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ACRONYMS

A.S.L	Above sea Level
AFDB	African Development Bank
EAIA	Environmental and Social Impact Assessment
EMB	Environmental Management Branch
ERA	Ethiopian Roads Authority
ESMT	Environmental and Social Management Team
FDRE	Federal Democratic Republic of Ethiopia
GDP	Growth and Domestic Product
HA	Hectare
HH	Household
KM	Kilo Meter
OS	Operational Safeguard
PAP	Project Affected People
RAP	Resettlement Action Plan
ROW	Right- Of- Way
ROWMT	Right –Of-Way Management Team
VC	Valuation Committee

I. Executive Summary

Introduction

The Ethiopian Roads Authority has assigned NET CONSULT to undertake Consultancy Service to carry out the services of updating the Feasibility Study and Environmental and Social Impact Assessment (ESIA) and prepare Resettlement Action Plan (RAP), review the Concept Design, Engineering Cost Estimate and Bidding Documents for the Design & Build of Adama- Awash Expressway: Lot 1- Adama-Melka Jilo (km 60).

Based on the agreement made Net Consult has prepared RAP for Adama – Awash Expressway: Lot 1- Adama- Melka Jilo (km 60). This RAP document is prepared based on the survey data collected from March 22 - April 21, 2018, secondary data collected from Adama, Boost and Minjar Shenkora woreda sector offices and consultations and discussions made within representatives of would be affected households within the Expressway influence area. The objective of RAP preparation is to identify adverse impacts that could be caused by Adama – Awash Expressway: Lot 1- Adama – Melka Jilo (km 60), and quantify and value the affected properties/assets and persons, propose mitigation measures to address the adverse impacts and propose mitigation measures to the affected persons, and identify institutional set up for implementing and made to prepare estimated budget required for implementation of RAP and related costs.

Approach Followed in the preparation of RAP

In the preparation of this RAP document quantified data and information obtained from survey carried out within the planned Expressway influence areas in Adama and Bost Woredas of East Shoa Zone of Oromia and Minjar Shenkora Woreda of North Shoa Zone; qualitative information/data collected from would be affected representative households in their respective Kebeles; and opinions and views of government stakeholders collected through consultations and discussions made at Woreda and Kebele level. Findings from review of relevant Federal Policies, Proclamations, Regulations and Guidelines and review of Banks Policies and operational safeguard issues were used as an input in the preparation RAP.

Description of the project road

Adama - Awash Expressway: Lot 1- Adama- Melka Jilo (km 60) is a new Expressway to be constructed starting from the out-skirts of Adama town and then planned to end up at 60 km near Melka Jilo, in Minjar Shenkora Woreda of Amhara National Regional State. It has Two Link Roads, the first one is connecting the Expressway with Welenchiti Town in Boset Woreda with a length of 1.5km; and the 2nd one is connecting Expressway to Nura Era Junction on the Asphalt Road that runs from Adama to Awash.

The geographic coordinates of the Expressway are 534202E, 944468N and 571624 E, 988322 N at the start and end respectively. The Expressway traverses flat and rolling land for about 55.7 per cent and 44.3 per cent respectively, and the physical environment falls within the Ethiopian Rift Valley system. The Expressway follows dominantly flat to rolling terrain for major stretches, except at some sections having mountainous and escarpments at intervals. Elevations along the route corridor vary between 800 and 1700 meters above sea level.

The climatic condition of the project corridor could generally be described as semi-arid agro-ecological settings, and the average temperature of such agro-climatic zone is between 20°C and 25°C.

Table I-1: The summary of Adama – Awash Expressway: Lot 1- Adama –Melka Jilo (km 60)

Project Name	Adama-Awash Expressway: Lot 1- Adama- Melak Jilo(Km 60)
Project No:	
Funding	African Development Bank(AFDB)
Region/zone	Oromia National Regional State, East Shoa Zone & Amhara National Regional State, North Shoa Zone
Starting point	Adama at 534109.811E, 944258.058N
Ending point	Melka Jilo (Km. 60) at 571531.594 E, 988112.916 N
Length (km)	60 km
Road functional classification	Expressway
Climate classification	C2, C3 and C4
Elevation(m) (min-max)	800 -1700 m. a.s.l.

Policy, Legal and Administrative framework

National Policies, Legal and Frameworks on issues of Cultural, National HIV/AIDS, ERA's HIV/AIDS at Work place, A Proclamation to Provide for Expropriation of Landholdings for Public Purpose and Payment of Compensation (No.455/2005), Council of Ministers Regulation No.135/2007, International Policies and Legislations, Banks Policies and Social Safeguard .

Potential Impacts and Mitigation Measures

Adverse Impact

Adama – Awash Expressway: Lot 1-(km 60) planned to be constructed adversely affects farmlands, residence houses, to some extent trees and fruits trees and public utilities. Along the impacts envisaged to be occurred, mitigation measures that would minimize the negative impacts and contributes to net gains to be achieved are indicated.

The analysis made from survey carried out within the Expressway influence area indicated that a total farmland area of 568.58 hectares envisaged to be expropriated from household farmers living within Adama – Awash Expressway(Lot 1). The adverse impacts would be triggered could include both physical and economic displacement, loss of farmland that causes loss of crops production, loss of fruits and trees, removal of residence houses and other structures, and relocation of public utilities. Overall, summary of the adverse impact that could be triggered due to the Expressway is shown below on Table I-2

Table I-2: Summary of Adverse Impacts

No.	Type of Impact	Unit	Quantity
1	All affected Households (due to loss of houses, farmland, trees, fence and other structures)	No.	887
1.1	All households affected temporarily (due to quarry, borrow pit and camp sites)	No.	5
1.2	All households affected permanently	No.	882
1.3	Total male headed Households affected	No.	782
1.4	Total female headed Households affected	No	105
1.5	Total household/family members affected	No.	3300
1.6	Number of vulnerable people affected	No.	29
2	Total affected households due to total loss of houses	No.	123
2.1	Total Male headed households	No.	102
2.2	Total Female headed households	No.	21
2.3	Total family members affected due to total loss of houses	No.	494
2.3.1	Total male family members affected due to total loss of houses	No	261
2.3.2	Total female family members affected due to loss of houses	No	233
3.1	Total affected households(HHs) due to partial loss of farmland permanently for Expressway & Link Roads	No	782
3.2	Total affected farmland of households living within the Expressway influence area including Link Roads	Hectare	568.71
3.3	Total households requiring replacement land/Compensation for their farmland partially affected	Hectare	782
3.4	Total land would be affected for quarry, borrow pit and camp site on temporary basis	Hectare	24.5
3.5	Male headed households	No.	677
3.6	Female headed households	No	105

No.	Type of Impact	Unit	Quantity
3.7	Loss of 5-10 % of farmland for Male and Female household heads	No	267
3.8	Loss of 10-25% of farmland for male and female household heads	No	263
3.9	Loss of more than 25 % both for Male and Female headed households	No	252
4	Total affected households due to loss of different type of trees & fruit trees of 97 in number within the project influence area	No	9
4.1	Male headed households	No	9
4.2	Female headed households	No	-
5	Service Infrastructures affected	No	
5.1	Wooden poles	No	4
5.2	Concrete poles	No	1
5.3	Water points	No	6
6	Community Infrastructures affected	No	-

Loss of Residence Houses and Mitigation Measures

Result of analysis made from the survey carried out on residence houses would be affected within the Expressway influence area found to be 123 housing, and these residence houses are owned by 123 household heads, among which 21(17.1%) of them are women headed households while 102(82.1%) of them are men headed households. In the case of the family members who would be displaced from the Expressway influence area would be 494, among which 261(52.8%) of them are male while 233(47.2%) of them are female. Among the would be displaced persons from Expressway influence area, the survey result indicates six persons to be with the age of above 65 years old and two children to be household heads.

The survey result also indicates that these residence houses are found within the width of 90 meters of the Expressway and all of would be fully affected and required to be demolished. As mitigation measure, compensation payment at replacement cost for those residence houses would be demolished is amendatory.

Table I-3 shown below indicates the summary of those residence houses would be affected in each Kebele, household head owners, their family members and the extent of the impact.

Table I-3: Project Affected Houses and Displaced Persons

Affected Houses	Housing Units	Project Affected Households			Family Members Affected			Extent of Impact
		Male	Female	Total	Male	Female	Total	
Residential	123	102	21	123	261	233	494	Fully affected
Total	123	102	21	123	261	233	494	

Loss of Farmland and Mitigation Measures

As indicate above, a total farmland area of 568.58 hectares owned by 782 households and mostly engaged in production of cereal crop known as Teffe would be fully affected by Adama-Melka Jilo (km 60). In addition to expropriation of farmland to be used for the Expressway, the Expressway divides up household farm plots into two parts, left and right side of the Expressway.

As to the extent of farmland loss due to Expressway, it varies from household to household and the figures used for estimation are from 5-10% and 10-25% and >25%. The analysis made from the data collected on how many hectares of land a household owns and how many hectares of land would he/she loss to the Expressway indicated that on average the size of farmland each household would loss due Expressway is below 20 per cent.

Overall, the number of households who would be affected due to loss of farmland, the size of farm land would be affected and loss of farm lands in ranges (5-10%), (10-25%) and> 25% are presented below.

Table I-4: Number of Project Affected Households, Size of Farmland Loss and Percentage Loss in Ranges in three Woreda due to Expressway &Link Road

Woreda	Male	Female	Total	Area in Ha	Extent of Impact in % in land loss by household
Adama	181	33	214	110.17	5-10% =41
					10-25% =95
					>25% =78
Boset	259	51	310	277.71	5-10% =29
					10-25% =120
					>25% =161
Minjar Shenkora	192	13	205	160.99	5-10% =160
					10-25% =37
					>25%. =8
Link Roads(2)	45	8	53	19.71	5-10= 37
					10-25= 11
					>25= 5
	677	105	782	568.58	

As to the appropriate mitigation measures to be taken for the loss of farmland and compensation payment for those households who would lose their farmland due to the Expressway appropriate measures need to be taken to ensure that affected persons are fully compensated. The procedure and mode of compensation payment should be based on relevant standards procedures. Proclamation No. 455/2005, and Council of Ministers Regulations No.135/2007, and International Standards of compensation payment could be the bases.

Loss of Trees and Cash Crops

The survey finding indicated that limited number of trees and fruit trees would be affected by the Expressway. The type and number of trees and fruit trees would be affected are identified these are presented below on table I-5.

Table I-5: Affected Trees & Fruit Trees due to Expressway

No.	Type of Trees & Fruit Tree	Number of Trees& Fruits	Number of households affected due to loss of Trees & Fruits
1	Papaya	1	1
2	Avocado	2	1
	Moringa	10	
	Mango	5	
	Zeituna /Guava)	4	
3	Coffee	5	1
	Shewshawe(Bottle Brush)	10	
4	Eucalyptus	5	1
5	Shewshawe(Bottle Brush)	15	1
	Eucalyptus	25	
6	Shewshawe(Bottle Brush)	2	1
7	Shewshawe(Bottle Brush)	4	1
8	Oak	4	1
9	Tedecha/ Acacia	5	1
	Total Trees & Fruit Trees affected and owners	97	9

Mitigation measures to be taken including compensation payment to be paid for the loss of tress and fruit trees need to be based on the Federal Democratic Republic of Ethiopia Constitution, Land Expropriation for Public Use Proclamation No. 455/2005 and Council of Ministers Regulation No. 135/2007 and Banks Procedures, Standards and Operational Safeguards.

Impact on Public Utilities

The survey carried out on Public Utilities identified that limited number of public utilities, such as, electric wooden and concrete poles and water supply points within the Expressway influence.

These are four wooden and one concrete electric pole and seven water points to be affected due to the Expressway. As a mitigation measure, compensation payment for the would be affected properties will be made based proclamation and regulations of the country.

Positive Impacts of the Expressway

As opposed to adverse impacts of the Expressway, the following positive impacts would be achieved from Adam-Melka Jilo (km 60) Expressway, and these are:

- Mobility of travelers within the country increases and travel time reduces,
- Creation of employment opportunities for the population within the Expressway influence area and surrounding enhances,
- Development of small and micro enterprises the increases income generation activities enhances,

Organization Responsible for implementation of Resettlement Action Plan

The Federal Government of Ethiopia, National Regional States of Oromia and Amhara, Adama, Boset and Mijar Shenkora Woredas and particularly the 12 Kebeles through which Adama-Melka Jilo (km 60) Expressway passes have responsibilities to fulfil in the implementation of RAP. In particular, the role of a 'Committee' to take 'inventories of would be affected Properties', 'Valuation Committee' and 'Grievance Redress Committee' are very much decisive in the implementation of RAP. Major roles, duties and responsibilities of the different committees are stipulated particularly in Proclamation No.455/2005 and Council of Ministers Regulation 135/2007.

The overall coordination among the different sectors to fulfil their roles and responsibilities and also playing its role appropriately is ERA and its diffident section that include the Right-Of –Way Management Team(ROWMT) and Environmental and Social Management Team(ESMT

Funds for payment of the compensation will be made available by the ERA through the Right-Of-Way Management Team (ROWMT). The RAP Committees will prepare monthly and quarterly progress reports which will be delivered to the Resident Engineer office, ERA's ROWMT and the town administration.

Consultation & Community Participation

Public consultations and discussions on Adam- Awash Expressway: Lot 1-Adama-Melka Jilo(km 60) on issues of environment and social impacts were carried out at Kebeles through which the Expressway passes on which would be project affected household representative attended. As to the Woreda level, the first consultation was carried out at Boset and Minjar Woreda level, and similarly the second consultations were also carried out at Adama, Boset and Minjar Shenkora Woredas initiated by African Development Bank Mission and ERA on which Net Consult has also attended.

On the consultations made at some Kebele levels through which the Expressway passes participants were project affected households, but on the consultation carried at Adama, Boset and Mijar Shenkora Woreda level, participants included would be project affected household

representatives, Woreda Administrations office staff, government sector offices, elders and religious leaders.

During the consultations and discussions carried out at Kebeles and Woreda levels environmental and social impact issues related to appropriately taking of would be affected properties/assets, appropriately valuation of the would be affected properties, compensation payment and its process, required number of under pass and over pass routes, establishment of grievances redress mechanism, issues of involving would be project affected representatives' in the whole process of compensation payment and livelihood restoration etc. Overall, consensus and agreements were made that the construction of the Expressway is welcomed, it was promised by all the stakeholders to fulfil their duties and responsibilities in the implementation of the expressway.

Valuation and Compensation Payment for Losses of Properties

Compensation payment is required to be made at full replacement cost, for those households who would be affected and lose their properties/assets, and for public utilities such as concrete and wooden poles, water points and public water points.

Capacity building costs that include training on livelihood promotion income generating activities, restoration and achievements of improved living standard than the previous way of life and awareness on how to increase production and productivity. Transitional and moving allowances for concerned stakeholders to enhance implementation of RAP are issues of for implementation. In implementation of the different activities outlined in RAP document, participation of all concerned stakeholders including, community members within the Expressway influence area, concerned government sector offices/ staff at Kebele and Woreda level, and particularly the responsible Ethiopian Roads Authority is of paramount .

For the implementation RAP efficiently and effectively, properly understanding of compensation payment principles is very important, and these principles are presented below on table I-6.

Table I-6: Compensation Payment Principles for Project Affected Households' Entitlement Matrix

Land & Assets	Types of Impact	Person(s) Affected	Compensation/Entitlement/Benefits
Farmland and Crops grown	Compensation payment at replacement cost for affected/lost farmland and cereal crops grown on it due to the Project	Householder/ owner	Cash compensation payment for affected farmland and crops grown are calculated at replacement cost/value. (Calculation for affected farmland and crops grown is based on Proclamation No.455/2005, Articles 7&8 and Council of Ministers' Regulation No.135/2007 Article 5, Sub-Article (1&2), Article 9, Article 13 Sub-Article (2), Formula and Article 15 and Article 16 Sub-Article (1, 2 &3).



Land & Assets	Types of Impact	Person(s) Affected	Compensation/Entitlement/Benefits
Farmland and Crops grown	Compensation payment at replacement cost for affected/lost farmland and cereal crops grown on it due to the Project	Householder/ Owner	If the possibility of land for land replacement is implemented as compensation, Article 8 Sub-Article (3) of the Proclamation No. 455/2005 applies partly. The practically of land for land replacement/transfer is not applied most of the times.
Buildings/Residence House	Compensation payment for affected/totally demolished residence houses due to the project	Owner/House hold Head	The basis for calculation for payment of compensation for affected residence house is based on Council of Ministers Regulation No.135/2007 Article 3, Sub-Article (1), (2), (3) and (4) and Article 13 Sub-Article (1) Formula
Perennial Crops	Compensation for payment of perennial crops uprooted and demolished due to the Project	Owner/House hold Head	Compensation Payment for Perennial Crops is based on Article 6, Sub-Article (1) and (2) and Formula on Article 13, Sub-Article (3), (4) and (5) and also Article 10 of the Council of Ministers Regulation No.135/2007
Trees	Compensation Payment for trees affected/ cut down due to the Project	Owner/House hold head	Compensation Payment for Trees is based on Article 7 Sub-Article (1) and (2) of the Council of Ministers Regulations 135/2007.
Public Utilities	Compensation payment for Public Utilities affected due to the project	Agencies/Government Institution	Compensation payment for Public Utilities affected due to the project is made based on replacement cost at market value

Eligibility Criteria

The ERA/RPF Policy Framework is in line with the eligibility criteria contained in Operational Safeguard (OS 2) of the African Development Bank's: Involuntary Resettlement: Land Acquisition, Population Displacement and Compensation payment. Accordingly, compensation payment for lost assets and replacement costs would be made for farmland and properties and assets would be affected from owners.

