



**WOLKITE UNIVERSITY**

**SCHOOL OF GRADUATE STUDIES**

Practice and Challenges of Public Private Partnership in Local Economic Development: The Case of Road Infrastructure in Wolkite Town, Gurage Zone, Central Ethiopia Regional State, ETHIOPIA

**MA THESIS**

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Practice and Challenges of Public Private Partnership in Local Economic Development: The Case of Road Infrastructure in Wolkite Town, Gurage Zone, Central Ethiopia Regional State, ETHIOPIA

**A Thesis Submitted to School of Graduate Studies, In Partial Fulfillment of the Requirement for the Degree of Masters of Development Planning and Management**

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## **DECLARATION**

I do hereby declare that the thesis entitled “Practice and Challenges of Public-Private Partner Ships in Local Economic Development: (Focus Area Road Infrastructure)” for the Master’s Degree of this University is my own piece of original research work.

This thesis is submitted for the Master of Arts (MA.) in the Department of Governance and Development Studies, CSSH, under the direct supervision and guidance of principal advisor **Robel Fantu (PhD)** and Zelalem Dendir (PhD) (**co-advisor**), CSSH, WKU, Wolkite.

The manuscript of this thesis has been thoroughly scrutinized by them. I also assert that this thesis has not been submitted earlier for the award of any other degree or diploma anywhere else.

With high regards,

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## ACRONYMS

ALSF	African Legal Support Facility
CBD	community based development
IMF	International Monetary Fund
LED	Local Economic Development
MoWUD	Ministry of Works and Urban Development
NGO	Non-Governmental Organization
OECD	Organization for Economic Cooperation and Development
PPP	Public Private Partnership
UNCITRAL	United Nations Commission on International Trade Law
WB	The World Bank
WBG	The World Bank Group
WTFEDO	Wolkite Town Finance and Economic Development Office
CSSH	College of Social Science and Humanities
WKU	Wolkite University

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## ***ABSTRACT***

*This study aimed to assess the current practice and challenges of Public Private Partnership in improving road infrastructure in Wolkite town. To achieve the aforementioned objective, the study employed mixed research approach i.e. qualitative and quantitative. Simple random sampling techniques were employed to select 167 representative respondents for Questionnaire. Additionally, key informant interview schedules were used to collect data from purposely selected key-informants. Supplementary secondary data were collected through review of relevant literature from different sources. Both qualitative and quantitative data analysis method were used to analyze the collected data. Road infrastructure has economic, social and environmental benefits to the societies residing the study area. The study indicates that the extent of road infrastructure coverage positively impacted local economic growth or development. The main obstacles for effective implementation of public-private partnerships in road infrastructure development were personal interest, absence of proper compensation, unwillingness of affected people to leave and ineffective strategic plan implementation in the town. Based on the findings of the study, Wolkite town administration and other concerned stakeholders should give great attention for plan, implementation and rules regarding practice and challenges of pupil-private partnerships in improving road infrastructure in the study area. Moreover, collaboration work should be essential especially among NGOs, practitioners, urban planners, business communities and local residents, to increase, manage, and protect the practices and challenges of public-private partnerships in road infrastructure in local economic development coverage in the town.*

**Key Words:** Infrastructure, Partnership, Private, Public, Wolkite

# CHAPTER ONE

## INTRODUCTION

### 1.1 Background of the Study

Tracing its historical development, PPP is a post-Cold War phenomenon that originally appeared in the U.S. as joint public-private educational funding and formally innovated in the UK in the early 1980s as part of privatization during the Margaret Thatcher government. Being part of the neo-liberalization process, PPPs were introduced firstly in the UK by the Conservative government and subsequently expanded across the world. PPPs are not a new thing in the international development sector nowadays. Despite its long history in many countries, still it lacks a clear and comprehensive rule governing the use of PPPs both at the international and domestic levels (Edward Yescomb,2007). Public-private partnerships (PPPs), loosely defined as cooperative institutional arrangements between public and private sector actors, have now gained wide interest around the world. But few people agree on what a PPP actually is. Some see it as a new governance tool that will eventually replace the traditional method of contracting out public services via competitive bidding. Others see PPPs as a new language in public management, designed to cover older established procedures involving private organizations in the delivery of public services (Linder, 1999). Yet others view PPPs as a new way to handle infrastructure projects such as building tunnels and renewing harbours (Savas, 2000).

