 1996 by the District.

There is an existing tunnel at km12.4, which is 40m long, that was drilled from solid rock and the inside is paved at full width with asphalt road. The existing tunnel has a half circle plain concrete arch (50cm thick, 9m diameter and 4m long) placed on rectangular section of stone masonry wall (2m height, 9m width and 4m long) both at the inlet and outlet of the tunnel. The interior part of the tunnel (32m long) is drilled and left chiselled rough surfaced rock.
The road has many bridges and about 570 other cross drainage structures in the form of box culverts and pipes. More additional cross drainage structures are needed in order to safely drain surface runoff across the road.

The control points of the road are Kombolcha (start of the project), Bati (km 42) and Mille towns (end of the project). In addition, there are several small towns and villages along the project route, the major ones being Degan (km 23), Gerba (28.50) and Elwiha (km 90).

3.3 The Design Standard of the Proposed Upgrading

Based on annual Average Daily Traffic (AADT) and functional classification of the road, the ERA Design Standard 4 (DS4) is adopted for the upgrading of the Kombolcha – Bati – Millie road.

The upgrading project will follow the existing alignment in general. Realignment has been introduced at km 9.5 for traffic safety reason and also to shorten the alignment by 550m. Significant horizontal curve improvement is made, though some departures to horizontal curves are necessitated due to prevailing terrain conditions. The road width has been is widened to meet the design standard.

The investigations on the availability of construction materials have shown that there are well distributed ample sources of construction materials in the project route corridor. The materials investigation study has identified and proposed 18 locations for natural gravel for sub-base construction, 5 locations for stone quarry for aggregate production for concrete and pavement works, 4 locations for sand quarry for concrete works, and 4 water sources, which are perennial rivers.

Based on the detailed condition survey of the existing drainage structures and the prevailing hydrologic/hydraulics condition, it is recommended that 20 bridges and 287 culverts are required to be replaced by new structures mostly due to structural failure. The recommendation also includes rehabilitation of 32 bridges and extension of 260 culverts. In addition, 15 new bridges and 35 new culverts need to be constructed. Furthermore, 15 bridges would be changed to major culverts and 6 culverts to bridges. Thus, the road upgrading project would involve a total of 73 bridges and a total of 597 culverts. Of these structures, 5 bridges have spans ranging from 30m to 60m.

3.4 Settlement Pattern

The major part of the Project area is rural and undeveloped, urbanization in the project road corridor is at its rudimentary level. The population residing in the urban sections of the project road corridor is estimated to be about 109,871 (or 23%) and the rural population is about 362,237 (or 77%). only about 15% of the population lives in urban centers.

In the project road corridor, there are six urban and peri urban centers located along the project road. It includes, Kombolcha, Degan, Gerba, Bati, Elwiha and Mille. Among the urban centers, Kombolcha, Bati and Mille have a population more than 10,000. The remaining two towns, Degan and Gerba have a population of 4,600 and 6,500 respectively.

The town of Kombolcha, which is located 376 km North–East of Addis Abba is the major urban center and the staring point of the project road. Kombolcha town serves as a junction for three major roads; namely, Addis Ababa - Dessie-Mekele, Kombolcha - Bati - Mille - Djibouti and
Kombolcha - Mekane Selam - Gundowine roads.

It is also an industrial Center for the North Eastern Ethiopia having a number of industries, such as Textile factory, Brewery, Tannery, Flour factory, Metal Sheet and others. A number of new industries are also under establishment. It also has one of the largest food security reserve warehouse in the country and a fuel depot for northern Ethiopia.

3.5 Administrative Division

Administratively the project toad is located in two regional states namely, Amhara and Afar regional states, and most sections of the road lies within the Afar Regional State. It connects three Administrative zones, five woredas and 25 kebeles located both in Amhara and Afar regional states.

Table 3  Woredas and Kebeles crossed by the project road

<table>
<thead>
<tr>
<th>No</th>
<th>Regional State</th>
<th>Zone</th>
<th>Woreda</th>
<th>Woreda Capital</th>
<th>Number of Kebeles Crossed by the road</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Afar</td>
<td>Zone 1</td>
<td>Mille</td>
<td>Mille</td>
<td>3</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>Ada'ar</td>
<td>Ada'ar</td>
<td>7</td>
</tr>
<tr>
<td>2</td>
<td>Amhara</td>
<td>South Wollo</td>
<td>Kombolcha</td>
<td>Kombolcha</td>
<td>5</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>Kalu</td>
<td>Kombolcha</td>
<td>6</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>Oromia</td>
<td>Bati</td>
<td>4</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td>Total</td>
<td>25</td>
</tr>
</tbody>
</table>

Source: Woreda’s Socio Economic Profile

3.6 Ethnic Groups, Religion and Culture

In the project area there are three dominant ethnic groups namely, Amhara, Oromo and Afar; and each having their own distinct language, cultural practices and psychological makeup. The Amhara and the Oromo are the dominant groups and having high population density per km in the project road corridor. The Afar society is a pastoral community, composed of mainly one ethnic group and which is sub divided into several clans and sub clans. Like in many other pastoral societies, clan differentiation plays an important role among the Afar also. The clan chief is the most highest and respected authority.

In terms of religion, there are two dominant religions, namely Christianity and Islam in the project road corridor and in the surrounding areas. In Afar, Islam is the dominant religion and is reported that among the Afar community there is no other religion except Islam. In Amhara region, Christianity is the dominant religion. In the project road corridor, more than 75% of the population residing in the woredas crossed by the project road practices Islam as their religion.

Due to the low level of socio economic development, lack of resources, limited communication and exposure to the outside world, there has not been much cultural interaction and diffusion with the outside world. Hence, in general, the community in the project area has very limited exposure and knowledge about the rest of the world.
3.7 Economic Activities

The economy in the project road corridor is dependent on small holder farming and livestock keeping. The population in the first about 60km makes it living from crop farming supplemented by livestock husbandry while the population along the remaining sections is basically dependent on livestock keeping and moves from place to place in search of grazing land and water. Since farming land is scarce and the holding size for the farming households is very small and fragmented, and is found to be not sufficient to support households. The average land holding size in the project area varies from 0.5ha/household in Bati to 0.75/ha/household in Kalu Woreda. Livestock keeping also has very limited contribution to the economy.

Farming activities are practiced by using traditional hand tools and oxen plough. The project area suffers from repeated drought, population pressure, shortage of rain fall and arable land, soil degradation, and other factors, crop production in the area is have been repeatedly affected by drought and famine in the past.

The livelihood of the population in Afar region is pastoral nomadism where people are forced to move from place to place in search of grazing land and water for their livestock. Because of the continuous movement of the population, there are not many villages or settlements that last for longer periods except for the urban settlements and which in most cases are occupied by non-Afar population. Afar region is highly endowed with livestock resources, Goats and sheep occupying the highest number followed by Camel.

The livelihood of the population in the urban sections mainly depends on small scale businesses, and employment in public and private sectors. The project road affected populations residing in rural areas mainly live on small scale farming and agro – pastoralism as their mainstay.

Industrial and trade development is also at its infant stage. The only place where there is industrial development and growth potential is the town of Kombolcha. Kombolocha is one of the main industrial centers in the Northern part of Ethiopia having a number of industries, such as Textile, Brewery, Tannery, Flour, Metal sheet factory and others. It is recently registered as an Industrial zone for the Northern East part of Ethiopia and very soon it will have about 5-10 major industries coming up.

In general, the project road corridor is known for its low level agricultural production and productivity as a result of which, more than 50% of the population was reported to be dependent on food aid for a period between 3-6 months in the past.

<table>
<thead>
<tr>
<th>Woreda</th>
<th>Cattle</th>
<th>Horse, Mules and Donkey</th>
<th>Camels</th>
<th>Sheep and Goats</th>
</tr>
</thead>
<tbody>
<tr>
<td>Ada'ar</td>
<td>166,964</td>
<td>12,478</td>
<td>35,890</td>
<td>494,571</td>
</tr>
<tr>
<td>Kalu</td>
<td>116,283</td>
<td>10530</td>
<td>2,769</td>
<td>85,139</td>
</tr>
<tr>
<td>Bati</td>
<td>81,510</td>
<td>4,747</td>
<td>3,164</td>
<td>54,565</td>
</tr>
</tbody>
</table>

Source: Respective Woreda Agriculture and Rural Development Offices, 2010
3.8 Population Dynamics

The total population in the woredas traversed by the project road is 472,108. Among the woredas traversed by the project road, Kombolcha, Kalu and Bati woreda of Amhara regional state have a population of 379,330 (or 80%), Mille woreda in Afar regional state has a population of 92,778 or 20% of the total in the project road corridor. However, official demographic data for Ada’ar woreda is not available as it is newly established woreda and used to be part of Mille woreda in the past. The following table shows population distribution of the woredas traversed by the project road at both in the urban and rural sections.

Table 5 Population Distribution by place

<table>
<thead>
<tr>
<th>Region</th>
<th>Zone</th>
<th>Woreda</th>
<th>Urban</th>
<th>Rural</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>Afar</td>
<td>Zone 1</td>
<td>Mille</td>
<td>14,206</td>
<td>78,572</td>
<td>92,778</td>
</tr>
<tr>
<td>Amhara</td>
<td>South Wollo</td>
<td>Kombolcha</td>
<td>58,642</td>
<td>26,695</td>
<td>85,337</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Kalu</td>
<td>20,322</td>
<td>166,328</td>
<td>186,650</td>
</tr>
<tr>
<td>Oromia</td>
<td>Bati</td>
<td></td>
<td>16,701</td>
<td>90,642</td>
<td>107,343</td>
</tr>
<tr>
<td></td>
<td>Total</td>
<td></td>
<td>109,871</td>
<td>362,237</td>
<td>472,108</td>
</tr>
</tbody>
</table>

Source: CSA, 2007 Population & Housing Census Results, January 2009

The level of urbanization in the region is also very low, only about 23.27% of the population in the Woredas crossed by the project road live in the urban sections.

3.9 Social Services

3.9.1 Health Services

The health system in the project influence area particularly in that of Afar region is of very poor quality and limited access. Morbidity and mortality is high among children below the age of 5. The immunization coverage for children is also said to be low. Preventable diseases, such as malaria and diarrhoea are very common in the region, and because of which people die of them frequently. The health facilities are mainly concentrated in the urban centers and have very poor quality of service. Residents of remote and rural areas do not have access to health services and facilities. In the four Woredas (excluding Mille Woreda) that are traversed by the project road, the health facilities include; 45 health posts, 14 health centres, 28 clinics and 16 drug shops. The ratio between a Health centre and people served shows 33,722 people to a Health centre. The following table shows the number of health facilities in each woredas by type and number.

Table 6 Number of Health Facilities by Woreda

<table>
<thead>
<tr>
<th>Woreda</th>
<th>Health Post</th>
<th>Health Center</th>
<th>Clinic</th>
<th>Rural Drug Shop</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>Mille</td>
<td>3</td>
<td>1</td>
<td>1</td>
<td>2</td>
<td>7</td>
</tr>
<tr>
<td>Ada’ar</td>
<td>7</td>
<td>1</td>
<td>0</td>
<td>0</td>
<td>8</td>
</tr>
<tr>
<td>Kombolcha</td>
<td>5</td>
<td>4</td>
<td>15</td>
<td>6</td>
<td>30</td>
</tr>
<tr>
<td>Kalu</td>
<td>25</td>
<td>6</td>
<td>8</td>
<td>3</td>
<td>42</td>
</tr>
<tr>
<td>Bati</td>
<td>5</td>
<td>2</td>
<td>4</td>
<td>5</td>
<td>16</td>
</tr>
<tr>
<td>Total</td>
<td>45</td>
<td>14</td>
<td>28</td>
<td>16</td>
<td>103</td>
</tr>
</tbody>
</table>

Source: Respective Woreda’s Health Office, 2010
The number of health professionals working in the above health facilities is below what is required for the population. The total number of health professionals working in the woredas crossed by the project road, including health extension workers are 307, of which, 38% are health extension workers. The percentage of qualified health professionals are about 67%, the majority being nurses followed by Laboratory Technicians.

Table 7 Distribution of Health Professionals by Woreda

<table>
<thead>
<tr>
<th>Health professionals by qualification</th>
<th>Mille</th>
<th>Ada'ar</th>
<th>Kombolcha</th>
<th>Kalu</th>
<th>Bati</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>Nurse (all type)</td>
<td>2</td>
<td>7</td>
<td>35</td>
<td>38</td>
<td>14</td>
<td>96</td>
</tr>
<tr>
<td>Health Officer</td>
<td>1</td>
<td>7</td>
<td>7</td>
<td>2</td>
<td>2</td>
<td>17</td>
</tr>
<tr>
<td>Sanitarian</td>
<td>NA</td>
<td>1</td>
<td>4</td>
<td>3</td>
<td>3</td>
<td>11</td>
</tr>
<tr>
<td>Laboratory Technician</td>
<td>NA</td>
<td>2</td>
<td>7</td>
<td>37</td>
<td>4</td>
<td>50</td>
</tr>
<tr>
<td>Health Assistant</td>
<td>3</td>
<td>3</td>
<td>8</td>
<td>3</td>
<td>3</td>
<td>17</td>
</tr>
<tr>
<td>Health Extension worker</td>
<td>6</td>
<td>25</td>
<td>17</td>
<td>57</td>
<td>11</td>
<td>116</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td>12</td>
<td>35</td>
<td>73</td>
<td>150</td>
<td>37</td>
<td>307</td>
</tr>
</tbody>
</table>

Source: Woreda Health Offices, 2008

3.9.2 Top ten leading diseases

Malaria, Pneumonia and respiratory diseases are among the top ten killer diseases in the project woredas. The following table shows the top ten diseases in four of the woredas traversed by the project road.

Table 8 Top Ten Diseases in the Woredas

<table>
<thead>
<tr>
<th>No.</th>
<th>Kombolcha</th>
<th>Kalu</th>
<th>Bati</th>
<th>Ada'ar</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Pyrexia of unknown organic fever</td>
<td>Malaria</td>
<td>Diarrhoeal (non-bloody)</td>
<td>Malaria</td>
</tr>
<tr>
<td>2</td>
<td>Gastritis and Doeudenistis</td>
<td>Fever unknown origin</td>
<td>Malaria</td>
<td>Gardia</td>
</tr>
<tr>
<td>3</td>
<td>All other diseases of genito-urinary system</td>
<td>Intestinal parasites</td>
<td>Upper respiratory infection</td>
<td>Amoeba</td>
</tr>
<tr>
<td>4</td>
<td>Muscular rheumatism</td>
<td>Acute upper respiratory infection</td>
<td>Urinary tract infection</td>
<td>Typhoid</td>
</tr>
<tr>
<td></td>
<td>Unspecified</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>5</td>
<td>Maternal problems</td>
<td>Gastritis</td>
<td>Gastritis</td>
<td>Acute watery Diarrhoea</td>
</tr>
<tr>
<td>6</td>
<td>Other Helementhsis</td>
<td>All other respiratory diseases</td>
<td></td>
<td>Tuberculosis</td>
</tr>
<tr>
<td>7</td>
<td>Amoebas excluding carrier system</td>
<td>Eye diseases Except trachoma</td>
<td>Trauma other than traffic injury</td>
<td></td>
</tr>
<tr>
<td>8</td>
<td>Accidental Causes</td>
<td>Bacillary Dysentery</td>
<td>Pneumonia</td>
<td></td>
</tr>
<tr>
<td>9</td>
<td>Acute Upper Respiratory Infection</td>
<td>Unspecified pneumonia</td>
<td>Typhoid</td>
<td></td>
</tr>
<tr>
<td>10</td>
<td>Bacillairy Dysentery</td>
<td>Bronchia &amp; Pneumonia</td>
<td>Road Traffic Injury</td>
<td></td>
</tr>
</tbody>
</table>

Source: Woreda Health Offices, 2008
3.9.3 HIV/AIDS
As per the FDRE HIV/AIDS Prevention and Control Office (HAPCO), the distribution of HIV/AIDS in 2010 in Ethiopia shows that the adult prevalence rate is 2.4% of the country’s population. The rural and urban distribution shows 7.7% in urban areas and 0.9% in rural areas. In total, 1,216,908 people (499,239 Male and 717,669 Female) live with HIV/AIDS in Ethiopia. The adult HIV/AIDs incidence is 0.29% and the annual death rate was 28,073 in 2010.

Afar and Amhara regions are among the regions in the country that have high HIV prevalence rate. The adult prevalence rate in Afar is 2.2% and Amhara 2.9% in 2010. Although there is no officially reported data on HIV situation in the woredas located along the road project, the information form respective HIV/AIDS Prevention and Control Offices (HAPCO) in Kalu woreda show that out of a total of 46,555 persons who took HIV test (1996-2001 E.C), it was reported that 1345 (or 2.9%) to be HIV positive.

3.9.4 Malaria
Malaria is also among the top ten diseases in the direct zone of influence, and is also a major cause of mortality. It mainly exists during the peak agricultural season, between the months of June to September making negative impact on agricultural production by attacking the labour force. Since the project corridor is located in the midland and lowland areas malaria is a serious concern for the local population.

Quarry sites and borrow pits pose greater risk, after rainy season by retaining water for a longer period and creating favourable condition for the breeding of mosquitoes. The project area is one of those areas known to rampant with mosquitoes that transmits malaria.

The mitigation measures to control the spread of malaria include distribution of mosquito nets to construction workers in close collaboration with local health facilities.

3.9.5 Educational Services
Education facilities and services in the project area are concentrated in the woredas located in Amhara region between km 00 to km 60. The woredas located in the Afar region are scarcely supplied with educational services and facilities as the region is predominantly occupied by pastoralists and agro pastoralists. Although there is official study that shows gender disaggregated data, the information from the woreda Educational office presents that the number of Girl child students is lower (38%) than that of Boys (62%). In the project area and in particular in Afar community, girl children are not encouraged to attend school. Instead, they are forced to assist their families on the routines of domestic activities as fetching water and searching for grazing land for their livestock as the area is exposed to drought, shortage of animal food and absence of water points.

In the four woredas traversed by the project road, there are 171 schools, of which 24 are kindergartens concentrated in urban areas of Kombolcha, Kalu and Bati woredas, 140 are primary schools (1-8) and 7 are secondary schools (9-12). The total number of students in the Primary school is 86,412 out of which the number of female students is 42,343 (49%) while the share of Ada’ar woreda is 38%.
One of the reasons for low level of school attendance in the Afar is related to the high mobility of the pastoral communities. To improve the access to education for children in such community, establishing mobile education system can be considered as a better option.

