

## **CASE STUDY & STORIES: On Rural Road Service UnderESAP2 Project**

- a) Project Title and Period:** Implementing Social Accountability Approach in Five Selected Woredas of Oromia National Regional State (January 01/2013 to April 30/2015).
- b) Methodology:** Community Score Card (CSC) was used to monitor and to improve the rural road situation.
- c) Implementing Partner:** Ilu Women and Children Integrated Development Association (IWCIDA)
- d) Project Location:** Alle Woreda, Ilu Ababora Zone, Oromia Region (650 kms from Addis).
- e) Total Direct Beneficiaries:** about 2,500 (50 percent females).
- f) Overall Objective:** To monitor equitability, effectiveness, efficiency, responsiveness and accountability of the rural road service in Alle Woreda.
- g) Major Issues Identified by Citizens (SisoBenja Kebele):**
- ↪ Very short length of rural road in the Kebele (majority of the population devoid of access to rural road service);
  - ↪ No regular supervision from Woreda Rural Roads Authority (WRRRA), because there is no rural road expert based on the standard;
  - ↪ Width of RR below the standard 12 meters at some places;
  - ↪ Width of RR covered with sand (quarry) below the standard 6 meters at most places;
  - ↪ Thickness of sand (quarry) below the standard of 15cm at most places;
  - ↪ Ditch width and depth not according to the set standard;
  - ↪ Road slope above 12% at some places.
- h) Project Results/Success:**
- ↪ Improved community and service provider awareness;
  - ↪ Increased length of rural road construction to benefit more citizens;
  - ↪ WRRRA recruited permanent employee (an engineer) for regular supervision;
  - ↪ Width of RR improved to the standard at most places;
  - ↪ Quality and thickness of sand (quarry) improved;
  - ↪ High slopes reduced and appropriate ditches constructed;
  - ↪ SACs capacitated to institutionalize and sustain SA;
  - ↪ Community participation in rural road construction and maintenance improved.
- i) Significant Improvement:**
- ↪ Communities' awareness on their entitlement to basic rural roads service highly improved;
  - ↪ Regular follow up and supervision made to keep the road in condition as per the standard;
  - ↪ Additional access to 1.76 kms rural road made available to citizens;
  - ↪ SACs made functional for institutionalization and sustainability of service monitoring;
  - ↪ Road width and depth, sand quality, ditch depth and length, and slopes improved as per the standards.
- j) Observed Challenges:**
- ↪ No professional (engineer) at WRRRA to conduct regular supportive supervision of road quality;
  - ↪ Long rainy season in the area (about 9 months/annum) led to delayed completion of roads;
  - ↪ Shortage of Woreda public budget led to absence of allocation of budget for renovation of rural road in 2007 Ethiopian budget year;
  - ↪ Contractors' capacity gap (logistics, machineries, and capital) to complete roads on time with the specified quality and standard;
  - ↪ Expectation of some community members for compensation payment.

## Case Stories from the Grassroots (different stakeholders):

### Case Story1: SA Resulted an Additional 1.76km of Rural Road to Siso Benja Kebele

When ESAP2 was launched in the Woreda, fortunately in all of the three Kebeles, rural road construction was started by the government program called 'Universal Rural Roads Access Program (URRAP)'. Siso Benja Kebele is also one of these three Kebeles, and it is the remotest one. Due to lack of rural road, citizens were facing various challenges. Children could not go to school at an appropriate age due to the dangers faced by big rivers, women, especially pregnant ones, could not get access to health services, and there was no market access for farmers produce, among others. To reach the Woreda center, one has to travel on foot for about 8 hours.

This Kebele got rural road construction budget from governments URRAP program which is designed to join the Woreda capital with the Kebele center, where the Kebele administration office is taken as the center (destination). But Siso Benja Kebele's administration office is located on the border of the Kebele, next to Chari Hobe Kebele. So, the designed road benefited the neighbouring Chari Hobe Kebele through which it passes, and only reaches Siso Benja Kebele administration office. In terms of policy, what the WRRRA did was right, but the majority of the Kebele's population and the entire area (about 90%) of the Kebele and could in fact not benefit from the road.

This problem was frequently raised in users' and providers' Focus Group Discussants (FGD), review meetings, interface meetings and CSC joint action plan preparation workshops. Finally users and providers agreed to solve this problem jointly. Accordingly, the community contributed 30,000.00 ETB in cash, and 21,000.00ETB by labor, which totals 51,000.00 ETB. The government on the other hand allocated additional budget of 1,371,000.00 ETB. Then 1.76kms rural road was extended into the Kebele beyond Kebele administration center with a total budget of 1,422,000.00 ETB to benefit more citizens. The plan was even more than this, but it could not be achieved due to a vast marshland in the area. Traversing this area is beyond the available budget and requires advanced road construction technology. Now, the community is partly satisfied and benefits from the rural road. Most children can go to schools at the appropriate age, women are getting access to health services, and farmers got access to market for their produce. Now, the point of disagreement has been solved, and any provider and user can witness that the SA approach and particularly the CSC is a powerful tool for basic service delivery improvement.



## Case Story2: SA Improved Rural Road Quality in Chari Hobe Kebele

Chari Hobe Kebele of Alle Woreda is also one of ILU's intervention Kebeles in the rural roads sector. As a result of the SA processes, discussions and constructive dialogue, the quality of the rural road under construction in the Kebele has improved. Kebele and Woreda SACs, FGD members and the rural roads committee conducted continuous and regular follow up that resulted in the following improvements:

- ✓ Communities' awareness highly improved, sense of ownership developed, reporting on quality problems increased;
- ✓ Resolved the boundary problem and kept the road width to the 12 meter standard;
- ✓ Improved sand (quarry) quality and thickness (15cm);
- ✓ Reduced road slope (below 12% maximum standard);
- ✓ Regular supervision made by WRRRA as a result of engineer recruitment.



**Table: Joint Action Plan of Siso Benja Kebele**(developed at Woreda CSC interface meeting)

S.N	Issues in Priority Order	Responsible	Time Frame	Supervised by
1	Completion of the started rural road till kebele administration office.	Woreda Rural Road Authority (WRRRA)	June 30, 2014	Kebele and Woreda SACs, Communities.
2	Recruitment of engineer at RRA for regular follow up and monitoring.	WRRRA	May 30, 2014	Woreda SAC
3	Extending length of RR beyond kebele administration office into the kebele to serve more needy citizens.	Providers and users(citizens)	June 30/2014	Kebele and Woreda SACs, Communities
4	Correcting total width of RR to the standard 12 meter at some places.	WRRRA	January June 30/2014	Kebele and Woreda SACs, Communities
5	Correcting width of RR covered with sand (quarry) to the standard 6 meter at all places.	WRRRA	January June 30/2014	Kebele and Woreda SACs, Communities
6	Checking and correcting thickness of sand (quarry) to the standard of 15cm at all places.	WRRRA	January June 30/2014	Kebele and Woreda SACs, Communities
7	Checking and correcting ditch width and depth according to the set standard.	WRRRA	June 30, 2014	Kebele and Woreda SACs, Communities
8	Keeping road slope below 12% standard at all places.	WRRRA	June 30, 2014	Kebele and Woreda SACs, Communities