

Kick-off workshop report – 11/2014



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Acronyms

BoCRT	Bureau of Construction, Road and Transport; Tigray Regional National State
HESPI	The Horn Economic and Social Policy Institute
MM	MetaMeta
MU	Mekelle University
UPGRO	Unlocking the Potential for Groundwater for the Poor
URRAP	Universal Rural Road Access Programme
US-IDS	University of Sussex, Institute of Development Studies
UU-IDS	Utrecht University, International Development Studies, Department of Human Geography and Planning

Introduction

The project entitled '*Ethiopia: Feeder road development for inclusive productive employment*', funded by WOTRO, investigates the impact of feeder road development on inclusive growth and productive employment¹. Road infrastructure – the largest and most widespread public investment in SSA - is



Tigray (credit: blackhistoryheroes.com)

assumed to be a main driver of productive employment for the economic opportunities created by better access and direct employment opportunities road infrastructure development provides. This assumption is generally unqualified and unquantified and this explains the often single-purpose and non-inclusive planning of roads.

The project kick-off workshop took place on 23 to 26 November 2014 in Addis Ababa and Tigray (see map). The objective of the workshop was to discuss the project goals and to further elaborate detailed activities with the project consortium.

Warm-up meeting and preliminary presentations

After a round of introductions, UU-IDS provided an overview of the kick-off workshop plan, as well as an outline of the research proposal (see appendices).



During a first warm-up meeting, participants presented preliminary ideas on research (sub)topics, methods, schedule, required resources, etc. This was followed by an overall discussion to explore overlap and possible synergies in practical activities. More specifically, MM presented the background leading up to this project and the outcomes from the previous UPGRO project²; HESPI presented initial ideas on the economic and policy dimensions; MM and US-IDS

¹ See: <http://www.nwo.nl/onderzoek-en-resultaten/onderzoeksprojecten/64/2300186764.html>

² See: <http://upgro.org>

presented their findings around multifunctional roads and the water system, with examples from a research project in Ladakh³; UU-IDS presented initial ideas on network connectivity, accessibility and social impacts from feeder road developments.

Individual presentations were followed by a discussion around the identification of case study areas. The team explored questions about what aspects will need to be compared, the number of case studies needed, their locations, the temporal, as well as the spatial and ecological dimensions to be studied.

Field visits in Tigray



The research team visited several potential research sites. The criteria for site selection include road age, geography (both low and high land) and agricultural practices (both farming and pastoralist economic activities). Roads were also selected in terms of their similarity in distances to towns. Finally, the selected roads are either implementation through Universal Rural Road Access Programme (URRAP) since 2010 or earlier through other programmes.

The field visits led to a preliminary selection of potential research sites (see Table 1).

Table 1 - Potential research sites

Woreda/Centre	Agroecological system	Type of road	Tabia
Wukro/Wukro	High-land, predominantly farming	URRAP (Community road)	Gule
		URRAP (Community road)	Tabia from first field visit
		Non-URRAP	Debra Tsion
		Non-URRAP	Abraha
Raya Azabo/Mohoni	Low-land, mixed agricultural systems	URRAP (Community road)	Hawelti
		URRAP (Community road)	Warabaye
		Non-URRAP	Balla
		Non-URRAP	Hadis Kign

³ See: <http://tinyurl.com/lelvxkr>

Project planning meetings

Final meetings were held to further discuss the selection of case studies, the division of labor and tasks, division of budget timing of research activities, valorisation beyond research, planning (of training sessions, meetings, workshops), knowledge sharing and other output (reports, publications), such as through the WaterChannel (<http://www.thewaterchannel.tv>).

The proposed activities and more specific collaborations between the consortium partners were further developed within the following three research themes:

1. Employment generation in road development
2. Employment generation and changes in local economies
3. Impact of roads on their natural environment

Appendix: Workshop plan

Dates:

From 23 to 26 November 2014

Locations:

MetaMeta	Axum Hotel
CMC Road, Seven Rim Building	Old Italian Road
Addis Ababa, Ethiopia	Mekelle, Ethiopia
T: +251 116465679	Tel:+251-344-405 155/57
ethiopia.office@metameta.nl	axum.d@ethionet.et

Attendees:

HESPI	Fredu Tegebu and Edris Hussein
MU	Kifle Woldearegay and Kebede Manjur
US-IDS	Jonathan Demenge on behalf of Lyla Mehta
UU-IDS	Maggi Leung and Crellis Rammelt
MM	Frank van Steenbergen, Marta Agujetas Perez, Ties Temmink
BoCRT	Berhe Fiseha

Sunday (23/11): Addis Ababa (MetaMeta office)