In Ethiopia, PPP contracts have been in use even before the enactment of legal frameworks. Concepts have been maturing and developing before a separate legal framework came into force. PPP, for the first time, was defined and its models explained in the Federal Procurement and Property Administration Proclamation No. 649/2009. PPP contracts have been in use in Ethiopia, particularly in the power generation sector and irrigation, solid waste, and service or social infrastructure sectors as well (Tecele Hagos, 2018).

A Public-Private Partnership (PPP) can be broadly defined as a cooperative agreement or relationship between the public and private sectors to provide goods or services to the community they serve. These could be short- or long-term projects that aim to accomplish a task, such as an economic development project or environmental rehabilitation but they can also be used as a governance tool or a financial contract. For this study, research will be conducted specifically on PPPs for economic development. There are more than a few types of economic development policies that could be implemented with the use of a PPP. A project could range anywhere from the construction of new infrastructure to brownfield redevelopment, as well as being city-wide or specific to one neighborhood.

These PPP projects, led by humans, are always dependent upon and affected by the environment they take place in. The second theme, the locational or spatial theme, is important due to the impact of the region this study takes place in. There are strong interconnections between the cities (sub-cities) that are studied, each of which shares common values, characteristics, and goals.

This theme also focuses on spatial organization, or where the activities should be located and what the expected outcomes are. According to Blakely (1994), Local economic development (LED) refers to a process by which local government and/or community-based groups manage their existing resources and enter into new partnership arrangements with the private sector or with each other to create new occupations and stimulate economic activity in a well-defined economic zone.

## 1.2 Statement of The Problem

Public infrastructure and services play a huge part in any modern society. We use the roads each day, our children attend schools or universities, and we rely on hospitals and medical developments funded by the public purse. We even depend on communications through the World Wide Web, the result of publicly funded research. But public infrastructure and services are paradoxical, too. On the one hand, they are both necessary for day-to-day living and fundamental to the longer-term development of our communities. But on the other hand, issues concerning funding and daily operations do not excite the public, and it is rare to see any real interest in such matters. That is, until it is suggested that private funds be used for future public infrastructure, education and hospital care as part of the growing worldwide political support for privatization of government services and the subsequent movement towards 'public-private partnerships' (PPPs). One study, by the World Bank, found that PPPs can be a cost-effective way to deliver road infrastructure. The study found that PPPs can reduce the cost of road construction by up to 20%. The study also found that PPPs can speed up the delivery of road projects by up to 50%.

Another study, by the International Monetary Fund, found that PPPs can be an efficient way to deliver road infrastructure. The study found that PPPs can help to improve the quality of road infrastructure and reduce the cost of maintenance. The study also found that PPPs can help to improve the safety of road infrastructure.

The problem of integrated planning and implementation among the sectors is common in many towns and the infrastructures are unsustainable due to quality and coordination problems. Urban infrastructure is often subject to haphazard planning; disjoint implementation and poor installation management. Poor design and installation practice and lack of timely maintenance is a major bottleneck to date. Moreover, cities master plan has not been succeeded in adequately guiding and controlling special and political commitment to strictly adhere to the plans has generally been lacking (MoWUD, 2014).

Public-private partnerships (PPPs) are increasingly being used to finance and deliver road infrastructure projects. However, there is a lack of research on the impact of PPPs on local economic development.

One research gap is the lack of understanding of how PPPs can be used to promote economic development in rural areas. Rural areas often have difficulty attracting private investment, and PPPs may offer a way to address this challenge. However, more research is needed to understand how PPPs can be structured to maximize their benefits for rural communities.

