

ROADS FOR WATER SECURITY WATER FOR ROADS SAFETY

RWM GUIDELINE PREPARATION

11 DECEMBER 2016 ENTEBBE UGANDA

Engagement Countries- on RWM

Active

- Ethiopia
 - Tigray, Amhara, Oromia RSs
 - Dire Dawa Admin.,
 - SNNPR, Gambela RSs
- Kenya
- Uganda
- Bangladesh

Planned:

- Rwanda
- Tanzania
- Somaliland



Engagement Areas- on RWM

- Awareness creation and capacity building
- Monitor activities
- Technical support
- Guideline development RWM & PSNP

Why Road for Water?

Benefits:

- Most roads are built on water divides, parallel to major rivers but across small rivers and streams
 - Modify watersheds but added benefit if R4W is implemented



The Guideline Preparation Process & Status

MoU signed with ERA follow-up and support endorse the GL and recruit lead freelance/ consultants Gased on initial tentatively agreed contents ToR for the whole process is prepared Agreement entered with freelance consultants - task started with orientation

Major outputs

- Guidelines on Road Water Harvesting, including preparation of diagrams and info graphics, following the tentatively agreed contents

- Workshop and guided learning program, including practical guidance to practitioners and next users.

Guideline Preparation Task Team (GPTT)

- The preparation of the Guidelines is a team work
- A multidisciplinary task team consisting highly qualified, experienced and professionals is established.
- The **GPTT** is composed of individual consultants drawn from Metameta, Mekele University, ERA Staffs and freelance consultants proposed by ERA.

- Professionally, the team is composed of well experienced-high level professionals including highway engineer, structural engineer, hydrologist, geotechnical engineer, environmentalist and socioeconomist.

Core Coordination Team (CCT)

- A CCT/ Sounding Board will be established to oversee the guideline preparation process and make periodical evaluations of the work.

- The GPTT will be directly accountable to CCT. The CCT will approve the implementation arrangements for the Guidelines preparation and help to build consensus among concerned stakeholders.

Ethiopian Road Authority – Chair

- Metameta Research- Secretary
- Mekele University Member
- Amhara Rural Road Authority Member
- Oromia Rural Road Authority Member
- SNNPR Rural Road Authority Member
- Tigray Rural Road Authority Member
- Road Fund- Member

International Reference Group/Team (IRG)

- An international reference group /team consisting highly qualified professionals with international experiences and having two to three members will be formed.

- The international team will be responsible to review the Guidelines at its intermediate and final stages.

- It will also create connection with other countries in the AFCAP network; for instance through a regional committee.

Field visits and observations by GPTT

Four local field visits and one international experience sharing tour are planned to help the team understand existing practices

- The Northern Route- Trip 1
- The Southern Route- Trip 2
- The Southeastern Route- Trip 3
- The western route Trip 4
- Study tour in Kenya- Trip 5



Two field trips are done

The Northern Route- Trip 1

- Tigray's
 Experience
- To see cases of sedimentary terrains



Two field trips are done

The Southern Route-Trip 2

- SNNPR and Oromia's Experience
- cases of volcanic ash and rift valley floor
- impacts of roads on reservoirs



Remaining field trip

The Southeastern Route- Trip 3

- pastoral areas experiences
- groundwater recharge from road & intensive use
- The Western Route- Trip 4
- wetland condition
- basement terrain

Observations

- The rift valley lakes environment- affected hydroecosystem
- Morecho-Bilate Road SNNPR/Oromia- ERA's support for RWH
- Dodota- high cost of road damage mitigation vs RfW

Lessons learned

- The team has better understanding of the need for 'road water management' in its new form
- Identification of homogenous 'road water management' units is important to design the GL in accordance to specifics of these units > the content to be revised accordingly
- The team fully agreed the 'dissipate water' approach supported by the existing functional GLs by the road sector is not preferred option.
- Want to push further for this 'road water management' guideline to be one of the road sector GLs
- The widely varying hydrogeomorphic and agro-ecological conditions of Ethiopia make the GL easily replicable in other sub-Saharan African countries