### Table 9  Number of Schools by Grade and Woreda

<table>
<thead>
<tr>
<th>Woreda</th>
<th>Kindergarten</th>
<th>Primary (1-4)</th>
<th>Primary (5-8)</th>
<th>Primary (1-8)</th>
<th>Secondary (9-10)</th>
<th>Preparatory (11-12)</th>
<th>Total</th>
<th>No. of Students enrolled (1-8)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Kombolcha</td>
<td>14</td>
<td>9</td>
<td>17</td>
<td>2</td>
<td>1</td>
<td></td>
<td>43</td>
<td>17,494</td>
</tr>
<tr>
<td>Kalu</td>
<td>7</td>
<td>21</td>
<td>37</td>
<td>2</td>
<td>-</td>
<td></td>
<td>67</td>
<td>36,094</td>
</tr>
<tr>
<td>Bati</td>
<td>3</td>
<td>8</td>
<td>41</td>
<td>1</td>
<td>1</td>
<td></td>
<td>54</td>
<td>31,939</td>
</tr>
<tr>
<td>Ada'ar</td>
<td>4</td>
<td>2</td>
<td>1</td>
<td>-</td>
<td>-</td>
<td></td>
<td>7</td>
<td>885</td>
</tr>
<tr>
<td>Total</td>
<td>24</td>
<td>42</td>
<td>96</td>
<td>5</td>
<td>2</td>
<td></td>
<td>171</td>
<td>86,412</td>
</tr>
</tbody>
</table>

Source: Education Offices of respective Woredas, 2010

### 3.10 Gender Issues

Examining of gender differences and issues is essential factor for effective planning and implementation of any development projects. This requires Gender Analysis which involves in a close look and understanding of the target population. Gender analysis enables the collection and interpretation of information on gender matters. So that, those matters can be addressed in the project objectives, the choice of intervention strategy, and the methods of program implementation.

To make the intended road project gender responsive and to provide some baseline information based on which the forthcoming phases of the project can be measured, the consultant has attempted to understand gender issues in the project influenced areas.

The women from the project area face multi-dimensional social, economic and political constraints like most other parts of the country. Most of the problems seem to emanate from the social, cultural and religious setting of the area. However, the poor economic development of the area, repeated drought and water scarcity in the areas also play a major role in worsening the situation of women directly or indirectly. Women in project area, particularly of the Afar and the rural parts of Amhara region suffer from the following major problems:

- Discriminatory culture, norms and value systems of the society,
- Harmful traditional practices which includes: Female Genital Mutilation, polygamy and early marriage,
- Excessive workload,
- Low social status of women and poor access to and benefit from basic social services,
- Male dominated resource right and decision making power.

The magnitude of women’s poverty situation in the project area is reported to be high, and it is manifested through a number of socio economic situations including lack of transport services and facilities. With the construction of the project road, it is expected that the poverty and socio economic situation of women will show improvement and progress.

**Gender Division of Labor:** In the project road corridor, women play significant role both in productive and reproductive roles. They have more responsibility and workload compared to men. The different roles and responsibilities assumed by women and men in the project road corridor imply that they have differing transport needs and requirements. Women play very important role...
in travel and transport. The demand for travel and transport by women either for household or community activities is very high.

Women are also responsible to carry out significant transport activities that are related to reproductive and productive activities. In Ethiopia, different studies have indicated that women work daily between 13-17 hours. In rural Ethiopia, women’s daily activities are also related to transport, fetching water, collecting fire wood, taking care of small ruminants, travel to markets, and social service giving institutions, and etc.

In the project road corridor, women's transport needs are mainly related to:

- Travel for domestic activities (to collect fire wood, travel to water points, travel to grinding mills, etc.)
- Travel for economic activities (it includes, travel to markets, travel in search of work in remote small urban centers, travel to farm fields, etc.)
- Travel to social service facilities (it includes, travel to school, health facilities and traditional healers, women associations meetings, etc.)
- Travel for social and communal activities (this is travel to places of worship, to funerals, visiting the sick, visiting of families and friends, etc.)

A gender analysis study made in Abecho kebele of Kulu woreda, April 2007 showed that women have a significant share in both reproductive and productive activities. The analysis made on 27 activities of domestic work, the result showed that among the total activates listed only 32% are shared by men. Regarding the reproductive roles (feeding, caring and nurturing children as well looking after the family well-being), is mainly the responsibility of women.

Besides their role in reproduction, women’s share of productive activities and burdens of household chores are bulky as is the case in most societies. Agriculture (crop production and Livestock rearing) is the major productive activity across the entire project area. Men’s work is supposed to be agricultural activities, house construction, protecting community against attacks by wild animals, shepherding, and trading. This is mainly true for the Amhara Region, however, in Afar region, all these activities are the responsibilities of the women. A female discussant in Ada’ar Woreda has confirmed the same.

The above gender survey result reveals that in the absence of well-developed social services and infrastructures women’s workload is much worse than places that have improved social service facilities. Women travel long distances to fetch water for household consumption, use traditional stone grinding mills which are highly tiresome and time consuming. Poor road and transport network cause women to travel long distance to market places carrying commodities weighing 25-50 Kg. In general, the gender division of labor in the project corridor is defined in favor of men and has subjected women to bear too much responsibility in the society without being recognized and appreciated.

The construction of the project road is expected to provide socio economic support to women in both the productive and reproductive activities by improving their situation.

- Productive activities: The construction of the project road is expected to provide and introduce women with labour and time saving tools and equipment, and at the same time improve their productive capacity. This could be realized with availability of improved road and communication services.
• Reproductive activities: It would also provide women to have enough time to look and take care for their children and other household members.

Control and access to resources: Women have limited access and control over resources. It is said that women have less stake in pastoral economy. Men in Afar society control and manage economic activities, women do not have the power to control. It is reported that even if a woman works hard and gets something the man will be the owner. Women are not by any means entitled for land ownership. Women also have restrictions on livestock ownership. Livestock ownership is left under the domain of men.

In the same study made in Kalu woreda, among 21 types of services such as loan, school, health, water, mill, Bank, and telephone, etc, the share of female was only 33%. Surprisingly enough, the overall analysis revealed that women take 67.7% of labor division, while they share 25.23% of control over resources, and 22.27% access on major services. As this can be taken as example for the woredas traversed in Amhara Region, the situation of women in the woredas of Afar can be estimated to be much worse.

Women make significant contributions in the areas of economic and social development of a country. On the other hand, the contribution of women to the regions’ economy and social development is not recognized as such, mainly because the economy and political power is controlled and dominated by men. Women do not receive equal opportunity in education, employment and in other social development activities.

Gender Roles and Relations: Men and women have different roles and responsibilities in the project road corridor and its influence zone. In the project area and particularly in Afar community, men traditionally have more socially recognized power and authority in decision-making and on the control and access over resources. Among the Afar community, women have no access and control over resources and in decision making either at household or community level, however, Ethiopia’s Constitution gives equal right to women in the ownership of productive resources, such as land.
4. POTENTIAL IMPACTS ON SOCIO- ECONOMIC ENVIRONMENT

As it is the case for most other road construction projects, the envisaged road project will entail displacement of considerable number of households from their current dwellings and loss of farmland and trees. The extent of disruption and damage to the socio economic and cultural resource base is minimal in the project road. The planning and design of the project road should consider the potential socio economic impacts and issues to avoid and/or minimize the damages to be caused. It is, therefore, important to identify the socio-economic components that are likely to be affected by the project. This would assist to propose appropriate remedial measures in advance for those factors that may have adverse impacts, and for their timely inclusion in the design of the project.

4.1 Impacts on Housing Structures and Fencing

Along the project road corridor and within the right of way there are housing units both in the urban and rural sections of the project road corridor that will be affected by the road construction works. A total of 962 housing units having different sizes and used for different purposes, such as, Residence, Business, Both business and residence, and also as office. In addition to the housing units, 284 fences will be affected due to the widening of the project road.

The project road will involve displacement of 962 households (936 households and 23 Government & Religious institutions) from their residences, businesses and office buildings. Similarly, 284 PAPs (256 individual PAPs and 28 Government institutions) will lose fences of their houses or offices that are constructed with different materials.

The woredas have identified relocation sites. In Kombolcha town, there are three identified relocation sites, in three kebeles, namely, Kebele 4, kebele 02 and in Kebele 05.

Regarding, those tenants in kebele houses agreement is made with the woredas in the minutes of meeting. The minutes of meeting states that houses that are under the ownership of kebele administrations and rented to PAPs if demolished due to the widening of the ROW, the kebele will be responsible to reconstruct similar type of houses with the compensation payment it receives, and transfer it in rent for the PAPs who have been renting prior to its demolition.

The above paragraph is clearly stated in the attached Amharic minutes. However, it has been missed out during translation. It is now added in the RAP in section 7.3 under summary of meetings.

Kombolcha town has also written a separate letter agreeing to provide rent for those losing houses rented either from Government or kebele. (The letter is attached). This also included under section 8.8 in the RAP.

The impact on housing units will occur almost in all the towns sections and in one rural village located along the project road. The impact on housing structures will be more in Kombolcha, Degan, Gerba and Bati towns.

The proposed measures to minimize the impact include; that if households are to be displaced due to the construction of the project road works, appropriate compensation and rehabilitation measures should be provided for their lost assets and incomes as stipulated in the FDRE Constitution and Proclamations on the expropriation of land, ERA’s Resettlement Policy Framework (RPF) and World Bank’s regulations.

4.2 Impact on Land Acquisition
The land taking by the project road is mainly related to alignment improvement, widening of the road width, construction of detours and access roads to material sources, exploitation of borrow sites and quarries. The land taking for the above construction related activities is expected to result in loss of farm lands, perennial and annual crops, and plantation or naturally growing trees or other vegetation cover.

The land requirement for the road construction works may entail permanent and temporary loss of farmlands located in the project road corridor due to the widening of the Right of Way. However, the project road may not require relocation of farmers since it will only take strips of farm land and which is also less than 10% of their holding size and asset. It will also affect small section of irrigation canal; various types of perennial crops and different types of timber trees, such as eucalyptus trees and other types of timber trees grown along its route.

Impacts on land use and the associated social effects can be minimized through:

- Selection of the road upgrading option that will involve less land requirement for realignments and widening of the road width. Adopting a 30m ROW width,
- Limiting land taking and earthmoving activities to the area absolutely necessary for the road works;
- Applying half-way construction method particularly for sections passing through sensitive areas like agricultural lands, dense plantation trees, settlement areas in order to reduce the impacts related to construction and use of detour roads;
- Avoiding side-tipping of excavated materials onto adjacent agricultural lands, grazing lands or on areas having vegetation/trees cover;
- Avoiding designing and construction of culverts and side-drains in such a way that they would release runoff or flood water onto agricultural lands;
- Restoration of areas affected due to temporary activities like detours and access roads to material sources and site facilities to productive state by removal of existing pavement materials, loosening of compacted soils and spreading of the topsoil preserved for this purpose;
- Payment of adequate compensation for loss of farmlands and buildings, income sources according to the FDRE Proclamation No. 455/2005 and council of Ministers Regulation No. 135/2007, which deals with compensation issues for expropriation of landholdings for public projects.
- Affected persons shall be compensated for lost assets as per this RAP.

4.3 Impact on Vulnerable and Disadvantaged Groups

The construction of the project road causes impact on vulnerable and disadvantaged groups, such as, Female headed households, the very poor, children below 18 years of age, disabled persons, the elderly and HIV/AIDS positive individuals. These vulnerable and disadvantaged groups could be among the Project Affected Population. If there are vulnerable and disadvantaged groups among the list of PAPS, their impact will be more and increased during the road construction works. It
also brings more difficulties if the vulnerable and disadvantaged groups are going to lose their income sources, assets, and land and housing structures.

Vulnerable and disadvantaged groups require special support and attention because of their cultural and socio-economic positions. Among the vulnerable disadvantaged groups, the FHH who are mostly single mothers and widows make their living from small businesses and the support they receive from family members and social networks. This puts FHH in a position where they face difficulties in earning their income and manage their life.

The impacts on vulnerable and disadvantaged groups can be minimized and mitigated by adopting the following measures.

- If the vulnerable and disadvantaged groups are affected due to the project road construction works, they require close consultation and careful data collection during relocation/or resettlement planning. For example, households with very small incomes may lose their viability after land acquisition and require full income restoration, whereas a household with medium to large land holdings may require compensation only. In such cases a special fund will be established to help the very poor.

- PAPs who are HIV positive and elderly persons if relocated will be provided with special support and care because of the nature of their illness, age and physical weaknesses they may be facing.

- Even though it may be difficult to quantify the support provided to vulnerable groups in monetary terms, these supports are to be considered as one form of “social support and care”.

- At the time of implementing the resettlement action plan and compensation payment, special attention and support will be given to female headed households. The support will be made in rebuilding their houses, transferring and transporting their household items and materials to the newly constructed residential houses or for those houses used for business purpose.

- FHH will be given special attention and support for the same benefits as their male counterparts. The special support to FHH is because they lack resources, educational qualifications, skills, or work experience compared to men.

### 4.4 Spread of Malaria Infection

One of the potential health impacts is the spread of malaria among construction workers. Malaria is among the top ten diseases in the direct zone of influence, and is also one of the major causes of mortality it poses health risk to the construction workers and local communities. It mainly spreads during the peak agricultural season, between the months of June to September making negative impact on the construction workforce and also on the local agricultural production by attacking the labour force.

According to data obtained from respective Woreda Health offices malaria stands from 1st to 3rd among ten top diseases prevailing currently in four Woredas in general and the project road
corridor in particular. This shows that project area is highly susceptible to spread of malaria and other low land area diseases.

Since the area is attitudinally lies between 500 asl – 1800, makes it malaria infested area. Therefore, stagnant water concentrated in quarry sites, borrow sites and drainage ditches) that will be created associated with the implementation of the project may intensify the problem unless early mitigation measures are adopted before commencement of the construction activity.

The proposed mitigation measures are;

- Filling up quarry sites and borrow pits immediately after the completion of the construction works. Quarry and borrow pits if not filled up will become breeding places for mosquitoes.
- Awareness creation among construction workers on preventative measures, such as to drain stagnant water.
- Distribution of mosquito nets to construction workers and local communities in the direct zone of influence of the project road corridor in close collaboration with local health facilities

4.5 Spread of STD and HIV/AIDS

As it is well-known road construction and other similar type of construction works are considered to have high potential for the spread of HIV/AIDS and other sexually transmitted diseases. This mainly because of project workers and truck drivers’ high mobility, young age, sexually active, access to quick cash, and forced to live either in hotel rooms or in construction camps.

Since the project road is export-import corridor it is mostly used by large number of heavy trucks, and hence, many truck drivers and their assistants opt to stay overnight in the towns located along the project road. It is also obvious that the presence of large number of truck drivers and transporters attracts commercial sex workers to the area and also could entice young girls from the locality to go into the business. Hence, this will make the project area highly vulnerable and easily exposed to the spread STDs and HIV/AIDS transmitting factors.

In this regard, one of the preventive measures is to create awareness about the spread of STD and HIV/AIDS among construction workers and the local population through education campaigns using various awareness raising methods. This has to be done on the one hand by the contractor, responsible for workers and on the other hand by health institutions, schools, NGOs and other government and community organizations located in the woreda targeting specially women and sex workers. In addition to awareness raising and education, condoms should be provided to construction workers at subsidized rate or for free. To have an effect in the long-term on the issues, schools should include education & information campaigns and/or organize special courses for the students.

Additional mitigation measures include:

- Design awareness creation of projects/programs to address the problem and spread of HIV/AIDS among project workers and local communities
Woreda administrations, Urban and Rural kebele administrations, Woreda health offices, HIV/AIDs Prevention and Control Office, Elders and NGOs operating in the area need to work jointly to create impact and bring major attitudinal and behavioural changes.

### 4.6 Traffic Congestion and Accident Risks

Traffic congestion and accident risks are likely to be issues of major concern since the road works will take place while the road is in operation. The construction works will lead to the partial or complete closure of lanes to vehicular traffic. During construction activities, traffic management could be very difficult and accident risks are potentially high particularly along the sections located in mountainous and escarpment areas and provision of detour roads could be practically very difficult along many of such locations. The situation can be worsened by the high volume of heavy trucks, many of them with trail, using the road. The most vulnerable groups include the project workers on site and road users (like drivers, passengers and pedestrians). In addition, traffic congestion and accident risks are potentially high along the sections running through villages and towns since many of them have limited spaces for provision of detours. Moreover, construction vehicles especially trucks involved in the haulage of construction materials can create high safety risks for roadside communities and animals.

The other important traffic safety issue is related to the Afar pastoralist group seasonal movement with their livestock mainly along the project road to the place known as Borkena Plain/Chafa wetland. This area is a seasonal wetland, which is a prime grazing and watering ground for extremely large livestock population. Borkena Plain is located to the southwest of Kombolcha town along the Addis – Kombolcha – Dessie Road. The livestock movement takes place when there is shortage of feed and water in the dry season in their locality and the livestock might stay in the Borkena wetland until the onset of the rainy season and feed resources regenerate and water availability is ensured.

During the operation phase, the smoothened alignment together with the new pavement will provide a smooth road, which may lead to the tendency of drivers using high speed. It is very likely that higher driving speeds entail to increased number of accidents. Particular areas of concern are towns and villages, and schools located besides the road where pupils/children will be highly exposed to danger. In addition, areas with difficult terrain / mountainous and escarpment areas and areas where livestock frequently move along or across the road are important.

The potential problems of traffic congestion and safety risks should be minimized by a well-designed work program and traffic management plan that may include the following components:
- Provision of necessary information such as speed limits, direction, hazard locations, sensitive sites (e.g. schools, villages, animal crossing paths etc.) by putting appropriate signals and hazard markings;

- Assigning traffic regulators or traffic police to control traffic flows at critical sections or periods where/when traffic safety is a serious issue;

- Awareness creation of operators on the proper use & management of equipment and construction vehicles in traffic safety measures;

- Establish speed limits regulations for construction vehicles and penalize drivers if they violate the rules; and

- Providing appropriate information on the location of risky areas to potentially affected local residents and prohibiting such areas for safety reasons, e.g. borrow pits and quarries, rock blasting sites, and materials storage and processing places.

Parts of Bati Town – densely built and highly congested parts of the town section are used by transient heavy trucks, three wheeler, and horse carts.

A seasonal movement of cattle population to Borkena Plain (west of Kombolcha) in search of feed and...
water – travelling on the project road & passes through the town of Kombolcha
5. POLICY, LEGAL AND ADMINISTRATIVE FRAMEWORK

This section discusses the FDRE policy and legal instruments, and WB policies and guidelines on involuntary resettlement.

5.1 Constitution of Federal Democratic Republic of Ethiopia

The Constitution of FDRE is the highest policy and legal document that presents the basis for all laws and policies in the country. In Ethiopia, land ownership and expropriation is basically a constitutional issue. It is because of this that FDRE constitution is discussed in this RAP.

Land in Ethiopia is a public property & that no individual person has the legal right of ownership, and hence, rural or urban land could not be sold or mortgaged or transferred; citizens have usufruct right only over land. A usufruct right gives the user of the land the right to use and the right to benefit from the fruits of her/his labor which may be crops, trees, etc. found on the land or any permanent works such as buildings etc. According to the Constitution of Federal Democratic Republic of Ethiopia (FDRE) Article 40.3, land is a public property that no individual person has the legal right of ownership. There is no private ownership of land in Ethiopia, as per FDRE constitution Article 40 (the Right to property) No.2, “Land is a common property of the Ethiopian Nations, Nationalities and Peoples of Ethiopia and shall not be subject to sale or to other means of exchange”.

The Constitution Federal Democratic Republic of Ethiopia clearly states that the Government has the right to expropriate private property for public use subject to payment in advance of compensation commensurate to the value of the property. The FDRE Constitution (Article 40, No. 8) states that the Government has the right to expropriate private property for public purposes by providing the appropriate compensation.

FDRE Constitution lays down the basis for the property to be compensated in case of expropriation as a result of State programs or projects in both rural and urban areas. Persons who have lost their land as a result of acquisition of such land for the purpose of public projects are entitled to be compensated to a similar land plus the related costs arising from relocation; assets such as buildings, crops or fruit trees that are part of the land etc.

