

Federal Democratic Republic of Ethiopia

Addis Ababa City Administration



Ethiopia Transportation System Improvement Project (TRANSIP)

Social Impact Assessment (SIA)

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Acronyms

AACRA	Addis Ababa City Road Authority
AACTB	Addis Ababa Culture and Tourism Bureau
AALDMB	Addis Ababa Land Development & management Bureau
AALDURA	Addis Ababa Land Development and Urban Renewal Agency AARTB
	Addis Ababa Road and Transportation bureau
AAMSEDA	Addis Ababa Micro and Small Enterprise Development Agency
AAWCY B	Addis Ababa Women, Child and Youth Bureau
BoFED	Bureau of Finance and Economic Development
BoLSA	Bureau of Labor and Social Affairs
BoWCYA	Bureau of Women, Children & Youth Affairs
BRT	Bus Rapid Transit
CBO	Community Based Organization
CSA	Central Statistics Authority
CSO	Civil Society Organization
ESMF	Environmental and Social Framework
ETB	Ethiopian Birr
FDG	Focus Group Discussion
FDRE	Federal Democratic Republic of Ethiopia
FM	Financial Management
GoE	Government of Ethiopia
GTP	Growth and Transformation Plan
IDA	International Development Association
KII	Key Informant Interview
LDURO	Land Development and Urban Renewal Office
LRT	Light Rail Train
M&E	Monitoring and Evaluation
MEP	Monitoring and Evaluation Plan
MoFED/MoFEC	Ministry of Finance and Economic Development/Ministry of Finance and

	Economic Cooperation
MSE	Micro and Small Enterprise
MUDHCo/MUDH	Ministry of Urban Development, Housing and Construction/Ministry of Urban Development and Housing
NGO	Non-Governmental Organization
NPAOP	National Plan of action on Older People
NPAPWD	National Plan of action on Persons with Disability
O&M	Operations and Maintenance
PAP(s)	Project Affected Persons
PIU	Project Implementation Unit
PM	Procurement Management
PWD	People with Disability
RAP	Resettlement Action Plan
ROW	Right of Way
RPF	Resettlement Policy Framework
SIA	Social Impact Assessment
TMA	Traffic Management Agency
TMPO	Transportation management Program Office
TRANSIP	Transportation Systems Improvement Program
ULG	Urban Local Government
UPSNP	Urban Productivity Safety Net Project

Executive Summary

The Transportation Systems Improvement Project (TRANSIP) is a project envisioned to improve accessibility and safety in selected road corridors of the City of Addis Ababa. As part of the due diligence for the Transport Systems Improvement Project (TANSIP) an independent *Social Impact Assessment* (SIA) was undertaken to identify negative social impacts and make recommendations for the Project to avoid, minimize or properly compensate such impacts. Environmental and Social Management Framework (ESMF), addressing physical and environment impacts, and RPF addressing potential risk related to involuntary resettlement are another TRANSIP documents to be read together with this Social Impact Assessment (SIA).

TRANSIP will introduce the concept of ‘complete street’ to improve the traffic flow, accessibility and safety of transportation systems in the city. The envisaged works will involve modifying intersections, installation of drainage facilities and roadside furniture (including street lighting, bench, trees etc.), construction of new and strengthening of existing pavements, and widening the existing walkways within the right of way.

The objective of the SIA is to determine unintended social impacts (both positive and negative) during implementation of TRANSIP sub project (to improve road and pedestrian safety & Improve Conditions of Road Infrastructure and Pedestrians Facilities), and recommend mitigation measures for the identified risks. The SIA includes the processes of analyzing, monitoring and managing any unintended negative social consequences of the Project interventions and any social change processes invoked by those interventions. SIA assesses or estimates, in advance, the social consequences that are likely to follow specific Project actions. It is a process that provides a framework for prioritizing, gathering, analyzing and incorporating social information and participation into the design and delivery of developmental interventions.

Methodology

The SIA sought to explore the likely impact of different activities of TRANSIP (especially of the intended civil work) to deliver the set objectives. It involved five steps: (i) Intensive review of policies documents laws and regulation; (ii) Baseline (iii) Consultations; (iv) Impact Identification Analysis; and (v) Recommendations for Mitigating Measures and Monitoring. The fieldwork took place at sub city,

woreda and community levels and included community consultations, key informant interviews (KII) and focus group discussions (FGD) in order to collect opinions and perceptions regarding likely negative social impacts.

Types and Impacts of Potential Significance

Two types of potential negative social impacts were identified, i.e. short term related to those that may occur during the actual construction period and long term, those that are likely to occur after the implementation of the project, even if the project is implemented as designed.

A number of possible negative impacts, reversible but that might have *moderate/ minor effects on the affected* are identified. The main possible social impacts that may potentially arise along the road corridors, with slightly different intensity, include (i) Loss of access to resource, livelihood and income; (ii) social tension and conflict; (iii) gentrification (outward migration); (iv) damage to TRANSIP trust and reputation; (v) negative impact on health and safety; (vi) exclusion and (vii) loss of cultural and heritage resources. An overview of the likely negative impacts of the project and their significance are depicted in the table below.

Table showing Significance of Potential Negative Impacts¹

	Potential Negative Impact						
Sub Project	Loss of access to resource, livelihood & income	Social tension & conflict	Gentrification (future out ward migration)	Health and safety	Exclusion	Trust & Reputati on	Loss of heritage
Improvement on traffic flow and pedestrian safety	XXX*	XXX	XX	XXX	XXX*	XX	XX

¹ Significance of Impact is according to the following ranking: X =Minor, XX = Moderate and XXX = Severe.

* = Negative impact that would arise even if the project is implemented as designed.

Due to the nature of societal impacts, the potential negative impacts are not mutually exclusive. It should also be noted that minor negative social impacts might occur simultaneously in almost every aspect of the project, even in those categorized as moderate.

Potential negative impacts of principal concern are loss of livelihood and income. Even if the project is implemented as planned loss of livelihood and income as a consequence of land expropriation and displacement/resettlement are unavoidable. ‘Gentrification²’ on the other hand may not be an immediate threat, but has a potential to displace low income residents contributing to the social/income segregation of the city.

It should be noted that certain impacts may not occur in all places/road corridors. Even when the impacts occur, the intensity and social group affected varies. For instance, neighborhoods like woreda 01 in Arada sub city (Atikilt Tera³) where social tensions and conflict does not exist and loss of income is minor. The impact could be related to construction phase (short term) or afterwards/operation (long-term).

Recommended Mitigating Measures

Most of the potential negative impacts would arise from imperfect implementation of the Project (for instance impact of exclusion). Implementation of Road improvement projects in developed neighborhood, almost always comes short of required standards especially in Addis Ababa, where alternative (alternative route and alternative means of transportation) options are limited. Mitigating measures to avoid, reduce/minimize and remedy significant negative impacts which might occur as a result of imperfect implementation are recommended.

Comprehensive alternative route plan that reroutes (detour) traffic load smoothly and evenly (particularly motorized traffic) from selected road corridors to alternative roads is important to minimize the adverse impact that is likely to result in other part of the city (even those not affected sub

² Gentrification is a process of displacement (through the market system) of the low income by the high income following improvements made on neighborhood and change in social character pursues. The term is coined by Sociologist Ruth Glass (1964).

³ “Atikilt Tera” is an Amharic/local name for vegetable market

cities and woredas) during construction. Identifying alternative roads, assigning means of transport (bus, taxi etc.), informing and communicating alternatives and other pertinent information to users need to be part of the plan and has to be in place before proceeding to project implementation.

Local development plans should be prepared for the project areas where change in land use/function and land acquisition is inevitable. Land development plan (as a tool to implement Structure Plan), shows the change in land use and possible traffic generated, which is important to the design of improvements. Local development plans should be prepared to facilitate and guide the implementation of the Project and minimize the negative effects related to land acquisition and relocation, and the overall integration of the Project areas with the city development.

Resettlement Action Plans need to be prepared in consultation with the affected community, includes compensation and entitlement delivery mechanize based on detail socio-economic information of affected people and asset. The plan should give focus to vulnerable groups and must be realized prior to plan implementation.

Gender action plan, communication strategy, grievance redress and social accountability are overarching for the project implementation and will help avoid/minimize negative impacts. These recommend mitigation measures all need to be in place before proceeding to implementation.

To address potential negative impacts, integration of activities and efforts, good training programs, strong and focused communications strategies (between government actors) and campaigns (with community) is important to ensure that all understand the project (both implementers, potential beneficiaries and the wider community).

Monitoring Plan

It is essential that the implementation of all of the recommended mitigating measures be monitored. An effective monitoring mechanism that ensures lessons learned are incorporated into the project's implementation cycle is important. Therefore, systematic feedback loops should be clearly defined and developed in the M&E as project management tool.

It is expected that M&E will be carried out by the Project Implementation Unit with support from departments/sections in Transportation Program Management Office (TPMO). Execution of projects, particularly civil works should adopt a system where by feedback on lessons learned are used as an input in a different segment of road corridor under construction.

M&E system will consist of *Regular Monitoring Reports, Civil Work Schedule/reports, Impact Evaluation, Process Evaluation, and Annual/biannual Progress Report*. Specifically, the monitoring component of the M&E system will ensure the availability of accurate information on civil work, effecting of entitlement and grievance redressed. This entails the collection and compilation of monthly data at the woreda and/or sub woreda⁴ to be processed at the PIU level for operation and institutional needs.

The evaluation component will consist of monitoring system where reports from different processes are integrated to assure the SIA findings are fully implemented. The reports include (i) civil work schedule and monthly progress report (ii) *biannual/annual process evaluations*, and (iii) *quantitative impact evaluations*, largely concentrated within the first 3 years of the project. Monthly progress report will summarize routine activities and civil work schedule will chronicle the construction stage reached (in relation to input output and time). Biannual/ annual process evaluations will document what is working well and not, bottlenecks to be addressed and lessons learned. The evaluation undertaken after six months will help strengthen implementation in the early roll-out and enable to introduce corrective measures. Most of the data implementation will be integrated into and gathered by the regular M&E system.

⁴ Sub Woredas are spatial units used to subdivide Woredas for administrative efficiency. This units do not have legal/administrative power.

I. Introduction

This Social Impact Assessment (SIA) is a study conducted to assess the negative impacts of Transportation System Improvement Project (TRANSIP), a project designed to improve accessibility and safety of transportation in Addis Ababa and effectiveness and efficiency of vehicle and licensing of drivers in the whole country. SIA investigates the social impact as consequences of project activities that may alter the way in which the community lives, works, relates to one another and copes together as members of society.

Addis Ababa City Administration has selected five road corridors to implement (as a pilot) TRANSIP. TRANSIP will introduce the concept of ‘complete street’ to improve the accessibility and safety of transportation systems in the city. The envisaged works will involve modifying intersections, installation of drainage facilities and roadside furniture (including street lighting, bench, trees etc.), construction of new and strengthening of existing pavements, and widening the existing walkways within the right of way.

The different activities involved in delivering TRANSIP entail various positive and negative impacts. The positive impacts are imbedded in the Project design. However to understand potential TRANSIP (especially improvement on accessibility and safety) negative social impacts on the affected areas during construction and operation phases are analyzed in by undertaking SIA.

1.1 Background to TRANSIP

1.1.1 Objective

The project development objective (PDO) is to improve accessibility and safety of the performance of transportation system in Addis Ababa and effectiveness and efficiency of vehicle and drivers’ licensing system throughout Ethiopia. This will be achieved by (a) expanding the existing traffic signal system, central control of this system, upgrading on selected streets pedestrian facilities such as walkways, footbridges, street lighting, provision of bus stops and bus bays as well as pavement improvements, drainage improvements and developing and

implementing a parking strategy to improve traffic flow and pedestrian safety; (b) building the capacity of Public Transport and Freight Authority (PTFA) in public transport planning, management, regulation, and service contract management and the Traffic Management Agency for future development and management of the traffic signal and central control center; and the Land Management and Development Bureau to plan and assist in the integration of transport and land-use; and (c) establish a national integrated system for driver licensing, vehicle registration and inspection, and penalty payments systems and build the capacity of FTA to manage these systems at city and national level

1.1.2 Beneficiaries

Creating equitable access to socio-economic opportunities through integrating land use and transport planning on one hand and improve public transport and traffic management on the other, the city envision to develop reliable, accessible, affordable and safe transport system (for motorized and none motorized movement) with the intention to enhance traffic flow, minimize travel time which in turn will decrease fuel consumption and emission and reduction in road accident for the whole city. Furthermore skills and knowledge gained can be incorporated to enrich curriculums and quality of labor produced.

Other than the public sector offices considered as beneficiaries of the project (Addis Ababa Road Transport Bureau (AARTB), Addis Ababa City Road Authority (AACRA) Transport Program Management Office(TPMO), Traffic Management Agency (TMA), Traffic Police and Land development and Management Bureau] sub city/woreda residents, business owners and institutions along the span of the corridor will benefit (selling basic goods and catering services) from the project during and after construction of the improvements.

1.1.3 Result Indicators

The results of the project will be measured against the following key indicators

- Reduction in travel time and increase in traffic flow along selected project corridors;
- Number of road crashes reduced along selected project corridors;
- Increase in average daily Anbessa ridership along selected project corridors;
- Reduced average processing time for citizen to register a vehicle;

- Reduced average processing time for citizen to obtain a driving license

1.2 Project Description

Ethiopia Transportation System Improvement Project (TRANSIP) as proposed will consist of two parts: one will be implemented at federal level and the second at Addis Ababa city level. At the federal level the activities include to enhance systems to improve the performance of Federal Road Transport Authority (FRTA) to establish database system to modernize drivers licensing, vehicles registration and inspection and penalty management system; improve on the quality of training and testing drivers throughout the country; building capacity in the sector through short and long term programs; developing urban transport policy and investment plans and support in the implementation of institutional and policy reform in the provision of public transport.

At city level, the project proposes to improve urban transport systems and service delivery by enhancing the institutional capacity of recently established Traffic Management Agency (TMA); provision of pedestrian facilities (walkways, street light) to improve on safety and lower accident rates; redesign and install traffic controls (systematic and manual) at major intersections; develop systematic on and off street parking facilities; support provision of integrated public transport services; manage and control (mini-bus and taxi stands, loading /unloading passengers of public transport) public transportation by enhancing capacity of the newly established Public Transport and Freight Authority (PTFA) ; and streamline and coordinate mass transportation in land development process. The proposed project will comprise three components as follows:

Component A: Improve the Traffic Signal System, Road and Pedestrian Safety, Parking Management, Traffic Enforcement, Public Transport Systems, and Transportation Institutions in the city of Addis Ababa. This component will involve:

Sub-component 1: Support to the New Traffic Management Agency to Improve the Traffic Signal System, Road and Pedestrian Safety, Parking Management and Traffic Enforcement will involve: (a)Expansion of the existing traffic signal system, central control of this system, and associated civil works improvements at intersections to improve traffic flow and enhance pedestrian safety; and designing comprehensive traffic management improvements to selected

complete streets to improve traffic flow and pedestrian safety; (b) Development of a city-wide parking strategy and implementation of a targeted paid on-street and off-street parking program to better manage current poor parking conditions; (c) Undertaking traffic management studies to improve traffic conditions as conditions evolve; and carrying out traffic studies and provision of technical assistance and advisory services; (d) Building the capacity of the proposed Traffic Management Agency to carry out its assigned responsibilities, especially in designing and implementing appropriate traffic management measures and training; (e) Carrying out traffic studies and provision of technical assistance and advisory services; and (f) Enhancing traffic enforcement and traffic safety through provision of appropriate equipment and traffic enforcement training.

Sub-component 2: Support to Addis Ababa City Roads Authority (AACRA) to Improve Conditions of Road Infrastructure and Pedestrians Facilities. This sub-component will involve: (a) Implementing comprehensive improvements to selected complete streets using context-sensitive design approaches to enhance traffic conditions and pedestrian amenities and safety. This will be done through a range of measures including, inter-alia, pavement improvements, drainage improvements, traffic management measures, sidewalk provision or upgrading, street lighting, provision of bus stops and bus bays, and parking management measures within the Right of Way ;(a) Implementing pedestrian overpasses at numerous locations to enhance pedestrian safety and community connectivity. These overpasses will be provided along high speed roadways where at-grade pedestrian crossings are not appropriate; (b) Developing a citywide drainage master plan; and (c) Institutional strengthening through a range of measures including advisory assistance on the following: (i) implementing improved asset management and pavement management systems, (ii) developing an improved maintenance strategy and improved maintenance funding, (iii) restructuring of AACRA and providing capacity building activities, (iv) developing an improved road design manual and creating a road maintenance manual, (v) improving contract management and design; and (vi) training.

Sub-component 3: Support to the New Public Transport and Freight Authority (PTFA) to Improve Traffic Oversight, and Public Transport Services and Systems . This sub-component will consist of:(a)Support for public transport planning and management as well as advisory

assistance in establishing the proposed PTFA;(b)Building the capacity of PTFA in public transport planning, management, regulation, and service contract management through advisory assistance and training; (c) Assistance in planning and establishing an integrated public transport system including implementing regulatory reforms to rationalize the provision of public transport services, strengthen the management of public transport operations and support in streamlining the operations of minibus-taxi sector;(d) Assistance in modernizing Anbessa Bus operations through support in improving management, business and operational information systems for improving the operation efficiency and management including designing and implementing an ITS and fare collection and bus network systems; and (e) Support in rehabilitating and improving operational conditions of Anbessa's vehicle maintenance workshops and depots. (f) Capacity building for Anbessa.

Sub-component 4: Support to AARTB and Transport Programs Management Office(TPMO) to Improve Planning; (a) Building the capacity of AARTB and TPMO to plan and oversee the implementation of urban transport reforms through training and provision of goods, services and technical assistance; (b)Strengthening the capacity of TPMO staff to carry out its responsibilities, including monitoring and evaluation of the Project, and steering the preparation of future development initiatives; and (c) Providing technical assistance in building project management capability.

Component B: Improve Integrated Urban Planning and Transport and Institutional strengthening (cost estimate is US\$1.8 million). This component will involve supporting the Addis Ababa Land Development and Management Bureau (AALDMB) to develop Land Use and Transport Plans, and will include:

Carrying out studies on Transit-Oriented Developments (TOD) and preparing detailed plans for selected strategic TOD(s) as well as formulating the operation and management strategies and implementation plan for these TOD(s);

Provision of advisory and technical assistance in enhancing the capacity in Metro area master planning including preparing selected Local Development Plans for strategic TOD areas consistent with the new Structural Plan; and Building the capacity of AALMDB in carrying out its functions including enhancing actual implementation and enforcement through provision advisory services, goods and training.

Component C: Develop an Integrated Transport and Management Information System for Driver Licensing, Vehicle Registration and Inspection, and Penalty Payment and Institutional Strengthening (preliminary cost estimate is US\$80 million. This component will include support to the Federal Transport Authority and the Ministry of Transport (MoT) for following activities:

Setting up a system for and re-registration of current drivers with ten fingerprints and replacement of existing driver's licenses with modern security enhanced driver's license documents; (b) Setting up a system for and re-registration of vehicles with vehicle chassis numbers and replacement of the existing vehicle registry documents by secure unified vehicle registration documents; (c) Improving the quality driver training and testing; (d) Design and installation of a driving school management solution; (e) Development and installation of vehicle inspection management solution; (f) Development and installation of driver's penalty management system; (g) Installation of police mobile solutions for driver and vehicle verification as well as penalty management; (h) Establishment of central help desk support solution; (i) Power interruption solution; (j) Institutional strengthening of FTA and training; and (i) Support the Federal Ministry of Transport in (i) development of a long-term program to improve skills for urban transport management through engaging with local universities in developing the corresponding curriculum, and supporting students in these programs on a pilot basis; (ii) developing an urban transport policy and investment program; and (iii) support in the implementation of institutional and policy reform in the provision of public transport.

Out of the three components of TRANSIP, the main focus of the SIA is at the proposed civil/construction work including modifying intersections, installation of drainage facilities, roadside furniture, street lighting, strengthening and replacement of pavements in some sections, and construction of new sideway walks and/ or widening the existing walkways within the right of way to improve road infrastructure and pedestrian safety, major activities of component A sub-component 1 and 2.

1.3 Policy, Legal and Administrative Framework

1.3.1 The Constitution and other Relevant Policies

1.3.1.1 The Ethiopian Constitution

The constitution of Federal Democratic Republic of Ethiopia (FDRE) provides the overriding principles for all legislative framework in the country. The constitution recognizes various rights translated in to laws, legislations and policies for implementation. Development rights, environmental rights, women rights, rights of vulnerable groups are all recognized in the constitution. The most pertinent rights to the study at hand are summarized as follow

The Right to Development (Article 43): identifies people's right to improve living standards and to sustainable development; and people's rights to participate in national development, in particular to be consulted with respect to policies and projects affecting their communities.

