



**FEDERAL DEMOCRATIC REPUBLIC OF ETHIOPIA**  
**MINISTRY OF WORKS & URBAN DEVELOPMENT**  
**ETHIOPIAN ROADS AUTHORITY**

Ethiopia Road Sector Development Stage IV Project  
(APL4)  
In Support of Govt.'s RSDP (P106872)

**Re-Disclosure**  
of  
Executive Summary of  
**Resettlement Action Plans**  
For

1. Mekenajo - Dembi Dolo Road Upgrading Project
2. Welkite - Hosaina Road Upgrading Project
3. Ankober - AwashArba Road Construction Project

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# **Part I – Mekenajo-Dembi Dolo Link Road Project**

## 1. Introduction

Mekenajo – Dembidolo road project (181km) is located in the West Wellega zone of the Oromia National Regional state (Map1 – Project Location). The existing gravel surfaced road which is badly deteriorated is hampering transport development in the area, and is causing adverse health impacts and traffic accidents. There is very limited public transport along the Mekenajo – Dembidolo route mainly due to the sub-standard and bad conditions of the road.

The current development practices across the world are now giving due attention to the sociological and environmental issues. In line with these evolving practices the road development has now become one of the development sectors that gives due emphasis to the socio-environmental issues. Roads are now expected to be constructed with minimum disruption to the existing socio-economic and environmental status. The broad policy and legal frameworks at the international and national levels reflect such new thinking. The policy frameworks of multilateral organizations as the World Bank strongly support avoidance of major disruptions of livelihood situations due to development activities. Legal documents and policy frameworks in Ethiopia also clearly emphasize the need to minimize potential negative impacts related to development projects. If such impact is unavoidable project affected people shall be compensated and helped to restore their livelihood.

In line with the above premise preparation of this Resettlement Action Plan (RAP) is one way of ensuring fair compensation for project affected people so as to restore their livelihoods for better or at least to restore it to pre-project level. Accordingly, the present RAP is prepared to show the magnitude of displacement and dispossession of properties that would occur due to the up grading of Mekenajo- Dembidolo road. The RAP also shows the total amount of resources and organizational procedures required for the compensations and restoration of livelihoods.

**Table 1: Key Data of the RAP**

1	Location	
	a. Region	-Oromia
	b. Zone	-Western Wellega Zone
2	Road Length (km)	-181km's
3	Status	-DS-4 Standard gravel road
4	Road functional classification	-Trunk road
5	Proposed surfacing type	-DBST
6	Number of project affected household heads	-1519
7	Total number of project affected persons	-8614
8	Total residential houses and other buildings that will be fully affected	-31(rural) and 303(urban) Total=334
9	Total residential houses and other buildings that will be partially affected	-100(rural) and 1196 (urban). Total =1296

10	Total public and government buildings to be affected partially and fully, (out of the total)	-268
11	Total number of residences, shops and other buildings to be affected partially and fully	-1630
12	Total loss of agricultural lands permanently	-276 hectares
13	Total loss of fruit bearing and non fruit bearing trees lands permanently	-14 hectares
14	Total loss of agricultural lands temporarily	-48.6 hectares
15	Total number of fruit bearing and non fruit bearing trees to be affected	30,245
16	Telephone line to be affected	2020 meters (45 poles)
17	Electric lines to be affected	4300 meters (96 poles)
18	Water pipes to be affected (2.5 and 3 inches)	1027pieces (6162 meters)

Source: Consultant Survey, 2006.

## 2. Objectives of the RAP

The main objectives of preparation of this Resettlement Action Plan is: (a) to prevent or at least mitigate adverse impacts associated with the implementation of the road upgrading project, (b) to deliver entitlements to project affected people and support them to restore their livelihoods in line with the national legislations, ERA's Resettlement Policy Framework and the World Bank policies (OP 4.12) and procedures (BP 4.12),(c) to maximize the involvement of the PAPs in all implementation of the project and, (d) to ensure that the standard of living of project affected people improved or at least restored to pre-project level.

In line with the overall requirements of the ToR, the broad objectives of the RAP study incorporates: Preparation of RAP for the proposed road project that includes budget for resettlement / rehabilitation activities along the route corridor so as to provide the Government and development partners, (i.e. Donors), with sufficient information about the likely impacts of the proposed road project on the existing socio-economic and ecological conditions of the project area to justify acceptance, modification or rejection of the proposed road project for further financing and implementation.

## 3. Methodology

For the purpose of preparation of this RAP the consultant adopted the following conventional Sociological and Social Anthropological methodologies. These incorporate: - (a) Desk study / Document review: In the process of desk studies, the consultant reviewed project documents and related literatures. (b) Field visits: Detailed visits and surveys had been conducted to collect first hand data on both positive and negative impacts of the project. (c) Public consultation: - This was done to procure information about public attitudes towards the project, to understand local knowledge's about grievance redressing mechanism, (conflict resolution mechanism), giving clarifications about the project and compensation payment procedures for the public. (d) Focused group discussions: - This has been done with groups of individuals whom represent group interests to collect data on cultural issues, the role of women in the society, division of labor, sources of income and to identify the positive and negative impacts of the

project collectively to render mitigation measures. (e) Identification of key informants: These informants are knowledgeable about their environs, customary laws, traditions, religious observances, needs and aspiration of the community.

#### 4. Socio-economic description of the Project area

Although the proposed road project expected to cover 186.7km's, there is no major difference along the entire project immediate influence area in term of agricultural and other livelihood generating practices. Inhabitants are living in subsistence agricultural practices with limited off farm activities. Apart from the extensive peasant holding cereal productions like maize, sorghum, millet, barley, teff and wheat, cash crops like coffee, pepper and fruit productions (mangoes and banana) play big role in the local economy. Small-scale traditional irrigation is practiced in limited parts of the project area. The role of coffee production and processing is highly significant in the area.

**Table 2: Occupational stratifications of project affected household heads.**

No	Types occupation	Gimbi - LaloAsabi Wereda	AyraGuliso -DaleSedi Wereda	GawoDale -Seyo Wereda	Total
1	Carpenter	8	0	1	9
2	Farmer	127	30	211	368
3	Retired	5	1	1	7
4	Tailor	0	0	3	3
5	Trader	322	75	206	603
6	Guard	7	2	0	9
7	Health Worker	8	1	6	15
8	Daily laborer	43	6	4	53
9	Teacher	14	0	5	19
10	Civil servant	72	22	27	121
11	Student	12	1	10	23
12	Evangelist	5	0	1	6
13	Iron smith	1	1	1	3
14	Mechanic	1	1	2	4
15	Tanner	4	0	0	4
16	Broker	1	0	2	3
17	Driver	3	1	8	12
18	Artist	4	0	0	4
19	Road work	0	1	0	1
20	N.A	129	34	89	252
<b>21</b>	<b>Total</b>	<b>766</b>	<b>176</b>	<b>577</b>	<b>1519</b>

Source: - Consultant field survey, 2006

#### 5. Project description and justification

The proposed road project is located in West Wellega zone of the Oromia National Regional state. The existing gravel surfaced road is badly deteriorated and is hampering transport development in the area and is the main cause of traffic accidents. There is a very limited public transport service along the route

mainly due to the sub-standard and bad condition of the road. The areas traversed by the road have significant natural resource potential, populated and cultivated with high yield of agricultural products like coffee and cereals. Mineral resource potential is also available and rich in some of the Weredas (districts) like Yubdo and Gimbi.