Hence, Article 40 No.7 FDRE Constitution states the right of citizens to develop the land and to have immovable property and make permanent improvements. “Every Ethiopian shall have the full right to the immovable property he builds and to the permanent improvements he brings about on the land by his labour or capital. This right shall include the right to alienate, to bequeath, and, where the right use expires, to remove his property, transfer his title, or claim compensation for it. Particulars shall be determined by law”.

Article 40, No. 8 of the Constitution, states that if the land that is used by an individual is expropriated for public use, the person is entitled for compensation; “… the Government has the right to expropriate private property for public purposes subject to payment in advance of compensation commensurate to the value of property”.

Regarding displacement of the public due to development projects, the FDRE Constitution of Article 44 (Environmental Rights) No.2 states that:
“All persons who have been displaced or whose livelihoods have been adversely affected as a result of state programs have the right to commensurate monetary or alternative means of compensation, including relocation with adequate state assistance”.

5.2 FDRE Legislation on Expropriation of Land Holdings

The Government of FDRE has issued legislation in July 2005 for the expropriation of landholdings, which is known as “Expropriation of Land Holdings for Public Purposes and Payment of Compensation (Proclamation No. 455/2005).” The objectives of the proclamation are to minimize and mitigate the impacts due to the expropriation of landholdings for public purposes.

The proclamation clarifies and defines who has the power to expropriate landholdings either in urban or rural sections of the country. As per the proclamation, the power of expropriation of landholdings mainly rests on Woreda or urban administration authorities. Article 3 No.1 of the proclamation states that: “A Woreda or an urban administration shall, upon payment in advance of compensation in accordance with this proclamation, have the power to expropriate rural or urban landholdings for public purpose where it believes that it should be used for a better development project to be carried out by public entities, private investors, cooperative societies or other organs, or where such expropriation has been decided by the appropriate higher regional or federal government organ for the same purpose.”

A land holder whose land has been expropriated for public use by the concerned government authorities is entitled for compensation for his property situated on the land and for the permanent improvements he made on the land.

The amount compensation to be paid for the property situated on the expropriated land will be determined or calculated on the basis of full replacement cost. For houses in urban areas, the amount of compensation will not be less than the current market value of construction.

Woreda or urban administration once received details on land acquisition for the construction works from ERA has to notify in writing to the entity (which is either an individual or an organization) to be expropriated indicating the time not less than 90 days when the land has to be vacated and the amount of compensation to be paid. The PAPs once notified will be immediately compensated for lost assets and properties prior to their relocation or vacating the land.

A rural land holder, where his land does not have any crop or other property on the expropriated land should hand over within 30 days.

The proclamation also clarifies how utility lines that are owned and provided by Federal or Regional government offices, or by a public enterprise should be treated and compensated. Utility lines could only be removed from expropriated land by payment of compensation. The project owner has the responsibility to inform the utility provider in writing by indicating the exact location of the lines that will be removed.

The utility provider is responsible in determining the amount compensation which is required for replacing the lines within 30 days of notice; and the body which requested the removal of utility line has also to pay compensation within 30 days from the date of the receipt of the valuation.
Any expropriated property; in addition to the amount of compensation payment it will also receive a provision for cost of removal, transportation and erection.

Concerning displacement compensation for rural land holdings; A rural landholder whose land holding has been permanently expropriated shall, also be paid displacement compensation equivalent to ten times the average annual income he secured during the five years preceding the expropriation of the land (Part 3, article 8).

The above proclamation also states that the valuation of property shall be determined on the basis of valuation formula to be adopted at national level by the Ministry of Federal Affairs. However, until such time valuation of properties will be carried out by property valuation committees to be established both in rural and urban areas as stated in article 10 of the proclamation.

5.3 FDRE Council of Ministers Regulation No. 135/2007

FDRE Council of ministers issued a regulation on July 2007, regarding the payment of compensation for property situated on land holdings expropriated for public purposes. The regulation provides the basis for compensation of affected properties and to assist the displaced or affected persons to restore their livelihood.

The regulation sets the methods for the assessment of compensation, provision of land for land replacement and payment of displacement compensation.

The methodology followed by the regulation for the assessment of compensation establishes the basis and formula for compensation that will be made for the different types of assets and categorizes into ten parts.

a. Compensation for buildings
b. Compensation for fences
c. Compensation for crops
d. Compensation for perennial crops
e. Compensation for trees
f. Compensation for protected Grass
g. Compensation for permanent improvement on rural land
h. Compensation for relocated property
i. Compensation to mining license
j. Compensation to burial ground

The regulation recognizes that land replacement should be made for urban and rural lands. In rural areas if land replacement is not possible for permanently affected land, PAPs will be compensated for the affected perennial crops ten times of the annual production. For temporary impact the amount of compensation will be calculated by the number of years the land is occupied by the project.
5.4 Ethiopian Roads Authority

The Ethiopian Roads Authority (ERA) is an autonomous Federal Government office and is accountable to the Ministry of Transport. It is re-established recently for the second time by the council of Minister’s regulation No. 247/2011. ERA is managed by a Board whose members are assigned by the Government and its day to day management is carried out by a Director General assigned by the Government.

The objectives for its reestablishment are to develop and administer roads, create conducive conditions for the coordinated development of road networks; and ensure the maintenance of standards in road construction.

The construction of roads requires land acquisition and expropriation for the ROW, Access road construction, Campsites, Quarry sites; borrow pit and other similar activities. According to the reestablishment of proclamation of ERA; it is responsible for the preparation of RAP for road projects and to initiate land acquisition and expropriation. As stated in its powers and duties ERA is responsible for the following activities that are directly related to land acquisition and many others.

- Prepare or cause the preparation of designs and feasibility, environmental and other related studies required for road works;
- determining the extent of land required for its activities in the adjacency of roads;
- cause the use of, free of charge, land and quarry substances required for the purpose of road works, camp, offices, storage of equipment and other related services;
- acquire land required for road works by paying compensation for land possessors and property owners in accordance with the law;
- Take necessary measures to protect the environment whenever road works are undertaken.

Following its reestablishment, ERA has now become a regulatory body which has a number of regional offices. Its previous, organizational setup is restructured and the own force account has become an independent public enterprise agency.

5.5 ERA’s Resettlement/Rehabilitation Policy Framework

ERA prepared Resettlement/Rehabilitation Policy Framework (RPF) in February 2002 and revised it in December 2006. The RPF contains various elements that ERA should be following regarding compensation procedures and related issues.

The RPF clarifies the principles of reinforcement measures for the positive social impacts and mitigation measures for addressing negative social impacts induced by road projects. The Policy Framework stresses that Project Affected Persons (PAPs) should be consulted and compensated in relation to resettlement / relocation, and for loss of assets and properties that are affected due to the construction of road projects.

5.6 World Bank Policy on Involuntary Resettlement

The World Bank (WB) has set a policy and procedures on involuntary resettlement (OP/BP 4.12). The policy addresses the need for the treatment of project impacts, which cannot be avoided. The policy also sets eligibility criteria, resettlement instruments and monitoring, and other provisions.
The objectives of the WB policy include;

- Involuntary resettlement should be avoided where feasible, or minimized, exploring all viable alternative project designs.

- Where it is not feasible to avoid resettlement, resettlement activities should be conceived and executed as sustainable development programmes, providing sufficient investment resources to enable persons displaced by the project to share in project benefits. Displaced should be meaningfully consulted and should have opportunities to participate in planning and implementing resettlement programmes.

- Displaced persons should be assisted in their efforts to improve their livelihoods and standards of living or at least to restore them, in real terms, to pre displacement levels or to levels prevailing prior to the beginning of project implementation, whichever is higher.

5.7 Gaps between Ethiopian Legislation and WB Policies

The preparation and content of this RAP is within Ethiopia’s existing legal and administrative framework and that of the World Bank’s policy on involuntary resettlement. The Ethiopian law and regulations and requirements for resettlement and rehabilitation are not fully compatible and it has some difference with that of WB.

Table 10 Gaps between Ethiopian Law & WB Policy

<table>
<thead>
<tr>
<th>Section</th>
<th>Ethiopian Law</th>
<th>World Bank Policy</th>
</tr>
</thead>
<tbody>
<tr>
<td>Squatters &amp; illegal settlers</td>
<td>The Ethiopian law does not accommodate squatters and illegal settlers.</td>
<td>OP 4.12 states that squatters have equal rights for land entitlement and compensation</td>
</tr>
<tr>
<td>Assistance to tenants</td>
<td>The law does not provide any assistance for those tenants renting houses either from individuals or government. It only mentions provision of rehabilitation support to the extent possible. It does not specify what this rehabilitation support will be and how it will be provided.</td>
<td>WB policy states that tenants should be provided with rent and related supports and with income restoration measures.</td>
</tr>
<tr>
<td>Grievance redress</td>
<td>Fails to recognise that PAPs should have a voice by electing their representatives to the arbitral tribunal or being represented in the other committees.</td>
<td>WB policy recognizes that PAPs should be represented and that their grievances addressed.</td>
</tr>
<tr>
<td>Compensation payment and relocation</td>
<td>The Ethiopian law also does not make clear provisions for relocation related costs and it also does not mention about provision of social infrastructures and facilities for resettled/relocated persons in their new location.</td>
<td>PAPs should be given a number of supports including socio economic support, infrastructural and livelihood restoration measures.</td>
</tr>
<tr>
<td>Locational Advantage</td>
<td>Ethiopia’s law fails to consider the locational advantage that both business and residential houses will have on compensation estimate.</td>
<td>Compensation payment should consider all the benefits PAPs will lose by being relocated and that compensation estimates are made on the basis of replacement cost and also consider market values in relation to the locational advantage of the lost property and asset.</td>
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<tr>
<td>Involvement of NGOs and CBOs</td>
<td>The Ethiopian law also does not clearly show how NGOs, CBOs and Faith based organization can participate and contribute.</td>
<td>Cy clearly states the involvement of non state actors such as NGOs and CBOs in monitoring and providing socio economic support to displaced populations.</td>
</tr>
<tr>
<td>Public Consultation</td>
<td>Proclamation 455/2005 does not clarify or specify how and why public consultation should be carried out.</td>
<td>Bank policy states and gives high importance to public consultations and considers their views and opinion to influence the implementation of the project</td>
</tr>
<tr>
<td>Support to vulnerable groups</td>
<td>Does not have any provision to assist Vulnerable and disadvantaged groups.</td>
<td>Bank policy gives high importance that vulnerable groups should be given fair treatment and also receive support in training and rehabilitation measures.</td>
</tr>
</tbody>
</table>

In case of conflicts or gaps between the Federal Democratic Republic of Ethiopia (FDRE) law and World Bank Policies, WB policies will prevail as the final and this RAP will be an international credit agreement between the Government of Ethiopia and WB.
6. ORGANIZATIONAL AND INSTITUTIONAL RESPONSIBILITY

The Ethiopian Roads Authority (ERA) is responsible for initiating the preparation of this RAP document, execution of the compensation payment as per the Federal Government Proclamation 455/2005 and Council of Ministers Regulation No. 351/2007; and ERA’s Resettlement/Rehabilitation Policy Framework (RPF). In ERA, the Environmental Monitoring and Safety Branch (ESMT) and the Right of Way (ROW) Branch are directly responsible for the review, monitoring and implementation of Resettlement Action Plans. E&SM is also responsible and is in charge for the identification of adverse environmental and social impacts and for monitoring the implementation of its mitigation measures.

At Woreda level; the Woreda Administration Offices, Woreda Agriculture and Rural Development Offices, Municipalities of those towns located along the project road and Kebele administrations (Rural and Urban); and Clan and Religious leaders will play very important role in the implementation of the RAP.

The Government organizations listed above will also establish Resettlement / implementing/ Committees and Valuation committee with clear mandate and authority to be able to ensure proper valuation and assessment of affected assets and properties and effect timely compensation payment to the PAPs. Both committees will report directly to the Woreda Administrator or Mayor of a city in urban areas.

The task and responsibility of the Resettlement / implementing committee and that of the Valuation committee is challenging and demands extra effort and more time.

The valuation committee will be composed of a number of professionals selected from woreda sector offices. For the valuation of rural land and affected assets the valuation committee will be composed of experienced professionals and experts, such as, Agronomist, Natural resource person, Forester and Animal husbandry expert. For urban land and houses, it will be composed of Urban or Town planner, Engineer, and surveyors and also other professionals depending on the requirement. The involvement of the different experts will assist in establishing unit rates and to appropriately conduct the valuation of the affected assets and properties.

The previous cut off date which was from July 27, 2010 - August 8, 2010 has now been revised in this final RAP to October 21, 2011. Hence, following the registration and recording of affected properties, PAPs are informed not to carry out any construction activities after the cut off date inside the ROW and this has also been communicated to all concerned Government authorities not to allow any new construction within the designated area of the ROW.

ERA has prepared its Resettlement/Rehabilitation Policy Framework (RFP) in 2002 and revised in 2007 with the objective of clarifying the principles of mitigation measures in the process of addressing adverse social impacts, such as resettlement and relocation induced by road projects.

ERA’s Resettlement/Rehabilitation Policy Framework is valid for road projects implemented under its Road Sector Development Programme (RSDP). The RFP ensures that Project Affected Persons (PAP) will not be impoverished due the adverse social impacts induced by road projects and that PAPs should be compensated for loss of assets at replacement cost and be assisted in case of relocation or resettlement. Any measure to be taken also will be carried out by consulting the PAPs.
This RAP builds on ERA’s Resettlement/Rehabilitation Policy Framework and World Bank’s policy on involuntary resettlement (OP/BP 4.12). The WB policy on involuntary resettlement addresses the need for the treatment of project impacts, which cannot be avoided. The policy objectives are either to avoid or minimize involuntary resettlement; if carried out to execute as sustainable development programme and to provide assistance to displaced persons so that they could be able to restore or improve their livelihood. The policy also sets eligibility criteria, resettlement instruments and monitoring, and other provisions.

The preparation and content of this RAP is within Ethiopia’s existing legal and administrative framework and World Bank’s policy on involuntary resettlement (OP4.12). In case of conflicts or gaps between the Federal Democratic Republic of Ethiopia (FDRE) law and that of the WB Policy, the Bank policy will prevail as the final and this RAP will be an international credit agreement between the Government of Ethiopia and WB.

6.1 Organizations at Federal Government Level

Organizations that operate at the Federal Government level and have some role to play in the planning and implementation of the project include the Ministry of Transport & Communication, the Ministry of Finance and Economic Development (MoFED) and Ethiopian Roads Authority (ERA), which the implementing agency. The Ministry of Transport & Communication and Ministry of Finance and Economic Development provide the overall policy guidelines and coordination at Ministerial level and also provide adequate governance and management; and budget release for timely operation.

ERA, which is the client of the project, has extensive experience in the preparation and implementation for a number of RAPs that were prepared for road projects. In ERA, the Environmental & Social Management Team is responsible for the monitoring & evaluation of for the implementation of RAP under road projects.

The following table shows the different organizations operating at Federal level that will have the role and responsibility in the planning & implementation of the upgrading of the Kombolcha-Bati –Mille road project.

Table 11: List of institutions/stakeholders at Federal Government level that will have role during Planning & implementation of the RAP

<table>
<thead>
<tr>
<th>No</th>
<th>Organizations Responsible</th>
<th>Responsibility</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Ministry of Transport &amp; Communication</td>
<td>Provide overall policy guidelines and coordination at Ministerial level and also provide adequate governance and management</td>
</tr>
<tr>
<td>2</td>
<td>Ministry of Finance and Economic Development</td>
<td>Approval and signing of credit with World Bank. Release and approval of fund for compensation</td>
</tr>
<tr>
<td>3</td>
<td>Ministry of Federal Affairs</td>
<td>Follow up &amp; ensure that the provisions are provided to PAPs as per the proclamation 455/2005 Prepare national valuation formula for the determination of compensation</td>
</tr>
<tr>
<td>4</td>
<td>Ethiopian Roads Authority</td>
<td>Overall Management and Budget Allocation for the project implementation; Coordinate with Federal and Regional Authorities in the planning and implementation of the project</td>
</tr>
</tbody>
</table>
6.2 Regional Government Level

According to the Constitution of FDRE, Regional States have the duties and responsibilities for planning, directing and developing social and economic programs, as well as the administration, development and protection of resources of their respective regions. This is also true for woreda (or district) administrations. Each woreda administration is governed by its own elected council. The woreda council is more or less similar to that of the Federal & Regional Parliament in its structure; and appoints the executive committee which is responsible to run the day today activities of the woreda.

At Regional level, it is the Woreda administration offices that are located along the project road corridor that will have a major role and responsibility in the planning & implementation of the resettlement activities in their respective localities. The woreda administration will be the main contact and is also responsible to facilitate the relocation of PAPs and work closely with ERA’s Northern Region Directorate.

Table 12 List of organizations Responsible for this RAP at Regional Government Level

<table>
<thead>
<tr>
<th>No</th>
<th>Organizations involved</th>
<th>Responsibility</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Amhara &amp; Afar Regional Governments</td>
<td>Facilitate the construction of the road by informing the zonal and Woreda authorities to provide the necessary support and cooperation for its smooth implementation</td>
</tr>
<tr>
<td>2</td>
<td>Amhara &amp; Afar Regional EPA</td>
<td>Monitor that appropriate mitigation measures are adopted concerning the adverse environmental and social impacts created by the construction works.</td>
</tr>
<tr>
<td>3</td>
<td>Woreda Administration Offices</td>
<td>Establish Resettlement and Implementation Committee and the Property valuation committees; Coordinate the Valuation process and facilitate compensation for PAP,</td>
</tr>
<tr>
<td>No</td>
<td>Organizations involved</td>
<td>Responsibility</td>
</tr>
<tr>
<td>----</td>
<td>-----------------------------------------</td>
<td>--------------------------------------------------------------------------------</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Facilitate land for land compensation, facilitate the relocation sites and the restoration of services, and maintain data of properties removed from expropriated land.</td>
</tr>
<tr>
<td>5</td>
<td>Municipalities</td>
<td>Identify land for the relocation of PAP and provide support in restoration; and provide special attention and support for vulnerable groups, maintain data of properties removed from expropriated land</td>
</tr>
<tr>
<td>6</td>
<td>Woreda Agriculture and Rural Development Offices</td>
<td>Coordination and support of PAPs and provide agricultural data and cost estimates for crops</td>
</tr>
<tr>
<td>7</td>
<td>Kebele Administrations</td>
<td>Provide advice on the fairness in relocation process and valuation of compensation and coordinate on the support to be made for vulnerable groups</td>
</tr>
</tbody>
</table>

6.3 Representatives of PAPs and NGOs

In addition to Government institutions, Representatives of PAPs and Local NGOs operating at woreda level will have important role to play in the planning and implementation of the project.

Representatives of PAP: PAPs will elect their representatives who will represent them in meetings and discussions to be held with the woreda administration, valuation committee, and resettlement/implementation committee and in the Grievance redress committees.

Local NGOs: Local NGOs operating in the project area or in the woreda will have the responsibility to monitor the planning & implementation of RAP. However, there are not any local NGOs that operate in the project area and have specific experience and knowledge about RAP.

6.4 Coordination between different Agencies and Jurisdiction

ERA in consultation with the Ministry of Transport (MoT), and Ministry of Finance and Economic Development (MoFED) shall carry out the coordination work among the different actors at Federal level; and the jurisdiction between the different donor agencies shall be mainly the responsibility of MoFED & MoT.