The Rights of Women (Article 35): provides a foundation for the recognition and protection of women's rights and guarantee women an equal right with men.

- The historical legacy of inequality and discrimination suffered by women in Ethiopia taken into account, women, in order to remedy this legacy, are entitled to affirmative measures. The purpose of such measures shall be to provide special attention to women so as to enable them compete and participate on the basis of equality with men in political, social and economic life as well as in public and private institutions.
- Women have the right to full consultation in the formulation of national development policies, the designing and execution of projects, and particularly in the case of projects affecting the interests of women.
- Women have the right to acquire, administer, control, use and transfer property. In particular, they have equal rights with men with respect to use, transfer, administration and control of land. They shall enjoy equal treatment in the inheritance of property.
- Women shall have a right to equality in employment, promotion, pay, and the transfer of pension entitlement.

Environmental Rights (Article 44): Provides environmental rights including

- All persons have the right to clean and healthy environment;
- All persons who have been displaced or whose livelihoods have been adversely affected as a result of state programs have the right to commensurate monetary or alternative means of compensation, including relocation with adequate state assistance.

Economic, social and cultural rights (Article 41): the rights recognized by this article include

- The right to freely engage in economic activity and pursue a livelihood (occupation, profession) of his/her choice anywhere within the national territory;
- The obligation to allocate resource to provide to public health, education and other social services;
- Article 41(5), reiterated on Article (91), the state shall allocate resources (within available means) to provide rehabilitation and assistance to the physically and mentally disabled, the aged, and to children without parents or guardian rehabilitation and support services for people with disabilities;

1.3.1.2 Growth and Transformation Plan II (GTP II)

GTP II⁵, which has just started its five years period of its implementation, is basically a continuation of on GTP I. The broad strategic objectives set in road and transportation sector, relevant Addis Ababa include;

- Improvement in public transportation i.e. improve Addis Ababa's public transport service expressed in terms of waiting time for public transportation and increase in supply of daily passenger seats. The plan has set targets to decreasing average waiting time for public bus from 30 (base year) to 15 minutes;
- Improvement in road safety as expressed in number of car accident deaths registered per 10,000 vehicles from 58 deaths (base year) to 27 deaths;
- Construction of 2nd phase Light Rail to relieve Addis Ababa city from congestion and air pollution.

1.3.1.3 Transportation Policy of Addis Ababa

⁵ At the writing of this report, GTP II document was not public. Discussion on this part is extracted from draft consultation note, Amharic Version June 2015

Addis Ababa transport policy was formulated to address the multi-faceted challenges of the transport sector in the city. The objective of the policy include provision of safe, efficient, comfortable, affordable, reliable and accessible transport service for all to enable the city play its pivotal role in the development the of the country. The policy intends to promote socio economic development, good governance and improved livelihood as well as protect the environment by introducing modern traffic management system.

The Policy is promulgated to address issues related to, lack of integration between land use and transport plan and environment protection and energy use; safe, affordable and accessible (universal accessibility) transport infrastructure; expansion of infrastructure to include a variety of transport services (LRT, BRT, trolley buses); integrate and build capacity of responsible institutions and build regional and international partnership ; and employ integrated and modern traffic management system.

1.3.1.4 Micro and Small Enterprise (MSEs)

Ethiopia's MSE Policy envisages not only reducing poverty in urban areas but also nurturing entrepreneurship and laying the foundation for industrial development. A national MSEs Development Strategy was formulated in 1997 and was revised in 2010/11 with renewed interests and more ambitious targets on employment and number of entrepreneurs and transition to medium

The revised MSE Strategy (2011) included new target groups i.e. college graduates, (in addition to its classical emphasis on the poor and less skilled people) to form cooperatives and create their own jobs. On top of providing jobs to the people, the establishments are also hoped to bring about the technological transfer and new corporate management skills to the nation.

In this strategy new areas are identified as requiring attention and priority from the government. (Including manufacturing sector, the service sector, construction sector, urban agriculture sector , and the retail sector. Sectors expected to substitute imports are prioritized in the manufacturing sector.

The 2011 MSE strategy linked support to performance. According to this strategy the supports enterprises receive is dependent up on their level of growth. The growth stages of the MSEs include the start-up stage, the growth stage and the maturity stage.

1.3.1.5 National Social Protection Policy

This policy defines social protection as being a set of ‘formal and informal interventions that aim to reduce social and economic risks, vulnerabilities and deprivations of people to facilitate equitable growth.

The intent of the policy is to reduce vulnerability and poverty by providing social assistance and social insurance, promote employment opportunities, enhance productive capacity and ensure citizens understand their responsibilities for the progressive realization of social protection rights. By adhering to the principles of social protection (leadership, sustainability; human rights: inclusiveness: accountability and transparency) the polices attempts to (i) Protect poor and vulnerable persons, households, and communities from the adverse effects of shocks and destitution; (ii) Increase the scope of social insurance; (iii) Increase access to equitable and quality services; (iv) minimal level of employment ;(vi) enhance and progressively realize the social and economic rights of the excluded and marginalized(vii) ensure responsibility for the implementation of social protection policy.

Cognizant of the intricacy of social protection systems, the policy aims to prioritize interventions to address vulnerability and understanding its contribution to poverty reduction schemes. The prioritized focus areas include social safety net, livelihood and employment, social insurance and access to basic services.

1.3.1.6 Ethiopian Women’s Policy

The National Policy on Women formulated in 1993 aims to create appropriate structures within government offices and institutions in order to establish equitable and gender-sensitive public policies. The policy goals are: ensuring women’s right, creating favorable environment for women, ensuring the supply of basic services to women, and eliminating gender based discriminations.

The policy has the following major objectives;

- Laws, regulations, systems, policies and development plans issued by the Government should ensure the equality of men and women, special emphasis should be given to the participation of rural women;

The proclamation no 377/2003 provided women with a special attention. This proclamation is aware of the fact that women are marginalized historically and hence genuine equality will not be maintained only by the principle of non-discrimination on the basis of sex rather women should also be given with a special treatment, affirmative action.

- Economic, social and political policies and programs, as well as cultural and traditional practices and activities should ensure equal access of men and women to the country's resources and to the decision making process;
- The central government and regional administrations should ensure that women participate in and benefit fully from all activities carried out by central and regional institutions;
- Development institutions, programs and projects should ensure women's access to and involvement in all interventions and activities.

In 2005, the Women's Affairs Ministry was established to coordinate women's activities and translate the policy objectives.

In 2006, the Ministry of Women's Affairs issued the National Plan of Action for Gender Equality (NAPGE) for the period 2006 – 2010. Its goal is “to contribute to the attainment of equality between men and women in social, political and economic development”.

1.3.1.7 The Elderly

Since Ethiopia accepted the international conventions for elders', the constitutional rights and as per the national building proclamation NO. 624/2009 article 36, their voices shall have place where development projects are in effect.

Furthermore, the FDRE developed the National Plan of Action on older persons (1998- 2007) give attention to the rights and needs of older persons to make them part of the country's development plans and poverty reduction strategy.

1.3.2 Legeslative Framework

1.3.2.1 Land Expropriation and compensation⁶

Proclamation No.455 /2005 Expropriation of Land holding for public Purpose and payment of compensation:

The proclamation provides for payment of compensation in the event that private land holding is expropriated for public purposes. The proclamation also establishes the legal principles and framework for expropriation and compensation.

The *proclamation* for expropriation is issued with the view to define the basic principles that has to be considered in compensation determination to a person whose landholding is expropriated. The basis and amount of compensation payment is prescribed under *Article 7* of the proclamation. Accordingly a person whose property has been expropriated is entitled to: payment of compensation for his property situated on the land and for permanent improvements s/he made; replacement cost of property situated on the expropriated land (but if the cost should not be less than the cost to construct the minimum standard approved by a city); Compensation for permanent improvement on land equal to the value of capital and labor expended on the land. Removal, transport and installation of structures that can be reused is also compensated. When the use right to a property is lease holding, the value of land for the remaining of the lease period is considered in the compensation to be paid, proclamation No. 455/2005 article 8(6) and proclamation 721/2011 article 25 (4).

Council of Ministers Regulations No. 135/2007, on the Payment of Compensation for Property Situated on Landholdings Expropriated for Public Purposes

The regulations provide the methodology and formula for assessing compensation or replacement of expropriated assets. Accordingly assessment for compensation include assessing the value of buildings, fences, crops, perennial crops, trees, protected grass, permanent improvement on rural land, relocated property, mining licenses and compensation

⁶ Please refer to the RPF prepared

for burial-grounds based on formulas for calculating compensation with in the same proclamation. Provision of replacement for land is made by directive issued at regional/ city level.

1.3.2.2 Conservation of Cultural Heritage

The proclamation No. 209/200 provide for research and Conservation of Cultural Heritage necessary to devise ways and means for the full protection and preservation of cultural heritage and to ensure that the research of same at all stages is carried out in a way consonant with the national interest and the rights of the people.

The proclamation also recognizes the fact that cultural heritage constitutes the imprints of a people's age-old way of life, labor and creativity; indispensable source of information for research and better understanding of nature and environment. The proclamation also recognizes the contribution of cultural heritage to the development of science and the whole range of human knowledge.

Article 19 (1) of the proclamation stated that conservation and restoration of cultural heritage shall be carried out with prior approval of the Authority⁷. The proclamation states that '*when the conservation and restoration expenses are beyond the means of the owner, the government may grant the necessary assistance to cover part of such expenses*'.

Another important provision on the proclamation is the removal of cultural heritage. The proclamation, article 21 (1), states that an 'immovable Cultural Heritage may not be removed from its original site without the prior written approval of the Authority. If moving is inevitable, the Authority shall be notified before removing registered movable Cultural Heritage from its original site.

⁷ Authority" means the Authority for Research and Conservation of Cultural Heritage to be established with provisions of this proclamation;

1.3.2.3 Laws and Proclamation on peoples with disability (PWD) in Ethiopia

Various law have been formulated to protect people with disability and create level ground for competition in the real world. The major ones are mention as follows

- **National Plan of Action of Persons with Disabilities (2012-2021)** aims at making Ethiopia an inclusive society. It addresses the needs of persons with disabilities in Ethiopia for comprehensive rehabilitation services, equal opportunities for education, skills training and work, as well as full participation in the life of their families, communities and the nation.
- The Ethiopian civil code provides several articles (Article 340, 1728, 48-49, 162) to determine the proceeding of criminal and civil legal cases that involve persons with disability. The articles provide various protection measures for PWDs so that they are not disadvantaged while bringing their case before the court of law.
- Proclamation No. 42/1993. On the employee-employer relation that emanates from employment contract pronounced by Transitional Government of Ethiopia Labour proclamation, Ensures non-discrimination based on religion, ethnic origin, sex and physical outlook.
- Proclamation No. 101/1994 , The Right of Disabled Persons to Employment Proclamation, by Transitional Government of Ethiopia Ensures the right of PWD to occupy jobs that are up to their capacity and competence
- Proclamation No. 262/2002 Art 13: equal opportunity employment to PWD, FEDRE 2002, The Federal Civil Servants Proclamation, Ensures that PWD shall be given equal opportunity in employment and encourages preferential treatment to PWDs in specific occasions.
- Proclamation No. 377/2003 (amended by proclamation 496/2006) , FDRE 2003 (amended in 2006), The federal civil servants Proclamation, Ensure equal job opportunity for PWD and demand similar treatment of PWD as other underrepresented groups (e.g. women) in the job market.
 - Same proclamation makes it unlawful for an employer to discriminate against workers on the basis of nationality, sex, religion, political outlook or on any other conditions.

- Proclamation No 515/2007 part five Art 47-56: Occupational safety and health , FDRE 2007, The federal civil servants Proclamation , Defines disablement emanating from employment injury and determines the rights (protection) of persons injured (disabled) in employment
- The same proclamation, provides for special preference in the recruitment, promotion, and deployment, among others, of qualified candidates with disabilities. This provision is applicable to government offices only.
- Proclamation concerning the Rights to Employment for Persons with Disabilities, No. 568/2008, makes null and void any law, practice, custom, attitude and other discriminatory situations that limit equal opportunities for persons with disabilities. It also requires employers to provide appropriate working and training conditions; take all reasonable accommodation measures and affirm active actions, particularly when employing women with disabilities; and assign an assistant to enable a person with disability to perform their work or follow training.
- Building Proclamation, No. 624/2009, provides for accessibility in the design and construction of any building to ensure suitability for physically impaired persons.

1.3.3 Institutional Framework

The implementation of the project is the responsibility Addis Ababa Road and Transport Bureau. Addis Ababa City Road Authority, Addis Ababa city Bus Enterprise, Transport Program Management Office (TPMO) are legally established institutions with clearly defined roles and responsibilities accountable to AARTB.

Addis Ababa City Road Authority is delegated by AARTB for fiduciary functions including procurement, managing resources, accounting and reporting on those resources, and at the same time provide technical support to Project Implementation Unit (PIU) accountable to TPMO and responsible for the day to day technical implementation of the project including ensuring compliance of the Project implementation with World Bank environmental and social safeguards policies. AACRA provides technical support to PIU, whenever necessary.

TPMO is responsible for capacity development of each transport institution, coordination and integration of transport projects, and preparation of strategic planning of transport system for the city. Traffic Management Agency (TMA) is responsible for the improvement and management of traffic flow, traffic safety, and parking in the city.

Efficient implementation of activities requires strong coordination efforts. A Steering committee comprised of stakeholders involved will support the bureau in decision making. It is also expected to strengthen the coordination of institutions involved during project implementation and later on operationalization.

Land preparation and related activities (including land acquisition & compensation) is the responsibility of Addis Ababa Land Development and Management Bureau (AALDB) directly or through offices under it i.e. Urban Planning Institute and Urban Land development and Renewal agency.

II. Methodology

This social impact assessment seeks to explore the impact of the activities (especially of the intended civil work) to deliver the objective set on TRANSIP. The SIA, following intensive document review (discussed previous parts), involved, (i) Baseline study; (ii) Consultation with the affected group (iii) Impact Assessment; (iv) Recommendations for mitigation and Monitoring.

i. Baseline

The baseline is developed at city and sub city level and include, demographic, economic conditions and trends, political structures, local organizations, and other factors that can influence the way in which communities will respond to anticipated changes brought about by TRANSIP and how the project will be affected by these factors.

The Baseline also developed profiles of those affected by the project (i.e. formal and informal street vendors, shoe shiners, parking attendants, people living with disability, elderly, etc.). These profiles will describe the livelihoods, challenges and concerns of the affected. Repeated visits were made to the Woredas expected to benefit from the improvements envisaged with the implementation of the project during the fieldwork. Observations were made to assess motorized and non-motorized traffic movement, on street activities, general land use and behaviors of pedestrians of the affected area.

ii. Consultations

In addition to physical visits to the Woredas fieldwork included community consultations, key informant interviews (KII) and focus group discussions (FGD) in order to collect opinions and perceptions regarding likely negative social impacts of the project. Decision on which specific instrument to use to reach the affected group was made before consultation. For instance separate Focus Group Discussions (FGD) were held with street vendors, to understand Women's perspective on issues under consideration. Key Interview Informant (KII) was used to discuss issues with government official and **PAPs**, difficult to reach in an organized/group form (e.g. Shoe shiners).

Attempts were made to make sure that different community members, namely traditional leaders, women, youth, female headed households and other vulnerable groups were represented and their view on their experiences thoroughly recorded. The specific fieldwork process that was followed is detailed in the following:

City/Sub city Administration Level

KIIs focused on identifying potential impacts of the project and any issues that directly or indirectly affect design and implantation of TRANSIP. In depth discussion were carried out with vulnerable groups including the MSE operators, disabled, elderly and women informal on street vendors whose livelihood is directly or indirectly linked to the selected road corridors through FDG.

Woreda Administration Level

KIIs and FDGs also took place with Woreda administration staff and focused on identifying potential impacts of the activities related to the civil works of TRANSIP. As first respondents to complaints by adverse effects of development, the experience of staff at this level was considered crucial to design mitigation and monitoring measures.

Community Level

Community consultation took place which included elders, community leaders, women and youth representatives in addition to vulnerable members of the local community particularly in Arada sub city where four of the selected road corridors cross. Consultations followed the following process:

- (i) Following an introductory remark, the objectives of TRANSIP was presented to community members in a way that they could understand.
- (ii) Communities were asked for their opinions and perceptions on the project including issues such as land acquisition and displacement and their concerns on compensation, social relations, access to services and resettlement;
- (iii) Consultation focused on the potential negative effect of civil work along the road corridors including health hazard to persons with disabilities (PWD), elderly, women and children; access to livelihood, of formal and informal establishments.

- (iv) Consultations also included discussions and identification of possible mitigating measures.

Table 1: Consultation Method

Consultation Method	PAPs Reached	Sub city
Meeting	Stakeholders & community member from all affected neighborhoods;	All affected sub -cities
FGD	Elderly, Persons with Disability, Women (residents & street vendors) Micro and Small Enterprises (MSE's)	Woredas affected & (especially woredas in Arada sub city)
KII	City/ sub city officials; shoe shiners, Parking attendants, street vendors	Arada, Kirkos, Bole & Yeka
Male	Female	Total
78	28	106

i. Impact Analysis

Drawing from profile, secondary data and consultation, and physical observation possible adverse impacts are identified and described to understand the social group and their relationship with the selected road corridor and neighborhoods/ most affected by the corridor.

To identify impacts, comparative method, which examines the response of affected community to changes (or impact on other community that has undergone similar change) was also used. Development of scenario (imagination or mental modeling to alternative future) exercise helped PAPs identify impacts during discussion processes.

ii. Recommended Mitigating Measures and Monitoring

Mitigation and appropriate monitoring measure are forwarded to enable the implementing body monitor the progress. Mitigation measures were identified for all adverse impacts likely to occur

by Project implementation. The mitigation measures are recommended in consideration of Addis Ababa city structure and mandate of the implementing organs.

iii. Challenges

Four of the five selected road corridors cross Arada and Kirkos sub cities (i.e. 11 of the 17 words). These two sub cities fully fall within the inner city neighborhood delineated for renewal and redevelopment activities. At the time of data collection, the community was experiencing the ongoing land expropriation and relocation which in turn heightened the level of frustration. Winning their trust and opening up to talk about the Project (TRANSIP), thus, was very challenging.

The other challenge was the request made by the affected groups (or organizers of discussions) for per diem), which in principle is against participation ethics and posed an ethical dilemma.

III. Baseline

3.1 Project Area

Established in 1887, Addis Ababa has served as the seat of government for different regimes. Following the establishment of the FDRE in 1995, the city of Addis Ababa has been given a chartered city status⁸, administered by an elected council. Politically, the city administration is accountable to the office of Prime Minister contributing to the dual character of the city (as both a Region and a city) .The City hosts various embassies, international and regional organizations contributing to the diverse socio – economic characteristic of the city.

Addis Ababa has long been the core economic center of the country contributing about a quarter of the country's GDP⁹ due mostly its broad manufacturing and commercial sectors. The concentration of financial institution, transport, storage, communication, construction and real estate is higher in Addis Ababa than other urban centers.