## **6. Potential impacts and mitigation measures**

The up-grading road project that covers 186.7km's, with 30m of ROW in rural areas and 20m of ROW in urban areas likely incur negative impacts on residential houses, farmlands, fruit bearing and non fruit bearing trees and business installations along its corridors. Although it is temporary, the project impact will be felt also in possession of lands for the purpose of ancillary works. (Quarry sites, borrow pits, camps and detour roads). As to the consultant survey result, a total of 1519 households and institutions are likely affected by the proposed project. Out of this total 235 of them are female headed households and 1270 of them are male headed. Again out of the aforementioned total, 14 of them are government and non-government institutions. (For further details see section four of the manual)

In urban areas, major impacts of the project will be on residential houses, social services and business installations. This condition may entail dislocations / relocations. In rural areas major impacts of the project will be on farmlands and cash crops. To mitigate adverse impacts of the project, a replacement cost approaches will be implemented for compensation payments. The RAP will show the total amount of resources and organizational procedures required for rehabilitation / restoration of livelihoods. A summary of the main findings of these adverse impacts are presented under table one above.

## **7. Positive and Negative impacts of the project**

The upgrading project expected to have both positive and negative impacts. To begin with its positive impacts, the project is expected to reduce vehicles operating costs, transport and time costs for passengers and freight, and improvement in the availability of motorized transport services. Moreover, the project is envisaged to create development impacts in facilitating socio-economic and cultural activities. In the long term the project is envisaged to change the quality of life of the people residing along the project influence area for better.

The following are some of the major positive impacts of the upgrading project:

- Increase and improve trade and market facilities
- Timely provision of agricultural inputs
- Increase agricultural production in relation to availability of fertilizers, pesticides, herbicides and other modern technologies.
- Help farmers to sell their productions at better prices.
- Facilitate conditions for the development of small scale business and enterprises
- Facilitate conditions for urban development's and easy population movements

- Facilitate conditions for the improvement of social services and amenities
- Help women in reducing workloads and time to travel to market places.
- Employment opportunities during and after construction
- Encourage local community members to be engaged on off farm activities.
- Increasing the attractiveness of voluntary re- resettlements

The upgrading project may have the following negative impacts:

- Spread of Sexually Transmitted Diseases (STD) and HIV / AIDS
- Growth of squatters and uncontrolled settlements
- Noise disturbance specifically during construction
- Hazardous and waste materials dumping on farmlands, settlement areas, water points
- Pressure on local facilities and services
- Land acquisitions for the project and related activities
- Demolition of residential, commercial and institutional structures.
- Pressure on vegetative cover of the area

However, these negative impacts could be minimized by employing appropriate mitigation measures.

## **8. Impacts on livelihoods and Housing**

As it has been indicated above that the project with its 30m's of ROW in rural areas and 20m of ROW in urban areas likely incur socio-economic impacts. However, its impact varies depending on the proximity of the houses to the road alignment. In towns like Inango, where there is very little clearance between the road and the houses, the socio-economic impact of the road on house is higher. Moreover, the road is expected to be realigned at three specific localities (Ayra, 5.6Km's Alem-Teferi, 2.4 Km's, and RobGebeya, 7 Km's) and may have a considerable impact at Ayra and RobGebeya. The realignment of the road through the center of Ayra and RobGebeya towns will affect many houses, business centers and farmlands. On the contrary the realignment at Alem-Teferi has a lesser affect on properties because the existing road passes through the town.

**Table 3: Number of Affected Houses by Category and Wereda\***

Wereda	Fully Affected			Partially Affected			Total		
	Urban	Rural	Total	Urban	Rural	Total	Urban	Rural	Total
Gimbi	0	1	1	0	8	8	0	9	9
Lalo Asabi	60	23	83	311	37	348	371	60	431
Ayra Guliso	140	2	142	231	12	243	371	14	385
Lalo kile	0	0	0	0	2	2	0	2	2
Dale Lalo	6	2	8	142	15	157	148	17	165
Godele	0	0	0	0	6	6	0	6	6
Gawo Dale	27	0	27	170	0	170	197	0	197
Hawa Wolel	60	0	60	195	2	197	255	2	257
Seyo	10	3	13	147	18	165	157	21	178
<b>Grand Total</b>	<b>303</b>	<b>31</b>	<b>334</b>	<b>1196</b>	<b>100</b>	<b>1296</b>	<b>1499</b>	<b>131</b>	<b>1630*</b>

Source: - Consultant Survey, 2006

\* This total number is given for residential houses and other buildings not for the total number of households.

## 9. Entitlement Matrix

The entitlement matrix procedure will define eligibility for compensation and / or rehabilitation assistance for impacts / losses for different types of assets for different categories of project affected persons. (1) For agricultural lands impacted temporarily, compensation payments will be endorsed for the lost income based on the average annual income secured for the last five years preceding expropriation multiplied by the number of years of impact. Affected lands will be restored to its original condition. (2) For agricultural lands impacted permanently, a land to land compensation (equal productive capacity) is desirable. If a substitute land of comparable productivity can be replaced to the landholder, compensation will be also done equal to the average annual income he / she secured during the five years preceding the expropriation of the land. If this is target is not matched, compensation payments will be equivalent to ten times the average annual income of persons secured during the five years preceding expropriation. (3) For crops / trees the entitlement matrix will be based on

the value of the annual crops at current market price and the current and the discount future values of the trees affected. Compensation for annual crops will be based on the current market value of the estimated production that could have been harvested from the damaged crops. The compensation value of fruit trees and other trees shall be based on the current and net present value of the future benefits that could have been generated until a similar new tree comes to maturity. (4) Partially impacted residences, properties affected 25% and above will receive full compensation. Properties affected bellow 25% will receive partial compensation. Compensation payments may include inconvenience costs and other transactions to rebuild a similar or better residence in the remaining

plot. (5) For partially affected business installations the matrix will be the same as above for the structure. Compensation for business shall be inclusive of additional payments for business disruption periods. (6) For fully affected residences, the entitlement matrix will be inclusive of land replacement for private holders, full compensation to rebuild a similar new house or better and displacement compensation equivalent to the estimated annual rent of the demolished house. Resident tenants from urban administration will be provided new residential or business structures at the same rental costs and an estimated annual rental cost for inconvenience and other transaction costs. (7) The entitlement matrix for fully affected business will be inclusive of land to land compensation, full compensation to rebuild a similar or better structure, displacement / transition payments for disruption periods and transport cost.