All project affected persons (PAPs) and organizations losing properties that include farmland, residence houses and related structures, crops or sources of income will be compensated according to the types of properties would be affected and lost due Adama- Awash Expressway Lot 1(60km). All households who would be affected by the project are taken into consideration and accounted for full compensation payment for all their movable and immovable properties at replacement costs. As to the titled and untitled land and other asset owners within the Expressway influence area, verifications will be carried out by Property Valuation Committee to be established based on Proclamation No. 455/2005, Article 10(1) and absence of formal titles will not be a barrier to resettlement assistance and rehabilitation and compensation will be paid for public utilities.

Grievance Redress Mechanism

In case disputes arise on the implementation RAP, preferred options of the project affected persons for settlement through amicable means should be taken as an option. This will save time and resources as opposed to taking the matter into serious. To ensure that the PAP have avenues for redressing grievances related to any aspect of land acquisition and resettlement, procedures for the redress of grievances has be solved based on Proclamation No. 455/2005, Expropriation of Landholdings for Public Purposes and Payment of Compensation, relating to mechanisms for conflict resolution and appeal on issues of compensation, Article 11, sub-articles 1 stipulates that “in rural areas and urban center where an administrative organ to hear grievances related to landholding is not yet established, a complaint relating to the amount of compensation shall be submitted to the regular court having jurisdiction”.

Estimated Budget Requirement for RAP

The total amount of estimated budget for compensation payment and related costs for the planned implementation of Adama- Melka Jilo (km 60) Expressway RAP is Ethiopian Birr **502,873,767.37** shown below on table I -7, with the detail breakdowns.

Table I-7: Estimated Budget for Compensation Payment of Adama- Melka Jilo (km 60) Expressway

A. Compensation cost

No.	Description	Cost estimate , ETB
1	Compensation costs for Annual crops	242,815,021.82
2	Compensation costs for cash crops, timber trees and fruit trees	1,944,500.
3	Compensation costs for house	8,644,223.73
4	Compensation cost for Fence	
5	Compensation costs for land take	242,815,021.82
6	Cost for Public utility	610,000.00
Sub Total		496,828,767.37

B. Rehabilitation Costs

No.	Description	Total Cost
1	Income restoration for displaced HHs	2,820,000.00
2	Support to Vulnerable HHs	1,450,000.00
3	Transport and Moving Allowances	1,230,000.00
4	Transitional allowance	500,000.00
5	Land preparation costs	
6	Legal and administrative costs	
Sub Total		6,000,000.00



C. Project Management cost

No.	Description	Total Cost
1	Environmental and Social Management Costs, and mitigation measures	
2	Cost for Property Valuation committees	45,000.00
3	Cost for Resettlement / implementation committees	
	Sub Total	45,000

1. INTRODUCTION

1.1 Project Background

The Ethiopian Roads Authority has assigned Net Consult to undertake Consultancy Service to carry out the services of updating the Feasibility Study and Environmental and Social Impact Assessment (ESIA) and prepare Resettlement Action Plan (RAP), review the Concept Design, Engineering Cost Estimate and Bidding Documents for the Design & Build of Adama- Awash Expressway: Lot 1- Adama-Melka Jilo (km 60).

Even though, the Consultancy Services required updating of the Feasibility Study and ESIA and preparation of RAP, review the Concept Design, Engineering Cost Estimate and Bidding Documents for the Design & Build of Adama – Awash Expressway: Lot 1- Adama- Melka Jilo (km 60) project, this document presents only RAP prepared based on the socio-economic baseline survey data collected from March 22 - April 21, 2018 within the Expressway project influence area.

This RAP has identified potential impacts that could be triggered due to the Expressway, and it is prepared taking into considerations environmental and social safeguards of the Federal Democratic Republic of Ethiopia and requirements of World Bank and African Development Bank policies.

1.2 Objectives and Scope

This Resettlement Action Plan (RAP) is prepared in meeting the objective of identifying adverse impacts that could be caused by Adama – Awash Expressway: Lot 1- Adama – Melka Jilo (km 60) project road construction; quantifying and valuing the affected properties/assets, identifying affected persons, proposing measures to address the adverse impacts, proposing mitigation measures to the affected persons so as to improve their living standards; identifying institutional set up for implementing and monitoring of the measures to be taken; and estimating compensation budget requirement.

To this end the scope of the consultancy service has taken into considerations the following ones.

- All applicable Federal Policies, Proclamations, Regulations and Guidelines of the Democratic Republic of Ethiopia and Banks Operational/ Safeguard Policies are reviewed,
- Current baseline social and economic data within the Expressway project influence area were collected, analyzed and used,
- Concerned government stakeholders and community members would be affected by the project were consulted at Woreda and Kebele levels within their respectively Woredas and Kebeles,
- The detailed baseline survey carried out identified and quantified farmland loss, residence houses, fruits and trees, public utility lines such as electric poles water supply infrastructure, and other properties/assets that would be affected due to the impact of the new Adam-Awash Expressway: Lot 1- Adama- Melka Jilo (km 60) project to be constructed ,



- Details of would be affected persons and the extent of impacts on their properties/assets, descriptions of valuation methodologies to be used were identified and assessed,
- Would be affected properties/assets cost estimate for compensation payment indicated based on the current unit prices for each of the properties/assets that are provided by respective Woreda Administration Offices based on polices, proclamations and regulations of government, and the estimated RAP budget prepared to be used as indicative were prepared and included in this RAP document.

1.3 Methodology

Net Consult used methodologies that included, socio-economic baseline data collection within the Expressway project influence area, review of relevant Federal Polices, Proclamations, Regulations and Guidelines; review of Banks Polices and operational safeguard issues so that prepared resettlement action plan(RAP) is in conformity with Banks polices and operational safeguard issues; and consultations with concerned government stakeholders at Boset Woreda of East Shoa Zone of Oromia National Regional State and Tedecha Kebele of Boset Woreda; and Minjar Shenkora Woreda of North Shoa Zone of Amhara National Regional State and Amora Bet Kebele of Minjar Shenkora with would be project affected people(PAP) living within their respective Kebele Administrations through which Adam-Awash Expressway: Lot:1- Adama – Melka Jilo (km 60k) traverses.

In the socio-economic baseline data collection, a team of surveyors were deployed to the field and engaged in the collection of the baseline data from March 22 to April 21, 2018. The socio-economic baseline data collection was done for the entire length of Adam –Awash Lot 1(60km) Expressway. In addition, a Sociologist and Rural Development Specialist of Net Consult expert travelled to the Expressway influence area and collected qualitative data through consultations and discussions from the would be project affected households and concerned government sector offices of the three Woredas(Adama, Boset and Minjar Shenkora) through which the Expressway passes.

The primary data collected based on the baseline survey include movable and immovable properties, persons and their properties that would be affected due to the Expressway project to be constructed from Adama – Melka Jilo(km 60).

For collection of the baseline data on socio-economic issues, formats that include the following were developed and used, and these are would be project affected: - household characteristics particularly those households to be displaced and need to reconstruct their residence houses outside of the project influence), farmlands, residence house, fences and other structures, tress and tree fruits, grazing areas, and utilities found within the influence area.

In the case of review of polices, proclamations, regulations and guidelines of the Federal Democratic Republic of Ethiopia (FDRE) and that of Banks policies and operational safeguards extensive reviews were carried, based on which the RAP is prepared.

As indicated above, consultations were carried out at two levels, and the first level was carried out with Woreda Administrations of Adama and Boset of the Oromia National Regional State, and,



similarly, with Minjar Shenkora Woreda of Northern Shoa Zone of Amhara National Regional State.

The second level of consultation was carried out with community members of Kebeles through which the Expressway passes, and in the case of Boset Woreda, East Shoa Zone of Oromia National Regional State, consultation was carried out with would be Expressway project affected community representatives of Tedecha Hadhecha Kebele while consultation in Mijar Shenkora Woreda of North Shoa Zone of Amhara National Regional State was carried out with Amora Bet Kebele at Melka Jilo small rural town.

1.4 Limitations of the Study

Generally, it could be said that the baseline data collection and consultations carried out with concerned government stakeholders at Woreda and community levels were satisfactory. In some of the Woreda the support made in facilitating consultations with community and particularly the would be affected persons were very much minimal.

Provision of secondary data and in particular, the average yield of crops production for the last five years on average and average unit price for the different crops for the last five years could not be obtained on time from some of the Woredas like Adama. However, based on the available data obtained from neighbouring Woredas, estimation for compensation payment for would be affected properties/assets were calculated and incorporated to this RAP document.

The aggregate size of farmland of households' would be affected by the Expressway is reported to be higher for some households as the baseline data indicates. The baseline survey team did not get time to check land owned size registered by Land Use and Administration of the Woreda for each household. The size farm land reported to be owned by each household is what is orally reported than what is officially registered by Land Use and Administration.

2. PROJECT DESCRIPTION

Adama – Awash Expressway: Lot 1- Adama –Melka Jilo (km 60) is expected to extend up to Awash VII which is expected to be 126 km from Adama town, and this Expressway is planned to be an extension of Tulu Dimtu (Addis Ababa) – Adama Expressway.

Adama - Awash Expressway: Lot 1- Adama- Melka Jilo (km 60) is a new expressway to start from the out-skirts of Adama town and then planned to end up at 60 km near Melka Jilo, in Minjar Shenkora Woreda of Amhara National Regional State.

The geographic coordinates of this Expressway are 534202E, 944468 N and 571624 E, 988322 N at the start and the end respectively. It traverses flat and rolling land for about 55.7 percent and 44.3 percent respectively. Its physical environment falls within the Ethiopian Rift Valley system that extends from North to South part of the country, as part of the Great East African Rift Valley system. The Expressway follows dominantly flat to rolling terrain for major stretches, except at some sections having mountainous and escarpments at intervals. Elevations along the route corridor vary between 800 and 1700 meters above sea level.

The climatic condition of the project corridor could generally be described as semi-arid agro-ecological settings. According to the description on traditional classification, the average temperature of such agro-climatic zone is between 20°C and 25°C. While, the annual rainfall is 900-1400 mm for the moist lowland and less than 900 mm for the dry lowland. However, the data recorded for the project Woredas indicates that the area has a climate classified as Woina Dega to Kola and the maximum and minimum temperatures range between 20 - 42 °C and 15-25°C respectively.

The Expressway is planned to be built in mostly in the western side of the existing Asphalt Road that runs parallel from Adama to Awash. Adam – Awash Expressway: Lot 1- Adam –Melka Jilo (km 60) Expressway crosses Oromia and Amhara National Regional States different Woredas of Adama and Boset in Oromia and Minjar Shenkora in Amhara. In the Woredas of Adama, Boset and Minjar Shenkora, the Expressway crosses a total of 12 Kebeles that include Dabe Solke, Didibisa, Guraja Furda and Merebe Marmara in Adama Woreda; Mereko Oda Lega, Degelu Wanga, Tiri Biriti, Tedecha Hadhecha, Buta Wegre and Borchata in Boset Woreda; and Kiticha and Amora Bet Kebeles of Minjar Shenkora Woreda of Amahara National Regional State.

Adama – Awash Expressway: Lot 1- (km 60) has two Link Roads, the first one connecting from the Expressway in Digelu Wanga Kebele to Welanchiti town with a length of about 1.5km; and the second one is connecting from the Expressway in Amora Bet Kebele to Nura Era Junction on the Asphalt Road that runs from Adama – Awash with a length of about 12km. Digelu Wanga Kebele is found in Boset Woreda of Oromia and Amora Bet Kebele is found in Minjar Shenkora Woreda of Amhara National regional State.

In addition to construction of the Link Road from the Expressway to Nura Era junction on the Asphalt Road that runs from Adam- Awash, design of a road route connection from the Link Road that goes to Nura Era junction to Melka Jilo town with a length of about 6.5km and, similarly, an access road that connects Melka Jilo rural town with Ararti Town of Minjar Shenkora across the expressway with a length of about 300 meters is included.

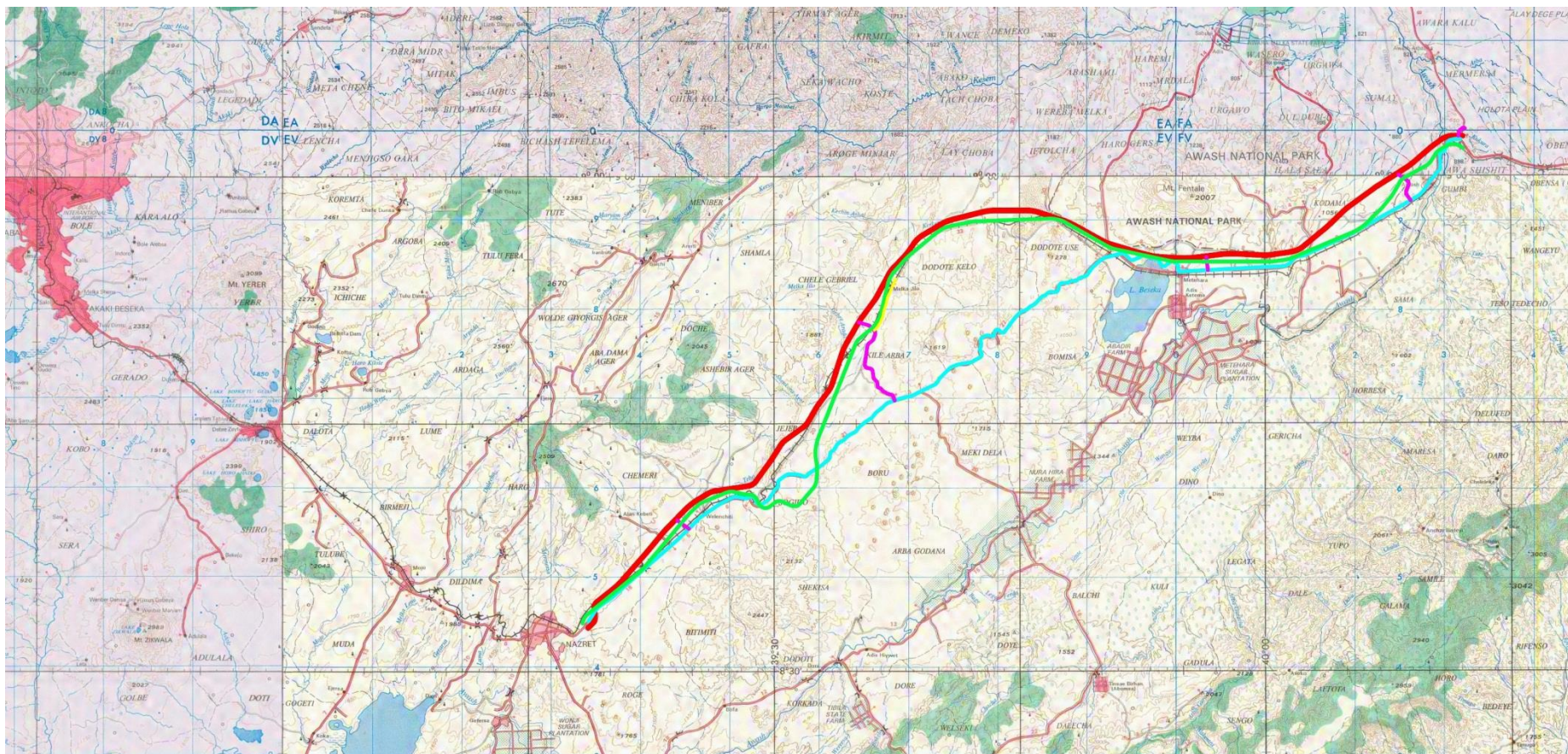
According to the survey carried out along the alignment of the Expressway, the only small rural found with the project influence area is Melka Jilo with the population of 10,000 inhabitants. This rural town is located at eastern side of the Expressway, and at about 800 meters away from the Expressway. Overall, the summary of Adama –Awash Expressway: Lot 1- Adama – Melka Jilo (km 60) is shown below.

