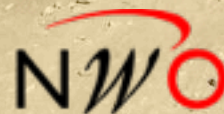


Rural roads and inequality in Tigray, Ethiopia

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Utrecht University



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KNOWLEDGE PLATFORM ON INCLUSIVE DEVELOPMENT POLICIES



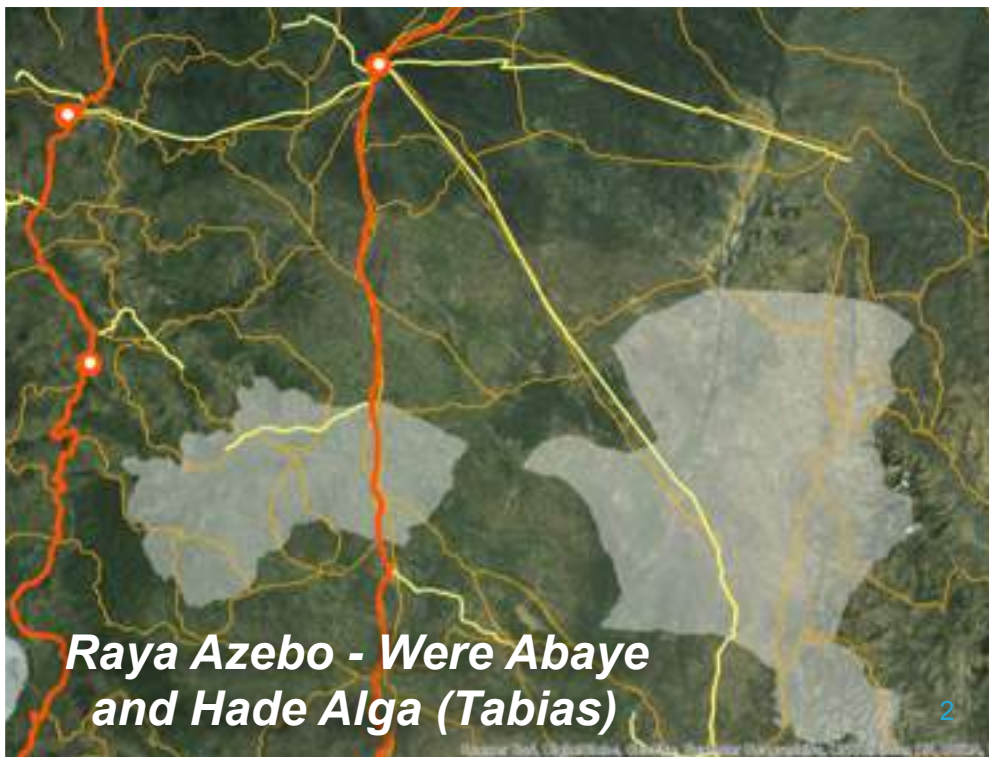