**Table 4: Entitlement Matrix for rural population\***

	Temporarily Affected	Permanently Affected		Vulnerable group member
	Land	Land	Crops/Trees	
Compensation Entitlements	<ul style="list-style-type: none"> <li>• Foregone benefits for the duration of impact. Restored land after the duration of impact.</li> </ul>	<ul style="list-style-type: none"> <li>• Full compensation for the permanently expropriated land use right</li> </ul>	<ul style="list-style-type: none"> <li>• The value of the annual crops at current market price.</li> </ul> <p>The current and the discounted future values of the trees affected.</p>	<ul style="list-style-type: none"> <li>• Special attention and compensation based on the type of impact and logistical supports.</li> </ul>
Compensation	<ul style="list-style-type: none"> <li>• Compensation for lost income based on the average annual income secured for the last five years preceding expropriation multiplied by the number of years of impact.</li> <li>• Restore land to its original condition</li> </ul>	<ul style="list-style-type: none"> <li>• Pay compensation to the land user that is equivalent to ten times the average annual income secured during the five years preceding the land expropriation.</li> <li>• If a substitute land of comparable productivity can be replaced to the landholder then the compensation will be the average annual income secured during the five years preceding the expropriation of the land</li> </ul>	<ul style="list-style-type: none"> <li>• Compensation for annual crops based on the current market value of the estimated production that could have been harvested from the damaged crops.</li> <li>• The compensation value of fruit trees and other trees shall be based on the current and net present value of the future benefits that could have been generated until a similar new tree comes to maturity.</li> </ul>	<ul style="list-style-type: none"> <li>• In addition to compensation payments to the negative impacts attributable directly to the project, special attention and logistical support will be offered.</li> </ul>

Note: The compensation for affected rural residences is similar to the one stated to the urban population.

\*As to the 1995 constitution of the Federal democratic Republic of Ethiopia, there will not be a tenant farmer. This is strictly stipulated in article 40(3) of the constitution, in that “land shall not be subject to sale or other means of exchange”

**Table 5: Entitlement Matrix for urban population**

	Partially Affected		Fully Affected		
	Residence	Business	Residence	Business	Vulnerable group member
Compensation Entitlements	<ul style="list-style-type: none"> <li>• Compensation to rebuild the affected parts in a similar structure and appearance or a better one.</li> <li>• For resident tenants to rebuilt the affected part in a similar structure and appearance or better.</li> </ul>	<ul style="list-style-type: none"> <li>• Compensation to rebuild the affected parts in a similar structure and appearance or better business premises.</li> </ul>	<ul style="list-style-type: none"> <li>• Land replacement for new house</li> <li>• Full compensation to rebuild a similar new house or better</li> <li>• Compensation equivalent to the estimated annual rent of the demolished house</li> </ul>	<ul style="list-style-type: none"> <li>• Land replacement for new business premises</li> <li>• Full compensation to rebuild a similar new house / better</li> <li>• Displacement / restoration compensation equivalent to disruption periods income</li> </ul>	<ul style="list-style-type: none"> <li>• Special attentions, compensation based on the type of impact and logistical supports</li> </ul>



<b>Compensation</b>	<ul style="list-style-type: none"> <li>• Relocate / rebuild the house within the remaining plot</li> <li>• Properties affected bellow 25% will receive partial compensation</li> <li>• Resident tenants will be compensated a three month rent for the inconvenience. But compensation will be paid to the urban kebele or municipal administration.</li> </ul>	<ul style="list-style-type: none"> <li>• Relocate / rebuild business premises within the remaining plot</li> <li>• Compensation for business will be inclusive of additional payments for disruption periods. Multiplying an average monthly income to disruption and transition periods might mitigate the problem. Compensation will be inclusive of transportation costs for non fixed assets.</li> </ul>	<ul style="list-style-type: none"> <li>• Provide new land for rebuilding house within the same town</li> <li>• Full compensation to rebuild a similar / better house, inconvenience coasts and other transaction.</li> <li>• Provide a comparable dwelling house from the urban administration for resident tenants at the same rental costs and a displacement compensation equivalent to the annual rent of the demolished residences.</li> </ul>	<ul style="list-style-type: none"> <li>• Provide land to build new structure in locations with business advantage</li> <li>• Full compensation to rebuild a similar / better structure. Moreover, payments in multiplying an average monthly income to disruption periods, transport costs and losses of other fixed assets will mitigate the problem. Four to six months will be elapsed for restoration of incomes.</li> </ul>	<ul style="list-style-type: none"> <li>• In addition to compensation payments to the negative impacts attributable directly to the project, special attentions and other logistical supports will be offered.</li> </ul>
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## **10. Legal framework**

ERA is responsible for the preparation of this Resettlement Action Plan and execution of compensation payments as per the guidelines set in ERAs Resettlement Policy Framework. The Environmental Monitoring and Safety Branch (EMB) and the Right of Way (ROW) branch are directly responsible for reviewing, monitoring, and implementation of the RAP. EMB is also responsible and in charge for identification of adverse environmental and social impacts and for monitoring the implementation of its mitigation measures.

Main legal documents like Proclamation No. 455/2005, (on expropriation of land holdings for public use), ERA Resettlement Framework, Environmental policy of Ethiopia and the World Bank OP and BP 4.12 have formed basis for preparation of this RAP. Article 44.2, of the constitution of the Federal Democratic Republic of Ethiopia (1995) provides interventions for public goods, which may cause displacement of people or adversely affect the livelihood of the local population, shall give the right to commensurate by monetary or other means of compensations including relocation, (resettlement), with adequate state assistance. The World Bank policies on OP and BP 4.12 explicitly addressed the need for proper compensation payments and restitution of livelihoods. Based on these broad legal and institutional frameworks, the required compensation types, amounts and organizational procedures are prepared in this guideline. If there is a conflict between the national and the international law, the latter have precedence over the former as to the WB OP4.12 procedures.

## **11. Public and stakeholders' consultation**

All through the field level investigations, public consultations were carried out to inform about the main objectives of the project and identifying the potential positive and negative impacts. The importance of public consultation is also rests on to gain direct public participations, sharing ideas on mitigation measures against adverse impacts and reinforcement of the project out come.

Public consultations were done through formal meetings and public gatherings. Focus group discussions with selected women, professionals, and elderly community leaders were done to clarify misunderstandings and gaining additional information's on public attitudes towards the proposed project. Informal meetings were held with different age category members of the community. In these public meetings local community members and other stakeholders vowed to participate in all activities that the project demand and contribute whatever assistances at their own capacity. It has been long awaited and good news for them when the consultant professional makes descriptions about the project for reasons of the very bad conditions of the existing road and shortages of motorized public transport.

Following the discussions held with local authorities, community members and project affected people it was confirmed that problem relating to displacement

and dispossession of properties can be contained by the primary stakeholders (community and local leaders), with the appropriate assistance from outside. Public consultation outcomes indicate that they are supportive of the project idea and reiterated with the provision of the legally approved measures no major disturbance on livelihoods is anticipated. In most parts, the road upgrading follows the existing gravel road alignment. Major realignment is expected in limited spots. Local authorities signed a commitment with the consultant to prepare land for resettlement specifically for those totally displaced and needy households in the urban section of the project. (Please refer minutes of meetings under Annex 5). The project area is now serving as one of the new resettlement corridors of the region for those live in very densely populated and degraded areas and willing to transfer to this section of the region. There is a relative abundance of land for extending resettlement site within the immediate locality. Out of the 1519 household heads and institutions, 622 entrepreneurs demanded land to land compensations in addition to cash compensations for their losses. 897 of them demanded monetary remunerations for the damages they would entertain due to the project.