Table 2-1: Summary of Adama – Awash Expressway: Lot 1- Adama –Melka Jilo (km 60)

Project Name	Adama-Awash Expressway: Lot 1: Adama- Melak Jilo(Km 60)
Project No:	
Funding	African Development Bank(AFDB)
Region/zone	Oromia National Regional State, East Shoa Zone & Amhara National Regional State, North Shoa Zone
Starting point	Adama at 534109.811E, 944258.058N
Ending point	Melka Jilo (Km. 60) at 571531.594 E, 988112.916 N
Length (km)	60 km
Road functional classification	Expressway
Climate classification	C2, C3 and C4
Elevation(m) (min-max)	800 -1700 m. a.s.l.

In addition to the summary of project description of Adama Awash Expressway: Lot 1 Adama – Melka Jilo (km 60), the location map of the Expressway: Lot 1- Adama –Melka Jilo (km 60) is shown below on figure 2-1

Figure 2-1: location map of Adama-Awash Expressway Project



3. LEGAL AND INSTITUTIONAL FRAMEWORK

This section provides a brief review of relevant policies and legislative framework that may be triggered by Adama – Awash Expressway: Lot 1-(km 60) Expressway with which the project has to comply with. The section also presents Banks’ Safeguards policies and guidelines that are pertinent to the Expressway.

3.1 National Policies and Legal Framework

3.1.1 Cultural Policy of Ethiopia

Article 51/3 of the Constitution of the FDRE declares that the Federal Government shall establish and implement national standards and basic policy criteria for the protection and preservation of cultural and historical heritage'.

Based on this, the Council of Ministers of FDRE endorsed the cultural policy of Ethiopia in October 1997 and issued the Research and Conservation of Cultural Heritage Proclamation No.209/2000.

Protection and Conservation of Cultural Heritage from manmade and natural hazards is one of the goals of the Authority for Research and Conservation of Cultural Heritage. Article 42 of the same proclamation states under “Reserved Area” that the Authority has the power of issuing building permission for any work to be carried out in an area declared reserve by the Council of Ministers. There is also an article that states the removal of any cultural ruins is to be carried out under strict supervision of the responsible authority, Authority for Research and Conservation of Cultural Heritages.

3.1.2 National HIV/AIDS Policy

The FDRE issued a National HIV/AIDS Policy in 1998, which calls for an integrated effort of multi-sectorial response to control the HIV/AIDS pandemics. The policy urges communities at large, including government ministries, local governments and the civil society to assume responsibility for carrying out HIV/AIDS awareness and prevention campaigns. The general objective of the policy is to provide an enabling environment for the prevention and control of HIV/AIDS in the country. In order to address the problem and coordinate the prevention and control activities at national level, in 2000 National AIDS Council was established under the Chairmanship of the country’s President, and in 2002 HIV/AIDS Prevention and Control Office was established

3.1.3 ERA’s HIV/AIDS Policy at Work Places

The transport sector, to which ERA belongs, is among the most susceptible sectors for the spread of HIV/AIDS. It was in recognisance of this that ERA has issued Sectorial Policy for HIV/AIDS in the Work places of ERA in June 2004. The policy acknowledges that HIV/AIDS is a reality in the work places, which may have detrimental effects on its work force. The policy is prepared with the objectives of developing and implementing an effective workplace programme. Some of the policy objectives of ERA’s HIV/AIDS policy are to create awareness among its employees and

promote effective ways to managing HIV/AIDS and to create supportive environment for those affected. The principles of the policy are to ensure that employees living with HIV/AIDS have the same right and obligations; to avoid discriminations and stigmatization of employees with HIV/AIDS to receive equal treatment; seek to minimize the social and development consequences, provide support counselling and educational services to infected and affected employees; to establish and maintain an employee assistance programme and ensure sustainable resource for the prevention and control.

3.1.4 FDRE Council of Ministers Regulation No. 135/2007

This 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 payment for affected properties/assets 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 or payment of compensation for disposed /affected properties/assets.

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, which are Compensation for buildings; fences; crops; perennial crops; trees; protected grass; permanent improvement on rural land; relocated property; mining license and compensation for 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.

In both permanent and temporary loses of land, the Council of Ministers' Regulation fails to assess and provide compensation for income restoration. It also does not recognize squatters or those persons who can't provide evidence of possession for the land they have been cultivating or have built houses. Added to the above, the Proclamation does not recognize unmarried youth of above 18 years and living with their parents; and also married but still live with their parents for provision of land for building their residence houses.

3.1.5 Rural Land Administration and Land Use Proclamation

FDRE has also issued a proclamation on rural land administration and land use Proclamation No. 455/2005. The Proclamation mainly states the owner has right to hold and use for oneself, and/or to rent/ contract their land either for farmers or investors for limited of duration depending on whom to whom the rent given. The Proclamation does not recognize formal land transaction except giving out in a form of contract or lease for certain period years.



In relation to compensation payment to be made for a holder in relation public works either by the Federal or Regional governments, section two, Article 7, (3) states that:

“Holder of rural land who is evicted for purpose of public use shall be given compensation proportional to the development he has made on the land and the property acquired or shall be given substitute land thereon. For all the guiding Proclamation for Land Expropriation for Public Use and Compensation Payment the Federal Proclamation No. 455/2005 and its implementation need to be based on the Council of Miniseries Regulation 135/2007.

3.1.6 ERA's Standard Technical Specifications

ERA prepared the Standard Technical Specifications (2002) which specifies among others acceptable environmental standards for the preparation of the road project design and contract document. The standard under division 1600 deals with environmental protection and mitigation measures. It mainly covers landscape preservation, temporary soil erosion control, preservation of trees and shrubbery, preservation of water pollution, abatement of air, dust, noise and lighting pollution, preservation of historical, archaeological and cultural remains and clean up and disposal of waste materials. Moreover, under division 1400 it deals with accommodation, sanitary arrangements, water and other social services.

3.1.7 ERA Quality Manual, Volume 5, Environment and Social Manual (2012)

The Manual states that the purpose of the Resettlement Action Plan is to identify the land and assets affected due to the project, clearly show the process of consultation and agreement made with the affected people and communities, and schedule the estimated costs and list the actions that will be taken to fairly resettle and compensate affected people and communities in accordance with current legislation and policy statements.

3.2 International Policies and Legislations

In addition to national environmental legislations, the Federal Democratic Republic of Ethiopia is also a party to a number of Regional and International Conventions and Protocols pertaining to environment and social issues which are of relevance to the project.

3.2.1 World Bank/ Safeguard Policies

The World Bank and African Development Bank safeguard policies on environmental and social issues need to be considered when implementing Adama- Awash Lot 1(60km) Expressway. The summary of the environmental and social issues to be considered should include the following:-

- Aims to avoid or minimize the involuntary resettlement of people due to the Expressway;
- Pay adequate compensation for the affected movable and immovable assets/properties based on government policies, proclamations and regulations set for expropriated farmland, grazing land, residence houses, affected trees and fruits, or other resources

stipulated in Proclamation No 455/2005 due to involuntarily resettlement and affected properties;

- Set out procedures for baseline studies including taking census of the affected properties and making adequate impact analyses and mitigation measures to be taken for livelihood restoration of the project affected people(PAP);
- Carry out implementation of the Resettlement Action Plan (RAP) in a coordinated manner including all concerned with a leading role to be played by ERA since it owns the Expressway ;

4. POTENTIAL IMPACTS AND MITIGATION MEASURES

The analysis of the socio-economic data collected during the survey and consultations made both with Woreda level government stakeholders and would be project affected community members indicated that Adama – Awash Expressway: Lot 1-(km 60) planned to be constructed indicates that the project adversely affects mainly farmlands and residence houses and to some extent, fruits and trees and public utilities. Along the impacts envisaged to be occurred, mitigation measures that would minimize the negative impacts and the net gains to be achieved are presented in this RAP document.

The analysis of the baseline data made for the whole area of the 568.58 hectares of land envisaged to be used for Adama – Awash Expressway : Lot 1- (km 60) indicates that adverse impacts of the project that include both physical and economic displacement would occur. In particular, farmland acquisition that results in loss of crops, loss of fruits and trees, removal of residence houses and other structures, and relocation of public utilities would be triggered. The summary of the impact that could be occurred due to the Expressway is shown below on Table 4-1

Table 4-1: Summary of Impacts

No.	Type of Impact	Unit	Quantity
1	All affected Households (due to loss of houses, farmland, trees, fence and other structures)	No.	887
1.1	All households affected temporarily	No.	5
1.2	All households affected permanently	No.	882
1.3	Total male headed Households affected	No.	782
1.4	Total female headed Households affected	No.	105
1.5	Total household/family members affected	No.	3300
1.6	Number of vulnerable people affected	No.	29
2	Total affected households due to total loss of houses	No.	123
2.1	Total Male headed households	No.	102
2.2	Total Female headed households	No.	21
2.3	Total family members affected due to total loss of houses	No.	494
2.3.1	Total male family members affected due to total loss of houses	No.	261



No.	Type of Impact	Unit	Quantity
2.3.2	Total female family members affected due to loss of houses	No	233
3.1	Total affected households(HHs) due to partial loss of farmland permanently for Expressway & Link Roads	No	782
3.2	Total affected farmland of households living within the Expressway influence area including Link Roads	Hectare	568.71
3.3	Total households requiring replacement land/Compensation for their farmland partially affected	Hectare	782
3.4	Total land affected temporarily for quarry, borrow pit and camp sites	Hectare	24.5
3.5	Male headed households	No.	677
3.6	Female headed households	No	105
3.7	Loss of 5-10 % of farmland for Male and Female household heads	No	267
3.8	Loss of 10-25% of farmland for male and female household heads	No	263
3.9	Loss of more than 25 % both for Male and Female headed households	No	252
4	Total affected households due to loss of different type of trees & fruit trees of 97 in number within the project influence area	No	9
4.1	Male headed households	No	9
4.2	Female headed households	No	-
5	Service Infrastructures affected	No	
5.1	Wooden poles	No	4
5.2	Concrete poles	No	1
5.3	Water points	No	6
6	Community Infrastructures affected	No	-

4.1 Analysis of Adverse Impacts and Mitigation Measures

4.1.1 Loss of Residence Houses and Mitigation Measures

As could be observed from table 4-1 above, a total of 123 households would be affected by losing 123 housing units due the Expressway to be constructed from Adama town outskirts to Melka Jilo km 60. All the housing units to be affected are residence houses that are located in rural area kebeles of Adama and Boset Woredas only. In Adama Woreda, 110 residence houses, and in Boset Woreda, 13 residence houses would be affected. The survey result does not indicate that there are business houses within the project influence area. In the case of the residence houses, the loss would result in displacement of households and their family members. Among the total households would be displaced, 102(82.1%) of them are male while 21(17.1%) of them are female.

In the case of the family members who would be displaced, among the total family members 494, 261(52.8%) of them are male while 233(47.2%) of them are female. In addition to displacement of family members, there are six persons with the age of 65 years and above, two children household heads and 21 women household heads.

As to the roof of those houses that would be affected, 107 of them are covered with Corrugated Iron Sheet, and 16 with Thatched roof. All these houses are found within the width of 90 meters of the Expressway and they will be fully affected and would be demolished. Compensation payment at replacement cost for those residence houses would be demolished is amendatory. Table 4-2 shown below indicates the summary of the residence houses and owners, family members and the extent of the impact.

Table 4-2: Project Affected Houses and Displaced Persons

Affected Houses	Housing Units	Project Affected Households			Family Members Affected			Extent of Impact
		Male	Female	Total	Male	Female	Total	
Residential	123	102	21	123	261	233	494	Fully affected
Total	123	102	21	123	261	233	494	

Source: Scio-economic baseline data analysis, Net Consult, April, 2018.

Mitigation Measures: As indicated above, 123 residence houses owned by households would be fully affected and demolished due to the Expressway. The Constitution of the Federal Democratic Republic of Ethiopia and Proclamation No. 455/2005, on the Expropriation of Land for Public Purposes and Payment of Compensation guarantees that full payment of compensation should paid be based on the proclamation and Council of Ministers Regulations No 135/2007. The Proclamation and the Regulations stipulate that paying compensation by itself is not enough but also assisting the displaced persons to restore their livelihood full payment of compensation in cash and in providing technical and martial support is emphasised. Therefore, cash payment compensation for the affected residence houses has been taken into consideration and amount

Birr to be paid for each residence houses to be affected was estimated based on the data/information obtained from the respective government Woredas of Adama, Boset and Minjar Shenkora through which the Expressway passes.

The estimation made for compensation payment for all types of residence houses would be affected due to Expressway, like corrugated iron sheets and thatched roof houses per m² were based on the current payment practices of compensation payment rate in the respective woredas of Adama, Boset and Minjar Shenkora through which the Expressway passes. Based on the practices that exist in the three Woredas, a total compensation payment for those houses would be affected due to the Expressway is estimated to be Ethiopian **Birr 8,644,223.73**.

In addition to compensation payment estimated for those residence houses would be affected, transport and moving allowances for properties, materials required for construction of the houses and related costs, a total of Birr of **1,230,000.00** is estimated. Resettlement costs that include income restoration, support for vulnerable households and transitional allowances for the PAPs are estimated to be Ethiopian **Birr 4,770,000.00**. Detail cost breakdown for each item to be provided for would be affected PAPs are shown on Table 4-3 below.

4.1.2 Loss of Farmland and Mitigation Measures

Loss of Farmland

The Expressway Adama- Melka Jilo(km 60) envisioned to be constructed from Adama Town outskirt to Melka Jilo (km 60), crosses four Kebeles of Adama Woreda and six Kebeles of Boset in Eastern Shoa Zone of Oromia National Regional State and two Kebeles of Minjar Shenkora Woreda of North Shoa Zone , Amhara National Regional State.

In Adama, Boset and Minjar Shenkora Woredas through which the Expressway passes, a total of about 568.58 hectares of farmland owned by 782 households mostly engaged in production of cereal crop known as *Teffe* would be fully affected. The envisioned Expressway divides household farmers' farm plots of land into two parts, both on left and right side of the Expressway.

According to the baseline data survey and analysis made, a total farm area of 568.58 hectares would be displaced due to the Expressway. The baseline data collected from households indicates that the amount of land taken from each farmer varies from 5-10 per cent and in some households, it is over 25 per cent. The analysis made indicates that on average the size of farmland each household who would be expropriated due Expressway is below 20 per cent, and from such analysis it could be concluded that those households who would lose about 20 per cent of their farmland could depend on the remaining plot of farmland to produce adequate crops for livelihoods promotion of their families. However those household heads that lose part of their farm plots due to the project should be supported with technical and materials so that they could produce adequate crops on which their family depend on. Overall, the number of households who would be affected due to loss of farmland, the size of farm land affected and loss of farm lands in ranges(5-10%), (10-25%) and more than 25 per cent by Woreda is presented below.

Table 4-3: Number of Project Affected Households, Size of Farmland Loss and Percentage Loss in Ranges in three Woreda due to Expressway & Link Road

Woreda	Male	Female	Total	Area in Ha	Extent of Impact in % in land loss by household
Adama	181	33	214	110.17	5-10% =41
					10-25% =95
					>25% =78
Boset	259	51	310	277.71	5-10% =29
					10-25% =120
					>25% =161
Minjar Shenkora	192	13	205	160.99	5-10% =160
					10-25% =37
					>25% =8
Link Roads(2)	45	8	53	19.71	5-10= 37
					10-25= 11
					>25= 5
	677	105	782	568.58	

Source: Scio-economic baseline data analysis, Net Consult, April, 2018.

As indicated above, there are two Link Roads from the Expressway that connects with Walenchiti town of Boset Woreda and Nura-Era junction on the main Asphalt Road that goes from Adama - Walenchiti – Awash.

The Link Road from Adama- Melka Jilo (km 60) Expressway to Welenchiti town is about 1.5km, and it affects a total farmland area of 4.19 hectares owned by ten households (10 male and 5 female). The extent of impacts on land holding varies from 5-10 per cent for seven households, 10-25 per cent for six households and over 25 per cent for two households.

As to the Link Road that connects the Expressway to Nura Era junction, on the main Asphalt Road that runs from Adama - Awash it is about 12.5km long and it affects 15.52 hectares of farmland owned by 38 households among which three are female headed households while the rest 35 are male household heads.

Mitigation measures for loss of farmland

The project proponent should consider that appropriate measures are taken to ensure that affected persons are fully compensated. The procedure and mode of compensation payment should be based on relevant standards procedures. Proclamation No. 455/2005, and Council of Ministers Regulations No.135/2007, and International Standards of compensation payment are the bases.

Articles five, six, and seven of the Council of Ministers Regulation No.135/2007 for compensation payment for annual crops, perennial crops, and trees were referred, and the data/information for yield per hectare and price per unit average for the last five years obtained from respective Woredas through which the Expressway passes were used for estimating compensation payment

to be made. Details of the standard data used for estimation for compensation payment practices obtained from Boset Woreda Administration of East Shoa Zone and Minijar Shenkora Woreda of North Shoa are shown attached on annex 8A and 8B.

4.1.3 Loss of Trees and Cash Crops & Mitigation Measures

Loss of trees and Cash Crops

The Expressway also affects limited number of trees and fruit trees that are owned by nine smallholder farmers within the project influence. The type and number of trees and fruit trees would be affected and identified during the baseline survey are presented below on table 4-4.