**Africa -
Ethiopia**



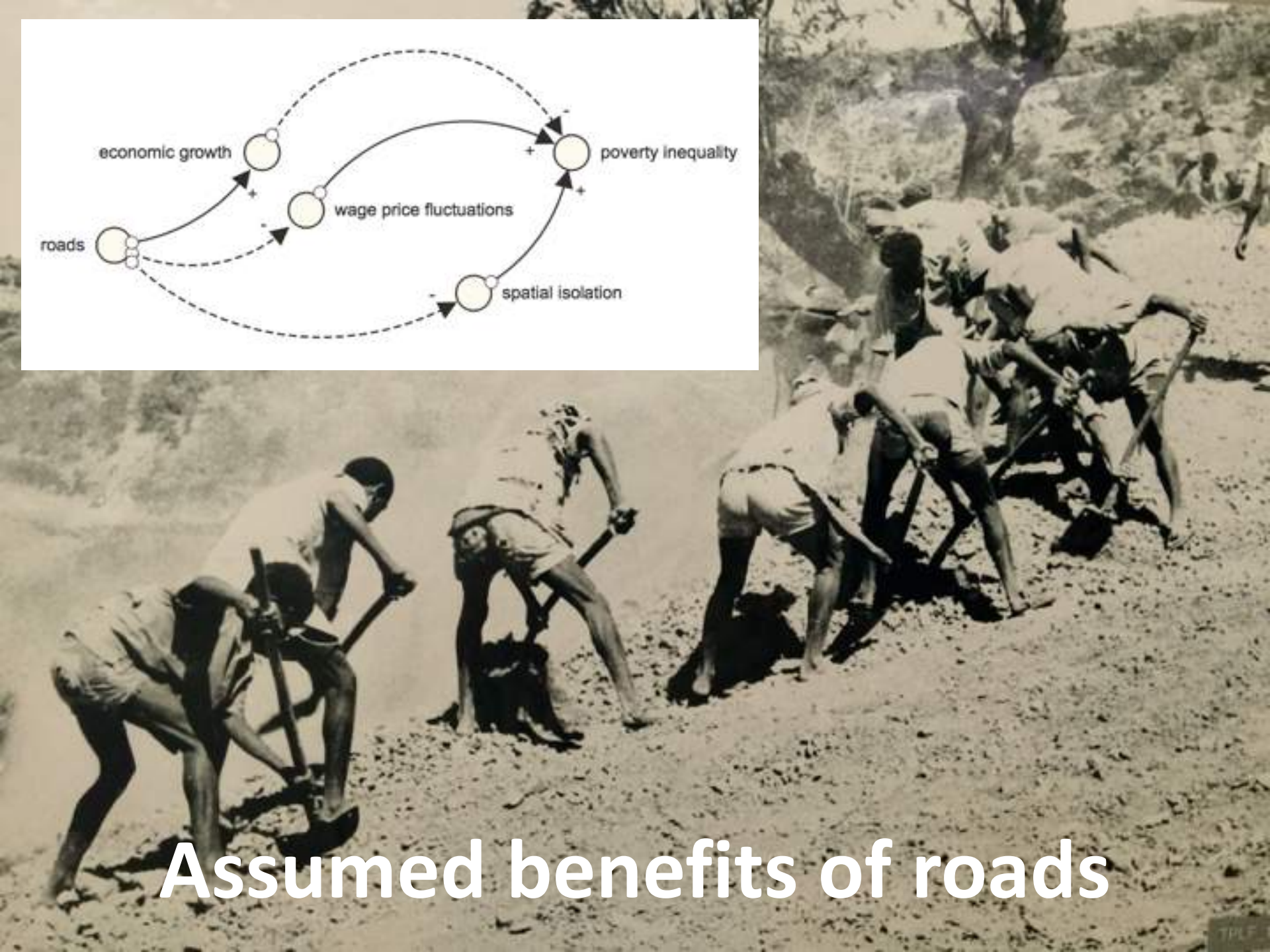
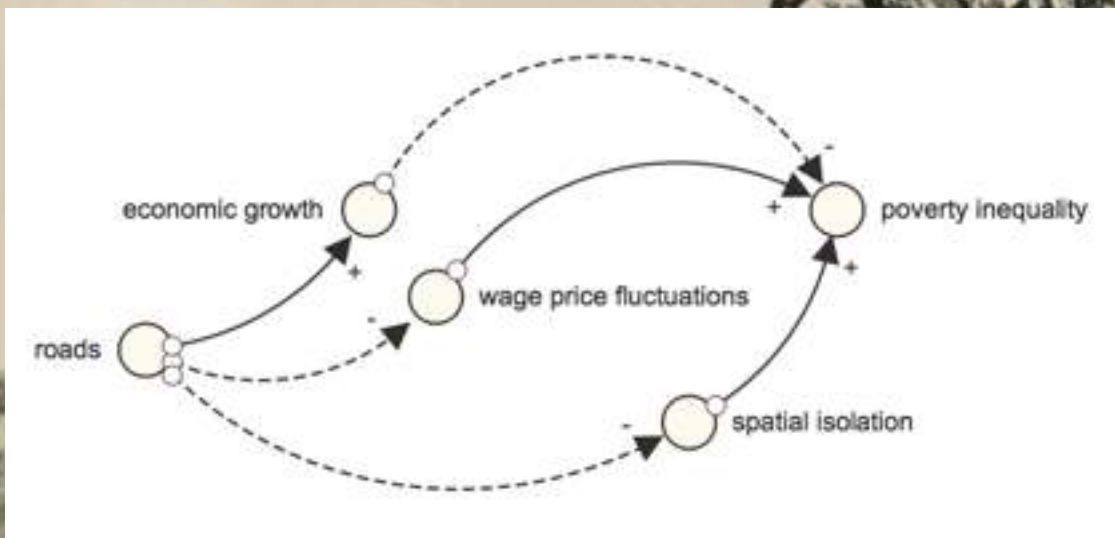
**Ethiopia - Tigray
(Regional State)**



**Kilte Awlaelo - May Quiha
and Adi Kisandid (Tabias)**



**Raya Azebo - Were Abaye
and Hade Alga (Tabias)**



Assumed benefits of roads

Bet Kirkos (Kushet)