## **12. Socio-economic Survey**

Socio-economic survey has been done in order to assess the impact of the project socially and economically which could be happened due to acquisition of land and other properties.

For the preparation of this Resettlement Action Plan, all properties fall within 20m of ROW in urban and 30m of ROW in rural areas are recorded. All properties within this radius are assumed to fall within potential impact area and subject to relocation. Accordingly, the field inventory indicates that 276 hectares of farmlands and 14 hectares of permanent crop land (fruit and non fruit bearing trees) areas likely to be impacted permanently. Accordingly, 22,750 eucalyptus, 584 mango, 2800 coffee, 4000 banana and 111 avocado trees likely removed during construction. Moreover, 48.6 hectares of farmlands will be impacted temporarily if the existing road expands from 6m's to 6.7m's (with 1.5 m shoulders on either side). A total number of 1630 residential houses and other buildings belonging to different owners which are located within the 30m of ROW in rural and 20m of ROW in urban areas are likely to be affected. Out of this total, 334 of them will be fully affected and 1296 will be partially affected. In the rural sections additional 66.6 hectares of land will be required for temporary uses like for detour, campsites and burrow pits. With proper reinstatement of these lands to their original conditions, the extent of permanent displacement from these lands would be lesser.

## **13. Budget Requirement for the RAP**

The method adopted for valuing affected assets and properties has been based on replacement cost approach. The compensation for affected farmlands is based on unit rates and productivity established in this RAP. Although the project is upgrading one, there is more permanent loss of farmlands than temporary losses under the project operations due to the fact that all through the route inhabitants are residing in a relative congested manner in pockets of settlement areas.

Beyond these settlement areas, the land is covered by bushes and savanna grasslands. Compensation payments for residential houses and other buildings are worked out in assuming full compensation for 25% and above impacted parts of a given property and payments for only damaged parts bellows. The total amount of resources required for compensating the affected people and restoring some of the utilities is worked out on the bases of 30m of ROW in rural areas and 20m of ROW in urban areas. The source of funding for the implementation of the RAP is the Ethiopian government and disbursement of the budget is subject to monitoring by the Ministry of Finance and Economic Development, (MoFED), after ratified by the house of people’s representatives. The following is a summary of the total amount of the fund that will be required for the implementation of this manual.

**Table 6: Resettlement/Rehabilitation Budget**

No	Compensation to be paid for	Compensation Amount (Birr)
1	Compensation for all types of houses and institutions	36,223,454
2	Permanent loss of farmlands	3,214,260
3	Temporary loss of farmlands	283,095
4	Loss of fruit bearing and non fruit bearing trees	975,933
5	Compensation for loss of income in business	5,598,000
6	Compensation for affected social services	614,333.92
7	A budget for HIV/AIDS prevention activities	500,000
8	A budget for vulnerable group PAPs Assistance	190,723
9	Implementation and monitoring	72,750
	<b>Total</b>	<b>47,672,548.92</b>
	<b>Contingency (10%)</b>	<b>4,767,254.9</b>
	<b>Grand Total</b>	<b>52,439,803.8</b>

#### **14. Implementation and monitoring Plan**

ERA’s Environmental Monitoring and Safety Branch with the Right-of-Way branch are responsible for the implementation and management of the RAP in close workings with other stakeholders. These branches are also responsible for the monitoring and evaluation tasks. In that the following variables will be adopted for the purpose.

- Appropriateness of relocation sites
- Restoration and restitution of PAPs
- Amounts and methodologies used for compensation payments
- Special cares and supports given for vulnerable group members
- Restoration of affected social services
- Appropriateness of the time schedule
- Grievances and problem encountered in the implementation of the RAP
- Appropriateness of grievance alleviating mechanism .

**Part II – Welkite-Hosaina Link  
Road Project**

## **1. BACKGROUND**

Welkite - Hossaina Road project is an upgrading project having a length of 121Km. It is located in the Southern Nations Nationalities Peoples Regional State. Welkite-Hossaina road project starts at Welkite where the existing road branches off from the main Addis – Jimma Highway. The road with a distance of 121 km passes through several towns and villages of Gubre, Emdibir, Arekit, Kebul, Lera and ends up at the entrance of Hossaina Town. Besides providing access between Wolkite and Hossaina, the road also forms part of the long distance links to Addis Ababa and Jimma. It is seen as one of Regional important road links. Though the recent maintenance has improved the road quality on certain sections, the traffic volume is increasing, causing constraints for agricultural products movement and reducing the level of service offered by the road.

The construction of the road will also create improved access to investment and social services and contribute for the socio-economic development of the area. However, road construction does not always have high socio-economic benefits without causing adverse effects on socio-environment. Serious disruption of the bio-physical resources, social structures and infrastructures can be resulted if a road project's designed and constructed without considering socio-environmental issues. Hence, the primary purpose of this feasibility level RAP study is to ensure that the possible impacts of the road project are adequately and appropriately considered and mitigation measures for adverse significant socio-environmental impacts will be incorporated when decisions are taken.

## **2. SCOPE OF THE RAP STUDY**

The scope of this RAP study is limited to assess potential, positive as well as adverse impacts of the project road within the direct and indirect influence areas and to propose mitigation measures for adverse impacts. The project direct influence areas include road right of way, quarry sites, and borrow areas, construction campsites, nearby water sources, waste disposal sites and communities residing within 30 meters of RoW.

The study in towns consider 20 meters RoW to minimize the social impacts specially damages of infrastructures, since it is found that most of the towns along the roads are reside within 30 meters of RoW.

### **3. OBJECTIVES OF RAP STUDY**

The objectives of RAP study are to describe the existing socio-environmental features of the road project, assess potential positive and negative effects and recommend appropriate solutions to avoid or minimize any undesirable effects resulting from the construction and operation of the project road.

### **4. METHODOLOGY**

Documents on relevant policies, guidelines and legislations were reviewed primarily to describe the relevant policies and legislative framework within which the socio-environmental assessment is undertaken. Then, relevant data and information were collected from regional, zonal and wereda level Government Organizations that are involved in public administration and development activities in the project area. The whole length of the project road and its corridor was also investigated using structured questionnaire with the help of enumerators asking all households residing within 30 metres RoW in rural area while 20 metres RoW in towns. Thus data on assets to be affected were collected. Natural and social environment is investigated through observations and interviews of local informants.

Formal structured interviews as well as informal discussions with the local people, project affected individuals and officials were held in different wereda and kebele level along the roads to obtain their ideas about the proposed project. Finally, the data collected were reviewed, analyzed and utilized to describe the existing situation of the road environment in terms of its physical and biological features and socio-economic conditions.

