



Breakthrough of economic, social and physiological obstructions

PROJECT FACTS

Location: Regions of Amhara, Tigray, SNNP, Oromia, Gambella and Addis Ababa.

Project duration: Phase III (2015-2019)

Phase Budget (2015-2019):
CHF 3,018,597

Main partners: Ethiopian Roads Authority (ERA), Ministry of Agriculture (MoA)/Agricultural Growth Programme (AGP), Regional Road Authorities, Civil Engineering Department of Technical Universities, TVET Agencies, and Regional Local administrations.

Main Donor/s: HELVETAS Swiss Intercooperation & regional government partners

HELVETAS ETHIOPIA

HELVETAS is one of the committed development partners of Ethiopia since it resumed its work in 2002. It has contributed to the development of the country with focus on Tigray and Amhara regions. The Country Programme Strategy (2014 - 2018) provides the strategic orientation and sets the direction and scope of the programme and its development.

Mission: is to promote and support innovative and sustainable development that improves livelihoods of economically poor and socially disadvantaged women and men. HELVETAS applies people centred, multi-stakeholder approaches, thereby building partnerships and capacity through facilitation, innovation and technical assistance, as well as alliances and networking for knowledge, learning and advocacy.

Thematic areas

- *Rural infrastructure*
- *Natural resources management*
- *Support to Civil Society Organisations and local government*
- *Skill development and education*
- *Emergency response*

HELVETAS is a member of

Alliance 2015

towards the eradication of poverty

TRAIL BRIDGE CAPACITY BUILDING PROJECT



Tanquaber Bridge, located in Bahirdar Zura District

Minimising risks for people, their livestock and goods while crossing rivers to access services and socio-economic opportunities



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TRAIL BRIDGE CAPACITY BUILDING PROJECT

Since 2005 the Trail Bridge Capacity Building Project (TBCBP) has focused on bridge construction across the nation. Later, the project started focussing specifically on the institutional strengthening and capacity development of its various partners. This approach envisioned transforming TBCBP from “bridge builders” to “institutional capacity builders or trainers”. Main implementation modality of TBCBP is planning and implementation of trail bridge projects through public-private partnerships.

Since there is little or no institutional and technical capacity for trail bridge planning and construction outside HELVETAS, capacity building is a key to sustain trail bridge initiatives in the country. TBCBP is working with higher education institutes such as Bahir Dar and Mekelle Universities mainly on trail bridge technology knowledge transfer and inclusion of the technology into their curricula and research activities. Currently, the trail bridge technology is included in the Road Sector and Agricultural Growth Program II of the Government's Growth and Transformation Plan II (2016-2020).



A man crossing over Abay River, Amhara Region, 2011

The local people named the gorge and the thin rope pathway over Abay River ‘Nebse tal’ meaning *blowing own soul*. The river has succumbed many lives of pregnant women, infants, youngsters and the bread winners — men and women — from many households for several years.

THE CONTEXT

Transport access plays a vital role in facilitating economic development; in Ethiopia 95% of the movement of people and goods are still carried out by road transport. Considering the very low road infrastructure development and the high construction costs of roads, especially in remote rural areas with very rugged terrain, the trail bridge technology has become an important complement to the country's endeavours in providing basic infrastructure access to the rural community.

The Government of Ethiopia recognised complementary transport measures, such as tracks and trails, including pedestrian trail bridges which are considered as integral parts of the rural transport system. Hence, the TBCB project is affiliated with the Government policy of the Road Sector Development Programme and has become part of the national Low Volume Roads (LVR) manuals. Thus, the project corresponds with the main development agenda of the Government as it contributes to poverty reduction through improved access to markets and services.

THE PROJECT

HELVETAS started TBCBP in 2005 and went since then through a number of phases: Pilot Phase 2005-2007, Phase I 2009-2011, Phase II 2012-2014, and Phase III 2015-2019.

ACHIEVEMENTS SO FAR

- **TBCBP is found to be relevant and aligned with government strategy of promoting economic growth through improved access of rural communities to services and opportunities.**
- **82 trail bridges have been constructed and benefited around 360,000 women and men to have improved year round safe access to basic services and socio-economic opportunities.**
- **Local government partners share up to 60% of bridge construction costs.**
- **The Nepal version Trail Bridge manuals were adapted to the Ethiopian context and these adapted technical manuals are integrated into national Low Volume Roads standards.**
- **Ethiopia is much ahead as compared to other African countries and has the potential to develop itself as Centre of Excellence for trail bridge expertise.**

APPROACH

- Partnership through cost-sharing arrangement; i.e. public authorities co-finance 60-70% of the costs, while TBCBP provides technical assistance and covers 30-40% of the construction costs.
- Institutional strengthening and capacity development
- Participatory approach with community involvement through users committee (UC) and bridge maintenance committees (BMC)