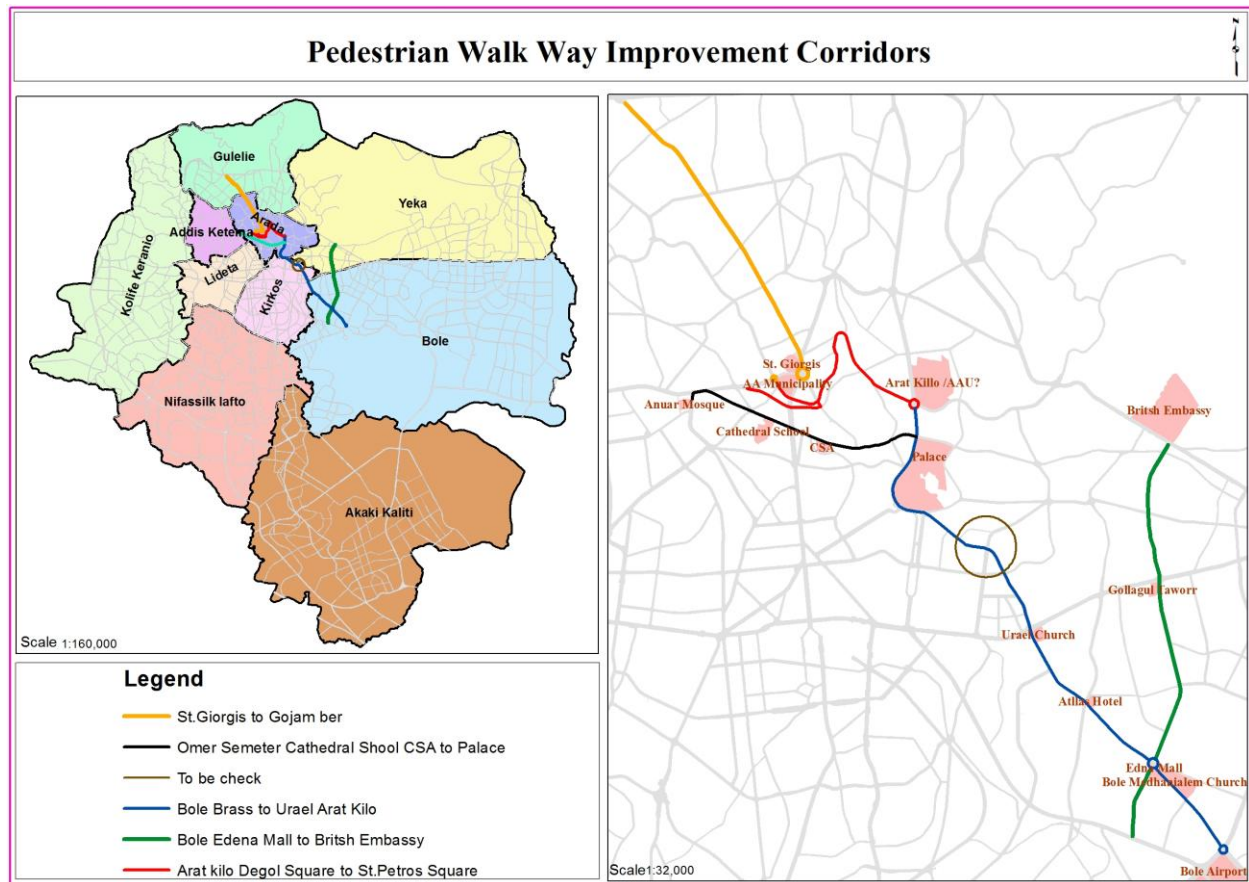
Administratively, Addis Ababa is divided into ten sub-cities and 116¹⁰ woredas and 842 sub-woredas, 9,009 blocks. Administrative power changes every five years following elections. Sector bureaus, agencies and authorities, 18 in total, are established at city level with offices at sub city levels. Duties and responsibilities of implementing infrastructural development, promoting investment, providing economic and social services and perform other regulatory facilities as the case dictates is divided among the bureaus, agencies and authorities.

The selected road corridors cross five sub cities and 17 woredas and 53 sub woredas. The affected sub cities are Arada, Kirkos, Gulele, Bole and Yeka.

⁸ Proclamation No. 87/1997 to provide for the Charter of the Addis Ababa City Government, a Revised Charter Proclamation No. 361/2003 and Proclamation No. 408/2004, a Proclamation to Amend the Addis Ababa City Government.

⁹ BoFED, Socioeconomic Profile of Addis Ababa, 2014. Addis Ababa City Administration,

¹⁰ The number of woredas has increased to 117. A woreda in Nifas Silk Lafto has been divided in to two.



Map 1: Selected Road Corridors

3.2 Population

The most recent population estimate for Addis Ababa was 3,201,000¹¹ million in July 2015 out of which 1,503,214 are male and the remaining 1,698,448 are female. Improved road network is likely to increase the number of commuters, from neighboring towns in Oromia Region, thus the day time population is likely to be higher than stated.

¹¹ CSA 2014

The city account for about 3.71% of the urban population of the country. According to official figures from CSA, the rate of population growth for Addis Ababa is estimated to be 2.1% (for the year 2007-2037) i.e. the population size of the city will double in size in almost 30 years.¹²

With regard to the affected woredas, Arada is the most affected with four of the road corridors crossing seven woredas followed by Kirkos sub city, one road corridor crossing four woredas. The others three sub cities are crossed by one road corridor each affecting two of their woredas respectively. The female population, being larger than male in the city in general and all woredas under consideration in particular, will be affected more by the Project. The affected sub cities are described briefly as follows;

1. **Arada** sub city is one of the ten sub cities in Addis Ababa and covers an area of 950 hectares. About 212,009 people live in the sub city and have an average density of **223** people per hectare. It is situated in the central part of the city, and is one of the early developed parts of the city. The sub city is divided in to 10 woredas and 31 sub woreda and 100 seferes and 316 blocks.¹³ Four of the selected five road corridors cross the sub city at 7 woredas and 15 sub woredas. The current land use function of the sub city shows that out of the total 950 hectare 612, 107 and 231 hectare of land has been are used as mixed, commercial center and green development respectively.
2. **Kirkos** , one of the inner sub cities, is the second sub city one of the selected road corridor crosses. About 220,991 people live in Kirkos sub city and is one of the most commercially vibrant sub city that covers 1464.72 hectares and have an average density of **90.6** people per hectare. At present, the sub city is divided in to 11 woredas and 41 sub woredas, 146 sefers and 474 blocks. The selected road corridor cross the sub city at 4 woredas and 6 sub woredas.
3. **Yeka** sub city, inhabiting 346,484 people, is one of the expansion areas of the city situated at the north part of Addis Ababa. Yeka sub city covers an area of about 8213.1 hectares and an average density of **42.18** people per hectare. Currently the sub city is

¹² BoFED, Socioeconomic Profile of Addis Ababa, 2014. Addis Ababa City Administration,

¹³ AACA, Arada Sub city Atlas, 2014).

divided in to 13 woredas, 124 sub woredas 394 sefers and 1,344 blocks. One of the selected five road corridors cross the sub city at 2 woredas and 4 sub woredas.

4. **Bole** sub city, situated at the eastern part of the city, is also an expansion area divided in to 14 woredas, 152 sub woredas, 498 sefers and 11603 blocks. The land covered by bole sub city is 11,849.49 hectares and an average density of **26.05** people per hectare is home for 308,714. One of the selected five road corridors cross the sub city at 2 woredas and 9 sub woredas.
5. **Gulele** is an expansion sub city at the northern part of the city, is home to 267,381 people. Land covered by Gulele sub city is 3119.1 hectares, and have an average density of 38.36 people per hectare. At present the sub city is divided in to 10 woredas 73 sub woredas 200 sefers and 546 blocks. One of the selected five road corridors cross the sub city at 2 woredas and 4 sub woredas.

Table 2 : Population, Sex Ratio and Area Coverage of beneficiaries by Woreda

Sub city/ Woreda	Population				Area (ha)	Road Corridors
	Female	Male	Total	Sex ratio		
Arada	78002	68895	146,867	88.32	7,697	Corridor 1, 2,3 & 4
1	11174	10289	21436	92.07	604	
4	13779	11524	25303	83.63	1326	
5	13157	11571	24725	87.94	735	
6	10623	9238	19861	86.96	309	
8	13026	11601	24627	89.06	596	
9	9059	8335	17394	92.00	2848	
10	7184	6337	13521	88.21	1279	
Kirkos	41586	36392	77978	87.51	621.42	Corridor 1
6	5828	5214	11,042	89.46	118.13	
7	8629	8373	17,002	97.03	187.66	
8	11732	9752	21,484	83.12	153.86	
4	15397	13053	28450	84.78	161.77	
Yeka	24720	20404	45124	82.54	320.31	Corridor 5
7	11707	9579	21,286	81.82	172.22	

Sub city/ Woreda	Population				Area (ha)	Road Corridors
	Female	Male	Total	Sex ratio		
8	13013	10825	23,838	83.19	148.09	
Bole	32985	28533	61518	86.50	602.01	
3	16883	14796	31,679	87.64	408.05	Corridor 1 & 5
4	16102	13737	29,839	85.31	193.96	
Gulele	36527	32,418	68,945	88.75	783.16	Corridor 4
7	19459	17553	37,012	90.20	470.81	
8	17068	14865	31,933	87.09	312.35	
17	213820	186642	400432	87.29		Corridors 5

Source: Addis Ababa City Administration, integrated land information center 2014

Looking at the age structure of the city, about 24 percent of the population is below the age of 15, while about 29 percent fall within the 15-25 age brackets. Addis Ababa's population is very young with 53 percent of residents below the age of 25. By the same token, According to CSA Urban Employment/ Unemployment survey study of 2012, shows that out of the total population of the City (i.e. 3,061,404) of the total 783,439 households in the city about 455,253 were male headed and the rest 328,186 were female headed.

The city of Addis Ababa has ethnically diverse .Based on the same report, 47.04 percent, 19.51 percent and 16.34 percent are from Amhara, Oromo and Gurage ethnic groups respectively. The concentration of people ethnically identifying as Tigray, Silte and Gamo are worth mentioning with 6.18 percent, 2.94 percent and 1.68 percent of the population of the city. The city prides itself as being economically and ethnically unsegregated¹⁴.

3.3 Economy

Ethiopia is one of the sab Saharan countries growing rapidly. This growth is especially visible in the capital Addis Ababa with the visible change (construction) the city is undergoing. Addis

¹⁴ Recent renewal and redevelopment activities are creating gated communities

Ababa, as a primate city, has long been Ethiopia's socio-political and economic center and will continue to be for some time in the future.

Increased fiscal performance of the city is one parameter to substantiate the above statement. The revenue of seven years (from 2008- 2014) of the city shows that it grew from about ETB 3.1¹⁵ billion to 19.1 billion. Service took the lion's share of the total investment of the city from 2008-2014. Similar trend was observed in the expenditure of the city in the past seven years. Expenditure of the city has been growing proportionally with revenue from 2008-2014. In 2008, the total expenditure of the city was about ETB 3.82 billion and increased to ETB 18.0 billion in 2014

Contributing to the revenue and expenditure growth is the, increase in investment by domestic and international investors. The same source reported that construction, manufacturing and machinery (heavy duty) rent are sectors investors preferred. Construction, manufacturing and hotel and tourism were the three major sectors that created both permanent and temporary employment opportunities in the city.¹⁶

Employment structure in the city shows that, the majority (about 66%) are engaged in low skill and low paying jobs (including sales persons (in retail shops) micro traders, waiters in restaurants). Handcraft and trade created 22.04 percent and 18.66% of the jobs in the city respectively. Approximately 45 percent of the work force of the country is engaged in medium scale manufacturing 40 percent of which is located in Addis Ababa.¹⁷ GDP of the city, calculated at constant price, show that it was 677.70 USD in 2009 to 649.43 USD in 2014E.C¹⁸

It is estimated that 28.1 percent of the city's population is living below the poverty line (where by 26.1 percent of the residents were under food poverty), female are most affected. As is the case for poverty, female unemployment rate was 30 percent compared to 15.8 percent of male. Unemployment is sever in Addis Ababa with 23.5 percent of households reporting as having an

¹⁵ BoFED, Socioeconomic Profile of Addis Ababa, 2014. Addis Ababa City Administration,

¹⁶ ibid

¹⁷ CSA, Report on Large and Medium Scale Manufacturing and Electricity Industries Survey, Statistical Bulletin No. 531/532, Addis Ababa, August, 2012.

¹⁸ Note should be made that GDP per capita grew in local currency (ETB) but showed a decline in USD.

unemployed adult versus 11 percent of households in other urban areas¹⁹. According to CSA (2013), out of the total population of the city (3,120,000) the number of economically dependent population was estimated to be 39.1percent.

With regard to the woredas under consideration in general and the selected road corridors in particular, the predominant economic activity is service. Arada, and Kirkos sub cities being the oldest center have better access to transport facilities, close proximity to universities and schools attract significant number of pedestrian traffic. Hotels, cafés, restaurants shops and offices are common on all sub cities but are pronounced in these sub cities, particularly Arada Sub city.

Table 3: Description of economic activity along the selected road corridors by Woreda

Road Corridors	Road Corridor	Economic activity	
		Formal	Informal
Corridor 1 (~6.61 Km)	Arat Killo-Urael –Brass: From Victory Square to Development Cooperation Avenue through, Zewditu Street- Ghana Street, Namibia Street and ends at the end of Namibia Street.	<ul style="list-style-type: none"> Businesses ranging from, offices, shopping malls, hotels to small (shops, restaurants, stationery) , Parking attendants; 	Mobile shoe shiners and street vendors (moving along the corridor);
Corridor 2- (~2.42 Km)	Umma Semetar – Parliament/Palace: this corridor starts at the junction of Fitawrari Gebeyehu Street and Umma Semeter Street, continues along Umma Semeter Street –Wavel Street and ends at the end at General Wingate Street.	<ul style="list-style-type: none"> Significant number of small businesses- supermarkets, shops, cafes, restaurant and offices. Temporary on street kiosks (semi legal) Parking Attendants 	Well established street vendors, (on street food/drink servers, open stands basic commodities); mobile shoe shiners,
Corridor 3 (~3.43Km)	Arat killo - De Gaulle Square – St Peter’s Square which starts at Victory square continues to Adwa Street – Hailesilasie Street and ends at St	<ul style="list-style-type: none"> Open/shaded vegetable/fruit market (Atikelt Tera) Substantial number of business activities providing different 	On street vendors (vegetable/fruits selling predominantly

¹⁹ Ethiopian Urbanization Report

Road Corridors	Road Corridor	Economic activity	
		Formal	Informal
	Peter's square; the other branches at De Gaulle square takes Cunningham Street and ends at Atikelt Tera (vegetable market)	services including supermarkets, vehicle spare- parts & construction material, shops boutiques, restaurants, bakery, café's & stationaries; <ul style="list-style-type: none"> • Small shops/maintenance stores (organized in MSEs); • Parking attendants 	women); On street food/coffee serves; Mobile shoe shiners;
Corridor 4 (~3.34km)	St. George – Gojam Ber : Starts at St George Square (2 nd Square) continues all the way North to Gojam Ber (ends at the roundabout adjacent to condominium buildings)	<ul style="list-style-type: none"> • Large and small hotels • A number of small businesses providing services, including café's, restaurants, liquor stores; • Parking attendants; 	Mobile shoe shiners, book sellers and basic commodities;
Corridor 5 (~4.3Km)	Bole –British Embassy : Starts at the junction of Africa Avenue leading to Harmony hotel- Edna mall Square – continues to Djibouti Street- Togo Street and ends at the junction of Fikere Mariam Aba Street (in front of main get to British Embassy).	<ul style="list-style-type: none"> • International hotels, cinema halls, malls & private offices and financial institutions; • Significant number of small business including boutiques, shops, restaurants, bakery & liquor stores; • Parking attendants 	Sheep/goat market (large around religious holidays); Corner shoe shiners (permanent);

Employment

Micro and small scale enterprises are given particular attention to increase employment opportunities and increase their role to reduce poverty and bring economic development. The MSE sector has supported 735,772 people with jobs in the past five years, during the first GTP I about 251, 476 ²⁰ of the jobs were created in in Addis. According to the same source a total of about ETB 3.2 million market links was created in 2013, 363 enterprises were promoted to medium level

²⁰ BoFED, Socioeconomic Profile of Addis Ababa, 2014. Addis Ababa City Administration,

Cities in Ethiopia employ 15 percent of the national workforce²¹ and 37 percent of those employed where in the informal sector. Formalizing the informal, one of the approaches the government took is to transform informal firms through skill training, provision of business premises and access to finance. Addis Ababa is one of the cities which adopted this approach. Informal employment trends are not equal across different groups. For instance more women than men are likely to be working in informal jobs, 48 percent against 28 percent.²²

Plate 1: Street Activities (Formal and informal)



3.4
Vulnerabil
ity

High rates



of unemployment and poverty in the city of Addis Ababa contribute to the number of vulnerability. Programs that provide support to poor and vulnerable households are not effectively targeted, have low coverage, and are fragmented. Furthermore, access to all programs is constrained for several reasons including a requirement for registration and identification which is an obstacle for individuals who are not legal residents of the city. Some of the vulnerable groups discussed include

People living with disabilities

The 2007 Census classified disabilities into 13 groups including difficulties associated with sight, speaking, hearing, body movement, learning and mental health or any combination of these. Roughly 1.2 % of Addis Ababa population is living with disabilities. The Census found that 35 % of persons with disabilities are over 50 years old. Some disabilities are also the result of traffic accidents, occupational hazards, conflicts, pre-natal causes, addictions, communicable diseases and harmful traditional practices. It is estimated that 95 % of persons living with disabilities live in poverty.

²¹ World Bank, Ethiopia Urbanization review 2014

²² *ibid*

Elders

According to Addis Ababa BoLSA, of the total 10,252 vulnerable street dwelling groups 2015, about 2,843 (27.7%) ²³ were elderly. Ages range between 60 to just over 100. They face different disabilities and diseases. 70 % are male while 30 % female. At present the elderly are organizing themselves within their woredas and have a structure that goes as high as the city government (They have representation in all 117 woredas that make up the association at the city level). Support is given to the poorest of elderly identified by the association.

Women

Stereotyped thinking, social taboos and discriminatory practices face women in Ethiopia. The positions of women relative to men are lower in Addis Ababa, 23% of women in Addis Ababa are illiterate, 22% have only primary education, and only 4% who have reached college or university level. Comparison of literacy levels between men and women shows 91.3% as compared to 79.9%. In a recent inter censual survey of 2012; the CSA reports some improvements in literacy rate to about 93.7% for males and 82.1% for females.²⁴ Unemployment rates are also higher for women, at 27.5% compared to 12.6%.²⁵ The quality of jobs that women perform is much lower than men. The participation rate of women in the formal sector is just 41%. However, women dominate in the more insecure and lower paid informal sector (87%).

Youth

Half of the Addis Ababa population is between the ages of 15-29. Youth unemployment is as high as 32 % ²⁶ and has an impact not only on economic and social status has psychological effects, as well. Unemployed youth rely on different sources of income, including their family, close friends and temporary labor. HIV/AIDS is also increasing with new infections highest between youth ages 15 – 24. Adolescent girls are said to be most vulnerable. Chat chewing is common practice. Though, there is data limitation, many unemployed youth are believed to migrate to Middle East countries and South Africa in search of better life.

²³Addis Ababa City Administration, Bureau of Labor and Social Affairs, archives, August 2015.

²⁴ CSA, ICPS, 2012.

²⁵ CSA, Urban Employment Unemployment Survey, 2012

²⁶ *ibid*

Informal Social Protection

Addis Ababa residents, particularly the poor and low income, often rely on a number of traditional social networks during difficult times. The most common of these include:

Iqqub: A form of traditional savings institution, where each member agrees to pay periodically a small sum into a common pool so that each, in rotation, can receive one large sum. It brings together homogeneous groups: people from the same work place, schooling background or living in the same neighborhood. This form of saving allows them save money according to their capacity and forces members reduces wastefulness.

Iddir : Iddir is organized mainly by people living in the same neighborhoods as a coping mechanism against the growing social insecurities (especially when there is death in a family). Nowadays, Iddir provides a much wider range of services including financial and material assistance and consolations to a member in the event of difficulties as well as entertainment as the case may be. Almost every Iddir has its own by-laws specifying the duties and rights of members, procedures and functions of officials. Social ties are very important in Iddirs. The by-laws of Iddirs are observed because of powerful social sanctions and fines. Members' contributions vary from one Iddir to another.

Mahber : The Mahber is a voluntary mutual community association established to support community members, extended family member, childhood friends and people from similar background. Mahebers play various roles ranging from mobilizing of funds and labor for the time of hardships, resolving conflict between neighbors and in communities, exchanging information through discussions and gatherings, all of which seems suitable for social protection.

3.5 Land Use and Housing

TRANSIP will be implemented on selected five road corridors about 20.1 km long. The road corridors are located at the core of the city. With the exception of short segments within the selected road corridors, longer parts of the corridors cross a number of economically active neighborhoods in the city. According to the revised Structure Plan, the dominant land use adjacent to the selected corridors is commercial interlaced with mixed (the mix of commerce,

residence and service) use. These localities attract motorized and non-motorized traffic and are congested long period of the day (see Annex 4 for Land Use map).

Housing, a constitutional right of individuals, is in acute shortage in the city. CSA Welfare and Monitoring survey (2000) report stated that the available stock of houses can only accommodate about 73 percent of households, the remaining being homeless. On top of this, most houses are below the standard set by the city administration of Addis Ababa and are old. Out of the 387,000²⁷ properties in the city 61.5 percent were used for residential purposes. 150,000 of the residential properties are government owned; three quarters of the properties are built of mud and 76 percent were old and unmaintained. Most of the houses are public houses²⁸ (Kebele houses) rented at nominal price to households.