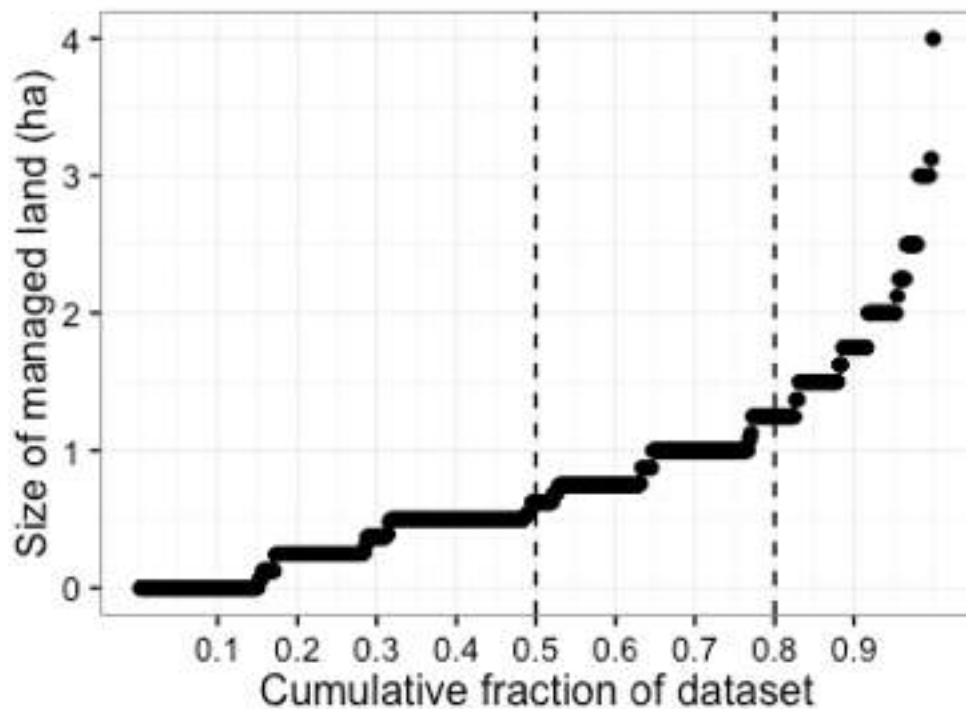


Tabia centre



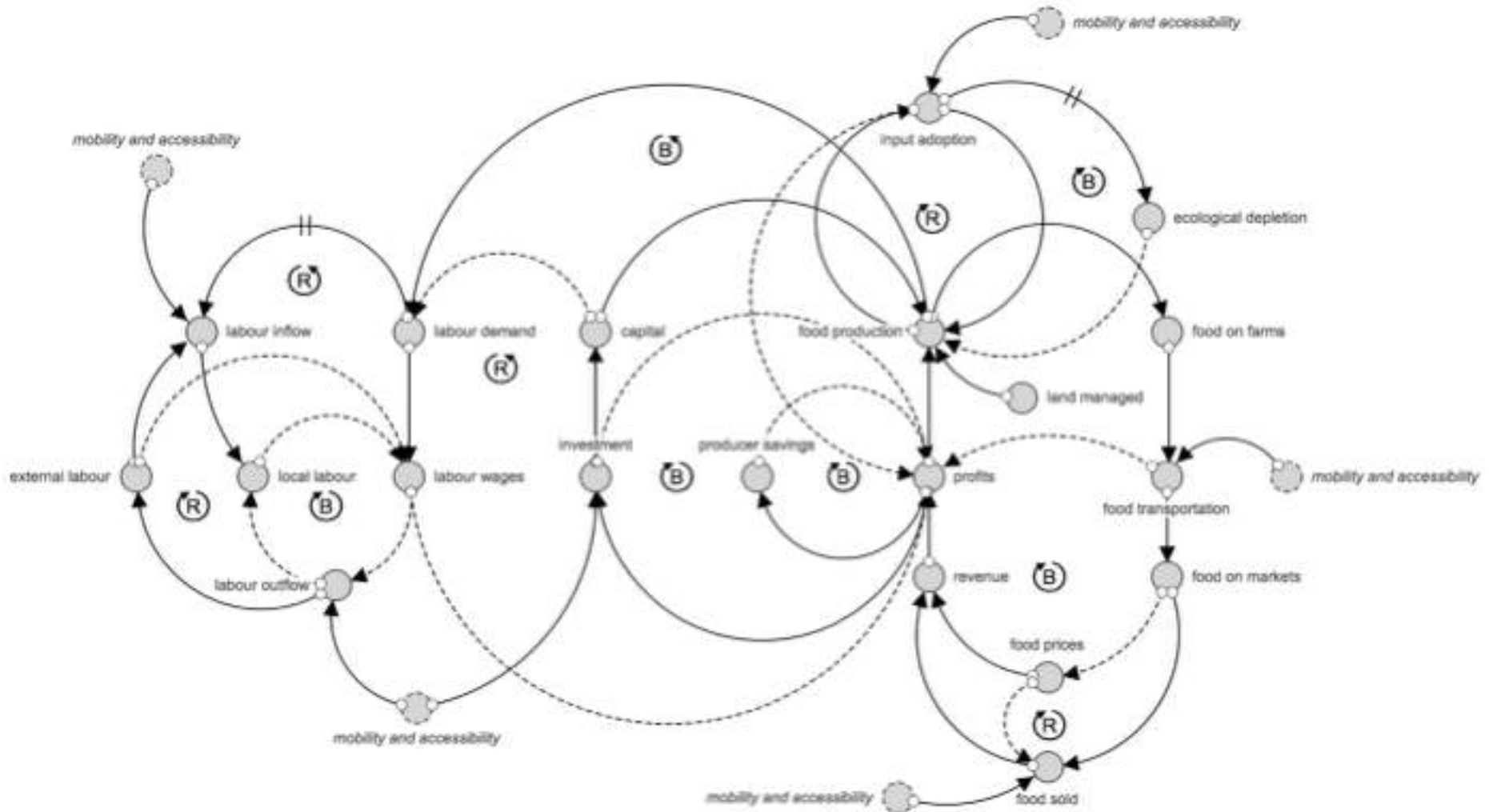
**Kilte Awlaelo - May Quiha
and Adi Kisandid (Tabias)**