Another research gap is the lack of understanding of how PPPs can be used to promote economic development in disadvantaged communities. Disadvantaged communities often face barriers to economic development, and PPPs may offer a way to address these barriers. However, more research is needed to understand how PPPs can be structured to maximize their benefits for disadvantaged communities.

Finally, there is a lack of research on the long-term impact of PPPs on local economic development. PPPs are often seen as a short-term solution to infrastructure financing, but they may also have long-term benefits for local economies. More research is needed to understand the long-term impact of PPPs on local economic development. One of the reasons for the need to study PPPs in local economic development is that PPPs can have a significant impact on local economies. For example, PPPs can create jobs, attract new businesses, and increase tax revenue. However, the impact of PPPs on local economies can vary depending on a number of factors, such as the type of PPP, the location of the project, and the economic conditions of the area.

Another reason for the need to study PPPs in local economic development is that there is a lack of understanding of how PPPs can be used to promote economic development. More research is needed to understand how PPPs can be structured to maximize their benefits for local economies.

Overall, there is a need for more research on the impact of PPPs on local economic development. This research would help to inform policymakers and practitioners about how PPPs can be used to promote economic development in a variety of settings.

Road infrastructure projects have massive investments since they have been used to achieve economic prosperity through haulage of goods and services from one place to another (Jedwab and Moradi 2016).

As a resident of the town and observer of the problem the researcher feels that there are lack of access of road both in quantity and quality in the town and road infrastructure is the serious problem and that needs special attention and collaboration from both the local government and communities to solve this issue. Therefore, the above problems initiate the research to analysis the practice, and challenges of PPPs in road infrastructure of Wolkite town.

## **1.3 Objectives**

### **1.3.1 General Objective**

The general objective of the study is to assess the current practices and challenges of PPPs in improving road infrastructure in Wolkite town.

### **1.3.2 Specific objectives**

- i) To assess the current status and provide an overview of the practices of PPPs in road infrastructure in Wolkite town.
- ii) To assess the main challenge of PPPs in road infrastructure in Wolkite town
- iii) To examine the potential for PPPs in road infrastructure in Wolkite town.

## **1.4 Basic Research Questions**

The specific research questions that the study seeks to answer are the following:

- What is the current status and practice of PPPs in road infrastructure in Wolkite Town?
- What is the main challenge of PPPs in road infrastructure in Wolkite Town?
- What is the potential for PPPs in road infrastructure in Wolkite Town?

## **1.5 Significance Of The Study**

The study analyzes the practices and challenges of PPPs in road infrastructure for local economic development. It also provides existing challenges, opportunities, and forward solutions to some of the problems observed. Therefore, it will shed light on the required efforts to enhance the community-based for practices and challenges of PPPs at a larger scale to identify the key problems that the city administration and community have been facing to bring about local economic development in the area. The information generated will also help a number of public organizations, research and development organizations, the city administrators, and public service providers assess their activities, redesign their modes of operation, and ultimately influence the design and implementation of policies and strategies in the sub-city.

## **1.6 The Scope And Limitation Of The Study**

The study focused on the practices and challenges of PPPs for local economic development, with a focus on road infrastructure in Wolkite. The research would only focus on three sub-cities, namely Bekur, Addis, and Gubre.

The assessment also addresses the community's roles as well as the variables used in assessing the contribution of practices and challenges of PPPs as a result of local economic development. The findings from the assessment again may not possibly represent other community-based development efforts rather than infrastructure provided by the "Community Development Agency," known as economic, social, green, paved stone, and other developmental activities that have many sub-projects concerning the types of infrastructure under.

In this connection, the assessment's findings are limited to the study area, and the conclusions drawn may not represent other community-based infrastructural contributions to local economic development.