According to 2014 Atlas²⁹, the total number of households living in Arada sub city is 50,349 (irrelevant of the ownership) out of which 35,476 households living in 33,886 housing units in the seven woredas affected by the project.

Plate 2 : Street View of selected corridor



3.6 Road and Transportation

²⁷ BoFED, Socioeconomic Profile of Addis Ababa, 2014. Addis Ababa City Administration,

²⁸ Kebele houses are houses expropriated under the proclamation 47/74, proclamation to expropriate extra urban houses and land

²⁹ Addis Ababa City government, integrated land information center, Arada Sub City Atlas.

According to Addis Ababa Road Authority (ACCRA) annual report (2013) the city had a total of 1,848.5 km asphalt road, 1,830.74 km gravel and 827.15 km cobble stone (measures at an average width of seven meter) increasing the road coverage of the city by to 17.5 %. Compared to the federal standard, i.e. 30% road coverage is very low.

Previous master/development plans of the city opted to cater to vehicles contributing to the limited integration of land use and urban transport, as a consequence, the city exhibits weak and over stretched public transportation and limited access to pedestrian walkways and other non-motorized movements. Recent data from Addis Ababa City Road Authority (AACRA) and Transport Bureau shows that there are about 580,000³⁰ Anbessa city- bus users on daily bases. Passengers using mini bus taxis to travel around the city are substantial at 479,182³¹ daily users. There are about 16,462 public transport vehicles (minibus taxi: 9,200; midi bus: 462; Anbessa city buses 760 (functioning), 6,000 other) in the city providing public transport.

Private car, takes 5% (private cars are estimated to be about 200,000) of the modal share³². Walking is the dominant mode of transport accounting for 55% of modal share in 2010 and is estimated to stay dominant by 2020 (walk trips is estimated to be around 45% in the year 2020) the average walking trips are estimated to be 1.49kms. Three wheeled cycles (commonly referred as Bajaje) provide services at selected neighborhoods in the city not accessed by other modes of transport (usually where large numbers of condominium houses are concentrated).

Plate 3: Traffic in different Road corridors



³⁰ Anbessa City Bus Service Enterprise monthly report November 2015.

³¹ Addis Ababa and surrounding Oromia Special Zone integrated development plan Zero draft, 2012

³² ibid

Despite the recent investment in the construction and operation major corridors of the city the



transportation sector including of Light Rail Train along introduction of public services

buses and widespread constructing of roads transportation is still the main challenge of the city. Absence of adequate and appropriate cycle lane, parking space (particularly in the inner city) and pedestrian pathways (available pedestrian walk ways are very few and do not respect universal accessibility standards), aggravates the problem. The major problems the city faces everyday are summarized as follows

- About 53 percent of the city core streets do not have adequate pedestrian access despite the fact that walking takes the lion share of means of transportation. The existing walkways are mostly taken up by parking, street vending solid waste construction dumping (Only 11 percent of the total road length have pedestrian path way);
- Public transport in the city is critically inadequate only addressing 40 ³³percent of the demand;
- Road take 17.5 percent of the total land use share, however 50% of the road are not comfortable for vehicle, intersection are very narrow and reason to traffic congestion;
- Parking remains one of the critical issues that need to be addressed; it is inadequate and suffers from structural problems contributing to inefficient utilization of road network, safety and created congestion problems especially on-street parking close to junctions.
- Traffic Management is weak, only 73 percent of the streets are without traffic signs contributing to increase in traffic accident injuries by 30 percent, traffic management is most problematic along the major corridors and at junctions.

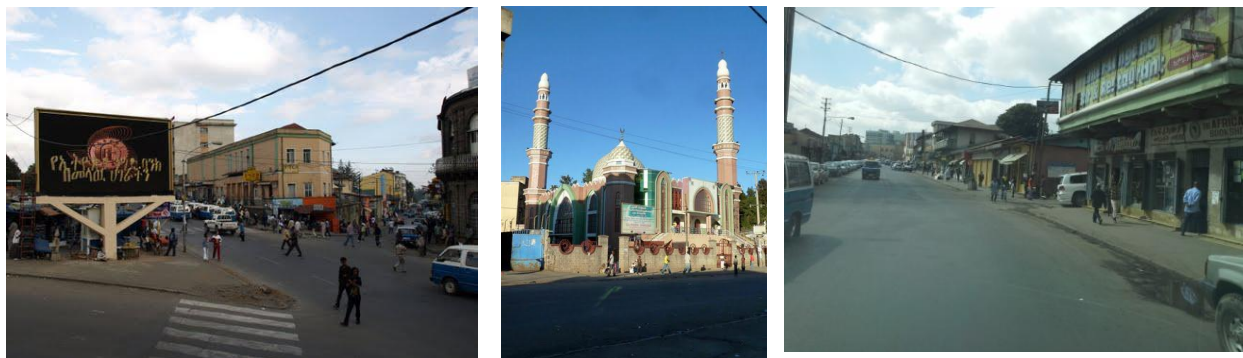
3.7 Culture and Heritage Resources

³³ Addis Ababa and surrounding Oromia special zone Integrated development plan Zero draft, 2012

A number of cultural and heritage resources are identified by Culture and Tourism Bureau of Addis Ababa. Little has been done to protect and rehabilitate these resources so far. However the city administration has finalized identification of the resources and is developing strategy for rehabilitation.

A number of heritage buildings and cultural resources identified are located in Arada and Kirkos sub cities, where four of the five road corridors cross. The location of these site are mapped for consideration during design and construction of improvement on the selected road corridors. (Please refer to Annex 4), for cultural and heritage resources identified within the vicinity of the Project areas).

Plate 4: Cultural and heritage Resources along the road corridors



3.8 Urban Renewal Scheme

The Inner-city Slum Redevelopment Program was launched by the City Administration of Addis Ababa to respond to the increasing housing demand while ensuring the provision of basic services and infrastructure. This program addressed the Integrated Housing Development Program (IHDP) and Cobblestone Development Initiative (CDI), both intended to make plausible coordination between the provision of low cost housing and infrastructure, and employment creation by involving MSEs.

Four of the selected five road corridors, are located at the city core delineated for redevelopment/renewal. Integrating the renewal/redevelopment schemes with the envisaged improvements (during design and implementation) is advisable to use resources efficiently and minimize adverse impact that might occur during construction.

The major challenges of Addis Ababa, besides the challenge on transportation are summarized in the table below

Table 4: Summary of challenges, at city level

Item	Percentage
Poverty	22%
Unemployment	23.5
Informal sector employment	30%
Low quality housing	70% - 80%
Access to safe water supply	44%
Access to sewerage	10%
Solid waste collection rate	63%
Road accident (country figure)	64 death per 10,000 (at country level) ³⁴ ; Below standard road infrastructure (Universal Accessibility) Poor traffic management, limited pedestrian walk way, public transportation;

Source: BoFED, Socioeconomic Profile of Addis Ababa, 2014. Addis Ababa City Administration, and Addis Ababa and surrounding Oromia special zone Integrated development plan Zero draft, 2012 (for the Road accident)

³⁴ Aide Memoire Proposed Ethiopia Transport systems Improvement Project (TRANSIP) preparation mission November 9-18, 2015.

IV. Summary of Community Consultations

Findings from stakeholders and community consultation, focus group discussion and key informant interview is summarized in this section. Focus group discussions include discussions with PWD, elderly, women, on street vendors and MSE operators. Key informant interview include officials at woreda, sub city and city levels as well as individual operators (shoe shiners. vendors) and Non-Governmental Organization who work with vulnerable groups.

Participants were urged to imagine the envisaged improvements, the introduction of the concept of “complete street” and the expected benefits of the project. Some of the groups reached through focus group discussion were surprised that they were the focus of consultation since the project benefits all sections of society³⁵. After explaining the study approach adopted for the project, the floor was opened for participants to discuss their perceptions, concerns and expectations with emphasis on the negative impact.

Common to all discussions is the appreciation of participants for the opportunity to voice their opinion, at this stage of the study.

Loss of property and housing

Loss of livelihood and property as a consequence of land acquisition to respect the Right of Way (RoW) and access restriction to resources (property and building) during construction was discussed with community to assess the adverse social impact

Discussants pointed out that, though they do not know the details, they know that compensation is paid when land and property are expropriated from legal owners (those who can produce legal document). Communities were also aware that alternative condominium housing is provided for households living in public/Keble housing.

The law does not recognize households which cohabit Keble houses with the main registered households. Many of these people do not have a registered ID and no other place to live. Many female headed households and the elderly fall in to this category. They often have nowhere to go when the registered household is eventually relocated to alternative housing.

³⁵ They least expect to be consulted on development agendas before at the beginning where they feel that the input they give has a chance for consideration.

Consultations heard that the only option for such households' is to squat perhaps using plastic to create temporary shelter, often in the demolished neighborhood where they are exposed to poor sanitation and an unsafe environment. A participant described such events as follows;

‘All of us want development but what is missing from previous interventions is identifying everybody affected by interventions, the elderly are mostly ignored. Most are unable to appealing their cases due to age, financial limitation. They have nowhere to turn, some go to church looking for shelter others start living in plastic shelter in the demolished site’

Community consultation called for the need of this vulnerable group to be addressed and for them not to be forgotten in the process of development. For example access to housing, job, proximity to services and markets). Inability to do so will jeopardizes the attempt to end poverty at the national level.

The other issue discussed is the case of shop owners renting property for their business from the Keble. The only option the city allows as way of compensation to this groups is organizing former shop owners, allocate land to build high rise, which they can use and rent out according to their preference. But not all former shop owners could be part of this scheme due to financial constraints to meet the minimum requirement.

Consultation also shared their concern about the loss of property and location advantage of properties in the selected corridors. Compensation payments for houses/building do not consider the location advantage of buildings/properties and related loss of market, (for business), access to service and social ties (for residents). During the community discussion an elderly stated that

“if land is needed for road improvement or redevelopment , we are willing to give up our land and houses. It’s a give and take situation. But efforts must be made to minimize breakdown of social ties, for a person like me that is all we have. Do something about it”

Safety Issues

The consultation discussion often turned to focus on potential impacts that could take place during construction. Women participants expressed their fears that when construction on cleared sites do not start on time, or construction is delayed, and even when construction is underway, the area might become suitable to crime and sexual abuse, particularly at night.

'If construction is not going to start immediately why are houses demolished? Neighborhoods demolished and cleared for development like 'Eri Bekentu' have been vacant for more than two years and are infested with criminals'

The need to finalize project on time was emphasized by all the groups consulted. Delays as a consequence of weak cooperation, among sector offices should not be tolerated. Resource wasted as a result of lack of appropriate communication and information sharing strategy should not be tolerated as well. The other point stressed by discussants is the need to manage waste generated from construction sites.

Similarly, projects should be finalized within specified period, delaying factors must not be tolerated, sector offices should coordinate their works, and working areas should be protected from any form of disgraces including wastes.

Employment opportunities in the construction site (as laborers) was raised at focus group discussion with affected women. They pointed out that they want to be involved in the project to earn income at any capacity.

Access to facilities /services

Persons with Disabilities (PWD)

The main issue raised during discussion with people with disability is whether the Project has properly considered their needs. This group felt that the Project if implemented as designed, they will be able to move around more easily and it would open the way for them to be more productive citizens. However, discussants stressed that, from experience, the need of PWD are relegated secondary. For example, PWD consulted expressed appreciation for LRT as an improvement from previous practices but claim is still not complete. The consultation participants stressed that more opportunities to raise awareness at all levels (including professionals, decision makers and other social groups) to the needs of PWD that persist and which still persists and easily observed in development endeavors of the city . A participant, in relation to current accessibility issues said that

"We do not want partial treatment for services, all we are asking is a fair playing field then we will be able to compete in the real world"

Every day obstacles and challenges related to road safety as stated by participant include

- Haphazard alignment of greeneries, on pedestrian walk ways makes navigation difficult and also narrows the width of roads;
- Existing pedestrian walk ways are used for parking, making it difficult particularly to the visually impaired;
- Textured foot paths, specially made for visually impaired are carelessly put back or replaced by another without consideration of their purpose during maintenance.
- Drainage lines and utility maintenance holes are left open without cover exposing visually impaired to accidents and physically disabled (including those in wheel chairs) challenged cross or move.
- Absence of information /sign warning PWD to take precaution is never practiced.

Discussants noted that the planned improvements must illustrate the needs of the people with disability in general but should also be sensitive about the diversity within the disabled population itself. For example the need of the blind (visually impaired) are different from the deaf; the same goes to those with physical disability. The degree of disability also varies with individual circumstances. People with disabilities are unable to do things most able bodied take for granted, as they experience difficulty to be independently mobile, or being able to see, hear or understanding what is said, or communicate, reading and understanding public notices, climbing stairs or understanding signage. Therefore, the impact on the life of the person concerned can be major, particularly if the individual has multiple disabilities.

It was further noted that construction sites shall be protected. All pavement entities shall consider the special needs of these groups (including lines for wheelchair, suitable crossing to disabled, and shortest crossing ways so as to reduce the physical fatigue).

The Elderly

The elderly noted that improvements will alter the current image of the city and the selected road corridors in particular in a very positive way. One elderly participant commented “*we hope to see these changes in our life time*”.

Population pressure and increased number of cars has changed the movement pattern of the city making it difficult for the elderly. They express their observation that the existing road networks as well as the pedestrian walkway have become more dangerous to navigate especially for women and the very poor (who cannot afford assistance). They Expressed that the road networks seem to be designed for cars only and have forgotten the people. The improvements have to be in such a way that an elderly person should feel safe to walk on street on their own human assistant. They felt this was very important for their quality of life.

The current practice by the city administration to allow MSEs (e.g. shops) to operate on the street is also considered by this group as unsustainable and prone to accidents. This practice forces pedestrians to walk on the carriage way, causing increased road accidents.

Another important point mentioned during the discussion is the placement of resting places and overhead pedestrian bridges. They shared that they have observed an overall absence of resting place across all the road improvements made in the city. They noted that the distance between bridges (i.e. the distance is long and the slopes /stairs of overhead bridges themselves are difficult to negotiate for an elderly) are cited as examples that need to be reconsidered in the design of the road improvements to accommodate all section of the society. They shared that resting places should also accommodate facilities (rest rooms, coffee/tea shops, kiosks etc.) besides benches.

Another point noted by this group is the duration of constructions activities. They shared that in most cases Projects are not finalized as planned for different reasons (e.g. corruption is believed to be particular challenge). In the meantime services vehicles (e.g. ambulance, fire brigade) cannot access blocks which are in close proximity construction sites. Elderly, children, women and people with disability are the most affected in this regard. Consultation participants suggested that construction should take place around the clock to shorten the construction period; and dividing/reducing long road corridors in to manageable size during construction could minimize the adverse impact. Consultation participants stressed that previous experiences in

which Project start but never finish or finished several years later that expected –is absolutely not acceptable.

During the discussion, the elderly claimed that they can participate in different part of the project, from design to implementation (there are a number of pensioned professional with appropriate knowledge whose experience can be put to use) for free. As one elderly put it

“We could supervise construction activities, report on time when accidents occur and other utilities and damaged during construction. We will do it for free, it will be our legacy and at the same time our way of ensuring that succession between generations continue’

Impact on income and livelihoods

Sections of society, whose livelihood is directly or indirectly linked to the road corridors under consideration (on street activities) were consulted to discuss on components of the project, the benefits and possible adverse impact. The following discussion summarizes the concerns of micro and small scale enterprises, their operators at woreda level and informal on street vendors, shoe shiners and parking attendants, that would be affected by the project.

Micro and Small Scale Enterprises

Organized MSEs are mainly active in the selected road corridors include shop owners (though few in number) parking attendants and law enforcers. Though the number of operators organized in MSEs are significant, the number of people (MSEs) affected by the project is minimum (only few MSEs are located along the road corridors under consideration). Nevertheless, the adverse impact on this group is summarized as follows.

Discussion with MSEs and organizers at woreda level showed that the number of shops within the road corridors under consideration is few. Mainly, because the city has been discouraging such activity in favor of manufacturing and stopped renewing or issuing new licenses. Such Shop owners are few and thinly spread along the road corridor but are active elsewhere in the woredas and sub city.

Discussion identified that park attendants (young male and female organized at woreda level) earn income that sustain their life and meet their minimum requirement. Modification on the

road will force them to look for another job. A female park attendant active around Bole sub-city woreda 4 said

“Why is the improvement needed in this road? The road is in good condition and there is enough space for parking. Working as a parking attendant, I earn good money, I brought my sister from rural area. We work and sending money to support our family back home, if this ‘improvement’ is to happen, then number of cars wanting to park will decrease, my income will decrease as well then I will not be able to pay rent let alone support family until I find another job”

Another group (mostly youth male) that will be affected by the project is shoe shiners. Organized and registered by the police they believe that their place on the street is secure. The most competitive on street job, the shoe shiners claimed to earn enough to support themselves, send money home and save in “iqub”. A male operator stated that

“I migrated from Hadiya looking for better life. It is not better than the way I was living in rural area. I stayed the first few days in group house and meet a person from my home town advised me to start shoe shining. I did and I have been working as shoe shiner for the last five years around Piazza and now around Victory Square at Arat Killo. I earn ETB 80-100 per day and save about ETB 100 every 3days. I have sent money to my father to buy oxen for farm, I sent money to my mother on holiday. I do not want to leave this place if I am forced to what is the alternative, become a thief?”

The other youth group (mostly male) consulted were law enforcers (‘ yetaxi tera askebari’³⁶). These group earn their income by ensuring order, fair and timely dispatch of taxi (mini and mid buses) terminals. These group is the least affected because, when roads are blocked for construction purpose, taxi terminals will relocated to another location, so does the ‘yetaxi tera askebari’.

The other important social issue discovered during interview with a key informants is that a significant number of fresh graduate (youth male and female) are registering looking for jobs.

³⁶ Law enforcers, locally called ‘tera askebari, play a significant role on the distribution of line minibus and medium bus to different parts of the city, and ensure that passenger get access to a taxi. Petty corrupting

The interviewee urged (forwarded at AARTB) to consider these labor force during implementation of the project.

Informal street vendors

Focus group discussion with women on street vendor's active around Atikelt Tera, (affected by improvements on road corridor 3) revealed that they are from all over the city. Most of them take a mix of transport modes (bus, taxi and walking) to get to their place of work, irrelevant of the legal status of their situation. Almost all of the discussants, are family heads responsible for at least 4 family members.

When asked, why they come all the way to Atiklet Tera , all claim that the probability of selling their product (which usually involves buying vegetable from whole sellers in the morning and selling on retail to pedestrians) is higher here than other part of the city. Explaining why the location is convenient for her, one of the street vendors said that

“I bring my children to school ³⁷with me in the morning and take them with me when I go back home. I cannot afford to heir help nor have family to look after my children so it's very convenient for me”

The discussants claim that they earn net profit ranging from ETB 40 -50 per day, and mange a family of at least 4 members. They claim that they spend half the day looking for a safe place to sell their goods because they are chased by law enforcers ³⁸(Dembe Askebari). Relationship³⁹s with law enforces for space and protection are source of tension and conflict especially for female vendors. They also claimed that number of vendors is increasing and space is scarce. On top of that, they have to get permission from shop owners before they could set shop and sell their goods.

Getting support from the government by organizing on MSEs, they said has no benefit. When asked to explain one of the group said

³⁷ The school she is referring African Union Public school is few steps away from where she seats and sells her vegetables.

³⁸ These law enforcers focus on proper implementation of standards, one of which is regulating on street vending, which is prohibited by the city.

³⁹ This observation is shared by a shop owner who has allowed street vendors to use the space in front of his shop.

“I applied and was organized in MSE, got training in catering and was told ‘she will be called’. I waited and waited but nobody called me. So I went back to doing what I know: sell goods in Atikelt Tera ”

When asked if others have tried to apply, to be organized and ask for government support, all said no. Their answers were different. Two said they will try to migrate to the Middle East, ones it’s allowed again; another said her friends experience had discouraged her besides not having a registered ID; and the other said she could not because she had no registered ID.

Cultural and Heritage resources

An interview with key informant revealed that there are number of buildings and religious institutions identified along the road corridors that need to be reserved and be protected during construction. The city has formulated policy, laws and directives are put in place and funds are being solicited to start rehabilitation of buildings starting from the most dilapidated.

During community discussion, the discussants had two opposing views on cultural and heritage resource. One claimed that, the project brings development to the neighborhood thus a protection of religious institute, a palace or building of heritage importance should not stop it. The second group completely imposed the previous opinion and urged the protection of cultural and heritage resources during and after construction.

V. Impact Analysis

5.1 Types of Impacts

Two types of potential negative social impacts are identified. The first negative impact is short term i.e. related to those that may occur during the actual construction period. The second sets of potential negative impacts are those that are likely to occur after the implementation of the project, even if the project is implemented as designed.