Table 4-4: Affected Trees & Fruit Trees due to Expressway

No.	Type of Trees & Fruit Tree	Number of Trees& Fruits	Number of households affected due to loss of Trees & Fruits
1	Papaya	1	1
2	Avocado	2	1
	Moringa	10	
	Mango	5	
	Zeituna /Guava)	4	
3	Coffee	5	1
	Shewshawe(Bottle Brush)	10	
4	Eucalyptus	5	1
5	Shewshawe(Bottle Brush)	15	1
	Eucalyptus	25	
6	Shewshawe(Bottle Brush)	2	1
7	Shewshawe(Bottle Brush)	4	1
8	Oak	4	1
9	Tedecha/ Acacia	5	1
	Total Trees & Fruit Trees affected and owners	97	9

Source: Scio-economic baseline data analysis, Net Consult, April, 2018.

Mitigation Measures

Mitigation measures to be taken for the loss of tress and fruit trees need to be based on the Federal Democratic Republic of Ethiopia Constitution, Land Expropriation for Public Use Proclamation No. 455/2005 and Council of Ministers Regulation No. 135/2007 and Banks Procedures, Standards and Operational Safeguards.

Consulting and involving project affected persons in the evaluation committee to be established when the actual compensation payment for assets to be affected is to be paid is very vital and important in order to enhance their participation.

Giving priority to those project affected households in the employment opportunities to be created due to the construction of the Expressway and Link Roads as casual workers.

As to the estimation made for compensation payment for trees and fruit trees that would be affected due to the Expressway, it is prepared taking into account the Proclamations, Regulations and Guidelines of the Country and estimations given by respective Woreda Administrations through which the Expressway crosses.

4.1.4 Impact on Public Utilities and Mitigation Measures

Impact on Public Utilities

Limited number of public utilities, such as, electric wooden and concrete poles and water supply points are identified to be affected in some Kebeles through which the Expressway passes. These are four wooden and one concrete electric pole and seven water points would be affected due to Expressway.

Mitigation Measures

Estimation for compensation payment for installation of the identified public utilities would be made at replacement cost and this has been made based on the estimation obtained from respective organizations, Electric and Power Authority and Water Supply office at Woreda level.

4.1.5 Impact on Gender Issues and Vulnerable Persons

The survey carried out on Lot 1- Adama – Melka Jilo (km 60) influence area identified that a total of 123 residence houses were identified to be affected through clearing and demolishing the houses for opening up of new Expressway. Among the houses, 21(17.1%) belong to women head household, and 2 (1.6%) of the houses are owned by children headed households. Similarly, 6 persons with the age of above 65 years are living in those houses would be affected by the Expressway. Household headed women and children; persons with the age of above 65 years are highly susceptible to project adverse impact of displacing residence houses. In addition to lose of 123 residence houses due to the Expressway, 105 women headed households would also lose less than 20 percent of their farmland. These women headed households who lose less than 20 percent of their farmland would be the most disadvantaged group when compared with those men headed households who lose similar size of farmland. This is because the men headed households would be in better position to generate additional income using their physical labor power than the women headed households.

All properties/assets within the Expressway influence area that include, residence houses, fences, farmland, trees and public utilities will be affected, and due to this the vulnerable groups living within the project site are among the PAPs mostly affected. Therefore, vulnerable groups living within the project influence area should be accorded special attention and supported by the public and local administration throughout the project implementation process. In particular,



vulnerable groups may need more assistance and support during land clearing, land preparation and rebuilding their new residence houses to replace those would be demolished due to the Expressway.

4.1.6 Impacts Related to Spreading Diseases like HIV/AIDS

As indicated above, Adama-Awash Expressway: Lot 1- Adama- Melka Jilo (km 60k) transvers 12 Kebeles in three Woredas(Adama, Boset and Minjar Shenkora).This Expressway is planned to run in the remote western part of the Asphalt Road of from Adama – Awash. The survey made within the Expressway influence area focused only on household characteristics, moveable and immovable properties/assets that include, residence houses, farmland, trees and fruit trees and public utilities that would be affected due to the Expressway.

As to prevalence of HIV/AIDS within the Expressway influence area, updated data/information could not be found from each of the Kebeles through which the Expressway planned to pass. However, to control the spread of HIV with the Expressway influence area, immediate action should be taken to control the spread of HIV/AIDS pandemics and other related diseases as soon as building of the Expressway commences based on the National HIV/AIDS Policy produced in 1998 and other related Health Policies in integrated manner and in collaboration with all concerned sectors and multi-sectorial agencies.

4.2 Analysis of Positive Impacts & Enhancement Measures

The implementation of the envisaged Adama – Awash Expressway: Lot 1- Adama- Melka Jilo (km 60) is expected to bring substantial economic and social benefits to the Kebeles through which the Expressway passes, the Regions and to the Country. The major benefits /positive impacts it contributes include the following:-

4.2.1 Increased Mobility and Reduces Travel Time

One of the benefits of Adama – Awash Expressway Lot 1(60km) is expected to increase peoples mobility to eastern part of Ethiopian regions that include Afar, eastern Oromia zones of Oromia, Ethiopian Somali and Djibouti. Adama – Awash Expressway: Lot 1- Adam-Melka Jilo (km 60) is expected to be one of the quality Expressway and enhances the movement of people from east to the central part of the country and vice-versa with reduced travel time.

4.2.2 Creation of Employment Opportunity

The building of Adama – Awash Expressway: Lot 1- Adama-Melka Jilo (km 60) is expected to create employment opportunities and jobs both on temporary and long term bases for the local communities and particularly for the youth within the Expressway influence area.

The additional income that could be earned from employment opportunities to be created due to building the Expressway would significantly contribute to asset building of the youth and other persons who would employed. Overall, it is expected that significant benefit would be achieved from employment opportunities to be created due to the Expressway.



4.2.3 Creation of income generating activities

Persons would be engaged in the construction of the Expressway require different consumable goods like foods, drinks, clothes etc., near workplace and camp sites. Creation of demand for consumable items enhances development of small business enterprises and petty trade in which a lot of entrepreneurs will be engaged in. Such development contributes to income generation, and it is expected that youth and women would be engaged in such business activities. This is one of the positive impacts of the Expressway. Prior to engagement in such business activities, capacity building trainings on small business management need to be provided by the concerned government sector offices including Micro-enterprise Agency. Support in provision of trainings on small business enterprises working premises, facilitation of start-up capital on credit to those who would be engaged in such businesses is paramount.

5. ORGANIZATIONAL RESPONSIBILITIES FOR IMPLEMENTATION OF RETTLEMENT ACTION PLAN

5.1 Federal Democratic Republic of Ethiopia

The Federal Democratic Republic of Ethiopia (FDRE) comprises Nine National Regional member States and two City Administrations. The power and duties of the FDRE, National Regional States, and the Local Governments are stipulated in the Proclamation No. 33 of 1992; No. 41 of 1993; No. 4 of 1995. Detail duties and responsibilities of the National Regional States that include, planning, directing and developing social and economic development programmes, implementing as well as protecting of natural resources of their respective National Region States are stipulated in the Proclamations stated above.

In particular, the FDRE has stake in developing Country's major road network including Expressway through Ethiopian Roads Authority.

5.2 Regional Governments

The planned Adama – Awash Expressway: Lot 1- Adama- Melka Jilo (km 60) passes through three National Regional States of Oromia and Amhara National Regional States, three woredas of Adama, Boset and Minjar Shenkora.

In particular, the Expressway Lot 1- Adama- Melka Jilo (km 60) starts from Adama Town outskirt of East Shoa Zone of Oromia National Regional State and ends up in Minjar Shenkora Woreda, Amora Bet Kebele, Melka Jilo (km 60) of North Shoa Zone of Amhara National Regional State. The implementation of such Expressway requires the support of the National Regional States and it is all part of the regional jurisdiction. For the implementation of different development programmes and provision of economic and social services, the National Regional States are structured into Zone, Woreda and Kebele Administration who have their respective duties and responsibilities in planning, directing, developing and implementing social and economic development programmes as well as protecting of natural resources of their respective National Regional States.

Similar to planning, directing, developing and implementing different social and economic development programmes, the Woreda and Kebele Administrations have duties and responsibilities in the construction of the Expressway, particularly in coordinating, planning, implementing and monitoring of movable and immovable properties' of project affected people valuation, compensation payment, implementation of resettlement action plan, and particularly, for those HHs who would be displaced from their respective residence areas and require to be resettled in the provision of technical and material support for vulnerable groups that include women and child headed households.

In addition to the above, Proclamation No/2005, "A Proclamation to provide for the Expropriation of Land Holding for Public Purpose and Payment of Compensation" Article 12, sub-articles of 1,2

& 3 stipulates the powers and duties of the Ministry of the Federal Affairs that should be effective. Similarly, Article 13, sub-articles 1&2 stipulates that the Woredas and Urban Administration have the responsibilities and duties to: “pay or cause the payment of compensation to holders of expropriated land accordance with this Proclamation, and provide them with rehabilitation support to the extent of possible, and maintain data of properties removed from expropriated landholdings, particulars and conditions of maintaining such data shall be prescribed by directives”.

5.3 Ethiopian Roads Authority

The Ethiopian Roads Authority (ERA) is the major proponent in the implementation of the Expressway. ERA was established in 1951 by Proclamation No.63/1963 as “Imperial Highway Authority” with responsibilities for the construction, improvement and maintenance of the Country’s major road network. The organization has been undergone through different areas of jurisdiction, and was re-established for the second time in 1997 under Proclamation No. 80/1997 with major responsibilities of initiating policies, determining design standards, road classification.

In 2011, it was also re-established for the third time as an autonomous Federal Government Agency and was made accountable to the Ministry of Transport by the Council of Minister’s Regulation No. 247/2011. ERA is managed by a Board and whose members are assigned by the Government. Its day to day management is carried out by a Director General appointed by the Government.

ERA in its reestablishment proclamation was made responsible to develop and administer roads, create conducive conditions for the coordinated development of road networks, ensure maintenance of roads and its standards during construction.

The construction of roads requires land acquisition and expropriation for Expressway, the ROW, Access road construction, Campsites, Quarry sites; borrow pit and other similar activities. According to the re- establishment Proclamation of ERA; it is responsible for the preparation of resettlement action plan (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 that include:-

- Prepare or cause the preparation of designs and feasibility, environmental and social impact assessment(ESIA) 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 sites, offices, storage of equipment and other related services;
- acquire land required for road works through compensation payment for land and property owners and would be affected possessors and property owners in accordance with Proclamation No. 455/2005 and Council of Ministers’ Regulation No.135/2007. and
- Take necessary measures to protect the environment whenever road works are undertaken.

The re-establishment Proclamation of the 2011 has also provided ERA to become a Regulatory body with a number of Regional Directorates. In addition to this, ERA has also developed into an independent public enterprise agency.

ERA's Environmental and Social Management Team (ESMT): This team was established in January 1998 as Environmental Management Branch (EMB) under the Planning and Programming Division of the Engineering and Regulatory Department. The major duties and responsibilities of ESMT are, setting and implementing ERA's environmental guidelines in support of the national level requirements. The ESMT also holds the capacity of advisory, co-ordination and supervision aspects on pertinent issues of road environmental and social impacts assessment as well as co-ordination with the respective ERA District Offices.

Right-Of-Way Management Team (ROWMT): According to the current ERA's organizational structure, each Directorate has its own Right-Of-Way Management Team (ROWMT), which is responsible for making available the required land for road construction and maintenance, the establishment of materials sources (borrow pits and quarries) and campsites and for implementation of Resettlement Action Plans (RAP). The ROWMT in liaison with the respective Woreda, Town and Kebele authorities and community representatives establishes valuation and compensation committees that carry out inventory taking of all movable and immovable assets and valuation of them including farmland, structures, crops, trees and tree crops etc., affected due road project, and effects payments of compensations to the project affected people.

In the case of the Expressway which is beyond the responsibility of ROWMT, it could be considered that this team could liaison with the respective Woreda/District, Town and Kebeles in the implementation of the process of compensation payment and RAP for Expressway Lot 1(60km) to be constructed starting from Adam Town outskirts.

Adequate orientation were given to Adama, Boset and Minjar Shenkora Woreda/District Administrations representative on the issue of Expressway and through which it passes, the number of households and their houses to be affected, size of farmland, trees and tree fruits and public utilities to be affected. However, further trainings and awareness raisings have to be given concerned stakeholders at Woreda and Community level on issues of land acquisition and compensation payment, resettlement action plan, establishment of Woreda level inventory taking and valuation committee with full participation of project affected people representatives.

As to the trainings and awareness raising issues to be provided should include:

- Benefit of the Expressway project and the adverse impacts to happen ;
- Laws and regulations of the country on the land acquisition and resettlement process,
- Land acquisition for the Expressway and compensation payment process,
- World and African Development Banks policies and operational safeguards ,
- Role and mandate of Woreda, Inventory taking, Valuation and Compensation payment Committees and activities to be carried out,
- Grievance redress mechanisms and procedures, and
- Support from government, communities and other stakeholders to implement the Expressway project.

6. CONSULTATION & COMMUNITY PARTICIPATION

Consultations and discussions on Adam- Awash Expressway: Lot 1-Adama-Melka Jilo(km 60) starts from Adama Town outskirt and extends to Adama- Melka Jilo Lot 1- (km 60) were carried out at two levels (Woreda and Kebele).

6.1 Woreda Level Consultations

The first level of consultation and discussions were carried out with Adama and Boset Woreda Administrations found in East Shoa Zone of Oromia National Regional State, and also with Minjar Shonkora Woreda Administration of North Shoa Zone of Amhara National Regional State.

Consultations and discussions carried out at the above three Woreda Administrations were carried out from April 17- 23, 2018. The agendas for consultations and discussions were focused on:-

6.1.1 Informing and increasing awareness about Adam-Awash Expressway: Lot 1- Adama-Melka Jilo (km 60) to be constructed starting from Adama Town outskirt to Melka Jilo (km 60) rural town in Minjar Shenkora Woreda of North Shoa Zone of Amhara National Regional State,

6.1.2 Informing Woreda government stakeholders the number of residence houses, farmland, trees and tree fruits would be affected and owners of these properties/assets and public utilities to be affected in each of the respective Woredas based the data collected and summarized from the baseline socioeconomic data, and issues of valuation and compensation payment process,

6.1.3 Consultations and discussions on provision of estimates in Birr for the movable and immovable properties and public utilities would be affected by the Expressway based on existing legal and regulatory frameworks(Proclamation No.455/2005 and Council of Ministers Regulation 135/2007) and practiced experiences in paying compensations for displaced households,

6.1.4 Mitigation measures to be taken by Woreda Administrations in providing adequate technical and materials support to those households whose residence houses would be affected/demolished due to the Expressway and support to be made for enhancement of rehabilitation programme,

Detail discussions and consultations on the agendas above were made in all the three Woredas of Adama, Boset and Minjar Shenkora with all concerned sector office representatives that include Woreda Administration, Land Administration and Use and Agricultural and Natural Resources, Public Affairs, Water, Mines and Energy.

The list of participants of the consultations and discussions made at all the three woreda, and minutes taken during consultations and discussions are attached on Annex 6 & 7. In addition, the summary of the consultations and discussions made at the three Woredas are presented below

Summary report of Agenda 6.1.1: On the consultations and discussions made on agenda one above, all the government representatives participated in it welcomed the idea and reported that they are ready to coordinate, facilitate and provide support required from the local government both at Woredas and Kebele levels. Government stakeholders reported to be positive about the Expressway and willing to provide supports required from them, and to fulfil their duties and responsibilities as required from them.

Summary report of Agenda 6.1.2: All the tree woredas were informed about the number of households would be displaced due to loss of residence houses, number of households would be affected, loss of farmland, trees and tree fruits, and public utilities would be affected due to the Expressway,

The discussions held on agenda 6.1.2 indicated that all them have experiences in assigning valuation committee, taking inventories of movable and immovable properties, and have participated in compensation payment process. It was also confirmed that Woredas are ready to participate and perform activities required from them when taking inventories of movable and immovable properties, valuation of properties and compensation payments to be made prior to the commencement of the construction of the Expressway.

It was agreed to give adequate awareness trainings for those for those who would engaged in the implementation of compensation payment including taking inventory of properties , valuation and calculating compensation payment to be made for those who would be affected according to Proclamation No. 455/2005, Part Three, “ Determination of Compensation” Article 7, “Basis and Amount of Compensation” Article 8, “Displacement Compensation” payments to be made also taking into to consideration the Council of Ministers Regulation No.135/2007.

Under this agenda, it was also discussed, and a request was made to provide “estimation per unit price/area for properties would be affected due to the Expressway”. Regarding this issue, letters were written by Net Consult and given to each Woreda to provide an estimate of a unit prices in Birr for all the type of properties that would be affected ,so that compensation payment estimation for would be affected properties could be made. Requests were made to three Woredas, but only two of the Woredas (Boset and Minjar Shenkora) provided estimations for properties would be affected, based on which estimation for compensation payment has been made.