### **1.7 Organization Of The Paper**

This research paper has been organized into five chapters: Chapter one contains the introductory part, dealing with the back ground of the study, the statement of the problem, the basic research questions and objectives of the study, and the scope and significance of the study. The second chapter was about discussing the literature review about the subject matter. Chapter three deals with the research methodologies that have been presented. In chapter four, it presents the result and discussion of the study, and in chapter five, it presents the conclusion and recommendation. Finally, references and appendices are attached.

## CHAPTER TWO

### REVIEW OF RELATED LITERATURE

#### 2.1 Meaning And Concepts Of Public-Private Partnerships

PPPs are blurred concepts lacking definitional clarity (Jomo KS et al.,2016) and don't have a precise, universally agreed description. cooperation between the public and private sector is an old phenomenon (Joshua Newman,2017). And PPPs, one of the cooperation tools, are one of the classic public policy issues spread across the globe and have gained popularity in governments. PPPs are simultaneously used as a form of governance, a public policy delivery tool, and a language game bearing multiple grammars (Graeme Hodge,2016). Thus, PPPs are taken as a political tool, a technical phenomenon, and a rhetorical framing device for governments. That is why repeated attempts to characterizing and explaining PPPs remain slippery and defying (Graeme,Carsten & Anthony,2009).

The term 'PPPs', till recently, didn't also have a legal meaning and can be used to portray a wide variety of arrangements between the public and private sectors (WBG,2009), in which part or traditionally public activities are carried out by the private sector (Emanuel Savas,2000). The term PPP is becoming more and more widely used in economics and policy circles without a precise and much less generally accepted definition. With the uncertainty of its precise juridical definition, still, scholars concur on the fact that PPPs as cooperative ventures between the state, or the government, and private businesses (Sara Valaguzza & Eduardo Parisi,2009), having the radical force to break the historic dichotomy prevailed between the public and private sectors (Sara & Eduardo,2003). Especially when we get into the 21<sup>st</sup> century, we are witnessing a sluggish of the direct public-to-private movement, which is giving rise to the growing interest for and accumulation of experiences in partnerships. This is due to the public opinion compelling governments to recognize that this kind of movement is no longer an acceptable course of action. And, concerning this, in some jurisdictions, there will not be much left to sell after privatization and other similar measures of capitalists, denigrating all things as public (vis-a-vis denigration of all things as private by socialists) (Roger Wettenhall,2003).

To put it in simple terms, to depict some shared goals or spirit of cooperation in an undertaking, any agreement or contract between the government and another entity (a private firm or nonprofit organization), of course, may be casually labeled a *partnership*. However, what PPP does mean and this research is referring to is not a loosely defined PPP arrangement between the public and private sector representing a wealth of possibilities; it would rather signify a more specific, long-term, and emerging form of PPP that empowers the private sector a greater role in decision-making and the

assumption of risk (John Forrer, James Kee, et al, 2010).

PPPs are norm-breaking tools for the public-private distinctions that divided the juridical world into two separate or mutually exclusive spheres since the Justinian demarcation of public and private law (Sara & Eduardo, 1989). The blending of the juridical schemes that represent the traditional distinction is the result of the revolutionary merging and steady cooperation of the public and private sectors since.

PPPs require governments to think and behave like entrepreneurs, and business actors begin to embrace public interest considerations and assume public accountancy (Stephen Linder, 1999).

While there is an idea that there will never be equivalence between the scopes and modalities of public and private actions, PPPs become a cause to the sharing of aims and the common elaborations of the activities for the public interest. It means that the lucrative perspective guiding and driving businesses will never drive public administration in its decisions oriented towards the general interest of the community (Sara & Eduardo, 1989). However, as Sara and Eduardo argue, this notion may not work while PPP grows at times of crisis of sovereignty of states over public law.

The crisis of sovereignty of states over public law would make PPPs grow higher in two ways: one, it leaves spaces for international actors, which are dominated by a network of public, private, and non-profit entities, for the implementation of commonly accepted values. Two, at times of crisis, the national context itself needs PPP to get into and solve the problems of the lack of resources and skills required to respond to the increasing and pressing demand of the population and help private enterprises' initiatives as a means of social and economic inclusion (Sara & Eduardo, 1989).