Activities envisaged to be implemented to realize TRANSIP objectives will require mobilization of various actors, large number of construction workers and heavy duty machineries. As a result, it can be expected that implementation may fall short of the required standard, aggravating negative social impacts.

5.2 Impacts of Potential Significance

The possible irreversible negative impacts identified at this stage include displacement, out ward migration and change in the use of technology which could substitute labor (e.g. installation of parking meters that could substitute manual labor). A number of possible negative impacts, reversible but that might have *moderate or minor effects on the affected* are also identified. *Table 5 below, presents an overview of the likely negative impacts of the project and their significance.* The main possible social impacts that may potentially arise and that are common to all road corridors, but with slightly different intensity, include (i) Loss of access to resource, livelihood and income; (ii) social tension and conflict; (iii) gentrification (outward migration); (iv) damage to TRANSIP trust and reputation; (v) negative impact on health and safety; (vi) exclusion and (vii) loss of cultural and heritage resources.

The seven types of potential negative impacts are not entirely mutually exclusive due to the nature of societal impacts. This has been taken in to account during the description of the impacts. It should be noted that minor negative social impacts might occur simultaneously in almost every aspect of the project, even in those categorized as moderate.

Table 5: Overview of Significance⁴⁰ of Potential Negative Impacts

	Potential Negative Impact						
Project:	Loss of access to resource, livelihood & income	Social tension & conflict	Gentrification (future out ward migration)	Health and safety	Exclusion	Trust & Reputation	Loss of heritage
Improvement on traffic flow and pedestrian safety	XXX*	XXX	XX	XXX	XXX*	XX	XX

Potential negative impacts of principal concern are loss of livelihood and income. Even if the project is implemented as designed loss of livelihood and income as a consequence of land expropriation and displacement/resettlement are unavoidable. ‘Gentrification⁴¹’ (out ward migration) in this context is referred to mean movement of people (higher income group) searching for better/improved amenities to the neighborhood which has undergone transformation. Though one of the envisaged positive impact of the project is to enhanced quality of neighborhood as a consequence increase in property value, this development could displace low income residents (it becomes very expensive to stay in the neighborhood), contributing to the social/income segregation of the city.

It should be noted that certain impacts may not occur in all places/road corridors. Even when the impacts occur, the intensity and social group affected varies For instance there are neighborhoods where social tensions and conflict does not exist and loss of income is minor ,(refer to Annex 1: Impact matrix for detail). The impact could be related to construction phase

⁴⁰ Significance of Impact is ranked as follows: XX =Minor, XXX = Moderate

* = Negative impact that would arise even if the project is implemented as designed.

⁴¹ Gentrification is a process of displacement (through the market system) of the low income by the high income following improvements made on neighborhood and change in social character pursues. The term is coined by Sociologist Ruth Glass (1964).

(short term) or afterwards/operation (long-term). All in all, there are likely to be more negative impacts in the beginning with more positive impacts emerging later (after initial challenges are addressed).

5.2.1 Impact on access to resource, livelihood and income [Rating: Moderate]

Livelihood systems are most conventionally seen in terms of people's productive lives and indeed, in Addis Ababa and Ethiopia in general, securing a livelihood is the most important dimension of people's lives. Urban residents make use of physical assets as a means of livelihoods and a means of income generation. One key example of this is housing. The need for shelter is considered to be a basic right but it is increasingly recognised as a social asset as well and one without which it is difficult to participate fully in society. Moreover, a house is also a commodity that has market value and can accommodate income-generating activities. TRANSIP (improvement on traffic flow and pedestrian safety protect) imposes such kind of possible impacts on the households income so long as the project will affect their physical property.

The SIA found that Project activities may cause permanent changes in land use, loss of property and loss of access to livelihood and income as a consequence of land acquisition along the selected road corridors with short and long term implications⁴². In this aspect, the potential short-term impact, includes occupation of land for construction purpose (storage, site office) and change in accessibility to properties that are otherwise blocked by the on-going construction. Land could also be temporarily acquired (which is later reclaimed) to create access to temporarily blocked properties and facilitate the construction process.

The most significant and permanent impact is loss of access to resource, livelihood and income as a consequence of land acquisition to respect the RoW⁴³ needed for construction. Depending on the activity (civil work), land acquisition may involve total loss of property (land and structure) which entails displacement and resettlement; partial loss of property (reuse of the

⁴² The TRANSIP implementation is expected to be run from 5-7 years, i.e. to cover all selected five corridor. But Projects activities (civil work) on the selected road corridors is expected to run for less than that (from 1 to 2 years) depending on the construction contracts.

⁴³ The envisaged improvements are expected to be carried out within the existing right of way. Refer to Aide Memoire Ethiopia November 9 to 18, 2015.

remaining part is possible with modification); and limited loss (where the impact on property is minimal and the impact on livelihood is insignificant).

Land acquisition and related compensation (land and improvement on land) and other entitlements are discussed in the RPF (please refer to the separate document prepared for the same project). The impact assessed here is the negative impact on displaced persons as well as those left behind as a consequence of loss of social network and income).

Loss of Revenue/Income [Ranking Moderate]

For property owners, where rent from properties is major source of income, full or partial land acquisition will significantly affect their income. Due to locational advantage of the inner city woredas, (including those affected by the project), demand for properties (be it business or residence) is high. The loss of income from such source is potentially high and needs to be properly compensated.

A significant number of properties in the affected woredas and vicinity (particularly those located at the city core like Arada, Kirkos and to a certain extent Gulele) are government/public owned (Keble houses). According to the GoE/ Addis Ababa City Government law such properties, when used as commercial/business establishment, are not entitled to compensation⁴⁴. People earning income from such properties are left with no support/ compensation to sustain their livelihood.

When the Keble property used for residential purpose is expropriated, alternative condominium housing (or another Keble house when the relocatee cannot afford condominium housing) is provided. In most cases, more than one household

⁴⁴ When Keble/public properties are used as commercial properties, compensation is not paid. The prevailing practice is to organize those affected, create access to land and finance given they meet the requirement (show 25% of the cost/finance to build a high rise according to the standard for the neighborhood). When unable to meet the requirement, they have to hand over land and move out.

cohabit in these (Kebble) houses, often times not registered. Such households are the most affected and the adverse impact may be extensive.

The other negative impact of the project even if it is implemented according to design is the loss of income for MSEs, whose income is directly linked to the activities on the road corridor including parking, street vending, shoe shining and petty trading are potentially affected by the project on temporary and permanent bases.

The SIA found out that MSE operators, assigned temporary locations on temporary bases are affected during construction because they lose their potential markets, (pedestrian traffic) and work space. Mostly engaged in selling cloths in a very small corner/space, construction activities are likely to hamper their daily routine incurring loss in income during the construction phase. In the long term, kiosks will presumably substitute these spaces enhancing the chances of losing the corner/space permanently (re-entry is likely to be on competitive bases). Such activities are more common around road corridors 2 & 3.

The other operators organized under MSEs are parking attendants. On street parking, common practice in all selected road corridors, is operated by MSE especially youth groups. Parking activities will be disrupted by construction, adversely affecting the income of the MSEs. Permanent loss in income is potentially high if /when parking meters are installed in all the corridors, as is envisaged on the improvements (the concept of 'complete street'). Operators in all the piloted road corridors will be affected by the intervention related to the project.

The impact of income loss on street vendors, shoe shiners and petty traders is worth mentioning at this juncture. Even though these actors are likely to change location once construction started, some are well established (along road corridor 2 & 3) the loss of income is substantial. Permanent loss of income is potentially

possible, since shoe shining stands and kiosks will be redistributed on competitive bases.

Impact on social dynamics: [Ranking Moderate]

The loss of social ties and sense of community is also a possible adverse impact (despite appropriate compensation) for a displaced person for he/she will have to start over to build their social ties and social network when moved to a new locations. Informal social ties plays an important role in lives of dwellers particularly the low income.

Anxiety usually pursue relocated persons since monetary compensation takes priority and break up of social ties are relegated to secondary. When relocating from inner city to out skirt with limited or no service, as is the case in Addis Ababa, households have to travel long distance to get services they usually find at close proximity. Simple action like neighbourly support to baby sit, run earned and the like will be missing form everyday life of households. Furthermore, additional activities (e.g. longer travel time) will prevent relocated households from regrouping and establishing new networks. Individualized and isolated living is far from Ethiopian culture but is spreading in out skirt neighbourhoods of Addis Ababa. Managing in situation like this becomes stressful to working parents particularly, single parent.

The impact of relocation, if it happen, will be felt on households who have to be relocated from woredas in **Arada**, **Kirkos** and **Gulele** sub cities where four of the five selected road corridors cross and social ties are old and strong. Bole and Yeka woredas affected by the road improvement, though not as old as the other three, social ties in these woredas play an important role.

Impact on access to service [Ranking minor]

Majority of the woredas affected by the project fall within the inner city, where historically access to transportation, infrastructure and services is better than partially developed outer settlements. Availability of various transportation modes, and easy access to markets schools and health services make living in these localities more attractive even with physical deterioration of dwelling units. Resettlement means losing those opportunities and exposure to anxieties related to adopting to new environment, especially school age children.

In the absence of the displacement, residents in the affected woredas, particularly those living along the selected road corridors will be inconvenienced to access services for the duration of the civil work (implementation of the envisaged improvements). In most cases such inconveniences are tolerated in anticipation of the promised change. Unexplained delay in construction is likely to create discontent among affected residents.

Impact on access to transport service [Rated: Minor]

Fieldwork found out that regular taxi /bus lines and terminals/bus stops need to be relocated to facilitate traffic flow and construction activities for the duration of the construction phase particularly along road corridor 1 (around Casa Inchis),corridor 3 [around Arat Killo (Victory Square) and Piassa (City Administration)] corridor 5 [around Edena Mall, on the way to Haya Hulet). Relocation of regular taxi/bus terminals is likely to increase the travel time from office/home to bus/taxi terminal on one hand and increase rates, particularly taxies as a consequence of detours, incurring more cost for users.

All five road corridors serve large numbers of motorized and non-motorized traffic, construction is going to slow down modernized and none -motorized movement even when alternative routes are planned for. The main problem is absence of alternative route for motorized movement particularly road corridor 3

(from De Gaulle square to Victory Squared). Experience shows that, when motorized traffic is allowed in parallel with road construction, congestion is to ensue frustrating drives and users alike, not to mention the time wasted, traffic emission (when idling) and extra spent for additional transportation.

5.2.2 Social Tension and conflict [Ranking: Moderate]

The SIA found that feelings of resentment and sense of unfairness could emerge in relation to on street space. Common tension includes relationship among street venders and between shop owners and street vendors competing for space. Competition for space is source of everyday conflict for street vendors. They display their products on the space they manage to acquire for the day subject to be chased by shop owners or law enforcers.

The conflict is strong on ‘Atiklet Tera’, a locality on street corridor 3 (near the vegetable market), where street venders from all over the city compete for space on the street to sell their produce and earn their daily income. They chose a location with large number of foot traffic (their market) and easy to run at the sight of a law enforcer. Bribing and sexual favors (to law enforcers) are survival skills adopted by street vendors, thus source of tension especially among female street vendors. With the exception of few, most shop owner do not allow them to display their produce at their frontage, for access (block access to the entrance of shops), and sanitation reasons (unpleasant to look at and waste generated) and it is also another source of tension and conflict.

The street vendors are certain that after improvements they will not be allowed to use the street. If they do (with the introduction of standardized kiosks in the design of corridor improvement), they are aware that there will not be enough space to accommodate all of them. Access to those kiosk is going to be very competitive and may create an opportunity for corrupt practices.

On top of this, the placement/location of the kiosks has a potential to create tens relationship with shop owners/renters even when implemented according to design.

On other road corridors included in the project on street conflict and tension competing is not as intense as around Atikelt Tera, conflicts are less frequent and tensions undetectable.

5.2.3 Impacts of Exclusion [*Ranking: Moderate*]

Introducing a “complete street” with enhanced safety and accessibility to users along the selected corridors is the main objective of the project if the project is implemented properly, but could potentially exclude PWD and the elderly if not implemented according to its design.

Ethiopia as a signatory of International Convention to ensure accessibility for people living with disability and elderly, is obligated to create optimum environment in order for them to take an active part in society and lead a normal life. Recent experience in road improvements has left the elderly and PWDs worst off because people with visual and physical impairments could not use the roads. Source of frustration for all, such practices exclude PWDs and elderly from enjoying the improvements.

The other issue identified by the SIA is lack of registered ID (an ID that legitimizes a person’s right to a city/woreda/sub city) and the exclusion experienced as a result. Individuals involved in informal economic activities including on street vendors, shoe shiners, cloth/ shoe sellers etc. may not have registered ID for various reasons.

In the current system, the eligibility of a person to access government support (including housing/work space, training, microfinance etc.) with registered ID is higher than to a person without an ID. Ethiopian ID system is linked to a place of permanent resident, a legacy from the previous government to control the movement of people from place to place. Ethiopian citizenship, a birth right, is subject to confirmation by individuals with an ID⁴⁵. Accessing the

⁴⁵ To get a new ID, a registered permanent household recognized by the local administration (woreda) has to vouch for you at the same time get a letter of absence from previous place of residence. A tedious practice subject to corruption. person with an

poorest of the poor- to train and create access to finance - for government support is practically impossible because most of them do not have a registered ID.

Lack of registered ID is common among on street vendors around Atikelt Tera, parts of Piazza and Arat Killo (woredas 1, 4, 5 & 9) on corridor 3; and Umma Semeter on corridor 2, which automatically excludes them from government support, raising human right and governance issue.

5.2.4 Impact on /gentrification/ out migration [*Ranking: minor*]

Imbedded in the project is the aesthetic improvement of the neighborhood the road corridors cross, up on the completion of the project. The social impact assessment identified that such type of projects, will increase the demand for property in the newly improved localities, which in turn will increase property rent prices forcing previous renters to move out substituted by better off (higher income) who can afford to pay the new rate.

Enhanced accessibility, will also increase the influx of people to the corridors and surrounding in search for better facilities and services. Though the positive impact of such process is likely to create an opportunity to generate more income (enabling establishments to cater to larger population threshold) for business, high competition on the other hand may force previous owners or renters (usually low income, to sell their properties or look for cheaper rent) to move out because high prices for services.

This phenomenon called as ‘gentrification’ (or out ward migration) will also change the socio-economic characteristic of the neighborhood in favor of high income. Since the process is market based and considered by some a natural process, the potential impact should be closely monitored for the pressure it creates on land and housing has broader range. Social segregation, (Addis Ababa prides itself as being unsegregated) is also significant

5.2.5 Impact on health and safety [*Ranking: Moderate*]

The negative social impact in relation to health and safety most felt during the construction phase of the project. Adopting construction safety requirements and standard throughout the construction phase of the project could minimize the adverse impact, however local practice show that safety precautions are hardly respected.

Fieldwork identified various potential negative impacts related to weak safety standards and lack of appropriate and full information on land and utility lines. The SIA identified the following negative health and safety related impacts that could potential occur all the selected five road corridors.

Environmental Pollution: [Ranked: Moderate]

In this context refer to dust problem due to construction, noise/vibration as a consequence of operation of heavy-duty construction machine and water interruption and drainage of liquid waste. Dust is unavoidable negative impact of construction, but its impact can be minimized by providing protective screen and watering. Easy and affordable solutions mostly neglected by contractors subjecting residents nearby to respiratory infections.

Noise is also another negative impact identifies on the SIA. Heavy duty machine operation and deployment of large number of laborers can create noisy environment disrupting quite neighborhoods. Though not avoidable, timely completion of project could minimize the exposure of residents to excessive noise.

In the absence of adequate information about underground utility lines, (particularly water and sewer line) the damage during excavation could be extensive and the environmental pollution widespread. Accidentally breaking main water pipe and sewer lines is common environmental problems (no access to piped water, sewage seeping on surface of streets) generating offensive odor as a consequence which beyond nuisance. Inability to give immediate response exacerbates the situation and frustrates especially residents living in the vicinity.

Physical Constraint /Barriers: [Ranked: Moderate]

People with disabilities and the elderly usually are the most impacted by limited adherence to standard construction safety requirements. It is difficult for the disabled and elderly to move around easily when roads are under construction which is farther aggravated when holes dug are not covered on time; signs (with information) are not put appropriately and protective screens are not put up. The SIA identified that accidents (including deaths and physical injury) has been recorded and reported with minimum change on practice.

Sexual exploitation

The other safety problem relates to the presence of large number of construction workers which could lead to abuse and sexual exploitation especially of women. Walking in the evening exposes women and children to abuse particularly when road corridors are deserted.

5.2.6 Impact on TRANSIP Trust and Reputation [*Ranking: minor*]

Social impact assessment found out that residents have lost trust on implementation organs (government) that projects will be finished on time and according to design. Lack of integration among utility providers when roads are constructed and the uncoordinated chaotic manner of maintenance has given public works (including responsible implementing bodies) unfavourable reputation.

Fieldwork revealed that all sections of society has been adversely affected by delays on construction period. Planning problem and corruption are considered as causes for loss of trust and reputation by most residents. Uncoordinated installation of utility lines, most residents believe, results in government resource wastage at government and personal level. This thinking/sentiment could generate a bad perception of the Project not only on the short term (construction phase) but also maintenance of constructed road and facilities. Delays, inadequate application of standards construction safety, and poor quality of roads, are attributed to corrupt practices during award and supervision of construction projects.

The SIA found out that the city administration has not delivered their promise to create jobs, access to finance and market. Significant number of people from all walks of life (Registered ID holders) given an opportunity to be trained, with promise for more has still not been assisted by the local government contributing to bad reputation of city government to follow up on plans and programs.

The other trust issue raised, the time gap between the start of construction on project and expropriation of land. Road projects, do not start immediately following land acquisition and clearance exacerbating the discontent created as a consequence of land expropriation.

The TRANSIP will maintain its reputation only with good performance. Poor performance will of course reduce the reputation of the Project. However, a successfully run project will have the potential to make people more well-disposed to the city government and implementing authorities in particular.

5.2.7 Impact on Cultural and Heritage [*Ranking: Minor*]

Cultural and Heritage resource ranging from church, Mosque, Palace, buildings of historical importance depicting the different development phases of the city, are concentrated around Arada, Kirkos and to a certain extent Gulele. Where four, out of the five road corridors under consideration pass through.

Possible impact includes damage to the cultural or heritage buildings as a consequence of poor construction safety standards. The other impact involves lack of proper planning of elements (e.g. pedestrian bridges) important to enhance accessibility and safety of motorized and non-motorized activates.

In addition to prevention of cultural resources and heritage from damage, improvements should respect (designing of structures, e.g. pedestrian bridge as part of the improvement and selection of construction materials) the character of the urban fabric and ambiance of existing

neighborhood and selected road corridor to prevent negative permanent impact on aesthetic view.

VI. Mitigating Measures and Monitoring Plan

6.1 Mitigating Measures

As the previous sections show, the impacts identified range from severe to minor. This section sets out the recommended mitigation measures to address issues that may arise from both deficiencies of project design as well as imperfections on project implementation.

The need for mitigation could significantly be minimized if the interest of stakeholders and actors are incorporated from the outset (for instance including the needs of disabled and elderly in the engineering design phase could minimize the sense of exclusion). Working with the city's Urban Development and Land Management Bureau (and its subordinates) to decentralize market (particularly 'Atikelt Tera' and address the space issue could minimize tension and conflict resulting from competition for limited space.

It is important to ensure that the Project is implemented as designed. Most of the potential negative impacts would arise from imperfect implementation of the Project (for instance impact of exclusion). Implementation of Road improvement projects in developed neighborhood, almost always comes short of required standards especially in Addis Ababa, where alternative (alternative route and alternative means of transportation) options are limited. This study sets out to mitigating measures to avoid, reduce/minimize and remedy (or compensate) significant negative impacts, (categorized moderate or minor for the study purpose) which might occur as a result of imperfect implementation.

Comprehensive Alternative Route Plan: Implementation of the Project requires preparation of comprehensive view and understanding of the City's road and transportation network. The civil works in the Project entails blocking/closing traffic off of the road corridors under consideration. Motorized and non - motorized traffic which use the road corridor under consideration under normal circumstance has to shift to other road corridors. The burden of this shift to other roads is

likely to be high. Having a comprehensive proactive plan that reroutes (detour) traffic load smoothly and evenly (particularly motorized traffic) to alternative roads is important to minimize the adverse impact that is likely to result in other part of the city (not affected sub cities and woredas). Identifying alternative roads, assigning means of transport (bus, taxi etc.), informing and communicating alternatives and other pertinent information to users need to be part of the plan and has to be in place before proceeding to project implementation (particularly Civil works/ construction).