Summary report of Agenda 6.1.3: On agenda three, issues related livelihood restoration; particularly, material and technical support to be made to households would be affected due to loss of their residence houses, vulnerable groups/ people with special needs like women headed households, household headed children, persons with above 65 years of age and others were discussed.

The result of consultation and discussions on this agenda confirmed that the Woredas are ready to be engaged in mobilizing community members labour force to transport materials from the residence houses that would be demolished and to move it to the new area/site within the same Kebele where residence houses would be reconstructed again; and also to support in the reconstruction of residence houses demolished due to the Expressway. Providing support in reconstructing vulnerable groups’ houses (women and children household heads).

The issue of giving special attention for those who are aged and above 65 years; and ways and of means of supporting them were raised and discussed. The Woreda Administrations confirmed

to take full responsibilities in handling vulnerable groups through mobilization of labour power for constructing their residence houses.

6.2 Community/Kebele Level Consultations and Discussions

Community/Kebele level consultations and discussions on Expressway passing through different Kebeles were carried out in Tedecha from Boset and Amora Bet from Miniar Shenkora Woredas. The total participants of the consultations and discussions held at the two Kebeles were 38 persons among which women were eight and the rest 30 were male. The agendas for consultations and discussions were:-

6.2.1: Informing community members participated in consultations and discussion about the would be affected household residences, farmland, trees and tree fruits, and other public utilities would be affected by the Expressway,

6.2.2: Gathering opinions and feelings about the would be affected properties and their reflections on the situation,

6.2.3: Other issues to be raised from the consultations and discussions

The summary of the consultations and discussions made with would be affected community members in Tedecha Kebele of Boset Woreda of East Shoa Zone of Oromia national Regional State and Amora-Bet Kebele of Minjar Shenkora Woreda of Amhara National Regional State are presented below.

Summary reports of Agendas above: Consultations and discussions made on the issue of the Expressway reflected that they have heard about the project, knew that it affects their residence houses, farmland, trees and tree fruits and some public utilities.

The participants reflected during the discussions and consultations that they have experiences in losing parts of their farmland, trees and tree fruits and even their houses due to the newly constructed railway line that passes through their farmland. They have also reflected during the discussions and consultations that compensation payments are made for affected properties, and appreciating the Expressway and willing to participate in any aspect it is required from them. The overall remarks the participants made in compensation payment are: taking accurate inventories of their properties would be affected and accurate valuation and calculation of the amount of paid Birr as replacement cost for their affected properties.

Some specific questions raised in Tedecha Kebele, like, previously when valuation for affected properties due to Railway construction was made, compensation payment made was reported to be very much low and such things should not happen again; community representatives demanded their involvement in valuation process of properties/assets with concerned government stakeholders; and

During consultation and discussion made in Amora Bet Kebele, at Melka Jilo rural town, the participants requested for the construction of outlet and inlet routes of Melka Jilo rural town in both sides the Town, on the south- eastern part to Nura Era Link Road and on western part to the route that connects to Ararti Town of Minjar Shenkora Woreda Of North Shoa Zone of Amhara

National Regional State. Issues of concern that include, facilitation for creation of employment opportunities to youth and households would be affected due to the Expressway and construction of adequate number of under and over passes for those community members who would be divided up into East and West part of the Expressway.

Overall, the consultation and discussions made with would be affected household representatives and community members, indicated that they are willing to participate in any activities required for the construction of the Expressway. List of participants of the consultation and discussions made and minutes recorded are attached on Annex 9. Photos of community members taken during consultations and discussions made are also attached on Annex 6 and 7.

6.3 Summary of Consultations and Discussions

Made on issues of concern on Adama - Awash Expressway: Lot 1- Adama - Melka Jilo (km 60) at Adama, Boset and Minjar Shenkora Woredas with concerned Stakeholders

6.3.1 Adama Woreda

The African Development Bank mission with ERA and NET CONSULT made site visit to Adama, Boset and Minjar Shenkora Woredas of Oromia and Amhara National Regional States through which the Expressway passes respectively from May 22-23, 2018.

The main mission of the visit to the identified Woredas above were to hear from those who would be affected by the construction of Adama- Awash Expressway: Lot 1-Adama- Melka Jilo (km 60), and in particular environmental and social impact that may affect them.

The attendants of the meeting included sector office representatives, Woreda Administration Heads or their representatives who chaired consultations carried out, Religious Leaders, Elders, and household representatives would be affected by the Expressway.

On May 22 & 23, 2018, consultations and discussions on environmental and social issues that may trigger adverse effects on those households would be affected by the Expressway were discussed.

On May 22, 2018, morning, a meeting was held at Adama Town and the major issues raised during the consultations carried include:

- If there is farm land replacement for those households whose farmland is expropriated due to the Expressway?
- Compensation payments made for the affected households due to loss of farmland, residence houses, trees and tree fruits, fences and other properties are not valued properly as experiences from farm land loss and other properties due to Addis Ababa-Djibouti Railway and Sugar Plantation farms compensation payment made indicates, and, what are the guarantees for appropriated valuation of the would be affected/loss of properties/assets and payment of compensation?
- Is grievance redress mechanism in place?

- Who is responsible to rehabilitate, guide, advice and provide technical support for those households who take compensation payments but misuse it or are not using for productive and development purposes?
- The experience from Addis Ababa–Djibouti Railway construction indicates that adequate attention are not given to construct required number of overpass, under pass, pedestrian passes etc., and, does Adam-Awash Expressway: Lot 1-Adama Melka Jilo give adequate attention for the construction of required number of overpass, underpass and other passes required by households whose farmland are divided up into two parts by the construction of Adama- Awash Expressway : Lot 1- Adama-Melka Jilo(km 60)?

The response given by Adama Woreda Administration, Head, on the question of providing replacement of farmland for those who would loss part of their farmland due to Expressway is reported to be impossible. This is because the Woreda does not have farmland to give for those who loss part of their farmland to the Expressway. Instead it was emphasised on Proclamation No.455/2005 that households whose properties/assets would be affected for public purposes will be paid compensation payment accordingly.

On the issue of compensation payment, it was reported during the consultation that compensation payment for would be affected properties/assets will be paid based on Proclamation No. 455/2005 and Council of Ministers Regulation No.135/2007. However, it was also indicated during the consultation that there is lack of awareness of household members and even government stakeholder working at Woreda and Kebele level on the process of taking inventories, valuation of properties/assets, and estimation of compensation payment and process of paying compensation.

In the case of the existence of grievance redress mechanism, the Woreda Administration, concerned government stakeholders including Land Use and Land Administration sector offices are not aware what grievance redress mechanism means. Adequate awareness creation programmes need to be designed to capacitate the concerned government stakeholders for implementation any RAP (resettlement action programme).

When looking at the responsible organ/agency to rehabilitate, guide, give advice and provide technical support for those households who are paid with compensations but misuse it or are not using for productive proposes, there is no single authority defined to take such responsibility. However, Proclamation No.455/2005, PART ONE, Article 7 states that “ implementing agency “ means a government agency or public enterprise undertaking or causing to be undertaken development works with its force or through contractors.

One of the issue of concern raised and exhaustive discussion and consultation were carried out on was the requirement of constructing adequate number of number of overpass, underpass, pedestrian path, vehicle road under and over passes as required. It was also raised that the Adama- Awash Expressway: Lot 1- Adama-Melka Jilo (km6 60) divides up farmlands of would be affected households to the left and right sides of the Expressway, social service centres and others related on which the rural communities of the would be affected areas depended, and therefore, giving attention to the construction of adequate number of passes to the west and east part of the Expressway taking into consideration the settlement pattern of the communities is emphasised.

6.3.2 Boset Woreda

On May 22, 2018, afternoon, similar consultation and discussion with that of Adama Woreda was carried out at Welenchiti Town, Boset Woreda of East Shoa Zone through which Adama-Awash Expressway: Lot 1- Adama- Melka Jilo (km 60).

Attendants of the consultation and discussion carried out at Welenchiti included, AFDB mission travelled to the Woreda from Addis Ababa, representatives of concerned government sector offices of the Woreda including Boset Woreda Administration Head, and representatives of the would be affected households from the six Kebeles of the Woreda through which the Adama – Awash Expressway: Lot 1- Adama –Melka Jilo (km 60) passes.

Most of the concern issues asked during the discussion and consultation were very much similar to the issues/concerns raised at Adama. In particular issues of concern that include: -how much Birr is paid for would be expropriated farmland per m² as compensation? Who will take inventories of our properties/assets that may be affected accurately? Who makes valuation of the properties/assets would be affected? Are you willing to build adequate number of over and under passes because the population living in the west and east of the Expressway require adequate number of passes to travel to east and west of the Expressway? Is compensation paid for would be affected land and compound on which residence houses are built? Is there possibility for our youth and unemployed persons to be employed and work on the Expressway project?

Most of the issues/ concerns raised were based on the experiences they had on implementation of different projects like Addis Ababa –Djibouti Railway and Sugar Cane Farm Development. During the discussion, representatives of would be affected households raised that their farmland, residence houses and other properties/assets were affected by the above two projects but they were not paid adequate compensation.

Regarding the concern issues/questions raised above, detail discussions were carried out on each of the issues/ questions raised; and the AFDB mission with ERA and NET CONSULT and Boset Administration gave answers to some of the questions, suggestions and made recommendation how to go about in the implementation of the Expressway.

6.3.3 Minjar Shenkora Woreda

The African Development Bank mission with ERA and NET CONSULT Team travelled to Minjar Shenkora Woreda of North Shoa Zone of Amhara National Regional State on May 23, 2018, to participate in consultation and discussion to be held at Ararti Town on issues of concern on Environmental and Social Impact (ESIA) of Adama- Awash Expressway: Lot 1- Adama-Melka Jilo (km 60).

Attendants of the consultation and discussion made on the issues/ concerns on ESIA, were Minjar Shenkora Woreda concerned government sector office representatives including Woreda Administration Head, representatives from would be affected households from Amora Bet and Kiticha Kebeles through which the Expressway passes, Elders, Religious Leaders, AFDB mission with ERA staff and NET CONSULT, and The consultation meeting held at Ararti Town of Minjar Shenkora Woreda was chaired by Head of the Woreda Administration Office.

The major issues/concerns that were raised during the consultation included:-

- How is the compensation payment to be made at replacement cost for those whose farmland would be affected by the Expressway?
- What benefits would be affected households get from the Expressway and can community members get the opportunities to be employed?(In the case of Addis Ababa –Djibouti Railway households and community members through which the Railway passed and affected due the project did not get employment opportunities)
- There was lack of transparency and openness in the construction of Addis Ababa- Djibouti Railway from the side of the Chinese Company. Is the Expressway construction going to be similar to it or better in terms of transparency with communities?
- Who will be engaged in the provision of selected materials, stones and other resources found within the Kebeles through which the Expressway passes?
- When will the construction of the Expressway start and till it starts, is it possible to farm and produce crops or need to abandon the farmland would be expropriated for the Expressway?
- Who should control resources above the ground and underground?
- Giving attention to the construction of adequate number of under and over passes in the two Kebeles (Amora Bet and Kiticha).
- Connecting Melka Jilo rural town with accessible roads that connects with the route that takes to Ararti town crossing both the Expressway and the Railway on the western side of the Town; and also construction of about 6.5 km from Melka Jilo to the Link Road that takes to Nura Era junction,

Detail discussions and consultations were carried out on the above issues/main concerns raised of the communities/ would be affected households due to Adama- Melak Jilo km 60) Expressway. Responses were given to the questions/ issues raised above both by Minjar Shenkora Woreda Administration, the AFDB mission, ERA and NET CONSULT.

Overall, consensus was reached on that, would be affected households, concerned government stakeholders the Woreda Administration, Elders and Religious Leaders are ready to support and stand by the implementation of Expressway project.

7. RELOCATION/ RESETTLEMENT OF AFFECTED RESIDENCE HOUSES WITHIN THE SAME COMMUNITIES/KEBELES

As indicated above, on section 3, 123 units of residence houses owned by 123 households would be affected by Adama- Awash Expressway: Lot 1- Adama- Melka Jilo (km 60).

The baseline survey conducted within the Expressway influence area identified that 123 units of residence houses to be affected and required to be removed from their current location and rebuild outside of the Expressway. The residence houses that are required to be removed are currently located in five Kebeles through which the Expressway passes. These kebeles are Soloke Kurfa, Dabe Soloke and Guraja Fureda found in Adama Woreda; and Merko Oda Lega and Borchata in Boset Woreda of East Shoa Zone of Oromia National Regional State. The number of the residence houses currently located in each of these Kebeles and household heads owning these houses are shown on table 7-1 below.

Table 7-1: Residence Houses would be affected by Kebeles & Household Head owners

Kebele	Number of Residence Houses would be Affected	Household Heads/ Owners		
		Male	Female	Total
Kurfa Soloke	36	26	10	36
Dabe Soloke	37	32	5	37
Guraja Fureda	37	31	6	37
Merko Oda Lega	7	7	0	7
Borcheta	6	6	0	6
Total	123	102	21	123

Source: Scio-economic baseline data analysis, Net Consult, April, 2018.

The 123 household heads (102 male & 21 female) are currently residing in their respective Kebeles. Household heads would be affected shall be paid full compensation payment at replacement cost for their lost residence houses due to the Expressway, and compensation payment for would be affected residence housed has to be paid prior to the removal of the would be affected residence houses due to Expressway. Removal of parts of would be demolished residence houses and rebuilding outside of the Expressway on individually owned farmland that would be left from expropriation for the Expressway.

As could be seen from table 7-1 above, the 123 residence houses that would be affected due to the Expressway would be reconstructed by those owners of the residence houses would be affected in the same Kebele/Community outside of the Expressway.



Therefore, the 494(261 male and 233 female) family members who would be affected due to loss of their residence houses would not suffer much socially and psychologically because they would remain residing in the same Kebele/Communities within which they have been living having the same culture, social ties and the same psychological makeup. The resettled households and family members, remain using the same public infrastructure, social facilities and the like within the same society/community. Factors that could be triggered to obstruct the existing social system among would be affected households and others who are not affected need to be identified and mitigation measures should be taken.

As the baseline data on farmland acquisition from household heads' would be affected indicates, the average land size taken is found to be less than 25 per cent; and those household heads whose residence houses would be affected due to the project could use their own farmland left from expropriation to reconstruct/build their own residence houses within the same community/Kebele in which they have been living for years, of course outside of the Expressway.

On the other hand, in order to minimize and reduce minor shocks that could be created due to loss of residence houses even on temporary base, the support to be given to those households who would be engaged in reconstructing their own residence houses, provision of coordinated support in labour force supply from the community they have been living with, provision of materials and technical support both by the Woreda and the Kebele Administrations, and community members should be enhanced.

In this regard, Proclamation No.455/2005 and Council of Ministers Regulations No.135/2007 indicate that the Woreda Administrations through which such projects passes are the main responsible organs in the provision adequate support. However, according to information obtained from consultations and discussions made with stakeholders within the Expressway influence area indicates that the support made by local administrations and even responsible agencies who carry out development programmes on farmlands expropriated from farming households are not adequately supported in the implementation of resettlement action plans.

ERA's Right-Of-Way Management Team (ROWMT) is also responsible in coordinating and contributing in establishing, inventory taking of all movable and immovable assets, valuation committee and compensation payment committee for assets that include farmland, structures, crops, trees and tree crops etc., affected due the Expressway project.

8. ASSESSMENT OF SOCIO-ECONOMIC SITUATIONS

8.1 Expropriated Land for the Use of Expressway

Adama - Awash Expressway: Adama – Melka Jilo Lot I- (km 60) passes through 10 Kebeles in two Woredas of Adama & Boset in Oromia National Regional State and two Kebeles of Minjar Shenkora Woreda of North Shoa Zone of Amhara National Regional State respectively.

Adama –Melka Jilo Lot 1, Expressway is envisaged to cover 90meters of width of ROW and a total length of 60km. It also has two Link Roads that connect to Walenchiti town and Nura Era Junction on the Asphalt Road that runs from Adama – Awash. The two Link Roads are, 1.5 km long for Walenchiti and 12.5 km from the Expressway to Nura-Era on the Asphalt Road of Adama-Welenchiti – Awash, and the Link Roads would be constructed require a total land area of 20.51 hectare (ha). Overall, the construction of the Expressway affects residence houses, farmland, trees and tree fruits and public utilities found within the ROW of the Expressway.

In addition, 24.5 hectares of land to be used for quarry, borrow pit and camp sites on temporary basis would be affected. Out of the 24.5 ha of land that is required for quarry, borrow pit and camp site, 3.5 hectares of the farmland are owned by five households required to be used for camp site. The land required for quarry and borrow sites on temporary basis is bare land that belongs to the government.