Category	N	Average yearly income (USD PPP)	Fraction income from capital	Fraction of income from labour
Poor (D1-D5)	257	\$1414.43	76.9%	23.1%
Middle (D6-D8)	154	\$3356.93	74.4%	25.6%
Rich (D9-D10)	103	\$8179.37	87.2%	12.8%

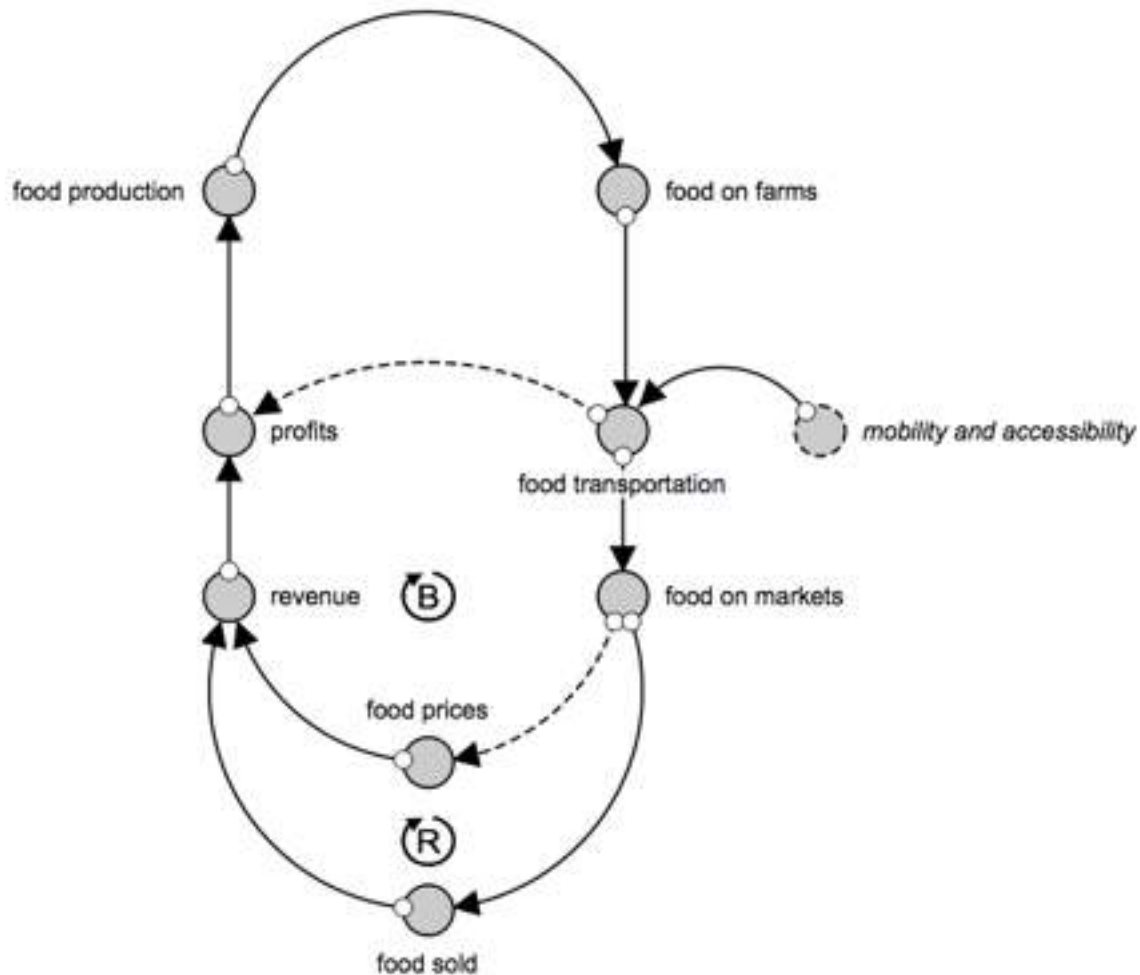


Wealth category	N	Managed land (ha)	Total crop produced (kg/y)	Yield (kg/ha)
1 Poor (D1-D5)	220	0.278	409.454	1471.003
2 Middle (D6-D8)	143	0.918	1051.422	1145.349
3 Rich (D9-D10)	77	1.977	2050.974	1037.308

- There are ‘competing’ causalities (feedback loops), aggravating/reducing inequality (shifting dominance).
- The road as a catalyst?