### **6. PUBLIC CONSULTATIONS**

The study team has consulted the project area wereda administration (Welkite, Chaha, Gummer, Mirab Azernet Berebere and Limo) and project affected persons to grasp their views on the project road. The consulted people and the Wereda officials noted that the construction of the project road is one of the key development issues of the area. All of them believed that the realization of the proposed road construction will improve the socio-economic development of the areas. They stressed that the realization of the project road will create easy access to the federal city and other regional towns through regular access of public transport and truck transport.

During the consultation, the local Administration officials promised:

- To provide as much as possible replacement land for the relocation of affected persons if any;
- To keep the ROW and prevent people not to build any houses in the designated ROW width;
- To deliver all necessary support to the project affected persons during the relocation and compensation processes.

## **7. REVIEWS OF STRATEGIES, POLICIES AND LEGISLATIONS**

Relevant policies legislations and guidelines were reviewed and incorporated in the report. More attention was given for the SEIA guidelines of EPA and ERA. Also, International laws related to THE BANK were discussed. This RAP was prepared in accordance to these guidelines and policies.

## **8. PROJECT LOCATIONS AND DESCRIPTION**

The Wolikite\_Hossaina road project is located in Southern Nations Nationalities Peoples Regional State. It traverses five weredas of Wolkite, Chaha, Gummer, Mirab Azernet Berbere and Limo. It is proposed to connect these weredas to Addis Ababa-Jimma Trunk roads. The total length of the road is 121km.

### **Topography**

The proposed road passes through different types of terrain including plain, rolling and mountainous sections. Most of the weredas where the road traverses are located on plain and rolling topography.

### **Climate**

The climatic condition of the project area combines semi-cold and partly warm climatic features. The mean temperature varies between 15 to 25<sup>o</sup>c. The mean annual rainfall of the project area is between 800-1200 mm.

### **Water Resources**

The project area has water shortage, particularly during the dry season. At present, there is no enough water supplies for most of the towns in the project area. Though the road passes across several streams, all of them were dry at the time of field assessment in the month of April. The available potable water sources along the road are Wolkite, Endibir and Hossaina towns

## **Flora and Fauna**

The vegetation cover along the proposed project road is dominated by bushes and shrubs with eucalyptus and bushy grassland. There is no high forest or priority forest area along the road. However, there are some endangered tree species, which are remnants of the former high forest of the area. These endangered tree species, namely *Acacia abyssinica*, *Olea europea var. africana*, are found on the end section of the road in Limo wereda. Different species of birds were observed along the proposed road.

## **Land Use**

The land use and land cover of the project area is basically defined as intensively farming area, while smaller portion covered with bushes and shrubs. Major crops grown at the highland portion are wheat, barley, maize, bean and lentil. Lowland portion is known for the production of sorghum, maize, haricot bean and Teff. Coffee and Chat are also grown in the lowland portion. The land use type of the road Right Of Way (ROW) was also assessed during the field survey. The survey result shows that about 80 % of the ROW is farm and grazing land while about 20% is bush and shrub.

## **POPULATION AND SETTLEMENT PATTERN**

At present the project area (Welkite wereda, Chaha wereda, Gummer wereda, Mirab Azernet Berebere wereda and Limo werede) has a population of about 832,521; of which 11% are urban and 89% are rural and the average household size is about 5. The population growth rate of the region is 2.9 % per annum with an average population density of 127 per sq.km; however, in the zones traversed by the project road the population density is higher: 265 per sq.km in Gurage zone, 313 in Silti zone and 346 in Hadiya zone. These densities are higher than the regional average. (Regional Statistical Abstract, June, 2006)

## **Ethnicity, Religion and Language**

The major ethnic residents are Gurage, Silte and Hadiya with few other ethnic communities. The major religious affiliations are Orthodox Christianity and Islam. The major languages spoken in the project area are Guragina, Silti and Hadiya.

## **MAIN ECONOMIC ACTIVITIES**

The major economic activity in the study area is agriculture particularly for the rural population where subsistence farming is the dominant means of earning a living. The major economic activity for urban residents is trading.

The existing farming system is traditional mixed farming based on animal traction and human labor that also includes animal rearing for milking, draught power and transportation.

Livestock production is equally important as crop production in all parts of the project affected woredas. Cattle have a multipurpose benefit. It provides power for farming, meat, milk, hides, manure, and service as an asset and source of income in drought and famine periods.

Generally it is understood from the field survey that average income is based on the farm land size a farmer possesses.

### **Social Services:**

The project area has different social services including health services, drinking water and schools up to senior high schools. It has water supply, Health and Education coverage of 21%, 57% and 56% respectively.

## **9. 1PROJECT IMPACTS**

### **Positive**

Both beneficiary and adverse socio-environmental impacts are anticipated from the upgrading road project. The major beneficiary impacts are reduction of existing dust problem and associated health impacts, reduction of travel time and transportation cost, increase of access to transportation and opportunity of job creation for the skilled and unskilled local people along the road route and contribution for the overall economic growth of the country.

### **Adverse Impacts**

The Road mainly involves upgrading of the existing gravel road from Welkite to Hosaina which is 121 km, its overall impact on physical environment is not severe. However, due to the development of towns and settlements close to the existing road, its impact on social environment will not be as simple as it was thought. Several houses are already constructed within 30 m of road right of way at different stretches of the road. Residential houses will be affected.

Other impacts include loss of farm and grazing land, destruction of natural vegetation situated within the 30 m ROW and, loss of road side eucalyptus plantation in most of the road adjacent, loss of commercial crops of Chat and Ensets (False Banana), and fruit trees also occur.

Health issues are identified and expected to occur with the commencement of the construction. Major health issues are associated with HIV/AIDS/STDs, labor

migration and camping sites. Moreover, due to the conducive environment occurring in the construction phase multiplication of malaria vector are expected to increase. Also, dust born and accidental health impacts during the construction phase are expected.

Water resource pollution from increased siltation and campsite sanitation could occur unless the proposed mitigation measures are strictly followed. It is anticipated that water supply lines, poles and other infrastructures will be affected in different towns and villages during the construction period because of their location within the right of way. Prior to the commencement of construction, all public services that will be affected should be relocated to minimize disruptions to the services. In this regard the consultant makes the EEPCO aware of the possible impact on electric concrete poles within the ROW.

There are cemeteries affected in the ROW at 12 places in one wereda called Mirab Azernet kebele of three different kebeles. The cemeteries are located within 10 km stretches. The community representatives have been consulted and confirm to relocate the cemeteries in the places if the spaces are very narrow to make any possible mitigation measures with the ROW. The suggested mitigation measures are found under section

To overcome or minimize the identified adverse impacts and other possible negative impacts, appropriate mitigation measures are proposed.

## **10. MAIN FINDINGS:**

The road being the upgrading of the existing gravel road from Welkite to Hossiana which is 121km, its overall impact on physical environment is not severe. However, due to the development of towns and settlements close to the existing road, its impact on social environment will not be as simple as it was thought. Several houses are already constructed within 30 m of road right of way at different stretches of the road.

Other impacts include loss of farm and grazing land, destruction of natural vegetation situated within the 30 m ROW and, lose of road side eucalyptus plantation in most of the road adjacent, lose of commercial crops of Chat and Ensets (False Banana), and fruit trees.