8.2 Profile of Population Living within the Expressway

As indicated above, Adama- Awash Expressway: Adama-Melka Jilo Lot 1-(km 60) Expressway passes through 12 Kebeles(10 in Adama and Boset Woredas of East Shoa Zone of Oromia Region and two in Minjar Shenkora Woreda of North Shoa of Amhara Region).

The baseline survey made result within Adama-Melka Jilo Lot 1 Expressway influence area indicated that 887 households among which 105(11.83%) women headed with the total population of 3300 family members would be affected due to the Expressway. As to their ethnic group, those who are living in Adama and Boset Woredas of East Shoa Zone of Oromia Region are mainly Oromo ethnic group while those living in Minjar Shenkora belong to Amhara ethnic group.

The data collected on the religion of the population living within the Expressway influence area identified to be both Christians and Muslim. The population living in Adama and Boset Woredas of East Shoa Zone of Oromia Region are mostly Christians. Similarly, those who are living in Kiticha Kebele of Minjar Shenkora are Christians like those living in Adama and Boset, while those living in Amora Bet Kebele of Minjar Shenkora are mixed and both Muslim and Christians are living together.

8.3 Livelihood and Assets that would be affected

- **Farmland & Livelihood**

According to the baseline data collected during the baseline survey, a total 568.58 hectares of farm land would be affected due to Adama – Awash Expressway: Lot 1- Adama- Melka Jilo and

due to the loss of farmland, a total household heads 802 with 3300 family members would be affected, and the average family size of these households is four persons.

The livelihood patterns of the 802 households would be affected due to the Expressway is based on mixed farming among which cultivating and livestock rearing is the major once. The households who would be affected due the Expressway in 12 Kebeles of Adama, Boset and Minjar Shenkora are substance farmers, and their livelihood is based on farming. The major cereal crop grown for their livelihood within the project influence area includes, *Teff, Maize and Sorghum* among which *Teff* is the dominant one, and also considered as a cash crop to fetch cash income. The major focus for producing cereal crops and livestock rearing are mainly for home consumption, and if there are surplus produces, small holder famers sell the surplus agricultural products to obtain cash income that could be used for various purposes such as to pay taxes, purchase of processed consumable items that are required to meet the needs of the family.

In the case of farmland expropriation for the Expressway, the baseline survey data assessment, indicates that the loss of portion of the farmland due to the Expressway is estimated to be less than 25 percent of the portion of the farmland owned by smallholder farmers living within the project influence area, and similarly, the number of those households identified to lose less than 25 percent of their farmland due to the Expressway is estimated to be about 68 percent. The overall magnitude of expected loss of farm land to Expressway as computed from the baseline data, it is indicated to be about 77.36 percent of the households would be affected to lose less than 25 percent of their farmland while 22.64 percent of the households lose more than 25 percent of their farmland. The analysis made is based on the oral information obtained from those households would be losing a portion of their farmland to the Expressway.

As to the ownership title of the farmland that would be affected due to the Expressway, household heads interviewed during consultations indicated that all of them own land certificate/ 'Green Card' as it is termed locally. The farmland entitlement is based on usufructuray right.

- **Residence Houses**

In addition to the loss of 568.58 ha of farmland due to the Expressway, a total of 123 units of residence houses owned by 123 households among which 21(17.1%) are women headed households would be affected, and the residence houses located with the Expressway influence are would be demolished and required to be reconstructed again within the same Kebeles from which they would be affected. Among the residence house owners, there are two children with the age of below 18 years old.

- **Trees and Fruit Trees**

A total of 97 trees and fruit tress owned by 9 households within the Expressway influence area would be affected when the project would be implemented. The type of trees and fruit trees would be affected are shown below on table 8-1.

Table 8-1: Type and Number of Trees and Tree Fruits would be affected

S/N	Type of Trees and Fruit Tress would be affected	Number
1	Papaya	1
2	Avocado	2
3	Mango	5
4	Moringa	10
5	Zeituna/ Guava	4
6	Coffee	5
7	Shewashew/Bottle Brush	31
8	Eucalyptus Tree	30
9	Oak/Warka -Local Name	4
10	Accia/ Tedecha- Local name	5
	Total	97

Source: Scio-economic baseline data analysis, Net Consult, April, 2018

There are also public facilities that include four electric wooden poles, one concrete electric pole and seven water supply points existing with the Expressway influence are would be affected and required to be reinstalled/ re-established.

8.4 Disadvantage Groups

The baseline data collected during the survey identified that 21 women household heads, two children household heads, and six persons with above 65 years of age would be affected and displaced due to Adama – Melka Jilo (km 60) Expressway. This vulnerable group needs special attention and provisions of financial, martial and labour support in moving and transporting their properties, reconstructing their residence houses, rehabilitating through psychological and psycho-social support when they move to the new location/resettlement site within the same Kebele / community they have been living before. In terms of financial support ETB 1,450,000.00 is estimated to be used for the disadvantaged/vulnerable groups.

8.5 Baseline Data/Information on Displaced People and Assets Affected

For collection of the baseline data/socio-economic data/information that currently exists within the Expressway project influence, different formants that captured household characteristics, residence houses with their variables and owners, farmlands size affected, type of crops grown and owners, affected trees and fruit trees and owners, and public utilities affected were prepared and used for the preparation of this RAP document. All the baseline data collected are compiled in Microsoft Excel and documented from which information on displacement issues could be obtained at any time. The details about the baseline data compiled are attached on Annex 10

9. GRIEVANCE REDRESS MECHANISM (GRM)

- **Bases for GRM**

Proclamation No. 455/2005, Expropriation of Landholdings for Public Purposes and Payment of Compensation, relating to mechanisms for conflict resolution and appeal on issues of compensation, Article 11, sub-articles 1 stipulates that “in rural areas and urban center where an administrative organ to hear grievances related to landholding is not yet established, a complaint relating to the amount of compensation shall be submitted to the regular court having jurisdiction”.

The same Proclamation, Article 13, Sub-Article stipulates that “with respect to the implementation of the Proclamation Woreda and Urban administration shall have the responsibilities and duties to: (1) pay or cause the payment of compensation to holders of expropriated land in accordance with this Proclamation, and provide them with rehabilitation support to the extent possible”.

As field level experiences show, grievances concerning non-fulfillment of valuations, compensation payments, seizure of assets without compensation payment and related on rural areas are reported to be settled amicably in most of the regions. If the situation is not settled easily then it is addressed to Kebele and Woreda Administrations respectively to resolve it again amicably without taking to the legal court.

But, the Proclamation No.455/2005 provides a legal ground and procedures for complains and appeals to be heard regarding compensation on Article 11, Sub-Articles (1), (2) (3) and (4). Sub-Article 1 is stated above, and Sub-Article 2, states” where the holder of an expropriated urban landholding is dissatisfied with the amount of the compensation, he may lodge his complaints to the administration organ established by the urban administration to hear grievances related to urban landholding”. This statement does not include the t issue on rural land. Sub-Article (3) of Article 11, stipulates that “the organ referred to in Sub-Article (2) of this Article shall within such short period as specific by directives issued by the region and communicate its decision in writing”. And finally Sub-Article (4) stipulates , “ A party dissatisfied with a decision rendered in accordance with Sub-Article(1) and (3) of this Article may appeal , as may be appropriate, to the regular appellate court or municipal appellate court within 30 days from the date of the decision, and the decision of the court shall be final”. These are general and not very much specific.

As could be understood from the above the Sub-Articles it stipulates more on urban land holding than rural. However, the same Proclamation, Article 14 Sub-Articles (1&2) gave power to the Council of Ministers and the Regional Governments to issue regulations and directives. Sub-Article (1) stipulates that “The Council of Ministers may issue regulations necessary for the proper implementation of this regulation”, and Article (2) stipulates that “Regions may issue directives necessary for the proper implementation of this Proclamation and regulations issued hereunder.

It is based on this provision given on Article 14 Sub-Articles (1&2) of the Proclamation that, the Council of Ministers produced “Regulations No.135/2007 Council of Ministers Regulation on the Payment of Compensation for Property situated on Landholdings Expropriated for Public Purposes. And similarly, The Amhara National Regional State has issued directives for the proper implementation of the Proclamation and the Council of Ministers regulations.

The Amhara National Regional State issued directives for the proper implementation of Proclamation No.455/2005 and Council of Ministers Regulations based on its mandate. The directives produced by Amhara region clearly states applicable legal and administrative procedures for forwarding complaints and appeals to concerned bodies.

Therefore, Grievance Redress Mechanism used in Amhara National Regional State is in line with Proclamation No.455/2005, Council of Ministers Regulation No.135/2007 and Directives No.5/2003 E.C produced by the Region. Based on this, three stages of Complains and Appeals on issues of compensations could redressed and get solutions.

Stage One

A project affected person who is dissatisfied with compensation payment or related issues can appeal to Valuation Committee or Woreda Environment Protection, Land Administration and Use Office within 10 days he/she received decision made on compensation payment and related. Then, the Office gives response in written to a person who forwarded his/her complaints within five days.

Stage Two

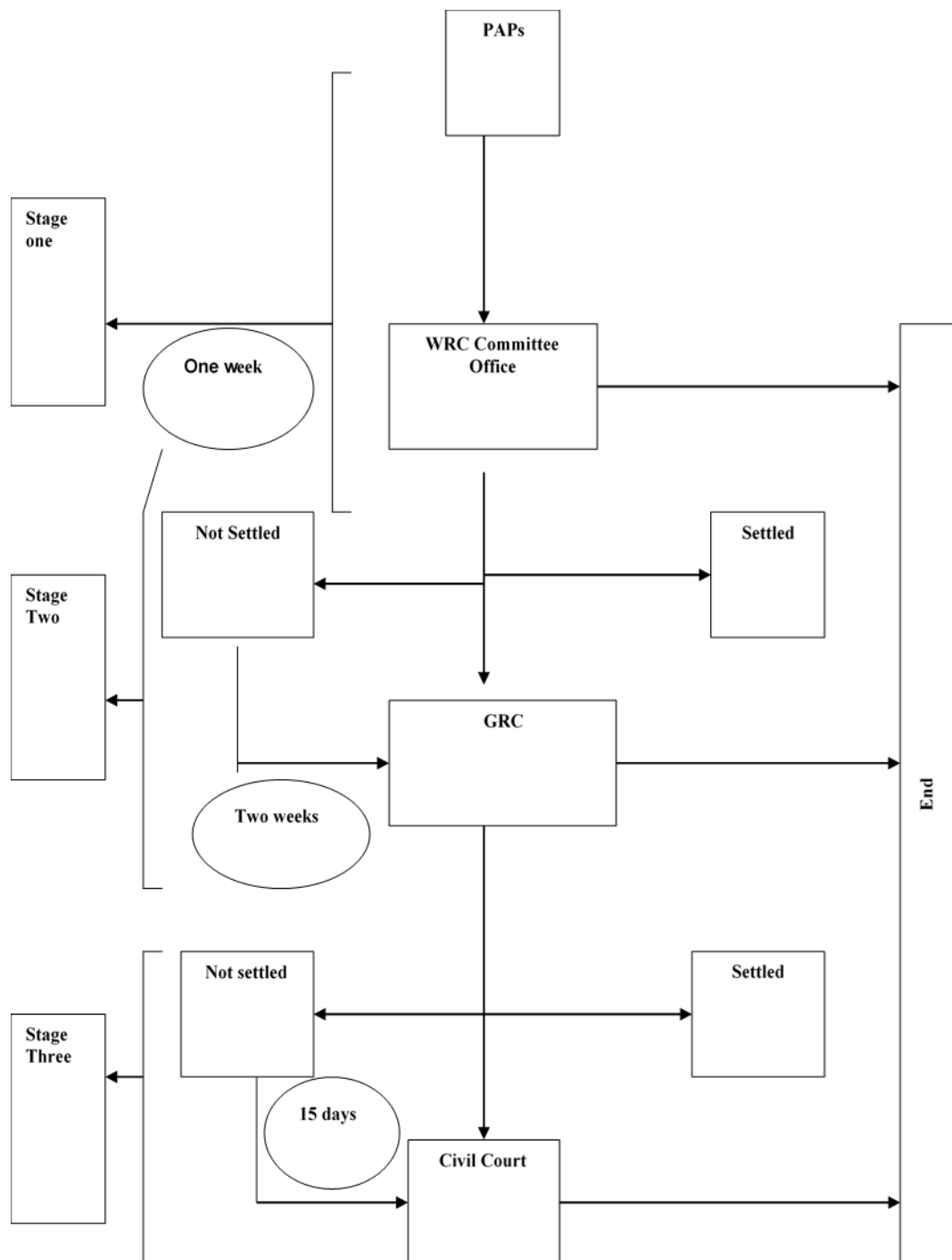
If still a project affected person dissatisfied with the decision made by Valuation Committee or Woreda Environment Protection, Land Administration and Use, then the person dissatisfied with the decision made further can appeal to Compensation Payment Investigator Committee established at Woreda Level, and then the Compensation Payment Investigator Committee make their own decision within seven days.

Stage Three

If a project affected person is dissatisfied and still not convinced with the decision made by the Office, he/she can appeal to the Woreda Court within 30 days and the decision made by the Woreda Court is the final.

This is the ideal situation to be followed based on Proclamation, Regulation and Guideline produced by respective government organizations. The ideal figure that indicates GRM structure could be presented as follows.

Figure 9-1: Project Affected Persons (PAPs) Complaints and Appeals Presentation Channel



The above indicated Schematic Figure could be applied in Oromia National Regional State of East Shoa Zone of Adama and Boset Woredas through which the Expressway passes in the process of Grievance Redress Mechanism. In fact, this approach is what is stipulated in the Federal Proclamation No.455/2005 and the Council of Ministers Regulation No.135/2007.

However, in the case of Oromia National Regional State, the assessment made both at Adama and Boset Woredas indicated that they generally depended on Proclamation No.455/2005 and Council of Ministers Regulation No. 135/2007 for Grievance Redressing. During consultations



made both with Adama, Boset Woredas and even at the Regional level, it was reported that they did not develop detail guideline similar to that of the Amhara National Regional State for the implementation of the Proclamation No. 455/2005 (A Proclamation to provide for the Expropriation of Landholding for Public Purposes and Payment of Compensation).

Regarding issues of Grievance Redress Mechanism in Expropriation of Landholding for Public Purpose and Payment of Compensation, during consultations made both at Adama and Boset Woreda Administrations it was promised to develop detail guideline on Grievance Redress Mechanism particularly on issues of valuation of assets/ properties and compensation payment process on involuntary resettlement programmes carried out.

10. INSTITUTIONAL FRAMEWORK

Proclamation No. 455/2005 proclaimed for Expropriation of Landholdings for Public Purposes and Compensation Payment defines “implementing agency” as a government agency or public enterprise undertaking or causing to be undertake development works with its own force or through contracts. The implication of this definition with the context of Adama - Awash Expressway: Lot 1-Adama-Melka Jilo (km 60) that ERA in collaboration with other concerned government body like the Regional Government would be responsible for the implementation of the resettlement activities to be carried out providing adequate support in resettling/rehabilitating displaced persons in terms of loss of residence houses, farmland, on which their livelihood is based and related impacts that could occur.

In the case of ERA’s capacity in implementing the Expressway, Adama- Melka Jilo (km 60) ERA has adequate capacity to implement the envisaged project and it has been implementing different road projects similar to this one, in collaboration with the concerned Regional Governments of Oromia and Amhara National Regional States.



11. ELIGIBILITY

The ERA/RPF Policy Framework is in line with the eligibility criteria contained in Operational Safeguard (OS 2) of the African Development Bank's: Involuntary Resettlement: Land Acquisition, Population Displacement and Compensation payment. Accordingly, compensation for lost assets and replacement costs will be made for farmland and properties and assets would be affected from owners.

All project affected persons (PAPs) and organizations losing properties that include farmland, residence houses and related structures, crops or sources of income will be compensated according to the types of properties would be affected and lost due Adama- Awash Expressway Lot 1(60km). All households who would be affected by the project are taken into consideration and accounted for full compensation payment for all their movable and immovable properties at replacement costs. As to the titled and untitled land and other asset owners within the Expressway influence area, verifications will be carried out by Property Valuation Committee to be established based on Proclamation No. 455/2005, Article 10(1) and absence of formal titles will not be a barrier to resettlement assistance and rehabilitation. Also due compensation will be paid for public utilities, telephone and electricity poles as well as water distribution points and water pipelines at full replacement cost based on Proclamation No 455/2005, Article 6 (1,2&3).

12. VALUATION AND COMPENSATION PAYMENT FOR LOSSES OF PROPERTIES

Compensation payment is required to be made at full replacement cost, and based on this compensation payment will be made for those households who would be affected and lose their properties/assets. Similarly, compensations are paid for public utilities such as concrete and wooden poles, water points and public water points.

Capacity building costs that include training on livelihood promotion that include income generating activities, restoration and achievements of improved living standard than the previous way of life and awareness on how to increase production and productivity. Transitional and moving allowances for concerned stakeholders to enhance implementation of RAP are concerned. In implementation of the different activities outlined in RAP document, the participation of all concerned stakeholders including, community members within the Expressway influence area, concerned government sector offices/ staff at Kebele and Woreda level, and particularly the responsible Ethiopian Roads Authority.