ERA’s Northern Region Directorate will have a major role in the coordination of the project planning, procurement and implementation. ERA’s Northern Region Directorate will be responsible for the implementation and supervision of this RAP.

The Northern Regional Directorate, through its ROW Agent will also facilitate the establishment of the various committees that are responsible for the implementation of this RAP. The ROW Agent in collaboration with the Woreda administration office will establish the following committees;

- Resettlement / Implementation Committee,
- Property valuation committee, and
- Grievances redress committee.
6.5 Resettlement / Implementation Committee

Woreda level resettlement / implementation Committee will be established with the responsibility of planning, coordinating and monitoring of compensation payments and relocation activities. The woreda committee also will be responsible to establish similar committees at town and kebele / village level.

The woreda level resettlement/implementation committee will have the mandate, authority to ensure the proper implementation this RAP, assess the timely payment of compensation to the PAPs and other support mechanisms. The committee will report directly to the Woreda Administration offices and to ERA and Supervision Consultant.

Detail Terms of Reference (TOR) and guidelines will be drawn for the committee by ERA’s Environmental & Social Management Team (ESMT). ERA’s Northern Region Directorate may need to employ a team of experienced Sociologists & Environmentalists who will be responsible to monitor and evaluate the implementation of this RAP.

The task and responsibility of the resettlement/implementation committee is challenging, demands dedication and extra effort. The committee will be provided with necessary materials and equipment and also be paid allowance to carry out its tasks.

**Duties and Responsibilities of the Committee**

- Coordinating and supervising valuation committee, compensation payment, relocation activities
- Prepare guidelines for valuation committees,
- Ensure that appropriate compensation procedures are adopted and followed
- Oversee Project’s requirements related to the social environment
- Establish kebele level resettlement / implementation committees
- Clarifying policies and operational guidelines about compensation
- Reallocate land to permanently affected households
- Monitor the disbursement of funds
- Guide and monitor the implementation of relocation
- Coordinate activities between the various organizations involved in relocation
- Facilitate conflict resolution and addressing grievances
- Provide support and assistance to vulnerable groups

The composition of membership for the Resettlement / Implementation committee varies in Rural & Urban areas. The following table presents the list of proposed members of resettlement committees for rural and urban areas.

**Resettlement Committees members in Rural Areas**

1) Woreda Administrator – Chairperson
2) Woreda Agriculture & Rural Development Office Head
3) Woreda Capacity Building Office
4) Representative of ERA (ROW Agent)
5) Representtaives of PAPs
Resettlement Action Plan (Final)  
Kombolcha - Bati - Mille Road Project 
Review of Feasibility and EIA Study, and Detailed Engineering Design and Tender Document Preparation

**Resettlement Committees members in Urban Areas**

1) Mayor of the town –Chairperson  
2) Town Engineer/Surveyor  
3) Communication &Mobilization Officer  
4) Representative of ERA  
5) Representative PAPs

**6.6 Property Valuation Committee**

Property Valuation committees will be established at each of the woredas crossed by the road project. Once established, valuation committees will review the list of PAPs, registration of assets and properties; and shall establish unit rates, taking into account, Proclamation 455/2005 and councils of Ministers regulation 135/2007.

A number of different professionals such as, agriculture experts and surveyors will be involved in establishing the unit rates, measuring the size of affected land and properties for compensation purpose. The involvement of the different experts will assist and speed up in the day-to-day task in the valuation of the affected assets, by establishing unit rates on the basis of set standards and analysing the local conditions. In some instance, if the affected property requires a very specialized knowledge a separate committee of experts will be establish to conduct the valuation. The table below represents the proposed members of valuation committees in Rural & Urban areas.

**Property Valuation committee in Rural Areas:** The property and valuation committee established in the rural areas as per FDRE proclamation should not exceed 5 members. In this RAP, the following members are proposed in line with FDRE proclamation.

1) Woreda Agriculture & Rural Development Office Head - Chairperson  
2) Natural resource Expert/Forester  
3) Crop Expert /Agronomist/  
4) Representatives of PAPs  
5) Representative of ERA (ROW Agent)

**Property Valuation committee in Urban Areas:** The property and valuation committee established in the town section/urban areas include the following members:

1) Mayor of the town- Chair Person  
2) Town Engineer/Surveyor  
3) PAPs representative  
4) Representative of ERA (ROW Agent)  
5) Kebele representative

The property valuation committee will have the following major duties and Responsibilities.

- Establish standards for unit rates of affected assets and properties  
- Revalidate inventories of PAPs and affected assets  
- Establish valuation ahead of time effect the compensation payment resettlement/ relocation activities.
6.7 Grievance redress Committee

The grievance redress committee will have five members composed from woreda Government offices and representatives of PAPs. The representation of PAPs in the committee gives the PAPs the opportunity to observe the fairness of the system and to ensure that the grievances of PAPs are addressed properly and accordingly.

Organizationally, the grievances redress committee reports to the Resettlement / Implementation committee. The following list presents members of the committee both for the rural and urban areas.

**Members of the Grievance committee**
1) Woreda Administrator
2) Head of Woreda Justice Office
3) Head of the Woreda Complaint Office
4) Representative of PAPs
5) Representative of PAPs

The duties and responsibilities of the Grievance redress committee includes;
- To assist PAPs in providing appropriate response to their complaints by referring to the legal procedures
- To communicate with property valuation committee and the project office on issues related compensation payment and valuation of properties and assets
- To ensure that the procedures followed by the property valuation committee are done according to the government regulations and guidelines.

The procedures to be followed and adopted by the grievance redress (or arbitralional tribunal members) should be;
- Transparent and simple to understand (or uniform) process for registering complaints
- Provide PAPs with free access to the procedures
- The procedure should be able to be activated rapidly or a time bound system of adjudication
- The response time between activating the procedure and reaching a resolution should be as short as possible
- Monitoring system that will inform project management about the frequency and nature of grievances
7. COMMUNITY PARTICIPATION AND PUBLIC CONSULTATION

Public consultation and field level investigation was carried out in all of the major urban centres and in those villages located along the project road. Public consultations were carried out with the objective of identifying the potential social impacts (positive and negative); and on the implementation of the proposed mitigation measures for the negative impacts and on measures of reinforcement for the positive impacts; to inform the public on the potential impacts and seek the participation and contribution of the public during the construction of the project road.

The primary purpose of public consultation is to protect the interest of affected persons/communities, especially the poor and vulnerable groups. It also gives opportunity for the affected people to influence the project to reduce adverse impacts, maximize additional benefits, and ensure that they receive appropriate compensation. Public consultation was carried out through formal meetings & public gatherings, focused group discussions, meeting with women groups, meeting with teachers and health professionals, and also through informal meetings held with different sections of the community.

A number of public consultations were held with PAPs, kebele authorities, elders and women representatives, and sector office heads in each of the woreda towns and villages traversed by the project road. In some localities, public consultations were carried out with PAPs, Communities and local authorities more than three times. The first public consultation was carried out during the Environmental and Social Impact Assessment in June 2009; the second one during preparation of RAP in March 2010 and the third consultation was carried out during the revision of the preparation of this final RAP in October 2011.

FDRE Constitution also reaffirms the participation of the public, in policies and projects that affect their livelihood. Article 43 No.2 states that:

“Nationals have the right to participate in national development and, in particular, to be consulted with respect to policies and projects affecting their community”.

Stakeholders’ consultation was also conducted to increase the participation of all the stakeholders, including people residing in the project area, local government officials, Kebele administrations and Woreda experts and professionals from every sector and in almost all locations where the road traverses. Stakeholders’ consultation was held with the objective of influencing the identified stakeholders in each key stage of construction the project road, and that concerns of stakeholders are reflected in the road design and construction works. The consultation was held in every woreda town located in the project area and in almost every rural kebele where the project road traverses.
Both the public and the stakeholders’ consultation were held in all the towns and also in those kebeles (rural and urban) located along the project road. The consultations were conducted with different community groups residing in the project influence area. The consultations were held in the form of meetings and Focus Group Discussions (FGD).

The different groups of public and private organizations, community groups and Project Affected Persons (PAP), and individuals who participated in the public and stakeholders consultations include:

- Woreda Administration and Sector Offices,
- Project Affected Persons,
- Representatives of Women and Youth Associations,
- Elders and informal leaders,
- Kebele Administration representatives (rural and Urban),
- School Teachers, Health Workers and Agricultural Development Agents,
- Shop Keepers & Traders.
7.1 Attitudes of the Local Community towards the Upgrading of the Road

All the consulted stakeholders and participants of the public consultations were highly positive about the upgrading of the project road and accepted it as they clearly expressed their willingness to provide necessary support and to cooperate whenever there is a need. This was largely based on the expectations that upgrading of the road would alleviate their socio economic and transport problems and enhance economic and social development activities.

In the implementation of this RAP, Woreda officials have formally agreed and committed to provide necessary support to project affected persons, establish woreda level Resettlement and Property Valuation Committees, and provide the land for relocated PAPs, land required for establishment of construction camps as well as for quarry and borrow sites. Likewise, Kebele administrations also have committed to provide all necessary support for PAPs, Property valuation committee and also other required supports.

The agendas for consultation and discussions carried out with the public include,

- Nature of potential social impacts of the project road, and its impacts on social, cultural and economic ties and networks during and after construction works; on the loss of productive resources; loss of grazing and forest areas;

- Identification of major social impact issues, such as involuntary resettlement, community severance and vulnerable groups that are at particular risk of project impacts; and compensation for affected properties and assets.

- Data and information on the current usage and ownership of land in existing width of the road, fixed and movable structures, trees, wells and other assets, areas of significant squatting and/or encroachment.

- Soliciting the views of local population as how to pragmatically provide for their needs within the basic format of the project, and what beneficial impact they expect from the project road.

7.2 Summary of Public Consultations with PAPs and Community Members

The following are some of the issues and concerns of PAPs that were raised during the public consultations that were held at the different localities traversed by the project road.

- We will work closely with Kebele authorities and Religious leaders to minimize the spread of HIV/AIDs and STDs.

- In Gerba, the community have agreed to provide all support in their capacity for the construction work of the road and in maintaining peace & security in the area.

- Once the road is upgraded, the accident level might increase because drivers will be tempted to driving in high speeds. To minimize the accident level, you may need to plan and propose actions before the construction work is completed.

- To ensure the employment women (from the project road corridor) in the construction works, the contractor should be given clear guidance. In the absence of such clear guideline, the contractor will tend to employ men alone.
✓ Some of the PAPs will be losing their businesses and income when their shops are going to be demolished or affected by the construction works? Is there any compensation plan, provision or guideline for affected businesses and what are the procedures and methodologies that will be adopted to compensate businesses and loss of income from businesses?

✓ What mechanisms or advice do you have how we could be able to continue our business in the future?

✓ Is the woreda administration and municipality ready and willing to provide with replacement plots with similar plot area and related support for the construction of our houses?

✓ During the process of compensation payment what are the procedures adopted for the establishment of unit rate the different types of buildings? Has it been already prepared? Could you be able to inform us if it is ready now?

✓ We have a worry that you may not adopt /establish the appropriate unit rate for preparing compensation payment. Could you please present or provide us with valuation methods and procedures that will be applying for each of the affected properties? We would like to be informed about the unit rate prior to the finalization of the compensation estimate.

✓ Is the municipality ready and willing to provide us with relocation sites for those of us losing our residential (including rented houses) houses or houses that are used for different businesses?

✓ The valuation committee that will be established should be able to listen to our concerns and work closely with us so that it conducts the valuation of our lost assets and properties properly and accordingly.

✓ What are the proposed measures for elderly, disabled and vulnerable groups and those residing in kebele houses that will be affected by the project road construction works?

✓ We would appreciate if the compensation payment is made prior to the commencement of the road construction works.

✓ Does the compensation payment include all tree type or is it only for fruit trees?

✓ The relocation site for businesses needs to consider that it should not be far away from the existing business areas.

✓ Will there be any available house for PAPS who are tenants who have rented kebele houses?

✓ PAPs whose houses will be demolished and have unwanted land (or extra plot), could they be allowed to use that unwanted land to construct their houses or run business?

✓ Do we have any clue/information when will the construction of the project road start?

✓ How will PAPs who have bought their plot through the lease system be treated?
During the taking of the inventory of assets and properties in some localities we have a feeling that it is done in a rush and needs to be redone.

Some us are not happy with the signing of the inventory sheet before compensation payment is done.

Although aware of some of the inconveniences they will be facing by loss of assets and properties PAPs are highly supportive and positive about the construction of the project road and are happy about the plan. However, PAPs are looking forword for the immediate commencement of the construction works. The minutes of public consultations in Amharic are attached in the appendix section.

7.3 Summary of meetings held with Woreda Authorities

All the woredas traversed by the project road have agreed to provide all the required services and support to the implementation of the project and PAPs and have committed to carry out the following major activities.

- Take all necessary measures including proposed mitigation to minimize the negative impacts due to the construction work and to strengthen the positive impacts.

- Provide support and assistance for people who will lose their land (farmland or residential houses) for the construction of the project road by providing PAPs with land for land replacement.

- Houses that are under the ownership of kebele administrations and that are rented to PAPs, and are to be demolished due to the widening of the ROW, the kebele will be responsible to reconstruct similar type of houses with the compensation payment it receives and transfer in rent for the PAPs who have been renting prior to its demolition.

- Establish woreda level Resettlement and Property valuation committees as per the law and facilitate that the work of the committees as per the guideline

- To provide special support for female headed households and vulnerable households if affected by the construction of the project road.

- Shall facilitate the smooth implementation of the construction works and provide other routine administrative supports if need be.

- Inform to the community not to carry out any construction activities within the ROW limit after the agreed cut off date

- Prepare relocation sites as per the Government guideline and procedures for PAPs if found necessary

- Facilitate the employment of labour force for the road construction works from the locality.

- Ensure & maintain peace and security in the area for the smooth implementation of the road construction works.
• Facilitate the smooth transfer land that will be used as quarry sites, camp sites, borrow pit and for other works selected by ERA the contractor.

• Create awareness and provide education for the community and construction workers on the spread and control of HIV/AIDS and STD.

7.4 Subsequent Plans for Public Consultation

This is not the final public consultations with PAPs and the community. There will be a number of subsequent plans for public consultation during the construction phase and after completion of the road construction works. ERA’s ROW Agent and the Sociologist that will be employed by the supervision consultant will conduct public consultations with PAPs during the construction phase to monitor the implementation of this RAP, the procedures for compensation payment and income restoration measures as planned. If there are complaints and inappropriate measures taken either by the committee or contractor, both ERA’s Row Agent and the supervising Sociologist will inform the responsible authorities and insist that the implementation of the RAP is carried out as planned.
8. SOCIΟ ECONOMIC STUDIES

This RAP is based on socio economic survey or household census of PAPs and data collected during a household census. A household census covering current occupants of the affected area, including the description of the production systems, household organization, baseline information on livelihoods and standards of living of the displaced population has been conducted.

8.1 Household Survey of PAPs

A socio economic (household) survey was carried out in all the woredas traversed by the project road with the objective of identifying the socio economic activities and impacts that will occur on the Households (HH) due to the construction of the project road. The socio economic studies included a household survey, specifically for those households who reside within the ROW limit and whose properties and assets are to be affected by the road construction works. The initial household survey of PAPs and inventory of affected assets and properties was carried out in 2010. But now with the finalization of the road design, a revised household survey, which includes, measuring and recording of affected assets and properties is carried out from September – October 2011. Following the household survey and conducting inventory of affected assets and properties; and also agreed by PAPs, a new cutoff date is established, which is October 21, 2011.

In the household survey, data and information was collected about the socio economic background of PAPs, which include, Name of household head, Location, Gender, Occupation, Family size, and etc. During the survey, assets and properties that will be affected by the project for each PAP have been enumerated.

The enumeration and inventory of properties and assets for each PAP and also that of public utilities was carried out. The process of enumeration included,

a) Agricultural land: Measuring the size of affected agricultural land, identifying and registering the different types of crops that grow in the land,

b) Building and other structures: Identifying and measuring the size of the different types of houses that are located within the ROW limit (tukul, mud houses with corrugated iron sheet roof, and houses with stone masonry), fences by type; and identifying it by its use, residential, office, businesses, etc

c) Identification of Trees: Collecting data on the size or number of trees by type and use, location, number & type of trees (fruit and non fruit),

d) Identification of public utilities: The identification of public utilities that will be affected by the road construction works was done by the engineering survey team. The affected public utilities mainly include town water supply system (underground pipes and distribution points), Electric poles, Telecommunication poles and underground cables, and etc.

8.2 Social and Cultural characteristics of PAPs

The social and cultural characteristics of the PAPs show that there are three major ethnic and cultural groups residing in the project road corridor, namely, Amhara, Oromo and Afar. The largest numbers of ethnic group in the project road corridor are the Amhara ethnic group (which is the second largest ethnic group in the country) and speak the language of Amharic. Amharic is also the
official language of the Federal Government. The second largest ethnic and cultural group that reside along the project road corridor are the Oromos who speak the language of Oromiffa. The third ethnic and cultural group are the Afar people who speak Afargina as their language. The Oromo and Afar belong to the Kushitic language family while the Amhara are from the Semitic language group.

In the project road corridor, the Amhara ethnic and cultural group are located from km 00 to km 30; the Oromo between km 30-50 and the Afar are from km 50 onwards as far as the port of Djibouti.

The livelihood of the Amhara and Oromo is dependent on agriculture and mainly crop farming; and the Afar on the other hand predominantly nomadic pastoralists and move from place to place in search of water and grazing land. Agriculture is the major economic activity that employs large number of the population in the project area followed by pastoralism. Agriculture, and crop farming in particular, is characterized by small-scale household farming, and it is practiced with traditional methods of hoe cultivation, oxen ploughshare and it is mainly rain fed.

In the town sections, the major economic activities for urban residents are employed jobs in public institutions, small scale trading, such as, marketing of agricultural crops, shop keeping, and hotel and restaurant businesses.

8.3 Number of PAPs

According to the findings from household survey, the total size of Project Affected Persons (PAP) or household heads that will be affected by the road project are estimated to be 2928 and of which, 6.45% will lose farmland, 32.85% housing structures, 51% will lose different types of trees and 9.7% fences.

The distribution of PAPs by location/town shows that 35.65% are from Kombolcha, 33.94% Degan 13% Gerba, 13% Bati, 3.72% from Warsayie and 0.5% Eliwuha.

Each affected asset and property is registered and recorded for easy reference by using Geographic Positioning System (GPS). The details of inventorized assets and properties by woreda along its estimated costs are presented in Appendix. The inventory of assets and properties is carried out by recording and registering affected assets and properties for each PAP by location and following the measuring and recording of affected assets and properties, PAPs have signed on the inventory sheet in acknowledging and approving that the measurement and recording of their assets and properties is done properly. From the total number of 2928 PAPs, some 1989 PAPs (or 68%) have signed on the inventory sheet approving that the measurement and registration of their assets and properties is carried out accordingly. PAPs who did not sign on the measurement are mainly those who were not available in their area during the signing period. Out of the total number of PAPs who have signed the inventory sheet, 869 have signed for affected houses, 78 for farmland, 859 for trees and 183 for fences.

The household heads that will lose assets & properties, such as, housing structures, farmland, and perennial crops that are located within the ROW will receive compensation payment for lost assets and properties at full replacement cost. Some PAPs from the town sections and losing housing
structures will be relocated to nearby areas that are located in the same town without losing their socio economic ties.