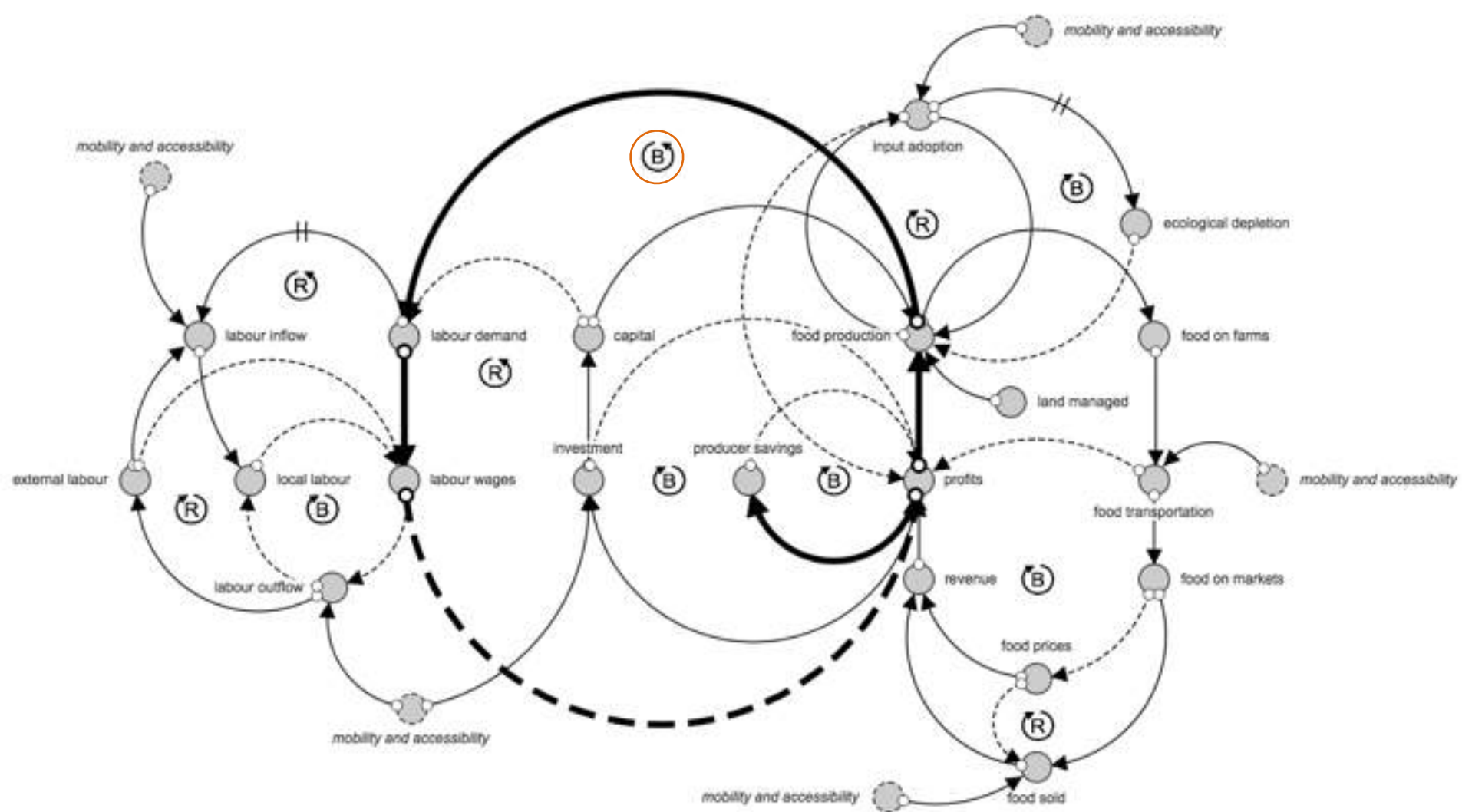


Example of shifting dominance



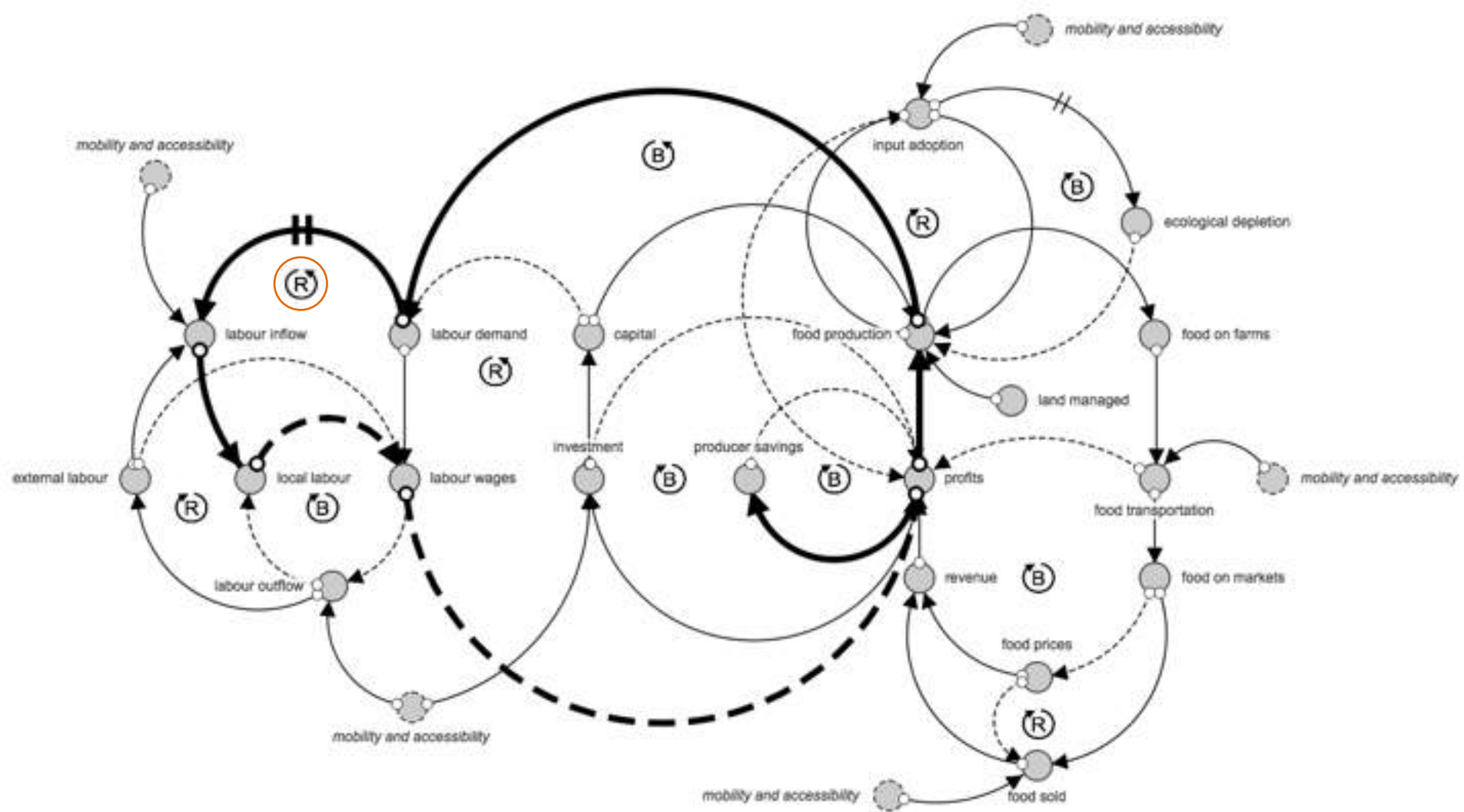
“Because of road developments and irrigation expansion, people are engaging in growing similar types of crops. This has a negative impact on price” (M/20, 19-02-15, Adi Kisandid).