Local Development Plan (LDPs): One of the significant ways to mitigate most of the impacts mentioned in the preparation of ***Local Development Plan (LDP)***. *Local development plans* should be prepared for the project areas where change in land use/function and land acquisition is inevitable. Land development plan (as a tool to implement Structure Plan), shows the change in land use and possible traffic (motorized and non-motorized) generated, which is important to the design of improvements. Furthermore, LDP prepared could show the integration of the road under consideration (one of the selected road corridors) to the city network, which is important to design the improvements. In general, local development plans should be prepared to facilitate and guide the implementation of the Project and minimize the negative effects related to land acquisition and relocation, and the overall integration of the Project areas with the city development.

Resettlement Action Plans (RAP): One of the World Bank's Safeguard principles, is a plan prepared when relocation and loss of resource as a consequence of project implementation is inevitable. The plan includes compensation and entitlement delivery mechanize based on detail socio-economic information of affected people and asset. Prepared in consultation with the affected community, public consultation strategy with special focus on vulnerable groups is part and parcel of the plan. Appropriate compensation and alternative land (for relocates) as per the RAP as to be realized prior to plan implementation.

To address potential negative impacts, integration of activities and efforts, good training programs, strong and focused communications strategies (between government actors) and campaigns (with community) is important to ensure that all understand the project (both

implementers, potential beneficiaries and the wider community). The project includes provisions for capacity building and training, however systems for grievance redress and social accountability, need to be designed to address deviations in implementation of projects whereby those affected could be fairly arbitrated and corrections made on the implementation of other parts of the project.

Grievances Redress Mechanism (GRM): To address negative impacts that might occur from imperfect implementation it is important *Grievances Redress Mechanism*, is put in place. Project complaints and appeals committees will be established at sub woreda and *woreda* levels, with a mandate to receive and register complaints, convene meetings to resolve the complaints, and respond to the appeals resulting from committees' decisions. It is important to ensure that as part of awareness creation on the project, the existence of GRM procedures for PAP be communicated.

It is also important that a ***Gender Action Plan*** is purposely designed to ensure that the particular design of the components and activities of the project offset the possible negative social impacts. It outlines actions to address implementation of gender provisions, ensure equitable participation of men and women in the Project, and provides direction to mainstream gender in planning, M&E, reporting and management.

It is essential to make sure that a ***Communications Strategy*** is fully implemented to ensure that communities are aware of the project goals, progress on project implementation, rules and regulations which will enable them to hold others accountable for their actions. Communication strategy to ensure the integration of activities among stakeholders is crucial for better implementation of the project. Periodic and informative communication campaigns to ensure public understand of the different phases of the project need to be integrated the whole project implementation process.

Social Accountability must be fully in place to facilitate a structured mechanism for citizens' participation in planning, evaluation, and feedback provision. Community Score Cards, will be randomly implemented in project areas at different phases of the project to help assess whether

project implementation is according to design. The application of score cards will help create awareness among the affected on their rights, roles, and responsibilities for the project activities. It will also promote monitoring of emerging issues as part of implementation improvements. Creation of project monitoring committee (represented by elderly, women and PWD) at project level with mandate to initiate and communicate score cards results to responsible organ, is important.

These recommend mitigation measures all need to be in place before proceeding to implementation. Communication strategy, grievance redress and social accountability are overarching for the project implementation and will help avoid/minimize negative impacts.

6.2 Monitoring Plan

It is essential that the implementation of all of the recommended mitigating measures be monitored (see table 6). The implementation of all the mitigations recommended may not initially be successful for instance the quality of labor (workmanship), change in behavior and attitudinal change towards the elderly and people with disability etc. Therefore, an effective monitoring mechanism that ensures lessons learned are incorporated into the project's implementation cycle is important. Systematic feedback loops should be clearly defined and developed in the M&E as project management tool.

It is expected that M&E will be carried out by the Project Implementation Unit with support from departments/sections in Transportation Program Management Office (TPMO). Execution of projects, particularly civil works should adopt a system where by feedback on lessons learned are used as an input in a different segment of road corridor under construction.

The project implementation unit is responsible to collect information for monitoring purposes. M&E system will consist of *Regular Monitoring Reports, Civil Work Schedule/reports, Impact Evaluation, Process Evaluation, and Annual/biannual Progress Report,*

Specifically, the monitoring component of the M&E system will ensure the availability of accurate information on civil work, effecting of entitlement and grievance redressed. This entails the collection and compilation of monthly data at the woreda/sub woreda to be processed at the PIU level for operation and institutional needs.

The evaluation component will consist of monitoring system where reports from different processes are integrated to assure the SIA is adequately mitigated. The reports include (i) civil work schedule and monthly progress report (ii) *biannual/annual process evaluations*, and (iii) *quantitative impact evaluations*, largely concentrated within the first 3 years of the project. Monthly progress report will summarize routine activities and civil work schedule will chronicle the construction stage reached (in relation to input output and time). Biannual/ annual process evaluations will document what is working well and not, bottlenecks to be addressed and lessons learned. The evaluation undertaken after six months will help strengthen implementation in the early roll-out and enable to introduce corrective measures. Most of the data implementation will be integrated into and gathered by the regular M&E system.

Community engagement is pertinent to the effective implementation of the project. Organizing and establishing a community groups to follow the implementation process by regularly collecting data and evaluating project – scoring performance (on progress & satisfaction) ought to be part monitoring process.

Compensation payment and grievance redress (including damages during constructing) need to be monitored for the effectiveness of resolution of complaints and appeals during implementation. , Information on the complaints and appeals will be collected at the sub woreda/ woreda levels, and if there will be referrals to higher levels (sub city & city levels). The PIUs will be required to gather information including registered cases, cases resolve in a timely manner and cases referred to the next level of the complaints and appeals structure to report information on the cases management.

Table 6 : Recommended Mitigating Measures and Monitoring Plan

Impact category	Potential Negative Impact	Mitigating Measures	Monitoring	Responsibility
Loss of access to resource; livelihood and income	Loss off access to resource, livelihood and income as a result of land acquisition	Develop Comprehensive alternative Route Plan Prepare Local Development Plans - <i>Land use, road hierarchy, alternative relocation (land), market</i> Design on street improvement ,as much as possible, within the RoW to minimize land acquisition; Ensure the creation of multifunction road corridors with capacity to absorb divers activities as part of the “complete street”	Resettlement Action Plan Schedule of civil works; Community score card	<ul style="list-style-type: none"> - AARTB - TPMO - PIU - AALDMB/ (Urban Planning Institute) & Urban Development & Renewal Agency - MSEs - Contractors (Hired) - Community
	Blocked properties by ongoing construction	- <i>Strategically placed kiosks to incorporate space of street vendors (e.g. coffee/tea sellers, shoe shiners, book sells, etc.)</i> - <i>Ensure the use of appropriate technology as much as possible;</i> Ensure Resettlement Action Plans are Prepared in close consultation with the affected community;	Design for the improvement	
	Loss of income from use of space on streets (parking, street vending)		- Monthly progress report - Biannual /annual report;	
	Impact on social dynamics (loss of social ties & network up on displacement	- Identify all PAP and respective entitlement (as per the prepared RAP) - <i>Ensure the affected are aware of their rights</i> - <i>Ensure timely compensation of monetary value, substitution of land , and any other forms as per RPF/RAP;</i> <i>Ensure relocation of PAP from same neighbourhood to new areas/condominium keeping the social ties as much as possible;</i> Ensure Gender Action Plan is in pace		
	Loss of access to services due to construction and detours;	Ensure efficient Grievance redress mechanism is in place;		
	Loss of access to transport services due			

Impact category	Potential Negative Impact	Mitigating Measures	Monitoring	Responsibility
	to relocation of terminals	<p>Provide training to</p> <ul style="list-style-type: none"> - <i>Support to assimilate in the new neighbourhood (formal organization)</i> - <i>Support to access services in their new neighbourhood.</i> - <i>Support to engage in the construction process</i> <p>Heir capable contractor and ensure timely completion of construction</p> <p>Ensure civil works are carried out by segmenting road corridors in to manageable sizes (PAPs as well as Contractors)</p> <ul style="list-style-type: none"> - Ensure decisions are made in consultation with PAPs - As much as possible relocate temporary terminals within easy reach of PAPs, - Ensure selected terminals are accessible to PWD, elderly, children and women; <p>Social accountability is properly introduced</p> <p>Train PAPs score card methodology of assessing project</p>		
Social tension and conflict	Tension created between shop owners and street vendors (among street vendor) competing for space	<p>Ensure the creation of multifunction road corridors with capacity to absorb divers activities as part of the “complete street”</p> <ul style="list-style-type: none"> - <i>Strategically placed kiosks to incorporate space of street vendors (e.g. coffee/tea sellers, shoe shiners, book sells, etc.)</i> - <i>Develop incentive (training, finance, market) to transform formalize informal</i> - <i>Frame grievance redress mechanisms;</i> <p>Ensure continuous community/ stakeholders, discussion (shop owners, informal vendors, MSE operators, woreda)</p> <ul style="list-style-type: none"> - <i>Create awareness among all affected members;</i> 	<p>Design of road improvement;</p> <p>Community score card</p> <p>Biannual Monitoring implementation report</p>	<ul style="list-style-type: none"> - AARTB - TPMO - PIU - AALDMB/ (Urban Planning Institute) & Urban Development & Renewal Agency - MSEs - Contractors

Impact category	Potential Negative Impact	Mitigating Measures	Monitoring	Responsibility
		<ul style="list-style-type: none"> - Ensure MSEs, on street vendors & shop owners select representatives with emphasis on women's participation - Stakeholders/street vendors, especially women. 		(Hired) <ul style="list-style-type: none"> - Bureau of Women & child (at city and sub city level) - Community
Impact of exclusion	Unable to achieve universal accessibility to all, as a consequence of poor workmanship, weak follow up	<ul style="list-style-type: none"> • Ensure the engineering design of improvements on the corridor respect universal access to all; • Ensure the affected are aware of their rights and responsibilities and relevant grievance mechanisms are put place; • Devise communication strategies for affected community to discuss progress and report on anomalies on construction progress; Develop temporary identification and registration of affected groups to create access to project related support	Design of road improvement; Physical visits to construction sites; Community Score Card Periodic Progress Reports Impact Evaluation	<ul style="list-style-type: none"> - AARTB - TPMO - PIU - BoLSA - Community
	Inability to access improved services due to lack formal identification (registered ID) - eligibility problem;			
Gentrification	Out ward migration of residents with increase in value of property, rent, and price of services;	<ul style="list-style-type: none"> • Develop strategies to cap rent hike as a consequence of road improvements; <ul style="list-style-type: none"> - <i>Rent Control regulation</i> - <i>Implementation manual</i>; • Formulate strategies for the affected to organize and access commodities and related resources at affordable price: consumer's association (cooperatives) activities at sub city/woreda & city level. • Provide the affected (especially the low income and woman headed households) groups with training to enhance their entrepreneurial skill, business training and management etc. to supplement their income. 	Periodic Progress Reports Regulation/Manual Impact Evaluation Training Provided Community score card	<ul style="list-style-type: none"> - City Government of Addis Ababa; - AARTB - AALDMB/ (Urban Planning Institute) & Urban - MSEs; - Bureau of Women and Use

Impact category	Potential Negative Impact	Mitigating Measures	Monitoring	Responsibility
Impact on health and safety	<p>Environmental pollution including noise/vibration, dust, leakage of water and sewage lines;</p> <p>Damage on health and life as a result of limited /no adherence to construction ethics and construction safety standards;</p> <p>Exposure to new social groups with increased prevalence rate of Sexual Transmitted Disease</p>	<ul style="list-style-type: none"> • Ensure contracted construction company employs preventive actions on dust and rubbish flown over the atmosphere (e.g. regular water spraying on paved and excavated grounds) to minimize dust related infections and allergies; • Ensure occupational health and safety measures are put in place ; • Ensure Communicating Strategy is put in place <ul style="list-style-type: none"> - <i>Share information on excavation works and its possible danger for elderly and PWD and the community;</i> • Ensure safety precautions are put in place and adverse impacts against elders, PWD are protected. • Community Watch: Establish committee constituted from resident, women and trade forums, PWD, elderly, youth. • Place mechanism to hear and report threats and abusive activities including sexual violence and exploitation • Gender Action Plan <ul style="list-style-type: none"> - <i>Empower affected women living and working in the corridors to participate in decision making process.</i> 	<ul style="list-style-type: none"> • Report on progress of construction from • Unscheduled visits to construction sites; • Observe safety precautions during construction- e.g. informative signs , • Police Report on abuse and sexual harassment; • Community score card • Community Watch Report; • Impact evaluation 	<ul style="list-style-type: none"> - AARTB - TPMO - PIU - AACRA - BoLSA
Trust and reputation	Weak work execution in an integrated manner and planned manner, resulting in delay in construction period ,	<ul style="list-style-type: none"> • Promote good governance, empowerment of beneficiaries and transparency through residents engagement; • Community Watch: Establish committee constituted from resident, women and trade 	<ul style="list-style-type: none"> • Monthly Progress Reports • Annual Report • Community score card 	<ul style="list-style-type: none"> - City Government of Addis Ababa - AARTB - TPMO

Impact category	Potential Negative Impact	Mitigating Measures	Monitoring	Responsibility
	resource wastage and poor work quality;	<p>forums, PWD, elderly, youth.</p> <ul style="list-style-type: none"> • Create environment that enables services users to demand better responsiveness and accountability from service providers • Ensure the establishment of project integration unit <ul style="list-style-type: none"> - <i>Ensure disclosure of project information at different levels</i> - <i>Ensure communication between utility providers and other stakeholders</i> - <i>Build consensus on for implementation & enforce the implementation of same</i> - <i>Report to steering committee on integration and issues that require additional support</i> 	<ul style="list-style-type: none"> • Impact evaluation 	<ul style="list-style-type: none"> - PIU - Utility Providers
Cultural resources and heritage	Damage to cultural and heritage resources as consequence of poor construction safety standards;	<ul style="list-style-type: none"> - Ensure that sites of historical and cultural, significance are protected; - Ensure the identification of buildings / areas historical, cultural by involving community 	Progress report including Approved plan by Heritage and Culture expert	<ul style="list-style-type: none"> - AARTB - TPMO - PIU - AACTB
	Disregard to urban fabric design and a construction of improvements.	Ensure engineering /architectural designs of improvements reflect cultural values.		

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Annexes

Annex 1 :Impact Matrix

A. Level of significance of social impact

Impact category	Social Impacts	Level of Significance ⁴⁶					
		Reversible/ Irreversible	Duration	Magnitude	Significance	Likelihood of occurrence	
Loss of access to resource; livelihood and income	Loss off access to resource, livelihood and income as a result of land acquisition	R	Short term	M	XXXX	Frequent	
	Loss of access to properties/ blocked properties by ongoing construction	R	Medium term	H	XX	Frequent	
	Loss of income from use of space on streets (parking, street vending)	R	Short term	H	XXX	Frequent	
	Impact on social dynamics (loss of social ties & network up on displacement	I	Medium term	M	XXX	Frequent	
	Loss of access to services due to construction and detours;	R	Short term	H	X	Frequent	
	Loss of access to transport services due to relocation	R	Short term	H	XX	Frequent	

⁴⁶ Key: Reversibility, R=Reversible, IR= Irreversible,
Duration: short term ST (0-3 years), Medium term MT (3-7 years) and long term LT= permanent till 10 and above;
Significance: 1star = Slight negative impact/change, 2 star = Moderate negative change, 3 star = Significant negative change 4 star =Major negative change, 5 star =Severe change;
Magnitude H=high, M= Medium, L= Low;
Likelihood of occurrence: Fequent Seldome

Impact category	Social Impacts	Level of Significance ⁴⁶					
		<i>Reversible/ Irreversible</i>	<i>Duration</i>	<i>Magnitude</i>	<i>Significance</i>	<i>Likelihood of occurrence</i>	
	of terminals						
Social tension and conflict	Tension created between shop owners and street vendors (among street vendor) competing for space	I	Short term	L	XXXX	Frequent	
Impact of exclusion	Unable to achieve universal accessibility to all, as a consequence of poor workmanship, weak follow up	R	Medium term	H	XXX	Frequent	
	Inability to access improved services due to lack formal identification (registered ID) -eligibility problem;	R	Medium term	M	XXXX	Frequent	
Gentrification	Out ward migration of residents with increase in value of property, rent, and price of services;	I	Long term	L	XX	Seldom	
Impact on health and safety	Environmental pollution including noise/vibration, dust, leakage of water and sewage lines;	R	Short term	H	XXX	Frequent	
	Damage on health and life as a result of limited /no adherence to construction ethics and construction safety standards;	R	Short term	H	XXXX	Frequent	
	Exposure to new social groups with increased prevalence rate of Sexual Transmitted Disease	R	Short term	L	XXX	Frequent	
Trust and reputation	Weak work execution in an integrated manner and planned manner, resulting in delay in construction period , resource wastage and poor work quality;	R	Medium term	H	XX		
Cultural resources and heritage	Damage to cultural and heritage resources as consequence of poor construction safety standards;	R	Short term	M	XXX	Seldom	
	Disregard to urban fabric design and a construction of improvements.	R	Long term	M	XX	Seldom	

B. Significance of Impact by social group

Impact category	Social Impacts	Level of Significance ⁴⁷					Street vendors
		Property/ business owners/ renters	MSE operators	Elderly	PWD	Women	
Loss of access to resource; livelihood and income	Loss off access to resource, livelihood and income as a result of land acquisition	H	L	L	L	L	L
	Loss of access to properties/ blocked properties by ongoing construction	H	H	H	H	H	H
	Loss of income from use of space on streets (parking, street vending)	L	H	L	L	L	H
	Impact on social dynamics (loss of social ties & network up on displacement	H	L	H	H	H	L
	Loss of access to services due to construction and detours;	H	M	M	M	H	M
	Loss of access to transport services due to relocation of terminals	H	L	H	H	H	L
Social tension and conflict	Tension created between shop owners and street vendors (among street vendor) competing for space	L	M	L	L	H	H
Impact of exclusion	Unable to achieve universal accessibility to all, as a consequence of poor workmanship, weak follow up; Inability to access improved services due to	M	M	H	H	H	M

⁴⁷ Key:

H=high, M= Medium, L= Low;

		Level of Significance ⁴⁷					
Impact category	Social Impacts	Property/ business owners/ renters	MSE operators	Elderly	PWD	Women	Street vendors
	lack formal identification (registered ID) - eligibility problem;						
Gentrification	Out ward migration of residents with increase in value of property, rent, and price of services;	H	L	L	L	L	L
Impact on health and safety	Environmental pollution including noise/vibration, dust, leakage of water and sewage lines;	H	H	H	H	H	H
	Damage on health and life as a result of limited /no adherence to construction ethics and construction safety standards;	M	M	H	H	M	M
	Exposure to new social groups with increased prevalence rate of STD;	M	L	L	M	H	H
Trust and reputation	Weak work execution in an integrated manner and planned manner, resulting in delay in construction period , resource wastage and poor work quality;	H	L	M	M	M	L
Cultural resources and heritage	Damage to cultural and heritage resources as consequence of poor construction safety standards;	L	L	L	L	L	L
	Disregard to urban fabric design and a construction of improvements.	L	L	L	L	L	L

C. Significance of impact by road corridor

Impact category	Social Impacts	Level of Significance ⁴⁸					
		Corridor 1	Corridor 2	Corridor 3	Corridor 4	Corridor 5	
Loss of access to resource; livelihood and income	Loss off access to resource, livelihood and income as a result of land acquisition	H	H	H	H	H	
	Loss of access to properties/ blocked properties by ongoing construction	H	H	H	H	H	
	Loss of income from use of space on streets (parking, street vending)	M	M	H	M	L	
	Impact on social dynamics (loss of social ties & network up on displacement	M	M	H	H	M	
	Loss of access to services due to construction and detours;	H	H	H	H	H	
	Loss of access to transport services due to relocation of terminals	M	H	H	H	M	
Social tension and conflict	Tension created between shop owners and street vendors (among street vendor) competing for space	L	M	H	M	L	
Impact of exclusion	Unable to achieve universal accessibility to all,	H	H	H	H	H	

⁴⁸ Key: Reversibility, R=Reversible, IR= Irreversible,
Duration: short term ST (0-3 years), Medium term MT (3-7 years) and long term LT= permanent till 10 and above;
Significance: 1star = Slight negative impact/change, 2 star = Moderate negative change, 3 star = Significant negative change 4 star =Major negative change, 5 star =Severe change;
Likelihood of occurrence, H=high, M= Medium, L= Low;