The household survey has identified that the impact will be more in town sections, such as Kombolcha and Bati. The impact beyond the town of Bati is very low and limited because of the absence of cultivation and that the area is also known for its arid environment.

In the process of registering the affected assets and properties, some of PAPs are double counted because of a number of reasons, and this double counting to some extent has inflated the total number of PAPs. The reasons for double counting is that some PAPs are registered under different categories of properties, for instance, a PAP who will be losing a house and fence will be recorded for both fence and house in both categories and some other PAPs who will lose trees and farmland at the same time also will be recorded under both categories. Hence, this type of taking inventory of properties and assets has contributed in inflating the number of PAPs. The table below presents the number of PAPs by woreda and for each type of affected properties.

Table 13 No. of PAPs by impact category

<table>
<thead>
<tr>
<th>No</th>
<th>Woreda</th>
<th>Location</th>
<th>No. of PAPs losing farmland</th>
<th>No. of PAPs losing House</th>
<th>No. of PAPs losing Trees</th>
<th>PAPS losing Fence</th>
<th>Total PAPs</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Kombolcha</td>
<td>Kombolcha</td>
<td>11</td>
<td>467</td>
<td>389</td>
<td>177</td>
<td>1044</td>
</tr>
<tr>
<td>2</td>
<td>Dessie Zuria</td>
<td>Warsaye</td>
<td>16</td>
<td>28</td>
<td>65</td>
<td>-</td>
<td>109</td>
</tr>
<tr>
<td>3</td>
<td>Kalu</td>
<td>Degan</td>
<td>99</td>
<td>195</td>
<td>658</td>
<td>40</td>
<td>992</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Gerba</td>
<td>46</td>
<td>54</td>
<td>269</td>
<td>14</td>
<td>383</td>
</tr>
<tr>
<td>4</td>
<td>Bati</td>
<td>Bati</td>
<td>10</td>
<td>190</td>
<td>107</td>
<td>53</td>
<td>360</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Burka</td>
<td>7</td>
<td>15</td>
<td>5</td>
<td>-</td>
<td>27</td>
</tr>
<tr>
<td>5</td>
<td>Adaar</td>
<td>Elwiuha</td>
<td>-</td>
<td>13</td>
<td>-</td>
<td>-</td>
<td>13</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Total</td>
<td>189</td>
<td>962</td>
<td>1493</td>
<td>284</td>
<td>2928</td>
</tr>
</tbody>
</table>

Source: Consultant’s field Survey, September 2011

Among the PAPs losing their houses, 752 will lose fully and 210 partially, and out of those losing fully, 347 are mainly owners of small businesses.

8.4 Family Size of PAPs

The total family size of PAPs in the project road corridor is 4228, and of which, 48.7% are male and 51.3% are female. The above family size is only for those PAPs who have signed
on the inventory list of affected assets and properties. The following table presents the family size by location.

Table 14 Family sizes by Location and Sex

<table>
<thead>
<tr>
<th>No.</th>
<th>Location</th>
<th>Male</th>
<th>Female</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Kombolcha</td>
<td>854</td>
<td>1039</td>
<td>1893</td>
</tr>
<tr>
<td>2</td>
<td>Dessie Zuria</td>
<td>65</td>
<td>62</td>
<td>127</td>
</tr>
<tr>
<td>3</td>
<td>Degan</td>
<td>502</td>
<td>439</td>
<td>941</td>
</tr>
<tr>
<td>4</td>
<td>Gerba</td>
<td>110</td>
<td>117</td>
<td>227</td>
</tr>
<tr>
<td>5</td>
<td>Bati</td>
<td>436</td>
<td>444</td>
<td>880</td>
</tr>
<tr>
<td>6</td>
<td>Burka</td>
<td>38</td>
<td>28</td>
<td>66</td>
</tr>
<tr>
<td>7</td>
<td>Eliwuha</td>
<td>54</td>
<td>40</td>
<td>94</td>
</tr>
<tr>
<td></td>
<td><strong>Total</strong></td>
<td><strong>2059</strong></td>
<td><strong>2169</strong></td>
<td><strong>4228</strong></td>
</tr>
</tbody>
</table>

8.5 Gender Distribution

The gender distribution of PAPs shows that out of the total number of PAPs, 886 (or 30.25%) are female headed households. At the time of implementing this RAP, special attention, support and care will be given to Female Headed Households (FHH) recorded in this RAP since they will be facing several problems and difficulties that will hinder or affect their rights. The support to be given to FHH will be in rebuilding their houses, transporting properties, materials and utensils to relocation sites and to newly constructed residential houses.

Even though it may be difficult to quantify the support provided in monetary terms, these supports are to be considered as one form of social compensation for Female Headed Households.

In the provision of compensation payment, Female Headed Households will be treated equally like that of their male counterparts. In general, there might be a need to safeguard the interest of women, and in particular that of female headed households in resettlement measures. Some issues that need to be looked into the safeguard of women’s interests include;

- Identification of the socioeconomic conditions, needs, and priorities of women; and the impact on women is monitored and evaluated separately.

- Entitlement criteria recognize Female Headed Households.

- Entitlements ensure that women are not disadvantaged by the process of land acquisition and resettlement.

- Land titles at the resettlement site or any grants included are in the name of both spouses.
- Hiring of female staff to assist women in all kinds of relocation/resettlement activities, including planning and implementation of income restoration programs.

- Women's groups are involved in resettlement planning, management, and operations and in job creation and income generation.

### Table 15 Gender Distribution of Assets & Properties Lost by Type

<table>
<thead>
<tr>
<th>No.</th>
<th>Type of Loss</th>
<th>Male</th>
<th>Female</th>
<th>Government &amp; Religious institutions</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Farmland</td>
<td>146</td>
<td>43</td>
<td>-</td>
<td>189</td>
</tr>
<tr>
<td>2</td>
<td>House</td>
<td>588</td>
<td>351</td>
<td>23</td>
<td>962</td>
</tr>
<tr>
<td>3</td>
<td>Tree</td>
<td>1081</td>
<td>407</td>
<td>5</td>
<td>1493</td>
</tr>
<tr>
<td>4</td>
<td>Fence</td>
<td>160</td>
<td>96</td>
<td>28</td>
<td>284</td>
</tr>
<tr>
<td></td>
<td><strong>Total</strong></td>
<td>1975</td>
<td>897</td>
<td>56</td>
<td>2928</td>
</tr>
</tbody>
</table>

### 8.6 Loss of Farmland

Land that is required for the construction of the project road is of two types; namely land which is required permanently for the widening/realigning of the existing road, and land required for temporary works (detours and access roads).

The land that is required permanently will be for the widening of the ROW and land required temporarily will be land used for construction of camp sites, detour, access road, quarry sites and borrow pits.

Land that is required for the permanent use or widening of the ROW will force 43 female and 146 male farmers whose farmland is located adjacent to the road will lose strip of their farmland. Since the project is an upgrading of existing road, the widening of the ROW and its impact will be minimal. This means that farmers losing their farmland will only lose a very small portion or strip of their farm land. The permanent lost land due the widening of the ROW will be 4.5 hectare and the temporarily lost land will be an estimated 54 hectares to be used for the construction of access road and detour. Out of the 54 hectares of land required for the detour, about 50% (or 27 hectares) is estimated to be on farmlands and the remaining 50% is assumed to be on barren lands. Hence, the total size of farmland that will be affected by the project construction works estimated to be 31.5 hectares.

The permanently lost land will be replaced through land for land replacement if similar and suitable arable land is available. If land for land replacement is not possible, PAPs will be compensated for the permanent loss of crops from the above land. The temporarily lost land will be compensated for the specific period that it will be used by the road construction works.

### Table 16 Loss of Land by Impact Type
<table>
<thead>
<tr>
<th>No.</th>
<th>Impact Type</th>
<th>Estimated size in Hectare</th>
<th>Remark</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>ROW</td>
<td>4.5</td>
<td>2.5 hectares under annual crops &amp; 2 hectares for perennial crops</td>
</tr>
<tr>
<td>2</td>
<td>Detour</td>
<td>27</td>
<td>50% of the estimated total detour</td>
</tr>
<tr>
<td></td>
<td><strong>Total</strong></td>
<td><strong>31.5</strong></td>
<td></td>
</tr>
</tbody>
</table>

On average each PAP from rural areas will lose about 185.18 m² of farmland permanently for the widening of the ROW. For detour and other construction activities, the actual number of PAPs that will be affected has not yet been made clear since the specific locations for detour have not yet decided. The actual size and location for the construction of detour will be decided by the contractor.

In the project road corridor, there will be 189 households that will lose strip of their farmland. None of the above PAPs will lose their whole farmland. This shows that there will not be a single farming household that will be permanently displaced from his/her farmland and that will require resettlement as an option because of expropriation of their land by the project road.

The affected households that have lost strip of their farmland will be able continue their farming activities & livelihood in the remaining plot of land; however they may need to be provided with replacement land if available or compensated as per the law for permanently losing their crops, trees, and some other perennial crops from the permanently lost land. The land requirement in rural sections of the project road may not entail relocation of farmers who may lose strip of their farmland because what each farmer will be losing is small in size (on average 185.18m²) and it is also less than 10% of their holding size.

Land in Ethiopia is a public property & that no individual person has the legal right of ownership, and hence, rural or urban land could not be sold or mortgaged or transferred; citizens have usufruct right only over land. A usufruct right gives the user of the land the right to use and the right to benefit from the fruits of her/his labor which may be crops, trees, etc. found on the land.

Article 40, No.2 of FDRE Constitution, states that “Land is a common property of the Ethiopian Nations, Nationalities and Peoples of Ethiopia and shall not be subject to sale or to other means of exchange.”

The law does not make any limit on the rural land use right for peasant farmers, semi pastoralists and pastoralists. If the government wants the land for public use farmers will be compensated for the property and crop on the land. However, in pastoral areas land is mainly considers as a communal property and each member of the community could be able to graze his livestock in places where there is sufficient grazing land.

In accordance with the proclamation rural land administration and land use, agricultural land can be transferred to immediate family members, mainly to children and very close relatives. Children who lost their parents shall have the right to use rural land through legal guardians until they attain 18 years of age. A person who wants to make his living through agriculture will have access to rural land from his parents by donation, inheritance or from the competent authority.
Women have equal right & access to rural land if they want to be engaged in agricultural activities as FDRE constitution. A land that belongs to household is registered under the name of the wife and the husband and holding entitlement now belongs to both.

In the project road corridor, an estimated 2.5 hectares of farmland which is under annual crops will be affected by the road construction works due to the widening of the ROW. Because of shortage of arable land in the project area, it will be difficult to consider land for land replacement. Hence, compensation payment for lost crops will be the only preferred option. In this regard, compensation estimate is prepared for lost crop from permanently lost farmland by using the production estimate per hectare of land and the cost estimate for commonly growing crop types and inventorized during asset and properties registration.

The following table presents cost estimate from affected farmland from each of affected crop types. The total estimate for compensation payment for lost crops will be Birr 353,545.

Table 17 Estimated Cost for Crops by Type

<table>
<thead>
<tr>
<th>No.</th>
<th>Crop type</th>
<th>Hectare</th>
<th>Quintal</th>
<th>Price/Quintal</th>
<th>Total Cost</th>
<th>Compensation Estimate in Birr</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Sorghum</td>
<td>1.91</td>
<td>25</td>
<td>525</td>
<td>25,108.13</td>
<td>251,081.25</td>
</tr>
<tr>
<td>2</td>
<td>Teff</td>
<td>0.12</td>
<td>12</td>
<td>935</td>
<td>1,291.42</td>
<td>12,914.22</td>
</tr>
<tr>
<td>3</td>
<td>Maize</td>
<td>0.26</td>
<td>33</td>
<td>600</td>
<td>5,088.60</td>
<td>50,886.00</td>
</tr>
<tr>
<td>4</td>
<td>Tomato</td>
<td>0.03</td>
<td>226</td>
<td>260</td>
<td>1,704.04</td>
<td>17,040.40</td>
</tr>
<tr>
<td>5</td>
<td>Lentil</td>
<td>0.03</td>
<td>14</td>
<td>1400</td>
<td>662.48</td>
<td>6,624.80</td>
</tr>
<tr>
<td>6</td>
<td>Adenguare/Be</td>
<td>0.07</td>
<td>13</td>
<td>845</td>
<td>744.78</td>
<td>7,447.83</td>
</tr>
<tr>
<td>7</td>
<td>Wheat</td>
<td>0.00</td>
<td>27</td>
<td>700</td>
<td>88.83</td>
<td>888.30</td>
</tr>
<tr>
<td>8</td>
<td>Barley</td>
<td>0.02</td>
<td>13</td>
<td>776</td>
<td>231.02</td>
<td>2,310.15</td>
</tr>
<tr>
<td>9</td>
<td>pepper</td>
<td>0.02</td>
<td>8</td>
<td>1920</td>
<td>350.21</td>
<td>3,502.08</td>
</tr>
<tr>
<td>10</td>
<td>Rape seed</td>
<td>0.01</td>
<td>11</td>
<td>700</td>
<td>71.61</td>
<td>716.10</td>
</tr>
<tr>
<td>11</td>
<td>Cha/Khat</td>
<td>0.00</td>
<td>25</td>
<td>1700</td>
<td>13.43</td>
<td>134.30</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td></td>
<td><strong>2.48</strong></td>
<td></td>
<td></td>
<td><strong>35,354.54</strong></td>
<td><strong>353,545.43</strong></td>
</tr>
</tbody>
</table>
In addition to the affected farmland, 24 meters of irrigation canal that is lined with cement and located along the road in Kersa village at km 40 will also be affected. The affected irrigation canal is part of 220 meters long irrigation canal owned & managed by a cooperative society.

Some section of the irrigation canal to be affected on the right side edge of the road

The compensation estimate for the affected 24 meters of irrigation canal and the cost per meter is estimated to be 5,000 Birr and the total compensation estimated will be Birr 120,000.

8.7 Loss of Trees & Cash Crops

The major loss of trees due to the construction of the project road will be timber trees and in particular that of eucalyptus trees. A total of 25,351 timber trees or 88.39% of timber trees out of the total 28,680 different types of trees will be affected. In addition to timber trees, 1,145 Fruit trees and 2,184 cash crops (coffee and chat or khat, Gesho or hops, pepper and cotton) will be affected. The number of affected trees by type is presented below. The total estimated cost for compensation payment of the affected crops and trees will be Birr 8,335,690.

Table 18 Number of different Types of Trees and Compensation Estimate

<table>
<thead>
<tr>
<th>No.</th>
<th>Timber trees, Perennial and Cash Crops</th>
<th>Number</th>
<th>Average price in Birr</th>
<th>Compensation estimate in Birr</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Timber trees</td>
<td>25,351</td>
<td>70</td>
<td>1,774,570</td>
</tr>
<tr>
<td>2</td>
<td>Coffee</td>
<td>1,216</td>
<td>350</td>
<td>4,256,000</td>
</tr>
<tr>
<td>3</td>
<td>Chat</td>
<td>917</td>
<td>50</td>
<td>458,500</td>
</tr>
<tr>
<td>4</td>
<td>Fruit trees</td>
<td>1,145</td>
<td>160</td>
<td>1,832,000</td>
</tr>
<tr>
<td>5</td>
<td>Gesho (Hops)</td>
<td>25</td>
<td>50</td>
<td>12,500</td>
</tr>
<tr>
<td>6</td>
<td>Pepper</td>
<td>14</td>
<td>10</td>
<td>1,400</td>
</tr>
<tr>
<td>7</td>
<td>Cotton</td>
<td>12</td>
<td>6</td>
<td>720</td>
</tr>
<tr>
<td></td>
<td>Total</td>
<td>28,680</td>
<td>100</td>
<td>8,335,690</td>
</tr>
</tbody>
</table>
8.8 House to be Affected

A total of 962 houses will be affected by the road construction works due to the widening of the ROW. Among the total 962 PAPs, 934 houses that are located in the town sections and 28 houses that are in the rural sections of the project road corridor will be affected. The types of affected houses include those covered with Corrugated Iron Sheet (CIS) roof, houses with concrete slab and soil or mud roofs. The affected houses are categorized into residential, business and offices. The table below presents the number of houses to be affected by location and size in meter square.

Table 19 Number of houses affected by location & size

<table>
<thead>
<tr>
<th>No.</th>
<th>Name of town</th>
<th>Number of Houses</th>
<th>Affected Area in m²</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Kombolcha</td>
<td>467</td>
<td>16,389.33</td>
</tr>
<tr>
<td>2</td>
<td>Dessie Area</td>
<td>28</td>
<td>716.39</td>
</tr>
<tr>
<td>3</td>
<td>Degan</td>
<td>195</td>
<td>5,463.15</td>
</tr>
<tr>
<td>4</td>
<td>Gerba</td>
<td>54</td>
<td>1579</td>
</tr>
<tr>
<td>5</td>
<td>Bati</td>
<td>190</td>
<td>7,831.74</td>
</tr>
<tr>
<td>6</td>
<td>Burka</td>
<td>15</td>
<td>330.59</td>
</tr>
<tr>
<td>7</td>
<td>Eliwuha</td>
<td>13</td>
<td>619.83</td>
</tr>
<tr>
<td></td>
<td><strong>Total</strong></td>
<td><strong>962</strong></td>
<td><strong>32,930</strong></td>
</tr>
</tbody>
</table>

Source: Consultant’s field survey, 2011

Houses and public utilities very close to the road at Bati town, km 42.

Shops located very close to the road Bati town, km 42.5.

Among the PAPs, there are some tenants who have rented from kebeles (or Government) and who lose their rented houses. For these PAPs, woreda administrations have agreed and committed to construct the houses with the compensation payment and provide rental for the same amount. This has been confirmed by the woredas in the minutes of meetings.
written in Amharic attached in the annex and summarized in English in section 7.3 of this RAP.
In Kombolcha, the town administration and the municipality have proposed and agreed to facilitate rent for PAPs who are tenants either in Government or kebele houses and will be losing the house they rent due to the widening of the ROW.

During the household census carried out in the corridor, all PAPs who have their own plot have indicated that they want to stay in the same neighborhood and would like to construct their house there without being relocated to other places.

**Distribution of ownership by Sex:** The distribution of ownership of houses that will be affected due to the road construction works show that 351 (or 36.4%) houses belong to female headed households, 588 (or 61.12%) to male headed households and 23 belong to Government organizations.

The following graph presents the distribution of houses to be affected by location and gender

![Distribution Graph]

**Compensation Estimate:** The compensation estimate for replacement of affected houses by house type is presented in the following table. The total estimated cost type

Table 20 Compensation estimate for affected houses by type
Use of Affected Houses: The affected houses are used for different types of purposes, 54% are used as residential houses and 44% as business premises & 2% Government institutions.

When PAPs lose houses that are used to run different types of businesses it means that they will also be losing their businesses as well. Among PAPs who will be losing their businesses, 148 are FHH and most of them are located in Kombolcha town.

The following chart presents the use of houses by purpose.

8.9 Fence to be affected

In addition to the affected houses, 284 HH will lose fences that are constructed from CIS, stone masonry and wood. The total size or length for the different types of fences that will be affected in the project corridor is 3735.5 meters. The table below presents size of fences that will be affected by location.

Table 21 No. of PAPs losing fence by location

<table>
<thead>
<tr>
<th>No.</th>
<th>Location</th>
<th>No. of PAPs</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
The average cost for each meter is estimated to be 300 Birr and this makes the total compensation estimate for fences Birr 1,120,650.