For the implementation RAP efficiently and effectively, properly understanding of compensation payment principles are paramount, and these principles are presented below on Table 12-1.

Table 12-1: Compensation Payment Principles for Project Affected Households' Entitlement Matrix

Land & Assets	Types of Impact	Person(s) Affected	Compensation/Entitlement/Benefits
Farmland and Crops grown	Compensation payment at replacement cost for affected/lost farmland and cereal crops grown on it due to the Project	Householder/owner	Cash compensation payment for affected farmland and crops grown are calculated at replacement cost/value. (Calculation for affected farmland and crops grown is based on Proclamation No.455/2005, Articles 7&8 and Council of Ministers' Regulation No.135/2007 Article 5, Sub-Article (1&2), Article 9, Article 13 Sub-Article (2), Formula and Article 15 and Article 16 Sub-Article (1, 2 &3).
Farmland and Crops grown	Compensation payment at replacement cost for affected/lost farmland and cereal crops grown on it due to the Project	Householder/Owner	If the possibility of land for land replacement is implemented as compensation, Article 8 Sub-Article (3) of the Proclamation No. 455/2005 applies partly. The practically of land for land replacement/transfer is not applied most of the times.
Buildings/R residence House	Compensation payment for affected/totally demolished residence houses due to the project	Owner/House hold Head	The basis for calculation for payment of compensation for affected residence house is based on Council of Ministers Regulation No.135/2007 Article 3, Sub-Article (1), (2), (3) and (4) and Article 13 Sub-Article (1) Formula
Perennial Crops	Compensation for payment of perennial crops uprooted and demolished due to the Project	Owner/House hold Head	Compensation Payment for Perennial Crops is based on Article 6, Sub-Article (1) and (2) and Formula on Article 13, Sub-Article (3), (4) and (5) and also Article 10 of the Council of Minsters Regulation No.135/2007
Trees	Compensation Payment for trees affected/ cut down due to the Project	Owner/House hold head	Compensation Payment for Trees is based on Article 7 Sub-Article (1) and (2) of the Council of Ministers Regulations 135/2007.
Public Utilities	Compensation payment for Public Utilities affected due to the project	Agencies/Gov ernment Institution	Compensation payment for Public Utilities affected due to the project is made based on replacement cost at market value

13. IDENTIFICATION AND SELECTION OF RESETTLEMENT SITE, SITE PREPARATION AND RELOCATION

As indicated above under section Six, the total household heads would be displaced and their residences houses would be affected and removed from the Expressway influence area found to 123, among which 21 are female headed households. Household members would be affected due to the total removal of residence houses from within the Expressway are 494, and among which 233 are female while 261 are male.

As indicated above on section seven Table 7-1, total residence houses would be affected and required to be demolished and rebuilt in the same Kebeles where the owners of the would be affected residence houses are living are 123. The would be affected residence houses due to the Expressway in Adama and Boset Woredas of East Shoa Zone of Oromia Region with their number in each Kebele, and required to be reconstructed again are, in Soloke Kurfa=36; Dabe Solke=37; Guraja Furda =37; Merako Oda Lega= 7; and Borcheta=6.

During consultations and discussions made with would be affected household representatives in their respective Kebeles, it was indicated and reached on consensus that those households whose residence houses would be affected due to the Expressway will reconstruct/rebuild their residence houses independently on their respective plot of farmland remained from expropriation within the same Kebele. And, therefore, there will be no such issues of site identification and selection for resettlement outside of their respective Kebele. However, site preparation and rebuilding new houses in the same Kebele but outside of the project influence area on farmlands left from expropriation would be made carried out.

It was also discussed that individual household heads who would be affected would take their own responsibilities in identifying specific site within their own plot of farmland and then perform



different activities to reconstruct their own residence houses. Since, would be affected households and their family members reconstruct/rebuild their respective houses within their own Kebeles where they have been living before. Due to this, the need for building /establishing additional infrastructure such as roads, water supply lines, schools, health posts and the like would be very minimal.

However, ERA in collaboration with the respective Woreda Administrations and Kebeles need to provide adequate material and technical support for those households whose residence houses required to be reconstructed/rebuild at a new site, of course within the same community/Kebele. Among the supports to be provided for those households whose residence houses are required to be reconstructed, and particularly for those vulnerable groups like women headed households, children headed households, persons with above 65 years of age, labour mobilization for transporting construction material and engaging in construction of houses, and providing support in a coordinated manner is required.

In livelihood restoration and promotion, provisions of capacity building in skills for all persons affected due to the project and supporting them to be engaged in income generating activities such as fattening of ruminants, poultry farm, and petty trade are required. In addition, provision of technical trainings to PAPs so that their skills increased in farming activities to increase production and productivity per unit area from their landholdings and enhancing opportunities for creation of jobs for youth within the Expressway influence area is required.

14. VALUATION OF PROPERTIE FOR COMPENSATION PAYMENT AT REPLACEMENT COST

On the basis of compensation payment principles stipulated in Proclamation No.455/2005 and Council of Ministers Regulation No.135/2007 for project affected households, the following concepts identified below are used for calculation of compensation payment at replacement cost. For calculation of compensation payment for different properties/assets would be affected due to Adama- Melka Jilo/ (km 60) Expressway, the following ones identified below are used.

▪ Compensation payment for crops & farmland affected

For calculating estimated compensation payment for crops, the formula given on the Council of Ministers Regulation No.135/2007, Article 13, Sub-Article (2) that indicates, Compensation for crops = the total area of the land affected in hectares, multiplied by 5year's average yield per hectare in quintals and again multiplied by 5year's average price/quintal in Birr. The result is estimated cost for the crops for one year only, and this is multiplied by ten years as provided by the same regulation for compensation payment at replacement for ten years.

Added to this, estimated displacement compensation cost for affected farm land which is the same with estimated cost for crops is calculated for 10 years. The two together make estimated total compensation payment at replacement cost.

For calculation of estimated compensation payment for the crop, the previous 5years' average yield per hectare in quintals and 5years' average price /quintal used in this estimation are obtained from respective Woredas through which the Expressway passes during the baseline data collection.

▪ Compensation payment for affected residence houses

In the case of calculating estimated compensation payment at replacement cost for building/residence houses would be affected by the project, the total area of the residence house in square meter multiplied by current meter square cost of the building in Ethiopian Birr is used for all the affected houses.

The type of the affected houses, whether Corrugated Iron Sheet, Thatched Roof/ Tukul or other structures were identified and price estimation for each unit varies. The unit price used for each category of houses affected in m² varies, and the entire cost estimate used for calculation for affected houses are obtained from respective Woredas.

▪ **Compensation payment for affected Trees and Fruits Trees**

For estimation of compensation payment for affected trees and fruit trees, the type/name of trees/fruit trees, the size of the tree/fruit trees (Big, Medium, Small and Seedlings) and each estimated cost currently obtained from the respective Woredas were used.

▪ **Estimated Compensation payment for Utilities**

In estimating compensation payment for utilities would be affected within the Expressway, the current price obtained from each of the concerned agencies were used.

Based on the above background, estimated budget for compensation payment at replacement cost for RAP is prepared and this is shown below on table 14-1.

Table 14-1: Detail Budget for Implementation of RAP for Adama- Melka Jilo (km 60) Expressway

A. Compensation cost

No.	Description	Cost estimate , ETB
1	Compensation costs for Annual crops	242,815,021.82
2	Compensation costs for cash crops, timber trees and fruit trees	1,944,500.
3	Compensation costs for house	8,644,223.73
4	Compensation cost for Fence	
5	Compensation costs for land take	242,815,021.82
6	Cost for Public utility	610,000.00
Sub Total		496,828,767.37

B. Rehabilitation Costs

No.	Description	Total Cost
1	Income restoration for displaced HHs	2,820,000.00
2	Support to Vulnerable HHs	1,450,000.00
3	Transport and Moving Allowances	1,230,000.00
4	Transitional allowance	500,000.00
5	Land preparation costs	
6	Legal and administrative costs	
Sub Total		6,000,000.00

C. Project Management cost



No.	Description	Total Cost
1	Environmental and Social Management Costs, and mitigation measures	
2	Cost for Property Valuation committees	45,000.00
3	Cost for Resettlement / implementation committees	
	Sub Total	45,000

The total summary budget estimated and required for the implementation of RAP for Adama-Melka Jilo (km 60) in Ethiopian Birr is **502,873,767.37**.

15. RAP IMPLEMENTATION SCHEDULE

15.1 RAP Implementation Schedule

The prime objective for formulating RAP Implementation Schedule is to ensure that all items/factors that include:-

- Inventories of properties/assets' would be affected taken accurately;
- Valuation of properties/assets' affected are made by a committee formed by Woreda Administration and recognized by all concerned stakeholders;
- Amount of compensation to be paid for PAPs approved;
- Compensation payment for the affected properties/assets at replacement cost made/paid ;
- Land preparation for construction of residence houses affected planned and construction of residence houses completed within the given time bound;
- Total transfer of PAP's to their new residence area/site is made and;
- Cut of date for handing over of expropriated farmland for the Expressway Project determined and properly implemented accordingly.

15.2 Formation of Committees and their Responsibilities

Proclamation No. 455/2005, Article 10(1, 2 & 3) provides that a committee of not more than five experts having the relevant qualification required to be designated by the Woreda Administration to take inventories of properties/assets would be affected, and similarly make valuation of the properties/assets in terms of cash to be paid as compensation to those would affected households. As stipulated in the Proclamation, the number of committee members could be three to five having the relevant qualification to take inventories of the properties/assets and make the valuation.

Since Adama- Melka Jilo Lot 1-(km 60) Expressway passes through Adama and Boset Woredas of East Shoa Zone of Oromia Region and Minjar Shenkora Woreda of North Shoa Zone of Amhara Region, three Committees(one in each woreda) are required to be established to take inventories of the properties/assets would be affected and make valuation of the properties/assets would be affected.

When inventories of properties/assets of would be affected households are taken, would be affected households or their representatives shall be with the committee to observe if the taken inventories of the properties/assets taken accurately and appropriately.

In the case of valuation of the properties/assets would be affected, it has to be done by those who have specialized knowledge and experience in doing valuation of properties/assets affected due to expropriation of farmland and other assets for public use.

Time frame to undertake the inventories/assets would be affected and valuation of the properties/assets has to be set. Coordination and facilitation of the activities to be carried out need to be made both by ERA and each of the Woreda Administrations through which the Expressway passes.

The estimated budget for those who would be engaged in taking inventories of properties/assets would be affected, valuation of properties and capacity building trainings to be provided in terms of per diem/ allowances are about Birr 545,000.00 as indicated above on Table 14-1.

15.3 Provision of Training & Awareness Creation on Inventory Taking & Valuation of Properties/Assets

The ERA ROWMT, concerned government stakeholders like Land Administration and Land Use Office at each Woreda level and Woreda Administration Office in collaboration and coordination have to provide the Training and Awareness Creation on issues of Inventory Taking and Valuation of properties/assets would be affected due to the Expressway. Training materials/subjects required could include Proclamation No.455/2005, the Council of Ministers Regulation No. 135/2007 and Directives produced by respective National Regional States of Oromia and Amhara. Practical experiences are very much valuable to overcome problems on the ground.

In addition to practical trainings, fulfilling facilities such as transport, allowances and equipment/tools required for measuring quantities are important and need to be fulfilled. The output of the training and awareness creation is to make the committee members to be clear about the duties expected from them. It is after that the committee members in return will provide full information to the Project Affected People on issues of inventory taking of properties/assets, valuation process and final estimation of cash compensation payment at replacement cost. Such steps followed guarantees full participation of the PAP's in the whole process of RAP implementation.

15.4 Approval of Budget Compensation Payment



After inventories of properties/assets would be affected taken accurately and properly, then valuation of properties/assets affected would be made based on Proclamation No.455/2005 and Council of Ministers Regulation No. 135/2007. The assessment of compensation has to be made based on 'Part Two' of the Council of Ministers Regulation No.135/2007, Articles 3- 13.

The valuation made based on Proclamation No.455/2005 and Regulation No.135/2007 gives the total amount of Birr to be paid for PAPs. The estimated amount Birr identified to be paid as compensation for properties/assets affected due to the Expressway has to be approved by concerned authority prior to payment of the compensation, and this guarantees the payment of compensation to be made.

15.5 Capacity Building for RAP Implementers

For the implementation of RAP on Adama- Melka Jilo Lot 1(km 60) Expressway, Environmental Management Team (EMI) and Social Management Team (SMT) of ERA at Head Office level, concerned stakeholders from each of Woreda of Adama, Boset and Minjar Shenkora through which the Expressway passes, Kebele Administrations and representatives' of the PAP from each of the Kebeles would be required to participate in capacity buildings trainings to be provided.

The major topics/ issues required to be covered on capacity building trainings and orientations could include Proclamation No.455/2005, Council of Ministers Regulation No.135/2007, Directives produced by each National Regional States (like Guidelines No.5 /2003 E.C of the Amhara National Regional State), ERA's Proclamations, Guidelines related to RAP implementation and practical experiences. In general issues related to project affected properties/assets inventory taking, valuation process, compensation payment process, provision of technical and martial support in the rehabilitation/ restoration process of, preparation of micro business enterprises and building capacities of PAPs to be engaged in different income generating activates, understanding of the RAP implementation schedule would be designed etc. Such capacity building trainings for RAP implementers could be given at each of the three Woreda (Adama, Boset and Minjar Shenkora) levels through which the Expressway passes and it is after adequate orientation and trainings are given for the RAP implementers including compensation payment.

15.6 Land Preparation and Construction of Residence Houses

As indicated above, 123 units of residence houses would be affected and demolished from within the Expressway influence area. As understood from consultations made in each of the Woredas through which the Expressway passes and consensus reached at, those houses would be affected due to the Expressway would be reconstructed within each of the Kebeles from which they would be displaced.

For rebuilding of the residence houses that would be demolished from the Expressway influence area, identification of specific sites for each of the houses to be reconstructed in each of the

Kebeles from which the houses demolished requires time for selection, land clearance and preparation, purchase of construction materials for reconstructing the residence houses and engagement in the actual construction of the residence houses require appropriate time. According to the information obtained from representatives of the would be project affected households during consultations made in each of the Kebeles through which the Expressway passes, it was indicated that in rural areas residence houses are usually built between December and May months. These months are considered to be slack period for farmers, and it is a suitable period to build residence houses. Before that, the months of November and December and are crops harvesting season. Again, from June to October, it is time for ploughing, weeding, harvesting, threshing and storing crops.

Therefore, the technical and material supports to be made for those households who would be engaged in reconstruction of their residence houses have to be made at appropriate time required which is identified to be in the months from December to May. The estimated **Birr 1,230,000.00** (the actual one to be calculated again) indicated above on Table 14-1 to be used for transporting and moving allowances of materials from the demolished residence houses/ other materials to be purchased and given to those households displaced. In particular, support to be made for vulnerable groups such as women head households, children household headed and aged persons has to be provided on time. The total amount of **Birr 1,450,000.00** estimated to be used for reconstruction of the residence houses of vulnerable groups and particularly to be used for labour cost, materials purchase and related once are needed and this is indicated above on table 14-1. Additionally, free labour mobilization from the communities if need arise for the construction of the residence houses of the vulnerable groups has to be made in coordinated manner.

15.7 Preparation to Move into the New Residence Houses & Provision of Supports

The completion of the constructions of the new residence houses for the PAP's in their respective Kebeles determines their movements/transfer to their new residence houses. For the achievement of this target, strict follow up, coordination and adequate technical and material support provision from all the concerned Woreda Administrations, Environmental and Social Management Team of ERA at Head Office level and communities is very much important and also detrimental.

After completion of construction of the residence houses of the affected households in each of their respective Kebeles, then the households affected due to the Expressway would easily move to their new residence houses with their family members and start to live improved living standard; and such improved living standard could be measured from the new residence houses to be constructed having different rooms (living room, sleeping rooms, separately for spouses, children and guests) kitchen and separate for livestock if any. As to the design of the new residence houses to be constructed technical assistance could be provide from each of the Woreda Administrations through which the Expressway passes and that is also what is expected from them.

Completion of the construction of residence houses' of the displaced households determines cut of date for handing over of expropriated farmland for building Adama- Melka Jilo Lot 1- (km 60) Expressway .

15.8 Livelihood Restoration & Improvement Programme

123 units of residence houses own by 123 households with a total population of 494(261 male and 233 female) would be displaced from their original residence areas that would be within Adama – Melka Jilo Lot 1 (km 60) Expressway influence area.

Various support measures like additional budget support for construction of residence houses would be displaced, transporting and moving allowances for households' non - fixed materials and salvaged properties were estimated as indicated above under section 15.6. In addition, sum lump of budget was estimated for special support required for vulnerable groups like women and children headed households and aged persons above 65 years for the reconstruction of their residence houses.