Briefly the following indicates main findings and impacts of the road construction.

- Road Length: 124km
- Status of the road: DS4 and DS3
- Road Functional Classification: (link)

- Proposed Surface type: Asphalt concrete

<b>Description</b>	<b>Impacts in Quantity</b>
Number of households who lose house fully	473
Number of households who lose house partially	299
Private fences affected in meters	35,116
Number of institutional buildings affected fully	No
Number of institutional buildings affected partially	5
Number of institutional fences in meters	1,293
Loss of agricultural lands permanently in hectares*	28.68
Loss of agricultural lands temporarily in hectares	No
Number of households who lose strips of lands in RoW	2,796
Loss of tress in Number	175,055
Loss of fruit trees	4,147
Loss of telephone line affected in meters	lump sum is included
Water pipe affected (diameter and total length)	¾ inch - 488
Cemeteries	At 12 places
Fully affected households	3,269
Partially affected households	299
Total number of project affected persons	17,840

\*It is not possible to know the amount of land to be compensated in kind at this stage. That will be known when the local administration informs the amount of land made available to compensate in kind.

## 11. Entitlement Matrix

Of the main findings, it is also found that PAPs eligible for compensation shall include the following Entitlement matrix:

- A. Land permanently acquired for the project
  - Owners with formal legal titles
  - Owners/occupiers, who are eligible for formal legal title under Ethiopian law
  - PAPs with other recognized land use right
  - Occupiers who are not eligible for legal titles
- B. Permanent loss of house, other structure and improvement, and land based assets such as trees
  - Owners of houses and other structures (whether with land title or not)
- C. Temporary effects such as disturbance to crops during construction
  - Farmer/Land users/owners of infrastructure within the RoW
- D. For effects on Business
  - Owners of Business

- Employees who have lost income as a result of the project

## 12. Cut-off date

The cut-off date for compensation was June 17/2009. Cultivating land, constructing buildings or settlements in project affected areas after the cut-off date will not be eligible for compensation or subsidies. Compensation will also not be paid for any structures erected, or crops and trees planted purely for the purposes of gaining additional compensation.

As far as the proposed mitigation measures are implemented properly, the overall project impact would be acceptable and positive impacts would overcome the adverse negative impacts.

## 13. RAP BUDGET

The overall socio-environmental impact mitigations and compensation cost is estimated to be 29,342,521 birr. Detailed unit costs are found in Annex8.A and Annex8.B.

**Table: 6.22 Summary of Total Affected Assets**

Items for Compensation	Unit	Quantity	Total Cost of Compensation (Birr)
Compensation for loss of dwellings	number	772	15,801,189
Compensation for loss of institutional buildings	Number	5	28,860
Residential fences	meters	36,409	822,305
Compensation for loss of farm lands	Hectares	28.68	2,581,200
Permanent loss Enset (False Banana )plant	number	57,139	1,599,892
Permanent loss of Coffee trees	number	1,728	23,406
Permanent lose of Hope trees	number	712	142,400
Permanent loss of Eucalyptus trees	number	1,371,677	1,110,932
Permanent loss of indigenous trees	number	18,704	935,200
Permanent loss of Fruit and other trees	number	4,147	289,750
Permanent loss of Trees (chat)	number	2,982	782,775
Relocation cost for Tele poles	Lump sum		917,150
Relocation cost for Electric poles*	Meters		
Water Supply pipes	Meters	488	107,360
Training	Lump sum		300,000
HIV/AIDS Prevention	Lump sum		500,000

<b>Items for Compensation</b>	<b>Unit</b>	<b>Quantity</b>	<b>Total Cost of Compensation (Birr)</b>
Assistance to Vulnerable groups			500,000
Cemeteries	Lum sum		232,600
<b>Sub-total</b>			<b>26,675,019</b>
<b>Contingency (10%)</b>			2,667,502
<b>Grand Total</b>			<b>29,342,521</b>

\*( Under construction of changing the wood pole with concretes poles at the time field survey)

#### **14. DISCLOSURE:**

The following process will be followed by ERA to disclose the RAP:

- ERA will advertise the availability of the RAP at designated places to the public in the electronic media (including ERA’s Web site) and government news papers,
- The Federal government of Ethiopia will sent a letter to the World Bank to disclose RAP at info shop.
- E.R.A will send copies of the final RAP to immediate stake holders including respective Regional government, zone and Wereda offices.
- ERA will place the RAP at designated places and at least through the construction phases. These designated places may include government and non-government institutions along the project road.

Public disclosure of the RAP will be carried, thorough distribution of summaries describing the most important section of the RAP. Public disclosure of the draft RAP must be made to the affected persons in a form and language that they can understand. This may be in the form of a brochure or leaflet, to be provided to affected persons, in an accessible place.

#### **15. CONCLUSIONS AND RECOMMENDATIONS**

##### **Conclusion**

Based on the findings of this social impact analysis, the construction and operation of the Wolkite – Hossaina Road will have several beneficial as well as adverse impacts on social and natural environment within the area of influence of the road.

The construction of the proposed road will not cause significant socio-environmental effects that cannot be minimized with normal good engineering practices and with integrating the proposed environmental and social mitigation measures in the planning and execution of the project.

Most of the social impacts are moderate and will be reversible with community consultation and involvement and designing considering the needs of the community as appropriate and possible. Impacts like loss of fertile farmland, housing, plantation will be permanent impacts. Temporary impacts stem from ground disturbance for the road construction and for obtaining construction materials, as well as operation of construction equipment and camps or housing of the labor force. These temporal impacts can be reduced to acceptable levels with good engineering practices and integration of restoration and other mitigation measures in the planning and implementation of the project.

## **Recommendations**

### **a) Environmental Aspects**

To have minimal and acceptable residual environmental impacts, it is recommended that the proposed mitigation measures be properly implemented by including them in the Tender Document for the contractor and through an Environmental Management Plan. A close follow up of the effectiveness of the implemented measures through a well-planned monitoring program is also critically important.

### **b) Socio-Economic Aspects**

The positive impact of the project will be felt at both the construction and operation stages. During construction, the benefits will be mainly related to business activities and employment opportunity. By this it is considered that persons who reside in towns and villages along the road will profit from business activities created by the contractor. Employment opportunities will probably be restricted to the hiring of unskilled laborers who will be actively involved in the construction processes and thereby gain income and knowledge.

Investment activities as well as export and import will be improved as a result of improved access.

On the other hand, with regard to adverse consequences of the project, the most important impact on socio-economic life is the loss of property; in particular the loss of farmland, housing units and business centers. However, these will be mitigated by the payment of suitable compensation.

Based on the socio-cultural assessment, the following recommendation should be implemented to ensure the sustainability of the road project:

Project area communities should be actively encouraged to participate in the construction and implementation of the project. This participation should start from provision of necessary data and information pertaining to the project activities. Such participation should take account of the contributions that can be made by women at every level.

Project area communities and stakeholders should be consulted from time to time, particularly before and during the construction period, to find appropriate mitigation measures or adverse impacts, and to solve them accordingly.

Before the start of construction, detailed inventory of affected property and/or households should be compiled.