### 8.10 Public Utilities Affected

Public utilities that might be affected due to the construction of the project road include Electricity; and Telecommunication poles & cables; and also town water supply. Among the affected public utilities 645 are electricity poles and 444 are telephone poles. Similarly, in some parts of Gerba and Degan towns water supply systems will be disrupted due to the widening of the ROW and construction works.

ERA will be responsible to notify and advise all service providers (owners of the public utilities) of the proposed road construction works schedule and provide the road design, at the earliest opportunity. The relocation of affected public utilities is normally carried out by the service providers upon payment of relocation cost and needs to be completed prior to the commencement of the works, in order to avoid delaying the contractor. FDRE Proclamation 455/2005, Part two, article 6, no. 2 states the body which is responsible to remove the utility lines shall determine a fair compensation required to replace the lines to be removed and send detail of its valuation to the organization that requested the removal of the utility lines.

ERA should then notify the appropriate authorities of the relevant dates, and request completion of relocation works before the commencement of the construction works. Once the compensation is paid to the service provider of the utility lines, it should be removed within 60 days from the date of receipt of the compensation.

ERA also will be responsible to include the required measures for protection or relocation of existing services (utilities) to be included in the works activities. Relevant specifications and work items are part of the tender/contract document specifying that:

- The contractor will check and determine on site the exact position of any services;
- The contractor will take all reasonable precautions not to damage the services during the search;
Chain of houses, telephone and electric poles located close to the road at Degan town (Km 23).

Chain of housing units & electric poles very close to the road in Gerba town (km 28.5).
The contractor shall organize with the providers of the services in the protection or removal and relocation of any services so as to safeguard and minimize disruption to these services.

The following table presents the type of utilities expected to be affected due to the upgrading of the project road.

Table 22 Type & Number of public utilities to be affected

<table>
<thead>
<tr>
<th>No.</th>
<th>Type of Public Utilities</th>
<th>Wooden</th>
<th>Concrete</th>
<th>Metal</th>
<th>Total Number</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Electricity poles</td>
<td>612</td>
<td>-</td>
<td>34</td>
<td>645</td>
</tr>
<tr>
<td>2</td>
<td>Telephone poles</td>
<td>413</td>
<td>7</td>
<td>24</td>
<td>444</td>
</tr>
</tbody>
</table>

Source: Consultant’s land acquisition study, October 2011

In addition to electricity and telephone poles, town water supply system will also be affected in Gerba and Degan towns. The estimated compensation cost as per the utility providers’ shows that a total amount of Birr 5,776,697, and of which, 2,721,255 is for electricity poles, Birr 974,858 is for telephone poles and Birr 2,080,584 is town water supply.
9. VALUATION AND COMPENSATION METHODS FOR LOSS OF ASSETS

9.1 Compensation Procedures & Approach

The strategy adopted for compensation of the affected properties/assets follows the Federal Government and Regional Government laws and regulations. In addition to the FDRE & Regional Governments laws and regulations, ERA’s RPF and WB policies and other supplementary guidelines are adopted in the process setting procedures for compensation payment.

The compensation procedures and approach in this RAP will adopt the following three steps.

1) Establishment of Property valuation committees: Property valuation committees will be established both in rural and urban areas that are traversed by the project road. The composition and number of the committee members will be as per FDRE law. The property valuation committee for rural and urban areas will be different. The property valuation committees will provide PAPs with adequate valuation of affected properties and assets and estimates the compensation for the assets they will be losing; proper valuation will be undertaken by the valuation committee & reviewed by the resettlement/compensation committee.

2) Assessment of properties & assets: All properties & assets affected by the project will be assessed at a full replacement cost, which is based on the present value of replacement.

3) Establishing unit rates: Unit rates will be established for each of the expropriated assets and properties by the project. The unit rates will be established for each of the affected properties and assets that are expropriated due to the construction works of the road on the basis of the current market value.

This RAP builds on FDRE Constitution and Proclamation No.455/2005; and also on ERA’s RPF and World Bank’s policy on involuntary resettlement (OP/BP 4.12). The content of this RAP is within Ethiopia’s existing legal and administrative framework and World Bank policy on involuntary resettlement. In case of conflicts or gaps between the Federal Democratic Republic of Ethiopia (FDRE) law and WB Policies, Bank policy will prevail as the final and this RAP will be an international credit agreement between the Government of Ethiopia and the Bank.

In this RAP, a household census survey of PAPs and inventory of affected assets and properties was carried out during the previous survey carried out in 2010. Likewise, a review of the 2010 survey has been carried for each woreda in September-October 2011. The revised survey has established a new cut off date. Hence, as per the revised survey October 2011 is considered as a new cut off date of this RAP and for all properties inventorized and that will be affected due to the construction of the project road.

The compensation procedure and approach will be determined on the willingness and readiness of owners of a resource to give up their rights.

Final review of the properties to be affected will be undertaken by the Valuation and Resettlement / Implementation committees established at each woreda/district level. The valuation committee, in
close consultation with PAPs and woreda administration office will review and establish a new unit rate for the affected assets to be determined on the basis of market value.

Compensation payment to PAPs will be effected after the property valuation committee makes the final estimate of compensation payable for the affected properties at a full replacement cost and reviewed by the Resettlement committee and finally approved by ERA’s Northern Region Directorate.

Payment to affected properties and assets will be effected before the commencement of the road construction works. The payment procedures and mechanisms to be adopted will be simple and easily understandable to PAPs also.

Compensation payment will address the following four questions.

- what to compensate for (e.g. land, structures, businesses, fixed improvements or temporary impacts, lost income);
- how to compensate;
- when to compensate; and
- amount to be compensated.

Compensation for land structures, business, fixed improvements and other temporary impacts are based on among other things on market valuation, production & productivity valuation, negotiated settlements, material and labour valuation, disposition of salvage materials and other fees paid.

If relocation of business becomes necessary, access to customers and suppliers should be assured. In addition, workers losing employment in the process of relocating should be entitled to transitional income support. The compensation approach will be determined on the willingness and readiness of owners of a resource to give up their rights.

Compensation for temporary impacts will be calculated on the basis of the criterion/principles;

- Compensation equivalent to lost income required for the duration of impact,
- Compensation equivalent to lost income required for loss of access, and
- Physical restoration of assets (or access).

In addition, PAPs will be entitled to transitional assistance which include moving expenses, temporary residence (if necessary), employment training and income support while awaiting employment and should have an option for full replacement cost if duration of impact is to exceed two years. In preparing the valuation average costs will have to be assumed. It should be noted that costs of construction vary from one locality to the other.

PAPs that do not have license or legal permit and even squatters will be eligible for compensation payment. According to WB policies that lack of license or permit will not be a bar to compensation. Because, even squatters have construction costs relative to design, materials employed, workmanship and final finish.
9.2 Income restoration for temporary & permanent losses

PAPs require income restoration because of loss of their income base due to the impact on their businesses and the expropriation of their farm land. Some PAPs in the town sections will have their businesses affected for a shorter period and also farmers losing their land will permanently lose their income they used to get by cultivating the lost land.

Hence, income restoration here refers to the reestablishment of income levels for the PAPs prevalent at the time of displacement. Income restoration is an important component for the resettlement of PAPs who have lost their productive base, businesses, jobs, or other income sources, regardless of whether they have also lost their houses.

In the town sections of the project road corridor, there will be 752 PAPs who will fully lose their houses and among these, 347 are owners of small businesses. These owners of small businesses will definitely require income restoration measures. Similarly, some of the businesses in the town sections and farm households who will also be losing their income base temporarily also need restoration measures.

In income restoration, issues such as, source of livelihood (monetary and non monetary), availability of land for replacement, existing skills of PAPs, employment opportunities and other income restoration options will be provided.

The strategy for PAPs who have lost their assets and properties, income restoration plans or programmes may require support and services in the long and short term basis.

The income restoration strategy in the project road corridor mainly focuses on the short term strategy. The short term strategy will be to provide support plans which will include compensation payment made for lost assets and properties before relocation, transitional allowances and allowances for transportation and moving, support in agricultural extension and other related supports until the income level of PAPs is restored. This short term support also involves provision of employment opportunities at project construction works. PAPs that are from the town sections and losing their businesses and income base will be provided priority in employment opportunities in the construction works of the project road.

Long-term income strategy for income restoration of farming households involves land and non-land-based economic activities that will provide a sustained source of income over a longer period of time and to enable income restoration, or better still, improvements in PAPs standard of living.

Some PAPs may also need to receive skill training, employment opportunities to restore their livelihood. Tailor made skill training programmes could be planned and implemented on the need and interest of PAPs. During implementation of the RAP social development plans, such as skill training associated with credit services could be provided to PAPs in order to establish themselves. ERA needs to work closely with Amhara Credit and Saving Institutions, which is an active Micro Finance institutions and also with Government Office of Micro enterprise development Agency that operates both zonal and woreda level; and NGOs working in such activities.
The Micro Enterprise Development Agency provides several types of trainings for shorter period on small scale business development and skill training such as, cobble stone, metal and wood work, and on a number of other skills. The proposed training will be organized not far away from the locality of PAPs and also does not exceed more than 8 weeks.

Following the above trainings, PAPs could be organized into small groups and will be able to receive credit facility from the Micro Finance Institutions. This is a common experience and practice and which is also highly promoted and supported by the policy of the Government.

The changes brought to the livelihood of PAPs after the training and employment opportunities and other supports provided to them by the project office has to be monitored regularly. PAPs whose farmland is located within the ROW and permanently and temporarily lost for the construction works of the project road will receive monetary compensation at full replacement cost.

Farmers losing trees (fruit and non fruit bearing) will also receive monetary compensation, however, the foregone benefits and loss of income from the trees need to be determined and calculated accordingly. It has to be recognized that fruit trees provide regular income and are major sources of household income in the project area.

9.3 Methodology in valuing losses

There are three commonly known methods of valuing assets and properties, namely, income based approach, replacement cost a market data or comparable sales approach. However, in this RAP, the methodology for valuing assets will be based on Full Replacement Cost. Full Replacement Cost is one method of valuation of property and that determines the amount of replacement through compensation.

The concept of Full Replacement Cost is based on the premise that the costs of replacing productive assets that have been damaged because of construction of the project road or improper on-site management. These costs are taken as a minimum estimate of the value of measures that will reduce the damage or improve on-site management practices and thereby prevent damage.

The replacement cost approach involves;
- direct replacement of expropriated assets and covers an amount that is sufficient for asset replacement,
- net depreciation,
- moving expenses and
- other transaction costs.

World Bank’s OP 4.12 defines replacement cost, “method of valuation of assets that helps determine the amount sufficient to replace lost assets and cover transition costs. In applying this method of valuation, depreciation of structures and assets should not be taken into account.”

In Places where markets are not well organized or thin, replacement of assets may be scarce, or loss of human or social capital might also be debilitating there is a need to establish supplemental income strategies.
With regard to land and structures, replacement cost is defined as shown in the following table for the different land use type, such as, agriculture, urban and rural land.

**Replacement Costs for Land, Houses & Public Infrastructures**

<table>
<thead>
<tr>
<th>No.</th>
<th>Agricultural Land</th>
<th>For Public Infrastructure</th>
<th>For Houses</th>
</tr>
</thead>
<tbody>
<tr>
<td>I.</td>
<td>It is the pre-project or pre-displacement, whichever is higher</td>
<td>It is the pre-project or pre-displacement, whichever is higher with similar or improved public infrastructure facilities and services and located in the vicinity of the affected area</td>
<td>It is the market cost of the materials to build a replacement structure (house) with an area and quality similar to or better than the affected house, or to repair a partially affected house</td>
</tr>
<tr>
<td>II.</td>
<td>Market value of land of equal productive potential or use located in the vicinity of the affected land</td>
<td>The cost of any registration and transfer taxes</td>
<td>The cost of transporting building materials to the construction site</td>
</tr>
<tr>
<td>III.</td>
<td>The cost of land preparation to levels similar to those of the affected land</td>
<td>The cost of transporting building materials to the construction site</td>
<td>The cost of any labour and contractors' fees</td>
</tr>
<tr>
<td>IV.</td>
<td>The cost of any registration and transfer taxes</td>
<td>The cost of any labour and contractors' fees</td>
<td>The cost of any registration and transfer taxes</td>
</tr>
</tbody>
</table>

**9.4 Basis for Valuation**

The basis for the valuation of affected assets and properties is Gross Current Replacement Cost (GCRC). ERA’s RPF defines Gross Current Replacement Cost as ‘the estimated cost of erecting a building as new having the same gross external area as that existing with the site works and services on a similar piece of land’. The valuation process will also consider the use of “compensation value” for affected properties.

The valuation of affected assets and properties will be carried out by experienced and skilled valuators. According to Proclamation 455/2005, “The valuation of property situated on land to be expropriated shall be carried out by certified private or public institutions or individual consultants on the basis of valuation formula adopted at the national level.”

In order to provide PAPs with adequate compensation for assets & properties they will be losing, proper valuation will be undertaken by the valuation committee & reviewed by the resettlement/compensation committee. The valuation committee, in close consultation with PAPs and in collaboration with woreda administration will prepare the unit rates for the affected assets to be determined on the basis of market value.

**9.4.1 Valuation for Loss of Houses**
Compensation procedures for loss of houses are established in consultation between the ERA and Resettlement / Implementation committees established at Woreda level. The ROW Branch executes the expropriation/compensation procedures in concert with the ERA’s Northern Region Directorate.

In determining replacement cost for loss of houses, the following points are considered:

- Current construction cost and no allowance for depreciation is considered;
- Depreciation of the asset and the value of salvage materials are not taken into account, nor is the value of benefits to be derived from the project deducted from the valuation of an affected asset;
- The unit rate (or bill of quantity) is estimated on the basis of the type of the affected houses. The cost of each house that would be replaced is estimated on the basis of specification and bill of quantities prepared by the municipalities of each town and verified by the valuation committee and PAPs; Irrespective of the location of the area, the unit costs for the similar types of houses are taken to be identical.
- Estimate the disturbance allowance. The disturbance allowance is considered to cover the loss of established businesses, and include social disruptions and inconveniencies. Disturbance allowance will be used by PAPs to cover expenses associated with relocation including access to social and public services.

The compensation payment for houses, fences and other structures affected by the project as described above shall take place at full replacement cost. The project affected households and institutions that would be relocated from their current location will receive compensation equivalent to the location advantage they might lose due to the project.

PAPs losing part of their housing plot that is located either in rural or urban areas will be allowed to retain the remaining portion of the plot to construct new houses and as long as it is located outside of the ROW.

The formula adopted as per proclamation 135/2007 shows:

- Cost of construction (current value)
- Cost of permanent improvement on land
- Amount of refundable money for the remaining term of lease contract

9.4.2 Valuation for permanent Loss of Agricultural Land / Crop Loss

The principle for permanent loss of agricultural land /crop loss/ is that it should be compensated with land for land compensation (or land for land replacement) in those areas where land is available for replacement. In the extent at which the agricultural land lost cannot be replaced, the principles for monetary compensation will apply.

Cash compensation is paid for loss of crops and trees found on permanently; and also for temporarily lost agricultural land and acquired for the construction of the project road. The compensation rates for loss of trees and crops from lost agricultural land are established by the woreda agriculture and rural development offices. The cost estimate for compensation payment is based woreda agriculture office production and yield estimate and market price data collected for
five years. To compensate the forgone benefit and income from agricultural land, cash compensation is the only option.

The unit rates for loss of trees and crops from lost agricultural land will be prepared by the valuation committees and submitted for approval to the Resettlement / implementation committees.

The formula for calculating compensation for annual crops, unripe and ripe perennial crops will follow as presented in the following table.

Table 24 valuation formula for annual crops, for ripe & unripe perennial crops

<table>
<thead>
<tr>
<th>Annual Crops</th>
<th>Ripe perennial crops</th>
<th>Unripe perennial crops</th>
</tr>
</thead>
<tbody>
<tr>
<td>The total area of the land in m²</td>
<td>Annual yield in kg</td>
<td>No. of plants (legs)</td>
</tr>
<tr>
<td>Value of the crops per kg</td>
<td>Current price of the produce in kg</td>
<td>Cost incurred to grow an individual plant (tree)</td>
</tr>
<tr>
<td>The amount of crops to be obtained per m² (or hectare)</td>
<td>Cost of permanent improvement on land</td>
<td>Cost of permanent improvement on land</td>
</tr>
<tr>
<td>Cost of permanent improvement of land</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

A PAP whose agricultural land is expropriated for the project road will be compensated as per proclamation No. 455/2005, which provides displacement compensation for rural landholders whose lands expropriated permanently that amounts ten times the average annual income secured during the five years preceding the expropriation.

Table 25 Types of Losses from Agricultural Land

<table>
<thead>
<tr>
<th>No.</th>
<th>Category of Losses</th>
<th>Type of Losses</th>
</tr>
</thead>
<tbody>
<tr>
<td>A</td>
<td>Permanent and Temporary loss of land</td>
<td>Farmland (annual &amp; perennial crops)</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Land planted with Timber Trees</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Housing plot and compound</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Business premises plot</td>
</tr>
<tr>
<td>B</td>
<td>Income sources and livelihood</td>
<td>Income from standing crops</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Income from share cropping</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Income from affected business</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Income from perennial crops</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Income from trees</td>
</tr>
<tr>
<td>C</td>
<td>Public utilities</td>
<td>Loss of Electricity and Telephone poles</td>
</tr>
<tr>
<td>D</td>
<td>Environment related</td>
<td>Environmental impacts that will result due to construction activities / works</td>
</tr>
</tbody>
</table>

FDRE Proclamation 455/2005, Article 8 (displacement Compensation) No. 1 states that; “A rural landholder whose landholding has been permanently expropriated shall, in addition to the compensation payable under article 7 of this proclamation, be paid displacement compensation which shall be equivalent to ten times the average annual income he secured during the five years preceding the expropriation of the land”
The principle of compensation also follows that of income restoration of PAPs. According to the five year average crop budget and gross income is calculated and the proportion of income equivalent to land loss is determined. To compensate the forgone benefit and income from agricultural land, cash compensation is the only option. In the case of fruit trees, the calculation will take into account a major interruption of the income series after a tree has reached its economic limit of life and a new tree planted instead will have reached its fruit bearing age.

9.4.3 Valuation for Temporary Dispossession of Agricultural Land

The valuation methodology for the amount of crop loss from temporarily affected agricultural land will be identified;

- Average price per crop type (five year average price for total loss)
- Land type (irrigated and non irrigated) and size for each type of crop
- Average production per hectare
- Number of farming season (or production season)

The average net income earned from one hectare of land will be calculated according to a farm budget by using local market prices. Taking into account the nature of the project, the extent of land expropriation is unlikely that there will be anything other than a low level of (partial) impact as far as agricultural landholders and the overall project are concerned.

Agricultural land valuation will consider the five year average annual income from the land and calculate the ten-year gross income. According to proclamation 455/2005, compensation for lost income is based on the average annual income secured during the five years preceding the expropriation of the land.

9.4.4 Valuation for Public Utility Lines

Public utilities that will be affected due to the construction of the road project include telephone and electricity poles and water lines.

ERA will be responsible to notify the appropriate authorities of the relevant dates, and request completion of relocation works before the commencement of the construction works. The relocation of the affected public properties is normally carried out by the service providers upon payment of relocation cost and needs to be completed prior to commencement of the works.
10. GRIEVANCE REDRESS MECHANISMS

Grievance redress procedures and mechanism for PAPs will be established by ERA’s Northern Region Directorate and the Resettlement / Implementation committees. Grievance redress mechanism will ensure PAPs that they will be provided with the appropriate compensation payment and that all administrative measures are in line with the law.