- 1200-1300 Meeting at the office on the 7th floor
Lunch at Yeshi buna restaurant on the ground floor.
- 1300-1400 Introductions
- Informal introductions
 - Overview and possible changes to workshop plan
 - Outline of research proposal
- 1400-1700 Warm-up meeting and preliminary presentations on initial research ideas, methods, schedule, resources, etc (15-20 minutes per presentation with clarifying questions, followed by an overall discussion)
- Frank: Lead-up of this project and outcomes from UPGRO
 - Fredu, Haile: Economic and policy dimensions
 - Frank, Kifle, Marta and Jonathan: Multifunctional roads and the water system (Jonathan sharing on research in Ladakh)
 - Crellis, Maggi: Network connectivity, accessibility, social impacts.
 - Discussion about case study areas (What do we want to compare? How many cases? Where? What temporal and ecological dimensions are we looking to study?) (Possibly, Kifle to join in through phone/skype 15.30-17.00)
 - Preliminary decision for field visit sites over the next few days.
 - (Meeting notes to be sent around to Kifle and Lyla.)
- 1700-... Closing and dinner

Monday (24/11): From Addis Ababa to Mekelle

0500-0600 Breakfast and taxi to airport (Check-in time at 0600)

0800-0930 Flight Addis-Mekelle
0930-1000 Pick up from Mekelle airport, arrival at Axum Hotel
1000-1800 Short break, departure, lunch (at hotel or on the way)
Visit potential sites, to be decided on Sunday
1800- Closing and dinner

Tuesday (25/11): Mekelle

0900-1300 Visit potential sites (continued)
1300-1400 Lunch
1400-1800 Project planning, including:

- Case study selection
- Division of labor and tasks
- Division of budget
- Timing of research activities.

Wednesday (26/11): Mekelle

0900- Project planning (continued), including:

- Valorisation beyond research
- Planning the various training sessions, meetings, workshops
- Knowledge sharing and other output (reports, publications)

Appendix: Research proposal

Ethiopia: Feeder roads development for inclusive productive employment

Overview and original NWO proposal

Research gap

- It is normally assumed that (feeder) roads reduce poverty associated with spatial isolation.
- Feeder road programmes are seen as a source of direct (low skilled) pre- and post-construction employment.
- (Feeder) roads affect local water management and environment. This can also be turned around with roads effectively managed for water harvesting.
- ➔ *These assumptions and effects - particularly short-term and long-term distributive impacts on low-income groups - are generally unqualified and unquantified.*

Focus themes

1. Employment generation in road development
2. Employment generation and changes in local economies
3. Impact of roads on their natural environment

Focus themes (details)

1. **What?** Looking at employment generation (fluctuating or constant), nature of labour contracts, type of remuneration, composition of labour (gender, age, background), barriers to entry, safety preconditions, occupational risk, procurement of material, etc. **How?** Contract analysis, (key persons and casus study) interviews, surveys.
2. **What?** Change in economic activities (value addition or extraction), land ownership and transactions (before and after road construction), immigration and outmigration, demographic change (gender, age, background). **How?** Case study survey, economic and value chain analyses, land and government records.
3. **What?** Change in runoff patterns and erosion, water retention and drainage, change in land use, opportunities for storing runoff, employment opportunities and impacts. **How?** Transect, case study surveys.

Locations (in Tigray)

1. High land intensively developed area (Wukro):
Link with water harvesting
2. Lowland arid pastoralist areas (Raya): Link with
pasture areas and livestock movement
3. New agricultural frontier areas (Western Tigray):
Link with labour mobilisation and in/out migration
Link with land grabbing

Overall aim

The ultimate aim is to contribute to understanding and improvements of Feeder Roads development, both in Ethiopia and in Sub-Saharan Africa, and thus to contribute to Productive Employment and inclusive growth policy objectives.

Approach and outcomes

1. **Reconnaissance study** (analysis of grey material, interview with stakeholders, transect survey). **Outcome:** area profiles and briefing notes.
2. **Case studies** in 3 agro-ecological conditions, looking into 3 focus themes. **Outcome:** analysis and quantification of impacts.
3. Establishment and engagement of a **learning group**. **Outcome:** guidance notes and information sessions to support policy:
 - for small business development, skill training, micro-credits and labour safety,
 - for maximising the impact of roads on water harvesting and sustainable productive agriculture,
 - for addressing any negative social impacts (including road safety aspects) and implications for communities not connected.
4. A comparison with the Tana Basin area in Kenya.

Suggestions from review

- to add a GIS specialist
- to include another region in Ethiopia with a lower feeder road density (in place of Kenya)
- to look at different time frames of road implementation
- to study procurement arrangements
- to study the sourcing of material and value-chains
- to include social science methodologies (more qualitative)
- to study freight costs and market access
- to undertake focus group discussions