The involvement of stakeholders is essential. The local administration, namely Woreda administration and Kebele administration will be very helpful in facilitating the project activities through solving problems related to land acquisition, settlement of disputes and security.

The schedule of construction needs should be communicated to the concerned bodies at the earliest possible opportunity, to allow affected households time to prepare themselves physically and mentally to participate and co-operate with the project activities.

**Part III – Ankober–Awasharba Link  
Road Project**

## **I. Introduction**

This Resettlement Action Plan (RAP) is prepared in order to minimize the negative impacts that will be created on the local population due to the rehabilitation and upgrading of the project road. The preparation of this RAP is on the basis of the Constitution of the Federal Democratic Republic of Ethiopia, ERA's Resettlement and Rehabilitation Policy Framework and the World Bank's Operational Policies and Procedures (OP/BP 4.12).

The Ankober- Aliyu Amba- Awash Arba road project is one of the components of the Second Road Sector Development Programme, which was formulated to improve and expand the Ethiopia's road network, and which has been accorded high priority by the Government of Ethiopia in order to stimulate economic growth and development of the country.

The project road is 89 km and located in the eastern part of Ethiopia, specifically in the North Shewa Zones of Amhara National Regional State and in Zone three of Afar National Regional State. The project road starts from the town of Ankober in North Shewa zone of Amhara regional state and terminating at the town of Awash Arba in Zone 3 of Afar regional state. The design standard is DS 6; and about 14.5 km around Ankober –Aliyu Amba section and about 7.5km in Melka Worer – Awash Arba junction will be paved.

The construction of the project road will entail the relocation (or involuntary resettlement) of some households located along road side towns/villages.

Past experiences from road projects reveal that, unless adverse social impacts such as resettlement and relocation of PAPs are mitigated, the project might lead to severe socio-economic impacts, such as, loss of income and assets, loss of farm lands, loss of trees (perennial and other types); disintegration of community and social networks and associations; disintegration of close relatives, family members, neighbourhoods; and it may also create negative impact on social values, assets; and as well as psychological and other related social problems.

In the course of preparing this RAP the consultant carried out field level investigation, such as, household census of PAPs, taking inventory of properties and assets for the affected households, assessing the livelihood of PAPs, and conducting public consultation; and also valuation of property and compensation estimate for each of the affected households.

The RAP indicates income restoration measures for the PAPs, and establishes methodologies for compensation estimate and payment.

The RAP will facilitate the rehabilitation of Project Affected Persons and restore their livelihoods and avoid PAPs from becoming impoverished due to the upgrading of the project road.

## **II. Objective, Approach and Methodology**

The key objectives of the RAP are to:

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

## **III. Legal and Institutional Framework**

This RAP builds on the constitution of Ethiopia and the World Bank's Policy and Procedures on Involuntary Resettlement (OP/BP 4.12). The Bank's policy addresses the need for the mitigation of project impacts, which cannot be avoided. The policy objectives of OP 4.12 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.

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 the Bank.

ERA is responsible for the preparation of RAP, and the execution of the compensation payment as per the guidelines set in this RAP and according to the proclamation 455/2005, and ERA's RPF. In ERA, the Environmental Monitoring and Safety Branch (EMSB) and Right of Way (ROW) Branch are directly responsible for the review, monitoring and implementation of this Resettlement Action Plans. EMSB is also responsible for the supervision and monitoring of 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 or elders will play very important role in the implementation of the RAP.

ERA prepared a Resettlement/Rehabilitation Policy Framework (RPF) in 2002 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.

The Resettlement/Rehabilitation Policy Framework is valid for road projects implemented by ERA under its Road Sector Development Programme (RSDP). RPF 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 PAPs.

#### **IV.Socio Economic Description of the Project Area**

The population in the influence area of the project road is estimated to be about 148,415 in 2005, as per to population projection made by Central Statistical Agency population projection. More than 90% of the population in the project area resides in rural areas. The urban population is concentrated in five towns located along the project road.

The project area is predominantly rural, sparsely populated and undeveloped. The urban areas in the project area include, Ankober, Aliyu Amba, Dulecha, Melka Werer and Awash Arba. The above towns are of important urban centers with political and administrative significance.

The woredas traversed by the project road are divided into two major economic activities. Agriculture (subsistence farming) is the mainstay for the population in Ankober and Argoba special woreda. The mainstay for the population in the remaining three woredas is Trade, Agro Pastoralism and Nomadic Pastoralism.

The people residing in the project area use traditional means of transport and walk on foot longer distances. The traditional and non motorized means of transport both for passenger and goods transport used in the area include pack animals, such as, camels, donkey and mule.

Women in the project area are among the disadvantaged groups of the society having very little access to resources and services. The upgrading of the project road will contribute women in improving their demand and access for travel and transport activities, improve their social position, and at the same time create income generating and employment opportunities for women during the construction work.

The distribution of social services, such as, health and educational services in the project area is at its lowest and are mainly located in the administrative and urban sections, away from most of the population.

Investigations and identification of potential negative social impacts conducted focusing on involuntary resettlement, community severance and vulnerable groups at particular risk of project impacts, loss of productive resources, loss of access to services like markets, education and health facilities, grazing and forest areas, and disruption of social, cultural and economic ties and networks.

## V. Main Findings

Table 1 summarizes the main findings of the RAP.

**Table 1: Summary of Main Findings**

1. Regions	Amhara and Afar Regional States
2. Zones	North Shewa Zone in Amhara Region and Zone Three in Afar Region
3. Road Length	92 Km
4. Total Affected Household Heads/PAPs Who will be losing Building Structures, Crops and Trees	216 Household Heads
4.1 Total No. of Affected Persons or Family Members	947
5. Affected Building Structures (Total)	176
5.1 Number of Fully Affected building structures (Houses)	125
5.2 Number of Partially Affected building structures (Fences)	51
6. Estimated area of affected strips of farmland	7.7 hectare
7. No. of PAPs who will be losing Trees	72
8. No. of trees to be affected by type	
8.1 Eucalyptus trees	4370
8.2 Other tree types (Juniper, Tid & Sasbania)	417
8.3 Fruit trees, Coffee, Chat, hopes and others	5502

Source: Consultants' field survey

## VI. Impacts on Livelihood and Housing

Land requirement for the ROW will dispossess strips of farm land from the households that are affected by the upgrading of the project road. The upgrading of the project road also entails the relocation of some houses located along road side towns/villages.

The total number of PAPs (or households) who will lose part of their farm land and houses are estimated to be about 216 household heads having a family size of 947

(489 Male & 458 Female). Among the total affected household heads, about 32 are Female headed households.

Among the total affected household heads/PAPs, about 74 will lose permanently an estimated total area of 7.7 ha of strips of farmland, and the area of affected farmland for each PAP varies from 15m<sup>2</sup> to 10,000m<sup>2</sup>. On average, each household (or PAP) may lose about 0,1 ha of strips of farmland for the construction works of the project road.