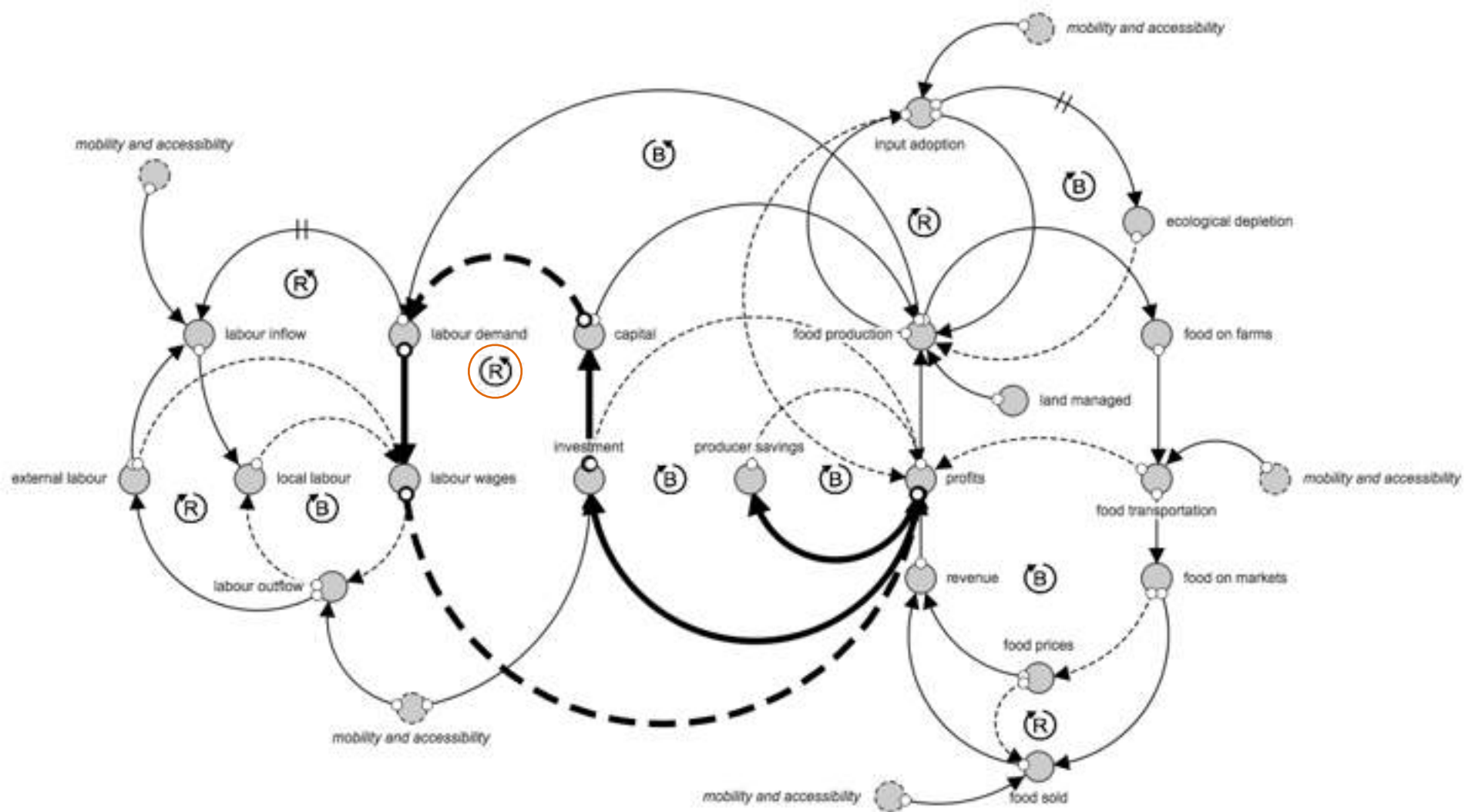
“There is more mobility and there are more people engaged in day-labouring” (F/38, 19-02-15, Adi Kisandid).

“The road benefits more the poor. If the road and transportation are available, the poor will have a lot of opportunities to engage in different day-labouring and business activities, to move here and there” (F/40, 28-02-15, Were Abaye).