		Level of Significance ⁴⁸					
Impact category	Social Impacts	<i>Corridor 1</i>	<i>Corridor 2</i>	<i>Corridor 3</i>	<i>Corridor 4</i>	<i>Corridor 5</i>	
	as a consequence of poor workmanship, weak follow up; Inability to access improved services due to lack formal identification (registered ID) - eligibility problem;						
Gentrification	Out ward migration of residents with increase in value of property, rent, and price of services;	M	H	H	H	M	
Impact on health and safety	Environmental pollution including noise/vibration, dust, leakage of water and sewage lines;	H	H	H	H	H	
	Damage on health and life as a result of limited /no adherence to construction ethics and construction safety standards;	H	H	H	H	H	
	Exposure to new social groups with increased prevalence rate of STD;	M	M	H	H	M	
Trust and reputation	Weak work execution in an integrated manner and planned manner, resulting in delay in construction period , resource wastage and poor work quality;	H	H	H	H	H	
Cultural resources and heritage	Damage to cultural and heritage resources as consequence of poor construction safety standards;	H	M	H	M	No impact	
	Disregard to urban fabric design and a construction of improvements.	M	L	M	L	No impact	

Annex 2: International Conventions

Ethiopia has ratified international conventions and instruments, including the Universal Declaration of Human Rights (1948), the African Charter on Human and Peoples' Rights (1981) the United Nations,

- The Convention on the Elimination of all forms of Discrimination Against Women (1995) and ILO Declaration on Fundamental Principles and Rights at Work (1998).
- International Labour Organization (ILO) Convention concerning Discrimination in Respect of Employment and Occupation, 1958, (No. 111). Status: ratified, 11 June 1966.
- ILO Convention concerning Vocational Rehabilitation and Employment (Disabled Persons), 1983, (No. 159). Status: ratified, 28 January 1991.
- United Nations Convention on the Rights of Persons with Disabilities (2006) and Optional Protocol. Status: ratified, 7 July 2010.
- International day of PwD declared to be observed on the 3rd of December every year Yearly UN members Observed as per the declaration Action Plan for the African decade of persons with disabilities originally for 10 years from 1999 but now extended up 2019, 1999 AAU/AU (the African decade secretariat, Adopted by Ethiopia;
- The Convention on the Political Rights of Women (adopted 1952) was signed 31 March
- The Convention on the Elimination of all Forms of Discrimination against Women (adopted 1979) was signed on 8 July 1980, and ratified on 10 September 1981h 1953, and ratified 21 January 1969.
- The 1979 Convention on the Elimination of all Forms of Discrimination Against Women (CEDAW;1979)
- Vienna Conference on Human Rights (1993),
- the Programme of Action of the International Conference on Population and Development (1994), the Beijing Declaration and Platform for Action, adopted at the Fourth World Conference on Women (1995),
- AU Maputo Protocol (2003) ,
- The Southern African Development Community's Declaration on Gender and Development (1997) and
- The Addendum on the Eradication of All Forms of Violence Against Women and Children (1998),

Annex 3;

1. List of City, Sub City and Woreda Officials Consulted

December 1, 2015-January 2016

S. No	Name	Organization	Position	Address
1	Ato Girma Brehanu	Addis Ababa City Land development and Urban Renewal Agency	Deputy Manager	+ 251 913 214865
2	Ato Getachew Dejene	Arada Sub –City, Culture and Tourism office	Regulatory and Certification work process	+251 911 464589
3	Ato Shemeles Tamerat Debebe	Arada Sub- City MSE Development Office	Office Head	+251 911 410139
4	Ato Endegen Fekadu	Arada Sub-City, Women's & Youth benefit organization & follow up	Process Owner	+ 251 917552388
5	W/rt Kalkidan Fente	Arada Sub-City, Women's & Youth Project study & capacity building	Process owner	+251 917 552388
6	Ato Addisu Taye	Arada Sub City , Land Development & Urban Renewal Office	Compensation Expert	+251 912075699
7	W/ro Shitaye Mohammad	Arada Sub City Office of Labor & Social Affairs	Office Head	+251 912851043
8	W/ro Tsege Tadesse	Addis Ababa Women, Child and Youth Bureau	Women and Youth Benefit and Empowerment Process owner	+251 911132513
9	Ato Alemu Kidane	Addis Ababa Bureau of Labor and Social Affairs	Labor and social affairs Deputy bureau head	+251 911 663385
10	Ato Bahiru Abebe Oda	Addis Ababa Bureau of Labor and Social Affairs	Rehabilitation of Vulnerable Groups (Process Owner)	+251 913105382
11	Ato Getachew Kiflu	Addis Ababa City	President of the	+251 911702143

S. No	Name	Organization	Position	Address
		Association for the Elderly	Association	
12	Ato Mulugeta Bekel	Addis Ababa City Association for the Elderly	Deputy President of the Association	+251 911136461
13	Ato Tadesse Mulugeta	Addis Ababa City Association for the Elderly	Arada sub city Chair person	+251 912196944
14	Ato Andreas Meka	Woreda 08, MSE Development Yeka Sub City	MSE Development Officer	
15	Ato Wondwosen Shibeshi	Woreda 05, MSE Development Arada Sub City	MSE Development Officer	+251 0912080142
16	Ato Abebaw Hailu	Woreda 04, MSE Development Arada Sub City	MSE Development Officer	+251911127395
17	Ato Reta Getachew	Centre for Disability and Development (NGO)	Manager	+251916825071
18	W/ro Berhane Dibaba	Ethiopian Women with Disabilities (NGO)	Manager	+251911451717
19	Ato Nebiyu Samuel	Bole Sub City MSE	Head of Entrepreneurship Project	+251911833947

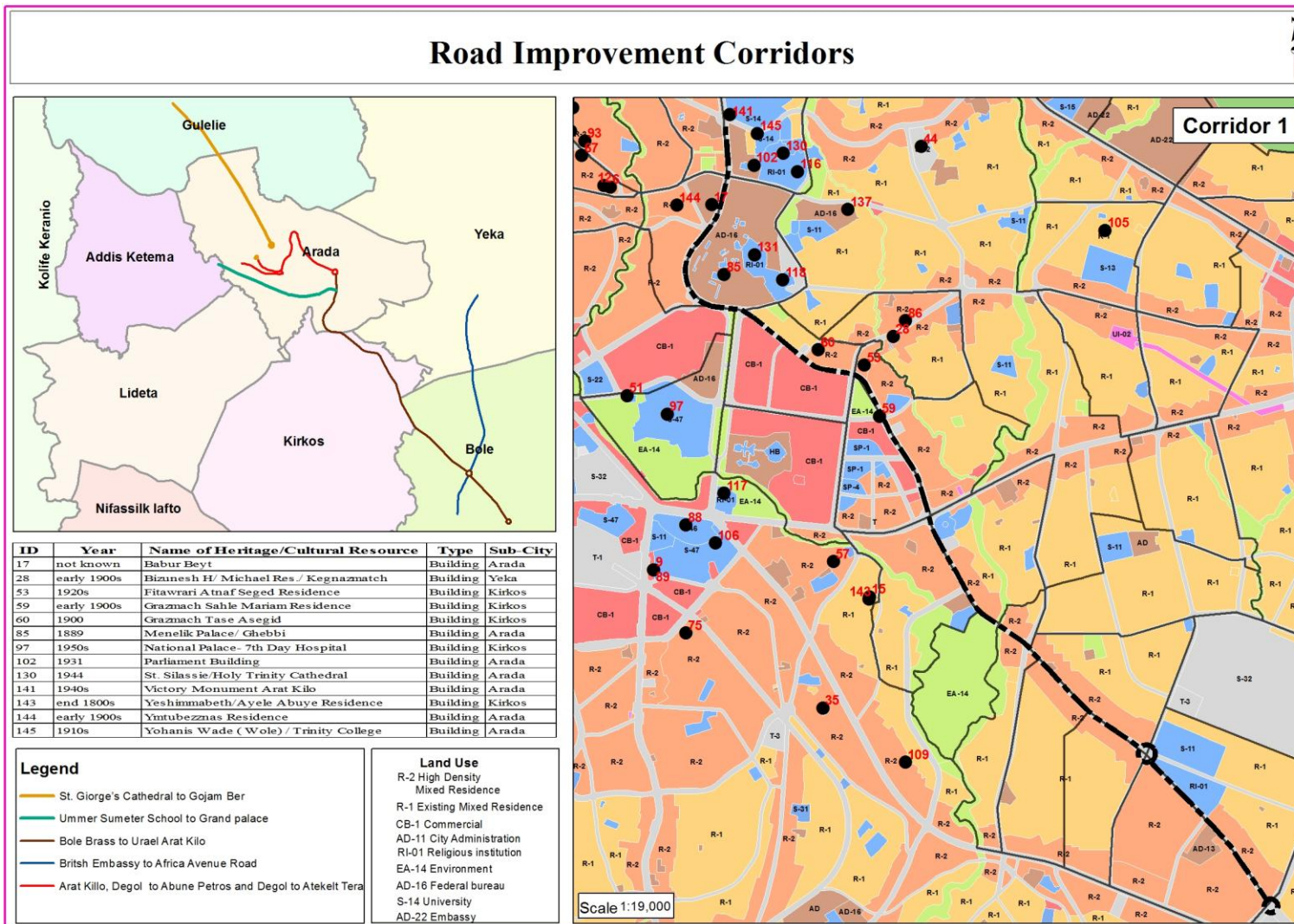
2. Focus Group Discussion & Key Informant Interview

January 1st, 4th, and 12th .

S.No	Name	Representation	Address
1	Ato Hailemariam Ayalew	Woreda 05 Elderly Chair Person	+25192228213
2	Ato Alemayehu G/Hiwot	Woreda 09 , Arada Sub City	+251923026682
3	Ato Biratu Terfesa	Idir Union Chair person	+251922598717
4	Ato Abderahman Feleke	Woreda 10 Elderly	+251911462604
5	Ato Bekele Wolde Michael	Persons With Disability	+251911087970
6	W/ro Wderyelesh Ayalew	Person with Disability	+251922347061
7	Ato Daneil Fiseha	Persons With Disability	+2511911479772
8	Ato Ibrahim Hashim	Persons with Disability	+251913904866
9	W/ro Tsehay Ararsa	Labour and social affairs	+251911930214
10	Ato Yonuse Hasen	Person with Disability	+251912095686
11	Ato Worku Bekele	Elderly	+251911118665
12	Ato Alemay Meherete	Idir council	+251911104083
13	Ato Yosuf Hussien	Elderly	+251912202778
14	Ato Tekelemariyam Tadesse	Woreda 04 Idir Council Arada sub city	+251920678100
15	Ato Niguse Gheday	Arada Sub city PWD V.President	+251913043008
16	W/ro Etalemahu Damitew	Kirkos Sub city PWD	+251911572265
17	Ato Siresaw Chekol	Gulele Sub city PWD	+251911964476
18	Ato Seregela Mengistu	Bole Sub City PWD	+251910671555
19	W/ro Tsege Seyum	08 Woreda, Kirkos Sub city	+251923166281
20	W/ro Kebebush Cherinet	Woreda 07, Yeka Sub city	+251925759100
21	W/ro Asnakech Desalegne	Woreda 06 ,Arada Sub City	+251923255301
22	W/ro Nigest Debele	Woreda 05, Arada Sub city	+251922740491
23	W/ro Rahemada Admaheje	Worda 10, Arada Sub city	+251911680933
24	W/ro Alem Abesha	Woreda 06, Kirkos Sub city	+251913979452

S.No	Name	Representation	Address
25	W/ro Mimi G/Hana	Woreda 09, Arada Sub city	+251911122943
26	Ato Tesfamariam Misgana	MSE (Youth) Arada Sub city	+251911054600
27	W/ro Belaynesh Teklit	MSE (Women) Arada Sub city	+251913363764
28	W/ro Askale Mamo	MSE (Women) Arada Sub city	+251913838948
29	Ato Siefu Aragaw	MSE Operator Arada Sub city	+251913887369
30	Ato Abel Shawol	Woreda 09 MSE, Arada Sub city	+251911108892
31	Ato Kidanemariam Tsegay	Woreda 10 MSE, Arada Sub city	+251913257249
32	Ato Asechalew Matebu	Woreda 08 MSE, Arada Sub city	+251912891613
33	Ato Alemayehu	Woreda 06 MSE, Arada Sub city	+251920109516
34	Ato Tizazu Tadesse	Woreda 05, MSE Operator Arada	+251911127395
35	Ato Mengistu G/Medhin	Woreda 05, MSE Operator Arada	+251920669163
36	W/ro Meskerem Lema	Woreda 05, MSE Operator Arada	+251911032880
37	W/rt Tzita Girma	Woreda 05, MSE Operator Arada	+251935548172
38	W/ro Alganesh Kebede	Bole Sub City	Parking attendant
39	Ato Tizazu Ashuru	Arada Sub city	Shoe shine
40	Ato Solomon Geleta	Kirkos Sub city	Parking attendant
41	Ato Abate H/Mariam	Arada Sub city	Shoe shine
42	Ato Abebe Getachew	Arada sub city	Street Vendor
43	W/ro Hirut Tilahun	Atiklet Tera, (Woreda 01)Arada Sub city	Street Vendor
44	W/rt Semira Asherif	Atiklet Tera, (Woreda 01)Arada Sub city	Street Vendor
45	W/ro Aynalem	Atiklet Tera, (Woreda 01)Arada Sub city	Street Vendor
46	W/ro Genet Zemen	Atiklet Tera, (Woreda 01)Arada Sub city	Street Vendor
47	W/ro Shemsiya Awol	Atiklet Tera, (Woreda 01)Arada Sub city	Street Vendor
48	W/ro Zekiya	Atiklet Tera, (Woreda 01)Arada Sub city	Street Vendor
49	W/ro Abeba Tafere	Atiklet Tera, (Woreda 01)Arada Sub city	Street Vendor
50	W/ro Meseret Morita	Atiklet Tera, (Woreda 01)Arada Sub city	Street Vendor

x 4 : Map Showing Proposed Land Use and Cultural and Heritage Resources



Road Improvement Corridors



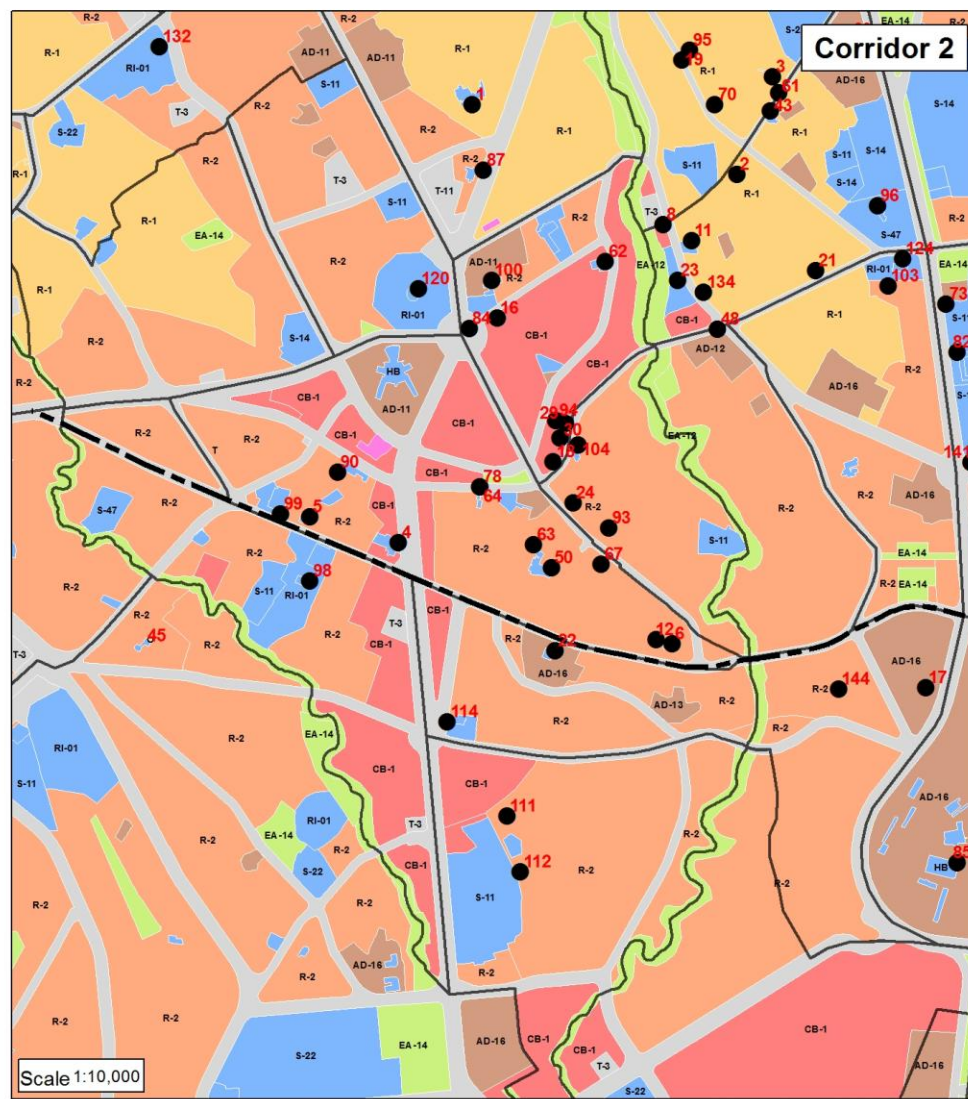
ID	Year	Name of Heritage/Cultural Resource	Type	Sub-City
4	early 20th Cen	Ahmed Salah/ Shashib-Haiset	Building	Arada
5	in 1920s	Akbar Ali Abdul Husein Residence	Building	Arada
6	1912-1913	Alfred Ilg Residence/Arenti Ashakian	Building	Arada
12	early 1900s	Artin Avakian Residence	Building	Arada
17	not known	Babur Beyt	Building	Arada
22	1907	Bank of Abyssinia	Building	Arada
50	1907	Etege Taitu Hotel	Building	Arada
63	1909	Greek Church, 1 st	Building	Arada
67	early 1900s	Karakachiani Residence	Building	Arada
90	early 1900s	Mohamed Ali - Residence	Building	Arada
98	around 1930	Nativity Cathedral	Building	Arada
99	not known	Nur Musejid	Building	Arada
144	early 1900s	Ymtubeznas Residence	Building	Arada

Legend

- St. George's Cathedral to Gojam Ber
- Ummer Sumeter School to Grand palace
- Bole Brass to Urael Arat Kilo
- British Embassy to Africa Avenue Road
- Arat Killo, Degol to Abune Petros and Degol to Atekelit Tera

Land Use

- R-2 High Density Mixed Residence
- R-1 Existing Mixed Residence
- CB-1 Commercial
- AD-11 City Administration
- RI-01 Religious institution
- EA-14 Environment
- AD-16 Federal bureau
- S-14 University
- AD-22 Embassy