The grievance redress procedures will provide opportunity for PAPs to settle their complaints and grievances amicably. The procedure to be adopted will allow PAPs not to lose time and resources from going through lengthy administrative and legal procedures.

Grievances are first preferred to be settled amicably whenever possible through arbitrational tribunal, which shall be established by ERA’s Northern Directorate and woreda authorities. The proposed members of the arbitrational committee will include two representatives of PAPs.

The grievance redress committee will have five members composed from woreda Government offices and two representatives of PAPs. The representation of PAPs in the committee gives the PAPs the opportunity to observe the fairness of the system and to ensure that the grievances of PAPs are addressed properly and accordingly.

Organizationally, the grievances redress committee reports to the Resettlement / Implementation committee. The following list presents members of the committee both for the rural and urban areas.

**Members of the Grievance committee**

<table>
<thead>
<tr>
<th>No.</th>
<th>List of members</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Woreda Administrator</td>
</tr>
<tr>
<td>2</td>
<td>Head of Woreda Justice Office</td>
</tr>
<tr>
<td>3</td>
<td>Head of the Woreda Complaint Office</td>
</tr>
<tr>
<td>4</td>
<td>Representative of PAPs</td>
</tr>
<tr>
<td>5</td>
<td>Representative of PAPs</td>
</tr>
</tbody>
</table>

The duties and responsibilities of the Grievance redress committee includes;
- To assist PAPs in providing appropriate response to their complaints by referring to the legal procedures
- To communicate with property valuation committee and the project office on issues related compensation payment and valuation of properties and assets
- To ensure that the procedures followed by the property valuation committee are done according to the government regulations and guidelines.

The procedures to be followed and adopted by the grievance redress (or arbitrational tribunal members) should be;
- Transparent and simple to understand (or uniform) process for registering complaints
- Provide PAPs with free access to the procedures
- The procedure should be able to be activated rapidly or a time bound system of adjudication
- The response time between activating the procedure and reaching a resolution should be as short as possible
- Monitoring system that will inform project management about the frequency and nature of grievances

Compensation payment should be effected after the property valuation committee makes the final estimate of compensation payable for the affected properties at a replacement cost and reviewed by the Resettlement committee, and finally approved by ERA. Following the ERA’s practice, compensation is only paid to the PAP after a written consent in the presence of members of the Resettlement committee.

According to FRDE law, if a PAP is dissatisfied with the amount of compensation payment or other related measures he/she will be advised to take the case to arbitrational tribunal. For PAPs taking their cases or grievances to the committee (or arbitrational committee) will give them the opportunity to have positive discussions with the Resettlement / Implementation committee in the presence of elders, local administration representative or any influential person in the locality.

In case a dispute is not resolved by Grievances redress committee (or arbitrational tribunal), then if any of the Party disagrees, the last resort will be that the aggrieved party appeals the case to the ordinary courts of law. However, this is not a preferred option. The preferred option of dispute settlement ought to be the option of settling the dispute amicably because recourse to courts may take a very long time even years before a final decision is made and therefore, going to court should not be the preferred option for both parties concerned.

In case grievances are not settled by locally established grievance settling mechanisms, the project will not be able to finance the legal fees.
11. ELIGIBILITY CRITERIA AND ENTITLEMENT MATRIX

ERA has clearly set the eligibility criteria for resettlement/relocation in the RPF and Environmental Procedure Manual. Both documents are in line with the eligibility criteria contained in FDRE Constitution and World Bank’s policy on Involuntary Resettlement (OP/BP 4.12).

Table 26 Entitlement Matrix

<table>
<thead>
<tr>
<th>Category of PAPs</th>
<th>Type of Loss</th>
<th>Application</th>
<th>Definition of entitled person</th>
<th>Compensation Policy</th>
<th>Implementation Issues</th>
</tr>
</thead>
</table>
| Property Owners        | Permanent and temporary loss of arable land | Arable land located along the project road | Farmers who have usufruct right to cultivate the land | -Land for land replacement <br>-If land is not available in close proximity provide full compensation | - Identify arable land close to the affected community  
- List down affected and entitled households  
- Compensate for lost crop/trees as per the law  
- Rehabilitate land used temporarily at the end of the construction period |
| Arable Land            | Loss of crops and trees |                                      |                                                          |                                                                                      |                                                                                      |
| Residental house owners| Loss of residential area/house/ | Housing structures located in the site | -A person who owns housing infrastructure | -Full compensation payment to cover the loss of housing structure  
- Relocate structure to those sites which is acceptable to PAPs | - Available list of structure in each affected community.  
- Compensations provided.  
- If agreement has been reached on mode of compensation settlement, provide evidence for that. |
| Squatters / Illegal occupiers | Loss of residential area/house/ | Housing structures located in the site | -A person with no formal legal rights or claim structures | -Full compensation payment to cover the loss of housing structure  
- Relocate structure to those sites which is acceptable to PAPs | - Available list of structure in each affected community.  
- Compensations provided.  
- If agreement has been reached on mode of compensation settlement, provide evidence for that. |
<p>| Tenants                | Loss of housing       | Tenants who                         | Comparable or                                          | -Tenants (renters) will                                      |                                                                                      |
| Tenants                |                        |                                      |                                                          |                                                                                      |                                                                                      |</p>
<table>
<thead>
<tr>
<th>Category of PAPs</th>
<th>Type of Loss</th>
<th>Application</th>
<th>Definition of entitled person</th>
<th>Compensation Policy</th>
<th>Implementation Issues</th>
</tr>
</thead>
<tbody>
<tr>
<td>al - Tenants</td>
<td>Rented Houses</td>
<td>structures located in along the ROW</td>
<td>have rented houses either from a kebele administration or from individual landlords.</td>
<td>better dwelling house from the urban Kebele administration for renters (tenants) at same rental costs and displacement compensation equivalent to the three months rent.</td>
<td>be compensated for the inconvenience but compensation will be paid to the urban Kebele or municipal administrations. -Tenants renting from individual landlords will be compensated for three months rent.</td>
</tr>
<tr>
<td>Business -Owners -Tenants</td>
<td>Loss of commercial and business infrastructure / buildings</td>
<td>Loss of commercial and business activities</td>
<td>Owner of the commercial and business activities who over operates the business at the site of the infrastructures.</td>
<td>-Full compensation payment to the owner -Relocate business or commercial activity to site acceptable to the affected persons.</td>
<td>-A list of available commercial activities in each of the affected communities. -Compensation provided -If agreement has been reached on mode of compensation settlement, provide evidence for it.</td>
</tr>
<tr>
<td>Tree -Owners</td>
<td>Loss of trees</td>
<td>Trees and other plant species located on the land for the structure for the infrastructure and the infrastructure easement areas</td>
<td>Land owner, concession holder, Squatters, Communities who utilize the land where trees and other plant species are located</td>
<td>Full compensation payment based on type, age and diameter of trees -provide equivalent land nearby for replanting</td>
<td>-Make inventory of trees -Determine individual need or compensation volumes -An assessment for maintaining that kind of vegetation -If agreement has been reached on mode of compensation settlement, provide evidence</td>
</tr>
</tbody>
</table>
12. ENVIRONMENTAL AND SOCIAL MANAGEMENT PLAN

Environmental management plan specifies mitigation and monitoring measures & actions with time frames, specific responsibilities assigned and defines the follow-up actions. Mitigation measures for the negative impacts have to be carried out at different stages of the road construction & operation phases.

During the design stage the consultant should incorporate proposed mitigation measures in the design and tender documents. The contractual agreement should also include articles to enforce the environmental issues. Construction stage activities are mainly the responsibility of the contractor and that of the construction supervision consultant. The actual physical implementation works are carried out mostly at this stage. The ESMT of ERA has to make periodic inspection and performance evaluation of the works during the construction period to monitor the proper implementation of the proposed mitigation measures.

Mitigation measures proposed for the socio-economic issues like compensation to loss of properties, lost/degraded plots of land should be handled by a committee, composing of representatives of all stakeholders, including ERA, other local government administrative organs.

Environmental issues during the operation phase of the road shall be handled by the owner of the road infrastructure, the relevant department in ERA. The staff of the department or a designated unit in the department should acquire basic knowledge of the environmental monitoring activities to effectively assume the responsibility.

12.1 Pre-Construction phase

a) Engineering Design: Based on the recommendations/requirements presented in this ESIA the engineering design needs to consider the following aspects;

- minimize the disruption or relocation of large number of households by the road project;
- implement appropriate/suitable and cost effective mitigation measures to minimize the adverse social impacts;

b) Preparation of Tender Documents: To ensure the proper implementation of environmental and social avoidance/mitigation measures as well as all safety/health issues, sufficiently detailed environmental and social articles and clauses have to be formulated and become an integral part of the works contract, thus providing a contractual basis for an effective supervision and control of the proposed measures.

c) Implementation of RAP and Compensation for PAPs: During the construction phase, a prior notice, not less than six months is given to local authorities and Project Affected Persons if they are going to be relocated and be compensated for loss of their assets.

Compensation is carried out according to this RAP. The responsible bodies shall include, Woreda Administration Offices, Agriculture offices and Municipalities. ERA’s ROW agent will be a member of the compensation committee.
ERA’s ROW branch shall be the responsible body to conduct the final valuation of compensation of all affected properties. The compensation committee to be established at woreda level will finalize/approve the relocation, compensation amount(s) to be paid for each PAP as presented in the RAP document.

### 12.2 Construction Phase

Most of the project environmental management activities will be carried out during the construction phase, since this is when most impacts can be expected to arise. Management will very largely be concerned with controlling impacts which may result from the actions of the contractor, through enforcement of the construction contract clauses related to protection of the environment as a whole and of the components within it. In this respect, it is important to recognize that successful mitigation of construction impacts can only be achieved if the environmental protection measures, as set out in the construction contract, are properly enforced.

Overall primary responsibility for construction supervision and contract management, and, therefore, for environmental management during construction, will lie with the Engineer as defined in the construction contract. However, certain powers and authority relating to day-to-day supervision will be delegated by the Engineer to the Resident Engineer. The Engineer will have executive responsibility for ensuring that all site environmental management and monitoring aspects are dealt with promptly and properly. The environmentalist assigned as a site supervision staff will be responsible for environmental management and monitoring, and their role in the management chain is crucial if effective impact control is to be achieved.

It is recommended that a Sociologist and Environmentalist be appointed as a member of the construction supervision team. Both experts would be responsible for reviewing and commenting on environmental aspects of work plans prepared by the contractor during the mobilization period. The Sociologist will be also responsible for supervising the implementation of the RAP and HIV/AIDS and other social issues.

During the first year of construction, inputs from the Sociologist & that of the Environmentalists would be higher than the subsequent years.

ESMT of ERA is required to make periodic inspection of the performances and give advice on issues requiring rectifications as the construction progresses.

ESMT staff shall supervise all issues contained in the Environmental and Social management Plan;

- Compensation payment for lost properties,
- Rehabilitation of PAPs,
- Implementation of mitigation measures for the negative impacts;
- Safety and health requirements;
- HIV/AIDS and STD control measures;
- Temporary land requirements and reinstatement;
- Reinstatement / re-cultivation of abandoned road sections after the construction of a respective section of improved / realigned road is completed for compensation of crops and other assets located on permanently dispossessed land (replacement of land) as determined during the Implementation Preparation Phase;

- Implementation of reinforcement measures for the positive impacts;

- Implementation of pre-operation requirements.

The contractor’s obligations shall include the assignment of at least two of his senior staff as Environmental Officer and Safety/Health Officer, well experienced in their respective assignments, to be monitored by the supervising engineer. Contractor’s staffs are also recommended to attend training and briefing on the negative social impacts and on its mitigation and avoidance measures.

12.3 Post-Construction phase

Following the operation of the project road, awareness and education activities should be provided on road safety and other negative social impacts. ERA’s ESMT, Local authorities, Police men, NGOs and the contractor shall be responsible for the introduction and implementation of the awareness and educational activities.

The benefits arising from implementation of the project road construction will only be achieved if effective construction works are carried out in a timely manner. Environmental management and monitoring in this respect will be the responsibility of ERA. The Environmental and Social Management Team within ERA is expected to play an overall advisory role during this phase.
13. COMPENSATION PAYMENT AND PROCEDURES

Compensation procedures and civil works schedule will be established by ERA’s Northern Region Directorate and notified to all concerned government authorities and PAPs. The procedures for compensation payment will include:

- Establishment of Resettlement / Implementation Committees at each woreda level
- Establishment of Property valuation committees at each woreda level & Assessment of replacement values of identified assets,
- Establishment of compensation (unit) rates for all assets to be expropriated,
- Effecting the compensation payment ahead of construction works
14. SCHEDULING AND TIMING

The implementation schedule discusses the major activities to be carried out in the implementation of the RAP and identifies organizations responsible for its implementation. The implementation of the RAP will be carried out and expected to be completed before construction work commences. It is estimated that the implementation of the actual RAP activities will be completed within a period of three years.

During the implementation period of this RAP, ERA will provide adequate governance and management and financial support for timely operation.

ERA’s Northern Region Directorate will be the main responsible body for the coordination, facilitation and implementation of this RAP. In the process of the implementation of this RAP, there will be a number of crucial and important activities to be performed to make the physical relocation of the people under this project possible. The implementation of the activities will be undertaken either through the direct involvement of the Woreda administration offices and the Resettlement / implementation committee.

Since implementation of the planned activities requires clear understanding of the specific activities of the RAP, different guidelines of the Government and WB, there is a need to familiarize and create awareness of the Resettlement / implementation committee. The awareness creation and familiarization to the Resettlement/implementation committee will be done through a workshop (2-3 days) organized by ERA. The workshop will focus on how the committee members are expected to carry out their duties diligently and properly. The committee will also be provided with all the necessary materials, equipment and financial resources. Members of the committee will be provided with daily allowances at the Governments standards or with a slightly higher amount so that they could carry out their responsibility on timely and enthusiastically.

From the point of view of giving high priority to the project, woreda officials have confirmed that implementation of the RAP will be effectively and efficiently undertaken within reasonable time. The implementation of the resettlement/relocation process will pass through the following different stages / phases. The plan would include target dates for the achievement of expected benefits to the resettled/relocated or re-housed PAPs. The schedule will also indicate how the resettlement/relocation activities are linked to the implementation of the overall project.

Disclosure of RAP: It will be disclosed as per the disclosure guideline stated above in Ethiopia and in Washington.

Committee Strengthening Phase: ERA will request the Woredas traversed by the project road to re-activate the Property valuation committee and the Resettlement / Implementation committee to become operational and develop working document/guideline. The notification will contain the recommended list of institutions that will be involved in the committee and will clearly put the time frame given to undertake the task.

Revised household survey and inventory of assets: From past experiences it is understood that it takes some time when the implementation of the RAP begins. Usually the implementation of the RAP is carried out after the contractor has been selected. Hence, with the lapse of time there will be a lot of changes including price change and other related changes. Following changes and new
developments there is a need to revise the inventory (recording) of assets and properties and revise the associated costs for the impacts.

**Revision of valuation of assets and properties:** Since implementation of this RAP will take sometime there is definitely a need to revise valuation of assets and properties. Hence, the property valuation will undertake the revaluation for affected assets and properties as per the guidelines established in this RAP.

**Livelihood Restoration Measures:** A livelihood and income restoration measures will be applied as indicated in this RAP.

**Strengthening the Resettlement / Implementation Committee:** The committee needs to be strengthened every time and that ERA should be responsible for this activity. Since there is a high turnover of Government personnel at woreda level, there is a need to strengthen the committee every time when its member is transferred from the area or resigns from his duty.

**Public Consultation:** There will be a continuous public consultation process with the local community and PAPs during the implementation of this RAP and during the operation phase of the project road. PAPs will be given continuous awareness on the procedures and guideline of the RAP and compensation payment.

At this phase, the Resettlement / Implementation committee members will prepare clear working guidelines and procedures. It will also elaborate the public and PAPs the criteria’s for resettlement/relocation, procedures and mechanisms that are related with compensation payment for affected properties and assets. This will reduce possible complaints by PAPs and will build confidence and trust between the implementing agency and PAPs.

**Compensation Payment Phase:** The compensation payment phase is a stage whereby the compensation payment will be effected to PAPs. Compensation payment will be made to the proper owners of the assets. Compensation payment will be carried out for affected assets and properties on timely basis as per the valuation procedures set in this RAP. PAPs should be clearly informed the valuation methods and agree on the unit rates.

The payment will be effected directly to PAPs in front of representatives of PAPs or transferred through Commercial Banks or Micro Finance Institutions or Post Offices. All the compensation payments, relocation of PAPs could be completed ahead of the civil works if it is implemented as per the plan shown in the RAP.

**Reporting Phase:** Each Woreda administration offices and the Resettlement / Implementation committees will produce a report regarding their accomplishments for the implementation of the resettlement/relocation process and submit the report to ERA and copy to the Regional Government Offices.

**Monitoring and Evaluation:** There will be a regular monitoring by the supervision consultant staff and ERA. Similarly, there will be an evaluation to be carried out either by the financing institution or external consultants at least two times in the life of the project.

The following time schedule presents the proposed activities to be carried out within 36 months and the plan is divided quarterly basis.
Table 27 Proposed Implementation Process of RAP on Quarterly Basis

<table>
<thead>
<tr>
<th>Activities</th>
<th>2012</th>
<th></th>
<th></th>
<th></th>
<th>2013</th>
<th></th>
<th></th>
<th></th>
<th>2014</th>
<th></th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>1</td>
<td>2</td>
<td>3</td>
<td>4</td>
<td>1</td>
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<td>4</td>
<td>1</td>
<td>2</td>
<td>3</td>
<td>4</td>
</tr>
<tr>
<td>Disclosure of RAP</td>
<td>xx</td>
<td>xx</td>
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<td></td>
<td></td>
<td></td>
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<tr>
<td>Detailed &amp; Revised household survey</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>xx</td>
<td>xx</td>
<td>xx</td>
<td></td>
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<td></td>
<td></td>
</tr>
<tr>
<td>Valuation of assets</td>
<td></td>
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<td></td>
<td></td>
<td>xx</td>
<td>xx</td>
<td>xx</td>
<td></td>
<td></td>
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<td></td>
<td></td>
</tr>
<tr>
<td>Strengthening implementation Committees</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>xx</td>
<td>xx</td>
<td>xx</td>
<td>xx</td>
<td>xx</td>
<td>xx</td>
<td>xx</td>
<td>xx</td>
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<tr>
<td>Public Consultation</td>
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<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Livelihood Restoration Measure</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
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<td></td>
<td></td>
</tr>
<tr>
<td>Compensation for assets and properties</td>
<td></td>
<td></td>
<td></td>
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<td></td>
<td></td>
<td></td>
<td></td>
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<td></td>
<td></td>
</tr>
<tr>
<td>Grievance redress measures</td>
<td></td>
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<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Monitoring and Evaluation</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Completion Report Writing</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>xx</td>
</tr>
</tbody>
</table>

Associated Engineering Consultants PLC
Ethiopian Roads Authority
March 2012
15. COSTS AND BUDGET FOR RESETTLEMENT / REHABILITATION

An indicative cost and budget is prepared for compensation payment of affected properties and also budget for the implementation of the RAP including an estimated 10% contingency. Hence, the total estimated cost and budget will be a total of Birr 98,970,840.