Out of the total 216 PAPs (or household heads), 176 household heads will lose their houses either fully or partial. Households who will lose fully are estimated to be about 125 and about 51 households are expected to lose partially (mainly lose their fences). Houses that will be affected by the project road construction are located both in the town and rural sections; and from the fully and partially affected houses; 61 are residential houses, 3 are kiosks (or small shops).

The project affected properties could be divided into two main categories, namely, the fully affected and partially affected. The fully affected properties are mainly building structures or houses; and the partially affected are in most cases fences and verandas. PAPs that may lose their houses fully have either to be relocated to a new location or construct a new house in their present location if there is enough plot size which will allow them to construct similar size of housing structure. The partially affected PAPs may not have any hindrance that will stop them from living in their present house.

The fully affected houses are constructed with different types of construction materials, such as, wood and mud houses covered with corrugated iron sheet, Tukuls or huts covered with thatched grass. The partially affected building structures include fences mainly constructed from wood and stone. Out of the total 176 affected houses, 116 are constructed with mud and wood and covered with corrugated iron sheet (CIS), 25 are Tukuls, 25 buildings are constructed from Hollow Block, Brick and Stone covered with CIS. Eight of the affected buildings are Fences constructed with different types of materials.

**Table 2: Type affected properties by category**

No.	Type of affected properties	Category of Affected Properties		
		Fully	Partial	Total
1	Building structures	125	51	176
2	Area of affected strips of farmland in hectare	-	7.7 ha	7.7 ha
3	<u>Size of Affected Trees by type</u>			
	3.1 Eucalyptus trees	4370		4370
	3.2 Other tree types (Juniper, Tid & Sasbania)	417	-	417

No.	Type of affected properties	Category of Affected Properties		
			3.3 Fruit trees, Coffee, Chat, hopes and others	5502

Source: Consultants' Field Survey

## VII. Delivery of Entitlements

Persons affected by land acquisition, and relocation of structures and assets, are entitled to a combination of compensation measures and resettlement assistance. The compensation measures and resettlement/relocation assistance depends on the nature of ownership rights of lost assets and scope of the impact, including social and economic vulnerability of the affected persons. In general terms, the affected persons in the project will be entitled to various types of compensation and resettlement assistance that will help in the restoration of their livelihoods, at least, to the pre-project standards.

The following table shows the entitlement matrix for the different types of losses that occur due to the construction of the project road.

**Table 3 Entitlement Matrix**

Category of PAPs	Type of loss	Application	Definition of entitled person	Compensation policy	Implementation issues
Property Owners (Arable Land)	Permanent and temporary loss of arable land	Arable land located along the project road  Loss of crops and trees	Farmers who have usufruct right to cultivate the land	-Land for land replacement -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
Residential Owners - Squatters	Loss of residential area /house/	Housing structures located in the site	-A person who owns housing infrastructure -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.
Residential Tenants	Loss of Rented Houses	Housing structures located in along the ROW	Tenants who have rented houses either from a kebele administration or from individual landlords.	Comparable or better dwelling house from the urban Kebele administration for renters (tenants) at same rental costs and displacement compensation equivalent to the three months rent.	-Tenants (renters) will 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.

Category of PAPs	Type of loss	Application	Definition of entitled person	Compensation policy	Implementation issues
Business -Owners -Tenants	Loss of commercial and business activities	Loss of commercial and business activities	Owner of the commercial and business activities who over operates the business at the site of the infrastructures.	Full compensation payment to the owner -Relocate business or commercial activity to site acceptable to the affected persons.	-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.
Tree -Owners	Loss of trees	Trees and other plant species located on the land for the structure for the infrastructure, and the infrastructure easement areas	Land owner, concession holder, squatters, communities who utilize the land where trees and other plant species are located	Full compensation payment based on type, age and diameter of trees -provide equivalent land nearby for replanting	-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

## VIII.Public Consultation

Public consultation and field level investigation was carried out in all the woredas located in the project road corridor, and in the major urban centres, such as, Ankober, Aliyu Amba, Gachine, Dulecha and Melka werer. The public consultations were carried out with the objective of identifying the potential social impacts (positive and adverse); 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.

Public consultations were carried out through formal meetings & public gatherings, focused group discussions, meeting with women groups, meeting with clan and religious leaders. Informal meetings held with different sections of the community.

Stakeholders' consultation also held with the objective of influencing the identified stakeholders in each key stage of upgrading the project road, and that concerns of stakeholders are reflected in the road design and construction works. Stakeholders' consultation was held in every woreda capital located in the project area and in almost every rural kebele where the project road traverses.

Both public and stakeholders' consultations were held in all the five towns and also in those kebeles (rural and urban) located along the project road with different groups of the community groups residing in the project influence area. The consultations were held in the form of meetings and Focus Group Discussions (FGD).

Data was also enriched by consultations with local administrations, kebele and Woreda administrations; Clan and religious leaders (in the woredas located in Afar); and by consulting different organizations (Governmental and Community Based Organizations) responsible for social impact mitigation and involuntary resettlement. The institutional capacity and experience of these organizations in impact mitigation has been studied.

## **IX. Compensation Estimates**

A valuation method for the compensation of PAPs is developed for those households that will be affected by the project both in rural and urban centers. The methods adopted for valuing the affected assets and properties is based on a replacement cost. The compensation for the forgone benefits from affected farmlands will be estimated on the basis of the unit rates established in this RAP.

In addition to compensation payment to PAPs funds are required for the day to day activity of the implementation committee and for monitoring purposes. An estimated 3% of the total budget (Birr 500,000) is allocated for monitoring and the implementation committee. The above amount is expected to cover costs of the committee for its travel allowances, fuel and transport expenses, telephone, communication and other related costs.

The total amount of compensation estimate, which includes direct cost for PAPs including the administrative costs, is estimated to be about Birr 12,843,213.

The following table summarizes the total amount of the fund (or compensation estimate) that is required for the implementation of this RAP.

**Table 4: Summary of Compensation Estimates \***

<b>Description</b>	<b>Estimated cost estimate/Birr</b>
Compensation for Houses and Fences	9,241,400
Cost estimate for fruit, coffee and eucalyptus trees	1,808,850
Cost estimate for crops	125,399
Funds required for monitoring and for the Compensation / Implementing Committee	500,000
<b>Total</b>	<b>11,675,649</b>
Contingency (10%)	1,167,564
<b>Grand Total</b>	<b>12,843,213</b>

\* Detailed unit prices are in annex 8 A and 8 B

Summary of the Revised Final Resettlement Action Plans for APL IV  
 Projects - Re-Disclosure 12 March 2009

No	Project Road	Length (km)	Project Affected Households and Persons Affected				Cost Estimate (ETB)
			Total PAPs		Total Affected Households	Total Affected Persons	
			Partially	Fully			
1	Ankober-Aliyuamba-Awash Arba Junction	89	51	125	176	947	12,843,213.00
2	Wolkite-Hossaina	121	299	3,269	3,568	17,840	29,342,521.00
3	Mekanejo-Dembi Dollo	181	1296	334	1630	8,614	52,439,803.80
<b>Total</b>		<b>391</b>	<b>1,646</b>	<b>3,738</b>	<b>5,374</b>	<b>27,401</b>	<b>94,625,537.80</b>