In the case of farmland displacement due to Adama-Melka Jilo Lot 1 (km 60) Expressway, 887(782 men and 105 women) households would loss about 20-25 per cent of their farmland. Even though, the loss of 20-25 per cent of farmland seems insignificant, such loss could affect the livelihoods of households and their family members.

Since one of the objectives of preparation of resettlement action programme (RAP) is to improve the livelihoods of project affected peoples (PAPs) it is required to increase capacities, knowledge and skills of the PAPs to be able to generate additional income that could compensate income loss from loss of farmland due to the Expressway.

In order to achieve such objective, household heads (men and women) and youth who would be displaced, and are able to work and would like to be engaged in income generating activities like, small ruminants and oxen fattening, poultry farming, milking cows management and processing milk and its products, petty trade and the like should be recruited and given appropriate capacity building trainings that could enhances their knowledge and skills to be engaged in the above stated income generating activities.

In particular, for upgrading technical knowhow, development of skill and knowledge, trainings on managing of small business enterprises should be given to those households and their family members displaced so that they could be able to be engaged in some of the income generating activities identified above. For the enhancement of such income generating activities, development of skills and knowledge that contributes to livelihoods improvements, a sum lump of Birr **2,820,000.00** is estimated to be used is indicated above on Table 14-1, B.

The **2,820,000.00** estimated amounts of Birr are to be used for trainings, start-up of small business enterprises and generally to be added to the amount of compensations paid to each of the households would be affected. The livelihood restoration and improvement programme is the scheme to be worked on appropriately if improved living standards of would be PAPs is expected



to be improved. The detail activities of RAP Schedule would be implemented within two years' time is presented below on Table 15-1.

Table 15-1: RAP Implementation Schedule of different Activities on Adama-Melka Jilo Lot 1 (km 60) Expressway

*M1, M2,M3.....stand for months from completion of Final design and start of the project activities.

**In the Implementation schedule, duration of time is used instead of calendar months since the start time of the project is not yet determined.

Activities	YEAR ONE												YEAR TWO											
	M1	M2	M3	M4	M5	M6	M7	M8	M9	M10	M11	M12	M1	M2	M3	M4	M5	M6	M7	M8	M9	M10	M11	M12
Completion of Final Design of Adama-Melka Jilo Expressway																								
Formation of Committees at the 3 Woredas to take inventories of properties/assets would be affected																								
Provision of trainings to Committees would be engaged in taking inventories of properties/assets would be affected & Valuation Committees																								
Taking inventories of properties/assets would be affected																								
Valuation of properties/assets would be affected																								
Approval of aggregated amount of Compensation to be paid for PAPs (Birr)																								
Solicitation of budget for Compensation payment																								
Provision of capacity building training for RAP implementers and payment of Compensation for PAPs																								
Land preparation and construction of new residence houses of PAPs with adequate support																								
Preparation of PAPs to move into the new residence houses and provision of support																								
Livelihood restoration & improvement programme implementation																								
Monitoring & Evaluation																								

16. MONITORING AND EVALUATION

16.1 General

Monitoring and Evaluation (M&E) is a process to be taken to oversee the implementation RAP from its initial stage up to its final stage of completion. M&E needs to look into the extent to which all the details indicated in the RAP document are implemented. Challenges encountered in the implementation of RAP and processes passed through are recorded to provide immediate responses, and also to be used to enhance the preparation and implementation of such RAP in future.

M&E required to be carried out on continuous basis and shall be participatory as much as possible, and need to include the respective woreda Administrations of Adama and Boset of East Shoa Zone of Oromia, and Minjar Shenkora Woreda of North Shoa Zone of Amhara Regions, representatives' of would be PAPs, respective Kebele Chief Administrators through which the Expressway passes, the different committees such as inventory taking of properties/assets would be affected, valuation committees, and ERA Environmental and Social Management Teams.

16.2 Monitoring Process

Even though detailed activities of M&E on the implementation of RAP could be carried on continuous basis, the major issues of focus of monitoring the implementation of RAP need to be on the following once; and theses are:-

- **Formation of Committees at the Three(3) Woredas to take Inventories of Properties/Assets would be Affected**

It is expected that final Design of Adama-Melka Jilo Lot 1(km 60) Expressway would be made and, this final design of the Expressway determines the extent of farmlands, residence houses, trees and tree fruits, public utilities and other properties/assets would be exactly affected. It will be after the exact quantities and update information on properties/assets would be affected and similarly households would be displaced by the Expressway inventories of properties/assets would be affected taken. For taking the required inventories of would be affected properties/assets, inventory taking committees required to be formed at each of the Woreda through which the Expressway passes.

Inventory of properties/assets would be affected need to be taken by committees established based on Proclamation No. 455 /2005 and Council of Ministers Regulation 135/20007 and Guidelines developed by National Regional States. The establishment of such Committees according to the Proclamation, Regulation and Guidelines, and fulfilling their duties and responsibilities need to be monitored by all concerned organizations that include ERA, Woreda Administration, funding organization like African Development Bank and other International Institutions.

- **Provision of trainings to Committees would be engaged in taking inventories of properties/assets would be affected & Valuation Committees**

Prior to the commencement of taking inventories of properties/assets that would be affected due to the Expressway to be constructed, adequate trainings on purpose of taking the inventories of properties/assets and how to take inventories of all assets/properties in consultation with and full participation of those households would be affected should be given. Preparations to take the required inventories have to be made, trainings have to be given to those who would be engaged in taking inventories etc., and all these should be properly monitored and immediate action to minimize the gap that could be created. The schedule set for taking inventory of the properties/assets also needs to be monitored.

- **Taking inventories of properties/assets would be affected**

As indicated above, taking inventories of properties/assets would be affected need to be taken properly to avoid grievances that could be raised due to missing of properties/assets recording, lack of taking considerations in qualities and quantities, size of properties/assets in terms trees and tree fruits, age, farmland management, etc., and monitoring if all would be affected are properly recorded and presented for valuation.

- **Valuation of properties/assets would be affected**

When valuation is carried, it needs to be properly monitored and checked if it is in compliance with Proclamation No.455/2005 and Council of Ministers Regulation No 135/2007. Valuation for buildings, fences, annual crops, perennial crops, trees, protected grass, permanent improvement of rural land, relocated property, etc. Monitoring of the valuation process if it has been made using formal outline on Article 13 sub-articles (1, 2, 3, 4, 5&6) and others would be important. Monitoring the time frame set for the valuation process is also important.

- **Approval of Aggregated amount of Compensation to be paid and Solicitation of the budget**

After appropriate valuation is made, it is expected that an aggregated amount of compensation to pay for PAPs would be determined. Approval of the estimated amount of compensation to be paid and solicitation of the budget has to be made within the timeframe set. This also needs monitoring of process to be effective within the given time. Once, all the process of inventory taking of the properties/assets would be affected, valuation, approval of the estimated budget for compensation payment and its solicitation is made on time, compensation payment to PAPs would be effective on time. Monitoring of all the processes indicated above have to be made and after that compensation payment becomes effective.

In the process of compensation payment, fulfilment of prerequisites like eligibility certificate for ownership of farmland, presence of both spouses would be affected, and others who have legal right for compensation payment could be mandatory. Adequate arrangements and orientation on payment process of compensations should be made, and this is also need to be closely monitored.

Payment of compensation accordingly and settlement of any grievances/disputes that may arise determines the cut of date for acquisition of land, and this has to be made based on Proclamation No.455/2005 Article 4, Sub-Articles (1) (2) & (3.), this is also need to be monitored appropriately.

- **Land preparation and construction of new residence houses of PAPs with adequate support**

Right after compensation payment for PAPs become effective, land preparation for construction of residence houses outside of the Expressway influence area would be started need to be completed within the time framework set as indicated above on Table 15-1. Total of four months are estimated for construction of new residence houses to be established in each of the Kebeles from which residence houses would be removed due to the Expressway. In addition to compensation payment to be made for reconstruction of the would be demolished residence houses by the project, allowances and transporting costs for materials, and labour mobilization if required were considered and all these and other support to be made have to be monitored so that construction of the new residence houses completed within the time scheduled.

- **Livelihood Restoration & Improvement Programme Implementation**

Livelihood restoration and improvement programme interventions that would contribute to a development of better living standard for PAPs is identified above on section 15.8. For the implementation of such development interventions, regular monitoring is required and this has to be made on time.

The above issues and others related to checking the achievement of the acquisition of land and resettlement process against the planned time schedule, ensuring channels of communication and consultations at all levels including the three Woreda Administrations (Adama, Boset and Mijar Shenkora), PAPs and other concerned stakeholders in the implementation of RAP need to be monitored all the way through ; and these need to be overlooked by ERA RAP implementing teams and the Woreda Administrations of the Woredas.

- **Reporting**

The Project Contractor will prepare all required reports and submits to the Monitoring Consultant. The Monitoring Consultant in connection with the performance of the project works will prepare monthly, quarterly and annual progress reports and finally the completion report and submit to ERA. ERA will submit the progress reports on regular basis and the completion report to the AfDB Bank as per the agreement made. The progress reports will outline any problems encountered (administrative, technical or financial) and give recommendations on how these problems may be overcome.

The reports (Monthly, Quarterly, Sectional and Final completion) will be prepared in hard and soft copies to the Employer on the format prepared by the Monitoring Consultants and as approved by ERA.

16.3 External Monitoring & Evaluation

External Monitoring and Evaluation could be also carried out to measure outputs and impacts of RAP. External and independent consultant who could carry out M&E of RAP could be hired and supervise implementation of RAP and Environmental and Social Impact Mitigation (ESIM) measures/ Management Plan. The consultant could start conduct monitoring and evaluation of the implementation of the RAP prior to the start-up of the construction of Expressway and then

could continue to monitor the progress of implementation of the RAP and ESIM/Management Plan.

Part of the monitoring process of RAP could be an integral part of RAP implementation process, that include overseeing of the restoration and livelihood promotion process of PAPs. It could be taken as part of a compliance monitoring of the different activities outlined to be implemented in the RAP and to check to the extent the recommendations are implemented.

An independent consultant (social scientist) could be hired to conduct an independent monitoring and evaluation of RAP and environmental and social mitigation measures implementations either on a continuous base till the Expressway is completed or to make the final evaluation of RAP implementation and ESM measures.

Table 16-1: Output indicators with tentative implementation time framework taking into consideration appropriate months depending on crops seasons (Ploughing, Harvesting, Slack period and Preparation for farming)

Indicators	Time Frame to be implemented*
Formation of Committees at the three(3) Woredas of Adama, Boset and Minjar Shenkora through which the Expressway passes to be engaged in taking of inventories of properties/assets would be affected due to Adama-Melka Jilo Lot 1(km 60)	Formation of committees who would be engaged in taking inventories of properties/assets would be affect in the case of farmland areas need to be done in September .
Provision of trainings to Committees those who would be engaged in taking inventories of properties/assets would be affected & Valuation Committees	October . It is appropriate time to provide trainings to those who be engaged in taking inventories of properties/assets that would be affected and also for those who would be engaged in valuation of the properties. The duration taken is one month and it could be handled within one month at the Three Woredas or the trainings could be given at one place if the number of trainers are manageable
Taking inventories of properties/assets would be affected due to the Expressway	The appropriate time for farmers to participate and get to know about the inventories of the properties/assets taken for compensation payment is in November . Crops are usually on the farmland and it right time to take inventories of the properties would be affected.
Valuation of properties/assets would be affected due to the Expressway	Valuation of the properties/assets affected would be made in December and January . Two months are estimated for valuation and making the final
Approval of aggregated amount of Birr to be paid as Compensation for PAPs	February and March (two months) are estimated to be appropriate.
Solicitation of budget for Compensation payment	April, May and June(three months for solicitation) budget to paid as compensation for PAPs



Provision of capacity building training for RAP implementers and payment of Compensation for PAPs	October and November (two months) both for training RAP Implementers and paying compensation for PAPs is estimated.
Land preparation and construction of new residence houses of PAPs with adequate support	Four months (December, January, February and March) are estimated for the implementation of construction of new residence houses.
Preparation of PAPs to move into the new residence houses and provision of support	April is the month in which PAPs are expected to move to their new residence houses.
Livelihood restoration & improvement programme implementation	Four months (May, June, July and August) are when Livelihood Restoration and Improvement Programme Implementation will be carried out.
Monitoring and Evaluation of RAP	======(in all months)

Note: *Assumption is made that September would be the first month for implementation of the RAP

17. CONCLUSION AND RECOMMENDATION

Conclusion

Implementation of Adama – Melka Jilo (km 60) Expressway affirmatively expected to contribute to the economic and social development of the Kebele communities through the Expressway passes and particularly those who would be affected by the Expressway, Adama, Boset and Minjar Shenkora Woredas, Oromia and Amhara National Regions States and then the country in general.

However, like most of development projects, Adam – Melka Jilo (km 60) Expressway would pose both positive and adverse social impacts. Based on the current understanding of Expressway, and also the survey carried out, there are adverse social impacts that include loss of farmland areas, loss of residence houses, loss of some trees and fruit trees, demolishing of water points and public utilities would be triggered.

To minimize/reduce the extent of adverse effects to be triggered, mitigation measures including improving the Design of the Expressway, compensation payment to be made at replacement cost for would be affected properties and allocation of adequate budget for rehabilitation of the would be affected households and vulnerable groups are properly thought of.

Grievances redress mechanisms for alleviating the possible adverse impacts like hearing grievances related compensation payment and inventory taking of landholdings, valuation of properties and process of compensation and other issues related need to be redressed through establishment of administrative organ responsible for such issues as mandated by Proclamation No.455/2005.

In the case of Amhara National Regional State such grievances are heard by established administrative organ based on Proclamation No. 455/2005 and Guideline No.5/2003 E.C. But in the case of Oromia National Regional State, Grievances Redress mechanisms are not in place. The consultations and discussions made both at Adama and Wolenchti, with concerned government stakeholders promised to establish Grievances Redress organ to hear the voices of those who are requiring support on the issues of taking appropriate inventories, valuation of properties and payment of compensation efficiently and effectively.

According to the findings obtained from the survey and clearly indicated in the RAP document, there are no severe impacts that cannot be mitigated to hamper the implementation of the Expressway. In addition to this, consultations and discussions carried out both with would be affected households in their respective Kebeles and with government stakeholders at Adama, Boset and Minjar Shenkora indicated that there is no severe impacts that prevent the construction of Adama – Melka Jilo (km 60) Expressway. Overall, project benefits are expected to outweigh the possible social impacts that could be mitigated so that implementation of the Expressway is enhanced.

Recommendations

This RAP document is prepared based on survey made for data collection form would be affected households, would be affected properties/assets that include farmland, residence houses, trees and fruit trees and public utilities due to Adam-Melka Jilo (km 60) Expressway.



Properties/assets of would be affected households and valuation of such properties for compensation payments need to be taken by 'Property Valuation Committee' to be established according to Proclamation No.455/2005. Therefore, after the Final Design of the Expressway is prepared, it is required to take update inventory of the would be affected properties /assets by the Valuation Committee to be established, and that makes clear the extent of properties/assets would be affected and then valuation of the properties and compensation payment process would be simple.

As to budget estimation made for this RAP, it is prepared to estimate the amount budget required for implementation of the actual RAP to be revised after final design of the Expressway is made. Overall, general recommendations that include the following could be made for implementation of RAP:

- ERA should create conducive working relationships with the respective Woredas through which the Expressway passes when inventories of properties /assets are taken for updating RAP document;
- When implementing RAP, enhance the participation of all stakeholders in general and the project affected persons in particular;
- The approved compensation payments to the project affected persons have to be made at replacement cost and be effective prior to PAPs are leaving their residence areas, farmland and other properties based on Proclamation 455/2005 and the Council of Ministers Regulation No 135/2007.
- The project affected persons need to get notice to leave the area at least 3 months in advance to remove and transport their properties/asset to the new settlement site even if it is within the same kebele but outside of project influence area.
- The contractor and the supervisor should closely work with the relevant local Authorities that strictly require the participation or consultation of the latter.



Annexes

Annex 1: List of Affected Households



Annex 2: List of Affected Farmlands



Annex 2A: List of Affected Farmland on the Expressway Lot 1



Annex 2B: List of Affected Farmlands on the Link Road to Welenchiti



Annex 2C: List of Affected Farmlands on Nura Era Link Road Lot 1



Annex 3: List of Affected Trees



Annex 4: List of Affected Utilities



Annex 5: List of Affected Buildings



Annex 6: Minutes of Consultation with Woreda Stakeholders



Annex 7: Minutes of Consultation with Communities



Annex 8: Compensation Payment Estimation Data



Annex 8A: Compensation Payment Estimation Data from Minjar Shenkora Woreda



Annex 8B: Compensation Payment Estimation Data from Boset Woreda



Annex 9: Photos of Community Members



Annex 10: List of Participants



Annex 11: Response to Comment



Annex 12: Temporary Land Required



Annex 13: Location of Obstacles