Road Improvement Corridors



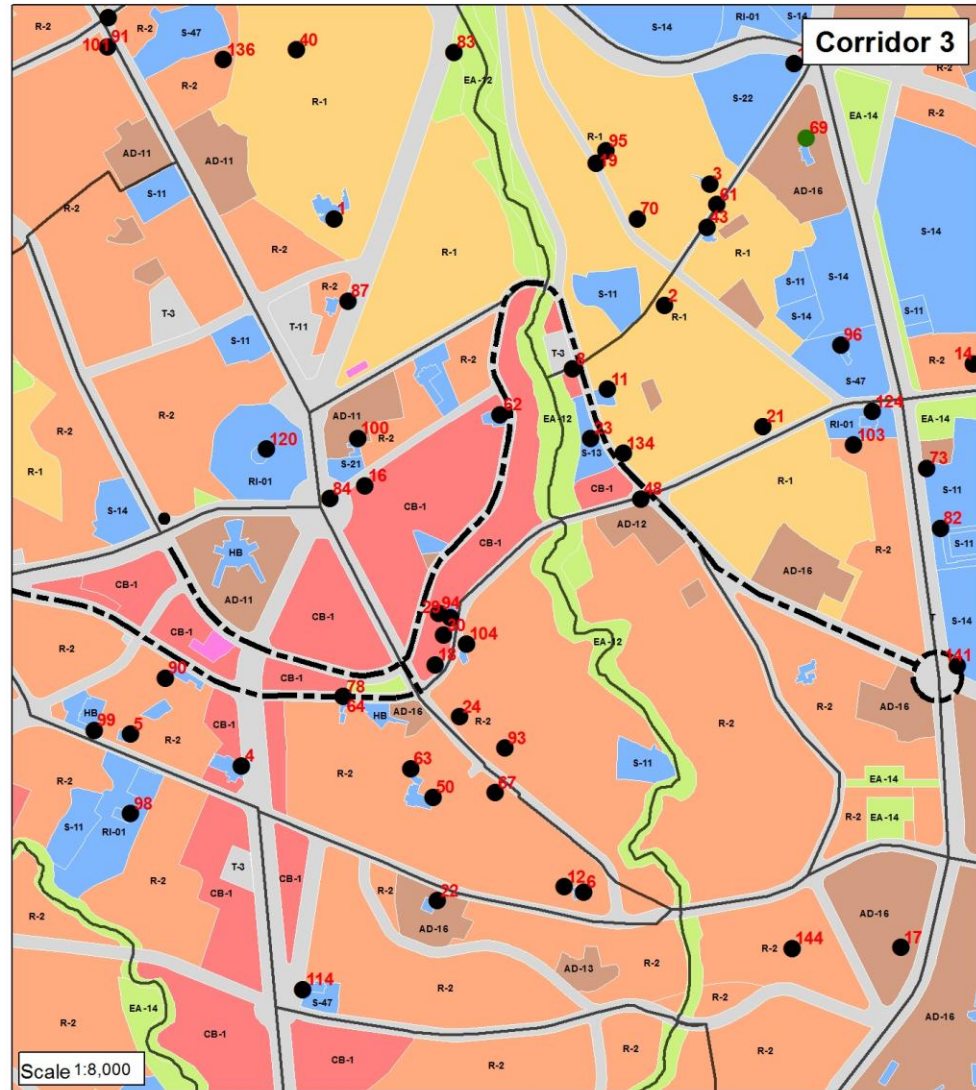
ID	Year	Name of Heritage/Cultural Resource	Type	Sub-City
1	1946	Abune Petros Monument	Monument	Arada
8	early 20th Century	Andreas Kavadias Residence	Building	Arada
11	1935	Amenian Church	Building	Arada
18	early 1900s	Badgelling Hotel	Building	Arada
23	1920s	Berhane Ethiopia School	Building	Arada
29	1930s	British Bible Society	Building	Arada
30	early 1930s	Cinema Empire/ Dalaik Yasedjan Residen	Building	Arada
48	around 1915	Dimitri Petros Residence	Building	Arada
62	1922-1926	Greek Church	Building	Arada
64	1915-1920	Hakim Workineh Residence	Building	Arada
78	1910s	Matig Kervorkoff Res / Elias Hotel	Building	Arada
90	early 1900s	Mohamed Ali - Residence	Building	Arada
94	1910s	Muse Nazareth & Bagdra Iyana	Building	Arada
104	1934	Paulos Kordas	Building	Arada
134	1930s	Teshome Berhe Residence	Building	Arada
141	1940s	Victory Monument Arat Kilo	Building	Arada

Legend

- St. George's Cathedral to Gojam Ber
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Land Use

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Road Improvement Corridors



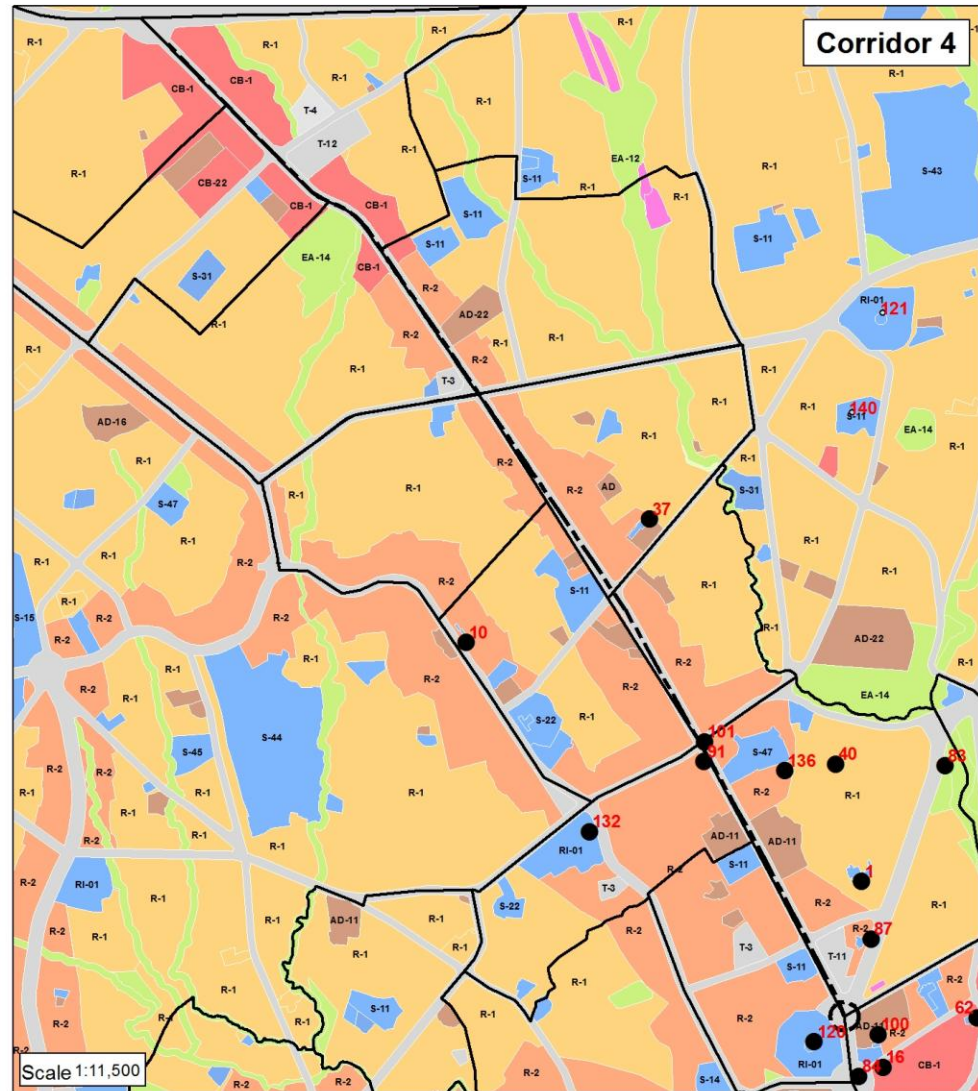
ID	Year	Name of Heritage/Cultural Resource	Type	Sub-City
1	early 1900	AA Restaurant/Dej. Wube Haile Mariam	Building	Arada
10	1915	Arbeynoch Residence	Building	Arada
37	around 1920s	Dej. Enqu Sellassie Residence	Building	Arada
40	around 1915	Dej. Gebru W/Mariam Residence	Building	Arada
87	around 1920	Merha Tibebe Printing Press	Building	Arada
91	1920s	Muse Christo Magliaris/Negadras Residen	Building	Arada
100	1906	Old Municipality/ Negadras H/Giorgis Agid	Building	Arada
101	1920s	Papadopoulos Residence	Building	Arada
120	1905-1911	St. George/ Ghiorghis Church	Building	Arada
132	1950	St. Yohannes Church	Building	Arada
136	1913	Tiezas (Azaye) Terefe W/ Gebriel	Building	Arada
140	1920s	Tsehaft Tiezas Haile Wolderufe Residence	Building	Gulele

Legend

- St. George's Cathedral to Gojam Ber
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Land Use

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- EA-14 Environment
- AD-16 Federal bureau
- S-14 University
- AD-22 Embassy



Annex 5: Pictures of Participants Consulted

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Stakeholders & Community Discussions



FDG with Elders and PWD

FDG with MSEs



Wo

⁴⁹ Consultations were undertaken jointly with community consultation in preparation for TRANSIP Resettlement Policy Framework

Discussions with Stakeholders and community are conducted on the 18th and 24th of December.
The invitation was forwarded by PIU. The venue was Yordanos Hotel and Kaleb Hotels.

Addis Ababa Urban Transport and Land Use Support Project (AAUTLUSP)
Environmental and Social Management Frame Work Preparation Stakeholders Consultation meeting

Participants Registration sheet

S.No.	Name	Organization	Telephone No.	Signature
1	Tade Meaza	ETHIOPIAN CIVIL SERVICE UNIVERSITY	0912669067	[Signature]
2	Abebe Tekle	A.A.C.R.A (PIU member)	0911858681	[Signature]
3	Helen Hailu	A.A.C.R.A	011513231	[Signature]
4	Abraham Hassen	A.A.C.R.A	011698251	[Signature]
5	MURKEDIN DITANO	A.A. TAXI OWNERS ASSOCIATION	0911603249	[Signature]
6	Behailu Gilemu	TPMO (PIU)	0911433124	[Signature]
7	Zerem Girmay	ESMF Cons.	0911347013	[Signature]
8	Elleni Zemenfascadus	RPF & SIA CONSULT.	0911316793	[Signature]
9	Agnie Mekonnen	TPMO (PIU)	0911631864	[Signature]
10	Esther Tadesse	ACRSI	0911843880	[Signature]
11	Mohammed Sherif	BOLSA	0912467030	[Signature]
12	Tsegay Girma	ATA ENVIROMENTAL PROT. AUTHORITY	0911163921	[Signature]
13	Tsehay Dekretion	ATA ENVIROMENTAL PROT. AUTHORITY	0912424923	[Signature]
14	Yared Legesse	KIR Sub Chief	0911651906	[Signature]
15	Salomon Kidan	TPMO	0912253005	[Signature]
16	Adenaw Ayalew	Addis Ketema Shu City	0915668787	[Signature]
17	Solomon Sorato	PIU	0911140294	[Signature]
18	Atsamoche Itawu	PIU	0912253005	[Signature]
19	Salomon Legesse	A.A.C.R.A	0911460746	[Signature]
20	Wendawossen Tadesse	ETAB	0930-098021	[Signature]
21	Meaza Berene	AARTIS	0911712487	[Signature]
22	Yonas Abebe	RPF & SIA	0911648244	[Signature]

የአዲስ አበባ ከተማ መንገድና ትራንስፖርት ቢሮ
የፕሮጀክት ትግበራ ዩኒት
ለማህበራዊና አካባቢያዊ የዳሰሳ ጥናት ግብዓት ለመውሰድ የተዘጋጀ የውይይት መድረክ
የተሳታፊዎች አቴንዳንስ መደዣ ፎርም

ተ/ቁ	የተሳታፊ ስም	አድራሻ		የወከሉት የአካባቢ ተባብሮ	ፊርማ
		ከ/ከተማ	ወረዳ		
1	ጌታቤታ ሄለዝ	ቦሌ	4	ካሳቤፕቲ ራሪ	[Signature]
2	ጌታቤታ በየሪ	አረባ	8	የወርቅ ምርጫ	[Signature]
3	የሀገሪቱ ገደማ	ብረ-ሀ-9	9	የቦሪዱ ገደማ	[Signature]
4	ጌታቤታ ገሰገሪ	አረባ	08	ካሳ ራሪ	[Signature]
5	ጌታቤታ ተሰ	—	—	—	[Signature]
6	ጌታቤታ ገብረ	—	—	አ/አ ምርጫ	[Signature]
7	ጌታቤታ ራሪ	አረባ	08	—	[Signature]
8	ጌታቤታ ጌታ	ብረ-ሀ-9	—	ብረ-ሀ-9	[Signature]
9	ጌታቤታ ጌታ	አረባ	06	ብረ-ሀ-9	[Signature]
10	ጌታቤታ ጌታ	አረባ	11	ብረ-ሀ-9	[Signature]
11	ጌታቤታ ጌታ	አረባ	11	ብረ-ሀ-9	[Signature]
12	ጌታቤታ ጌታ	አረባ	11	ብረ-ሀ-9	[Signature]
13	ጌታቤታ ጌታ	አረባ	11	ብረ-ሀ-9	[Signature]
14	ጌታቤታ ጌታ	አረባ	11	ብረ-ሀ-9	[Signature]
15	ጌታቤታ ጌታ	አረባ	11	ብረ-ሀ-9	[Signature]
16	ጌታቤታ ጌታ	አረባ	11	ብረ-ሀ-9	[Signature]
17	ጌታቤታ ጌታ	አረባ	11	ብረ-ሀ-9	[Signature]
18	ጌታቤታ ጌታ	አረባ	11	ብረ-ሀ-9	[Signature]
19	ጌታቤታ ጌታ	አረባ	11	ብረ-ሀ-9	[Signature]
20	ጌታቤታ ጌታ	አረባ	11	ብረ-ሀ-9	[Signature]
21	ጌታቤታ ጌታ	አረባ	11	ብረ-ሀ-9	[Signature]
22	ጌታቤታ ጌታ	አረባ	11	ብረ-ሀ-9	[Signature]
23	ጌታቤታ ጌታ	አረባ	11	ብረ-ሀ-9	[Signature]
24	ጌታቤታ ጌታ	አረባ	11	ብረ-ሀ-9	[Signature]
25	ጌታቤታ ጌታ	አረባ	11	ብረ-ሀ-9	[Signature]

Minute of Focus group Discussion

Summary of Minutes with various Groups (including Elderlies, People with Disabilities, Micro and Small Enterprises, parking attendants, Shoeshine's, street vendors) in project affected woredas, On January 1st, 4th, and 12th. The venue for the discussions were Arada sub city Woreda 01, woreda 05 and 09, Bureau of women and child and on field where the affected are located.

የትራንስፖርት ሥርዓት ማሻሻያ ፕሮግራም

የማህበራዊ ተፅዕኖ ጥናት

በስብሰባ የተገኙ ሥነ ህርዝር

ተ.ቁ	የተሳተፈ ሥነ	የወከሉት መስሪያ ቤት	ስልክ ቁጥር	ፊርማ
1	ገብረመስቀል ገብረመስቀል	የታሪክ ገንዘብ	094	
2	ገብረመስቀል ገብረመስቀል	የታሪክ ገንዘብ	0922872113	
3	ገብረመስቀል ገብረመስቀል	የታሪክ ገንዘብ	0923096682	
4	ገብረመስቀል ገብረመስቀል	የታሪክ ገንዘብ	0923598217	
5	ገብረመስቀል ገብረመስቀል	የታሪክ ገንዘብ	0911462604	
6	ገብረመስቀል ገብረመስቀል	የታሪክ ገንዘብ	0911087970	
7	ገብረመስቀል ገብረመስቀል	የታሪክ ገንዘብ	0922347061	
8	ገብረመስቀል ገብረመስቀል	የታሪክ ገንዘብ	0911479772	
9	ገብረመስቀል ገብረመስቀል	የታሪክ ገንዘብ	0913904866	
10	ገብረመስቀል ገብረመስቀል	የታሪክ ገንዘብ	0911930214	
11	ገብረመስቀል ገብረመስቀል	የታሪክ ገንዘብ	0912095686	
12	ገብረመስቀል ገብረመስቀል	የታሪክ ገንዘብ	091118665	
13	ገብረመስቀል ገብረመስቀል	የታሪክ ገንዘብ	0911101083	
14	ገብረመስቀል ገብረመስቀል	የታሪክ ገንዘብ	0912262378	
15	ገብረመስቀል ገብረመስቀል	የታሪክ ገንዘብ	0920678100	

የትራንስፖርት ሥርዓት ማሻሻያ ፕሮግራም

የማህበራዊ ተፅዕኖ ጥናት

በስብሰባ የተገኙ ሥነ ህርዝር

ጥር 3, 2008 - የላቀ ሕግ ማሻሻያ ስራ

ተ.ቁ	የተሳተፈ ሥነ	የወከሉት መስሪያ ቤት	ስልክ ቁጥር	ፊርማ
1	ገብረመስቀል ገብረመስቀል	የታሪክ ገንዘብ	0923166281	
2	ገብረመስቀል ገብረመስቀል	የታሪክ ገንዘብ	0925799100	
3	ገብረመስቀል ገብረመስቀል	የታሪክ ገንዘብ	0923255301	
4	ገብረመስቀል ገብረመስቀል	የታሪክ ገንዘብ	0922740491	
5	ገብረመስቀል ገብረመስቀል	የታሪክ ገንዘብ	0911680933	
6	ገብረመስቀል ገብረመስቀል	የታሪክ ገንዘብ	0913979452	
7	ገብረመስቀል ገብረመስቀል	የታሪክ ገንዘብ	0911122943	

ለአዲስ አበባ ከተማ አስተዳደር የሚገኝ ገቢዎች ለገንዘብ ማሰባሰቢያ
 ማዕከል የተለያዩ ቦታዎች (ጥቅርታ) ለማስተካከል የሚገኝ ማዕከል
 ነው። የክፍያ ለማሰባሰቢያ ተወካዮች አንድ አጠቃላይ የተለያዩ
 መንግሥታዊና መንግሥታዊ ድጋፍ፣ እንዲሁም ማህበራዊ ስቃይ
 ተቋማትና ምሳሌ የህብረተሰብ ዓላማዎች ጋር ሲሆን የሆነ
 የውጭ ማህበራዊና ለማዘዝ። ለእነዚህ ህጋዊነት ለገጽ
 ዘላቂ ወይም ለደርግ ማቆየት የቻለበት
 ለዚህም መሠረት የሚገኝ ሲሆን ለቅኝ ማህበራዊ ተቋማት

ለማስተካከል፣ ከፍተኛ ጥንቃቄ ያለ፣ ለቅኝ ድጋፍ/የተለያዩ
 የህብረተሰብ ዓላማዎች፣ እንዲሁም፣ ለገጽ ስቃይ ስቃይ
 ለፈቀደ መጠን ተሳታፊ ማድረግ፣ እንዲሁም የገለጹ ሲሆን፣
 ከፍተኛ፣ እንዲሁም እና፣ ገቢ ያለውንና ስራውን ለማስተካከል
 መሰረት፣ እንዲሁም ማቆየት። ለማስተካከል፣ ከፍተኛ
 ለሁሉ ለተያያዘ፣ ደግሞ የሆነውን ማስተካከል፣ መሠረታዊነት
 ለማስተካከል፣ መንግሥታዊ፣ ስራው ጋር ህጋዊነት
 ለመስተካከል እንዲሁም፣ ገለጸው።

እንዲሁም ስራው፣ አዲስ አበባ ሚኒስቴር ለገንዘብ ማሰባሰቢያ
 የሰጠውን ለሰራተኛው ስራው ምን ስራው ስራው፣ ለመሆኑ
 ለተለያዩ፣ ዘዴዎች ተጋቢው መሆኑን፣ መንገዱን አንድ ስራው፣
 እንዲሁም፣ ለተለያዩ፣ ለአዲስ አበባ ሚኒስቴር ስራው ስራው
 መንገዱን ለገንዘብ ማሰባሰቢያ የሚገኝ፣ ማህበራዊ ድጋፍ
 የሰጠው፣ የሰጠው መሆኑን ስራው ስራው ስራው
 ለገንዘብ፣ ስራው መሆኑን፣ የሚገኝ ስራው ስራው
 የሰጠው ስራው፣ እንዲሁም የተሰጠው ስራው፣ ተገኝ እንዲሁም፣
 ገለጸው።

መንገዱን ስራው፣ ስራው ስራው፣ ለማሰባሰቢያ ስራው ስራው
 ስራው፣ እንዲሁም፣ ስራው ስራው ስራው ስራው ስራው
 እንዲሁም ስራው ስራው ስራው ስራው ስራው ስራው
 እንዲሁም ስራው ስራው ስራው ስራው ስራው ስራው
 እንዲሁም ስራው ስራው ስራው ስራው ስራው ስራው
 እንዲሁም ስራው ስራው ስራው ስራው ስራው ስራው
 እንዲሁም ስራው ስራው ስራው ስራው ስራው ስራው
 እንዲሁም ስራው ስራው ስራው ስራው ስራው ስራው
 እንዲሁም ስራው ስራው ስራው ስራው ስራው ስራው

ለዚህም ስራው፣ ስራው ስራው፣ ተገኝ ስራው ስራው
 ስራው፣ እንዲሁም ስራው ስራው፣ ተገኝ ስራው ስራው
 ስራው፣ እንዲሁም ስራው ስራው፣ ተገኝ ስራው ስራው
 ስራው፣ እንዲሁም ስራው ስራው፣ ተገኝ ስራው ስራው
 ስራው፣ እንዲሁም ስራው ስራው፣ ተገኝ ስራው ስራው
 ስራው፣ እንዲሁም ስራው ስራው፣ ተገኝ ስራው ስራው
 ስራው፣ እንዲሁም ስራው ስራው፣ ተገኝ ስራው ስራው
 ስራው፣ እንዲሁም ስራው ስራው፣ ተገኝ ስራው ስራው