15.1 RAP Budget

An itemized budget is required for the implementation of RAP including compensation. The RAP specifies the mechanisms for transferring and channelling funds to responsible organizations and agencies, for disbursement to PAPs.

The budget for this RAP is prepared to effect compensation payment and for the management of different resettlement activities on the basis of cost estimates made for each item. The total amount of compensation estimate, which includes direct cost for PAPs and administrative costs, is estimated to be Birr 100,132,055 (or 5,725,463 USD) at the exchange rate of 1USD: 17.4889 Birr on November 14, 2011.

ERA will be responsible to disburse, administer and oversee the overall budget. At woreda level, the woreda resettlement/implementation committee in collaboration with ERA’s ROW Agent will be responsible for compensation payment and relocation activities.

The next section presents the RAP budget required for each activity under the following main categories; namely, compensation payment, rehabilitation measures and project management.

15.1.1 Compensation payment

a) Compensation for Crops: The compensation estimate for annual crops (cereal, pulses and oil seeds), perennial crops (fruit trees), cash crops (coffee, chat, hops, etc) is calculated on the basis of average production and productivity and market prices collected from each woreda for the last five years. As per Ethiopia’s law, the compensation estimate is made at a replacement cost.

b) Compensation for Timber trees: The compensation estimate for timber trees is calculated on the basis of the tree size and age. The cost for each tree type is calculated on the existing market price collected.

c) Compensation cost for Houses & Fences: Compensation estimates for the different types of houses such as, CIS roof house, thatched roof (Tukul) & for Fences is estimated on the basis of bill of quantities prepared by the municipalities at current market price. The compensation estimate for houses is prepared at a replacement value and no depreciation is considered.

d) HIV/AIDS Support Activities: It includes activities such as, awareness creation among the community and construction workers on the issue by adopting different techniques and methods. The cost estimate includes cost for awareness creation, equipment, material and staffing (1 Medical Doctor, 1 Nurse, and 2 Social workers and animators) to be employed for the two construction camps.
e) **Support for Female Headed Households:** There are 886 Female headed households that will require special assistance and support during the project implementation. It is planned that each FHH will be provided various supports on case by case basis. The type of support will be either in cash, material or in a form of capacity building training. An estimated Birr 2000 is allocated for each FHH.

### 15.1.2 Rehabilitation Support

a) **Livelihood/Income Restoration measures:** Livelihood restoration measures are planned to provide PAPs losing their income, subsistence allowance for the down time of agricultural activities and businesses for at least three months. It is estimated that on average, Birr 1500 will be provided for PAPs losing farmland, houses and business. A total of 1151PAPs that will be losing their housing structure and businesses and farmland will receive livelihood restoration measures

b) **Transport & Moving allowances:** The moving and transport cost depends on the proximity of the relocation site and related activities. On average it is estimated that Birr 500 will be provided for 962 PAPs whose houses are affected.

c) **Land preparation costs:** This includes costs for agricultural inputs, labour, investment, equipment, and etc. 189 PAPs that will be losing farmland will be provided Birr 2,000.

d) **Legal & Administrative costs:** This includes legal fees, administrative costs, tax, land registration and related costs. On average, it is estimated that each PAP will receive Birr 500 for all PAPs who will be losing house, fence, tree and farmland.

e) **Agricultural Extension services:** The estimated cost for the extension service will be an average of Birr 500 for 189 PAPs losing their farmland.

f) **Training costs on income generation:** This is training cost for PAPs who will be losing their businesses and Birr 2500 is estimated for PAPs losing their businesses for three months period.

### 15.1.3 Project Management & Running costs

a) **Costs for Internal Monitoring:** The internal monitoring will be carried out on monthly bases for two years during construction phase and for one year in the operation phase. The cost includes salary and allowances for a Sociologist and an Environmentalist, vehicle rent, fuel cost, administrative costs and office rent for 12 months in the project life time, which means every one month every quarter for a period of three years. Birr 20,000 is allocated for single monitoring and related activities.

b) **Cost for External Evaluation:** Evaluation of the project will be carried out by experienced consultants employed in country or internationally. At least two evaluations (mid term and ex-post) will be carried out. An estimated 200,000 is allocated for each phase.

c) **Environmental & Social Management Costs & Mitigation measures:** A lump sum of Birr 1,000,000 is allocated. This includes training, re plantation, soil and water conservation activities.
d) **Budget for property valuation committee**: This includes costs such as, allowances for 5 persons for six months, fuel and vehicle cost, office equipment. A total of 900,000 Birr is budgeted for valuation of assets and properties.

e) **Budget for Resettlement/Implementation committee**: It includes budget for 5 persons for 36 months. It is budgeted for daily allowances, material cost, fuel and vehicle costs, Secretarial services, and Office equipment and communication costs. A total of 1,200,000 is allocated for three years.

The following table summarizes the total amount of the fund (or compensation estimate) that is required for the implementation of this RAP by its cost item. The budget is divided into three main categories. The first category deals with compensation payment, the second section with rehabilitation support and the third category is for project management / administrative costs.

Table 28: Detail Budget for RAP in Birr

<table>
<thead>
<tr>
<th>No.</th>
<th>Description</th>
<th>Unit</th>
<th>Quantity</th>
<th>Unit Rate / Birr (Average)</th>
<th>Total Cost</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Compensation costs for Annual crops</td>
<td>Ha</td>
<td>2.5</td>
<td>Varied</td>
<td>353,545</td>
</tr>
<tr>
<td>2</td>
<td>Compensation costs for Perennial &amp; cash crops</td>
<td>No.</td>
<td>2184</td>
<td>Varied</td>
<td>1,832,000</td>
</tr>
<tr>
<td>3</td>
<td>Compensation costs for Timber trees</td>
<td>No.</td>
<td>1216</td>
<td>70</td>
<td>1,774,570</td>
</tr>
<tr>
<td>4</td>
<td>Compensation cost for CIS roof house</td>
<td>No.</td>
<td>949</td>
<td>Varied</td>
<td>67,311,179</td>
</tr>
<tr>
<td>5</td>
<td>Compensation cost for Thatched roof (Tukul)</td>
<td>No.</td>
<td>13</td>
<td>5000</td>
<td>65,000</td>
</tr>
<tr>
<td>6</td>
<td>Compensation for Fence</td>
<td>meter</td>
<td>3735.5</td>
<td>300</td>
<td>1,120,650</td>
</tr>
<tr>
<td>7</td>
<td>Restoration of Irrigation Canal</td>
<td>meter</td>
<td>24</td>
<td>5,000</td>
<td>120,000</td>
</tr>
<tr>
<td>8</td>
<td>Support for Female headed households</td>
<td>No.</td>
<td>886</td>
<td>2,000</td>
<td>1,772,000</td>
</tr>
<tr>
<td>9</td>
<td>HIV/AIDS support activities</td>
<td>Month</td>
<td>24</td>
<td>100,000</td>
<td>2,400,000</td>
</tr>
<tr>
<td>10</td>
<td>Cost for Electricity poles</td>
<td>No.</td>
<td>645</td>
<td>4219</td>
<td>2,721,255</td>
</tr>
<tr>
<td>11</td>
<td>Cost for Telephone poles</td>
<td>No.</td>
<td>444</td>
<td>2195.62</td>
<td>974,858</td>
</tr>
<tr>
<td>12</td>
<td>Cost for Water Supply</td>
<td>-</td>
<td>Lump sum</td>
<td>-</td>
<td>2,080,584</td>
</tr>
</tbody>
</table>

| Sub Total          |                                                      |       |          |                             | 82,525,641   |
B. Rehabilitation Measures

<table>
<thead>
<tr>
<th>No.</th>
<th>Description</th>
<th>Unit</th>
<th>Quantity</th>
<th>Unit Rate / Birr</th>
<th>Total Cost</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Income restoration</td>
<td>No.</td>
<td>1151</td>
<td>1500</td>
<td>1,726,500</td>
</tr>
<tr>
<td>2</td>
<td>Transport &amp; Moving Allowances</td>
<td>No.</td>
<td>962</td>
<td>500</td>
<td>481,000</td>
</tr>
<tr>
<td>3</td>
<td>Land preparation costs</td>
<td>No.</td>
<td>189</td>
<td>2000</td>
<td>378,000</td>
</tr>
<tr>
<td>4</td>
<td>Legal &amp; administrative costs</td>
<td>No.</td>
<td>2928</td>
<td>500</td>
<td>1,464,000</td>
</tr>
<tr>
<td>5</td>
<td>Agricultural Extension services</td>
<td>No.</td>
<td>189</td>
<td>500</td>
<td>94,500</td>
</tr>
<tr>
<td>6</td>
<td>Training costs on Income generation</td>
<td>No.</td>
<td>413</td>
<td>1500</td>
<td>619,500</td>
</tr>
<tr>
<td></td>
<td><strong>Sub Total</strong></td>
<td></td>
<td></td>
<td></td>
<td><strong>4,763,500</strong></td>
</tr>
</tbody>
</table>

C. Project Management & Running Costs

<table>
<thead>
<tr>
<th>No.</th>
<th>Description</th>
<th>Unit</th>
<th>Quantity</th>
<th>Unit Rate / Birr</th>
<th>Total Cost</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Costs for Internal Monitoring</td>
<td>Month</td>
<td>12</td>
<td>20,000</td>
<td>240,000</td>
</tr>
<tr>
<td>2</td>
<td>Costs for External Evaluation</td>
<td>Month</td>
<td>2</td>
<td>200,000</td>
<td>400,000</td>
</tr>
<tr>
<td>3</td>
<td>Environmental &amp; Social Management Costs, &amp; mitigation measures</td>
<td>LS</td>
<td>-</td>
<td>1,000,000</td>
<td>1,000,000</td>
</tr>
<tr>
<td>4</td>
<td>Cost for Property Valuation committees</td>
<td>Month</td>
<td>6</td>
<td>150,000</td>
<td>900,000</td>
</tr>
<tr>
<td>5</td>
<td>Cost for Resettlement / implementation committees</td>
<td>Month</td>
<td>24</td>
<td>50,000</td>
<td>1,200,000</td>
</tr>
<tr>
<td></td>
<td><strong>Sub Total</strong></td>
<td></td>
<td></td>
<td></td>
<td><strong>3,740,000</strong></td>
</tr>
</tbody>
</table>

D. Total Budget

<table>
<thead>
<tr>
<th>No.</th>
<th>Description</th>
<th></th>
<th></th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Total (A+B+C)</td>
<td></td>
<td></td>
<td></td>
<td>91,029,141</td>
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<tr>
<td>2</td>
<td>Contingency 10%</td>
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<td>9,102,914</td>
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<tr>
<td></td>
<td><strong>Grand Total</strong></td>
<td></td>
<td></td>
<td></td>
<td><strong>100,132,055</strong></td>
</tr>
</tbody>
</table>

The above cost and budget estimate is prepared on the basis of the requirement as compensation payment for PAPs and also the budget required for implementing this RAP.
16. MONITORING AND EVALUATION PLAN

Monitoring and Evaluation is an integral part of this RAP and will oversee re-establishing process of the Project Affected Person (PAP). It will be a compliance monitoring and this will assist to follow the type of measures incorporated in RAP documents, and the extent to which on these matters, as set out in the RAP, are complied with. It is the objective of ERA to use lessons from the monitoring and evaluation results to enhance the preparation and implementation of future resettlement action plans.

The monitoring and evaluation process will assess the implementation of the project and ensure that it is carried out as per the plan and as per the requirements of FDRE laws, policies and guidelines.

The monitoring and evaluation plan process will assess the implementation of the project and ensure that it is carried out as per the plan and as per the requirements of FDRE laws, policies and guidelines.

The basic monitoring principles will describe:

- The internal monitoring process;
- Key monitoring indicators (provide a list of monitoring indicators, which would be used for internal monitoring);
- Institutional (including financial) arrangements;
- Frequency of reporting and content for internal monitoring, process for integrating feedback from internal monitoring into implementation;
- Financial arrangements for external monitoring and evaluation, including process for awarding and maintenance of contracts for the duration of resettlement;
- Methodology for external monitoring;
- Key indicators for external monitoring, focusing on outputs and impacts;
- Frequency of reporting and content for external monitoring and process for integrating feedback from external monitoring into implementation.
- Analysis of the environmental and social performance or record of each sub-project

RAP reports indicate the arrangements for monitoring of resettlement/rehabilitation activities by the implementing agency, supplemented by independent monitors as considered appropriate by the donor, specially the World Bank for this particular project.

Performance monitoring: To ensure the complete and objective information; performance monitoring indicators will be used to measure inputs, outputs, and outcomes for resettlement activities. It also checks the involvement of the PAPs in the monitoring process.
Impact Monitoring: Impact monitoring is used to evaluate the impact of resettlement for a reasonable period after all resettlement and related development activities have been completed. It uses the results of resettlement monitoring to guide its subsequent implementation.

For the monitoring and evaluation of the RAP activities, the Implementing Committee (to be established) together with ERA’s Environmental & Social Management Team (ESMT) will take a prime responsibility at the project area level. The committees through Woreda administration office, which is the coordinator for the implementing committee will follow and clarify the implementation processes, and whenever found to be necessary will arrange the ground for consultation with Project Affected Persons (PAP).

ERA’s Environmental & Social Management Team (ESMT) will be responsible to monitor and evaluate the RAP in consultation with Woreda administration office. The monitoring indicators that will be adopted include:

a. Number of PAPs and amount of compensation to be made
b. Restoration and restitution of PAP
c. Appropriateness of relocation sites
d. Appropriateness of the time schedule for RAP
e. Public infrastructures and social services re established
f. Support and assistance made to vulnerable groups and women
g. Appropriateness of grievance redress mechanisms

ERA’s through its ESMT will assign a qualified Sociologist/Social scientist to conduct individual evaluations of PAPs re-establishment socio-economic progress. This service aims at evaluating, and reporting on, the level of living conditions and social services of the PAPs, both before and after the re-establishment. The evaluation will be done on quarterly and annual basis for two consecutive years. The monitoring and evaluation results will be based on a number of key indices for selected households, in combination with the special observation by the social scientist.

Woreda administration offices will produce a report regarding their accomplishments and submit to ERA and the Afar Regional State. The report will inform the client about the accomplished compensation process and make the site is ready for the construction of the road.

16.1 Internal Monitoring

Internal monitoring will be conducted by the ESMT of the ERA, following the plan described and the ERA management team should make the necessary follow-up to ensure that proper monitoring is being undertaken. Since the magnitude and complexity of the operations is not quite large, ERA will conduct the monitoring through field visits at least once a month. The local administration (Woreda) will also conduct its own monitoring of the RAP or in collaboration with the ESMT of ERA.

The monitoring report by ESMT staff will be submitted to local authorities (Woreda and Municipality). A copy of this will be submitted to EPA and ESMT of ERA. It will also be
enclosed in the construction progress reports submitted by supervising engineers. Only in this way can RAP implementation be monitored and problems identified.

16.2 External Evaluation

The external evaluation will be done in a predictable manner and period. The Federal EPA and the regional EPA will be responsible for the external monitoring of the RAP. Both the Federal and Regional EPA’s have significant role in the external monitoring and evaluation of the RAP. The WB supervision missions will also serve as one of the external monitoring mechanisms.

The objective of the external monitoring and evaluation, which is also a post resettlement assessment will be done by an independent consultant (or an NGO) commissioned by ERA, to ensure that the project affected persons have secured and able to maintain at least their livelihood prior to the upgrading of the project road.

Hence, at the end of all expropriation/compensation operations a household survey will be carried out to evaluate the impacts of the resettlement and other implemented social mitigation measures. During the survey, Woreda, Municipalities and Kebele level administrations will be consulted to provide their assessments of the impacts of the mitigation measures applied.

After completion of the resettlement/rehabilitation operations, it is expected that PAPs should be better off than prior to resettlement. Therefore, resettlement/rehabilitation operations need to be monitored as regard performance and compliance with the set goals.

The evaluation report will be used as a planning instrument to correct pending issues and suggest a post-project monitoring period in the aim to ensure that PAPs have not been subject to impoverishment induced by the ERA’s RSDP operations.

To assess the achievements and progress of the implementation of the RAP, ERA will organize project completion workshops with other Government agencies and representatives of PAPs. The findings of the survey and the workshops will be presented in the Project Completion report.

The monitoring and evaluation of RAP will show the contribution and role that road infrastructure may play in the effort of poverty reduction in Ethiopia.
17. PUBLIC DISCLOSURE OF THE RAP

Public disclosure of the RAP has to be made to PAPs and other stakeholders for review and comments on entitlement measures and other issues in the implementation of the RAP. The purpose of the disclosure is to receive comments and suggestions from PAPs and incorporate appropriate suggestions.

As per WB guidelines, this Resettlement Action Plan will also be disclosed in a form, manner and language comprehensible to PAPs and at a place accessible to the displaced population and other stakeholders for review and comments on entitlement measures. The purpose of the disclosure is to receive comments and suggestions from PAPs and other stakeholders, and to incorporate appropriate suggestions.

The Public disclosure of this RAP will be made in Amharic, Oromiffa and Afar languages. This could be done; by publishing it in official News papers of both at the Federal Government Newspapers and also in the Regional Governments Newspapers; depositing / posting it in a range of publicly accessible places; such as, Woreda offices, Municipalities and Kebele administration office. Once it is disclosed, the public have to be notified through administrative, community and clan structures about the availability of the RAP documents and be requested to make their suggestions and comments.

Comments and critiques made on the draft RAP by PAPs and other stakeholders will be taken by ERA for consideration in any of the revised draft.

Disclosed in Ethiopia and make copies available at ERA and distribute copies to the Woredas located in the project area. FDRE will authorize WB to distribute this RAP electronically through its infoshop for the public, interested groups and NGOs to review and comment in accordance to its disclosure policy Similarly, ERA will also post it in its websites and receive comments.
18. CONCLUSION AND RECOMMENDATION

The upgrading of Kombolcha - Bati - Mille project road will provide improved transport service to the local community and to Northern region, and will serve as one of the import-export corridors of the country.

During the upgrading of the project road, there will be socio economic impacts, such as loss of farmland, house and income. The above losses will be compensated as per this RAP and PAPs will also receive rehabilitation and livelihood restoration measures. However, in the project road corridor, there will not be households to be dispossessed from their farmland permanently except those who may lose strip of farmland or houses. Hence, there will not be farming households who may require resettlement as an option because the loss of farmland is very minimal and it is below 10% of their holding size and asset.

PAPs that will be losing their farmland will mainly lose strip of their farmland and will be able to continue their livelihood in the remaining plot of land; however they need to be compensated as presented in this RAP for losing their crops, trees, and some other perennial crops.

PAPs that will be losing their houses due to the widening of the ROW in the town sections will be relocated and provided replacement land within the same town and village to construct their demolished houses. They will also be provided compensation payment for the construction of demolished houses at the current market value and that will allow them to construct similar size of houses.

PAPs would like to be provided with land to construct their house and also be compensated for their lost properties and assets prior to commencement of the construction works. In general, the population residing in the project area and in particular people residing along the project road would like to see that the upgrading of the project road starts without further delay.
19. REFERENCES

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8. FDRE, Proclamation for the establishment of ERA, 1997.
9. FDRE, Proclamation on expropriation of land holdings for public purposes and payment of compensation (Proclamation No. 455/2005).
10. Project woreda’s Socio-Economic Profiles, 2009