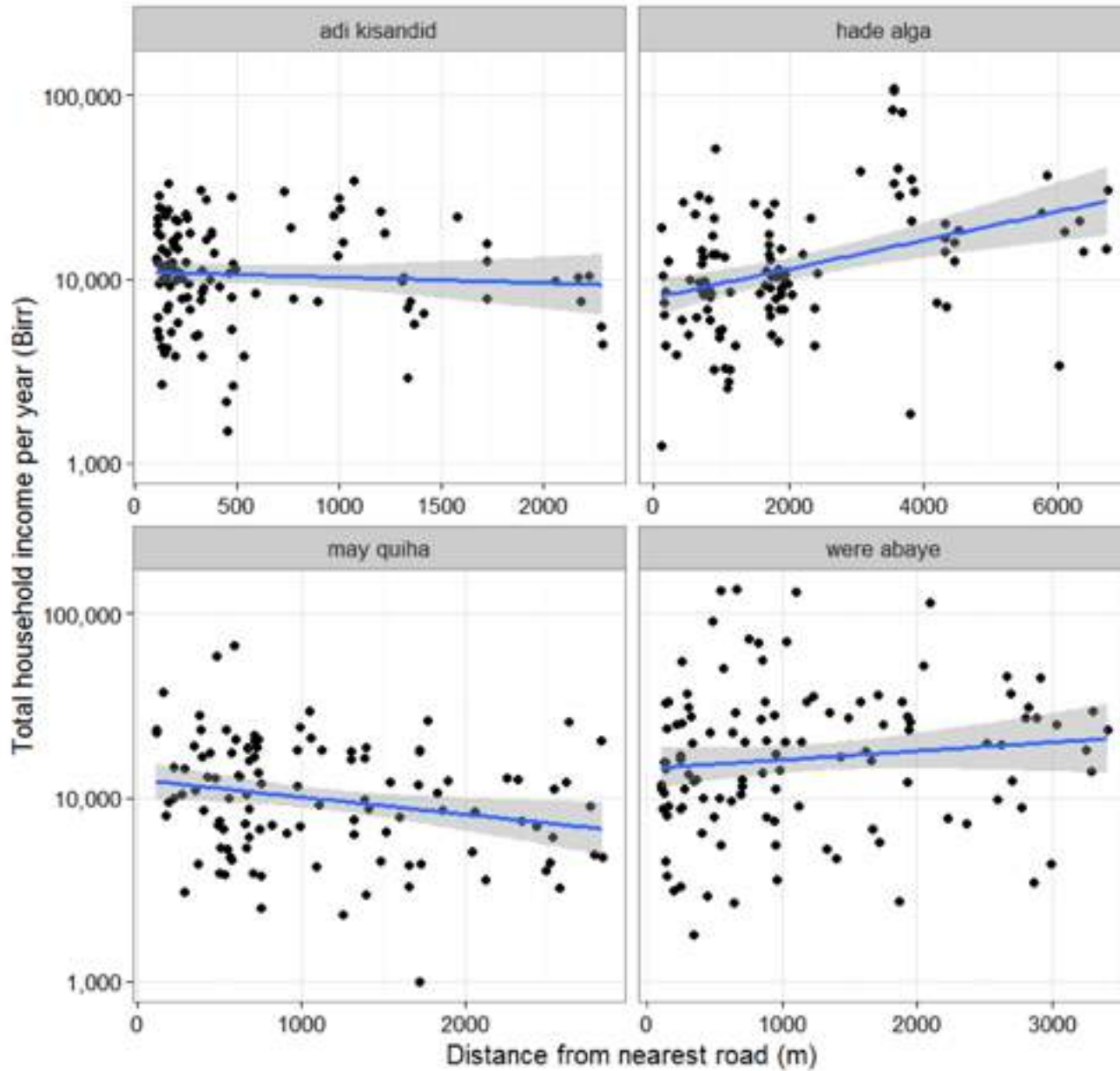
“When there are a lot of labourers, the employers decrease the wage rate. Sometimes it's 100 birr and sometimes it's 80 birr per day. In the worst case it can go down to 30 birr per day” (F/40, 28-02-15, Were Abaye).

“Some people can go to Wukro and other areas provided their status is a bit up. Otherwise, for day-labourers there is no migration” (M/ 67, 19-02-15, Adi Kisandid).



Sorghum producers north-western Ethiopia well connected to extension services and markets adopted more modern inputs, but also employed less labour. “If there is no effort to expand job opportunities for them [the poor], there will be problems in the future” (M/57, 24-02-15, May Quiha)

Unclear effect of road on inequality



Reflections

- Rural roads (and other infrastructures?) might work as a catalyst (not introducing radical change, but rather speeding up existing processes (incl. growing inequality?).
- Inequality pronounced in capacity to produce food (managed_land).
 - Why? Access to ecological resources. Inheritance/fragmentation since 1992. Incapacity to cope with shocks (-> selling or renting out assets)
 - Effect: surplus labour, (youth) un(der)employment, food insecurity, pressure on government resources.
- Small business opportunities (also catalysed by rural roads) are exclusive (urban and asset-rich investors, rarely poor, female-headed, asset-poor households).



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Thank you