Thus, PPPs have been subjected to varying meanings as to the needs and contexts of different countries and international organizations.

- a) For the *African Legal Support Facility*, confirming that there are various other definitions of PPP according to the jurisdiction where the project is located, provided the following a relatively holistic definition to PPP. Here below, the contractual nature of PPP, the assumption of risk and responsibility, financing, and other roles of the private party by which modalities of cooperation are determined, and the payment options have been inculcated in the definition.

PPP can be defined as the establishment of a long-term contractual partnership between public and private sector bodies where the private sector provides a significant portion of the financing, bears

significant risks, and takes substantial responsibility for designing, building, financing, operating, and maintaining a major public infrastructure asset per an agreed output specification. This is usually in return for the right to recover some or all of the revenues derived from the asset or in return for a fee based on the continued availability of the asset (i.e. the performance and/or demand for the use of the public asset or service), or a combination of both(ALSF,2019).

- a) The Canadian Council forP3s:“a cooperative venture between the public and private sector, built on the expertise of each partner that best meets clearly defined public needs through the appropriate allocation of resources, risks, and rewards.
- b) UNCITRAL’s definition also reads as follows:

Public-private partnership (PPP)‘ means an agreement between a contracting authority and a private entity for the implementation of a project, against payments by the contracting authority or the users of the facility, including both those projects that entail a transfer of the demand risk to the private partner (concession PPPs) and those other types of PPPs that do not entail risk transfer ( non-concession PPP)

UNCITRAL has understood PPP as a project implementation agreement between the public and private sectors against payments: by the contracting authority or the users. In these two payment modes, if the parties agreed to transfer demand risk to the private party, the contract will be concession PPPs, and when the agreement doesn’t entail risk transfer, it is called non-concession PPPs. Hence, UNCITRAL doesn’t take risk transfer as one of the key elements of PPPs unlike many other and Ethiopian PPP policies and law definitions.

- c) Under Ethiopian Public-Private Partnership Policy, PPPs are defined as:

...long-term agreements between an contracting authority and a third party where:

- a) the third party provides or contributes to the provision of a public service activity;
- b) the third party receives a revenue stream for providing such service from end- user charges, government budget, or a combination of the two; and,
- c) This revenue stream must be based on the availability and quality of the contracted service, thereby transferring significant risk associated with the provision of the public service to the third party.

b) The Ethiopian Public-Private Partnership, or PPP Proclamation No. 1076/2018, in the same tone with the policy, has also defined PPPs as follows:

“Public-Private Partnership” or “PPP” means a long-term agreement between a Contracting Authority and a Private Party under which a Private Party:

A) Undertakes to perform a Public Service Activity that would otherwise be carried out by the Contracting Authority;

B) Receives a benefit by way of:

(1) Compensation by or on behalf of the Contracting Authority;

(2) Tariffs or fees collected by the Private Party from users or consumers of service; and

(3) A combination of such compensation and such charges or fees.

c) The Federal Government Procurement and Property Administration Proclamation No. 649/2009:PPP is defined as “Public-Private Partnership» mean investment through private sector participation by a contractual arrangement between a public body and a private sector enterprise, as the concessionaire, in which the concessionaire:”

a) Undertakes to perform or undertake any construction project or service or lease concession;

b) Assumes substantial financial, technical, and operational risks in connection with the performance of a public function or use of government property; and

c) Receives consideration for performing a public function or utilizing government property, by way of fees from any public funds, user levies collected by the concessionaire from users or customers for a service provided by it, or a combination of such consideration.

Except for the rules governing the formation and mode of implementation where it was left to the Minister of Finance, to be prescribed through [a dedicated] directive, for the first time in Ethiopian legal or policy regime, proclamation No. 649/2009 provided an up-to-date definition to the concept of a public-private partnership and its modalities.

As in the case of the ALSF’s approach, the Ethiopian PPP policy has provided an up-to-date definition explicating that PPPs are long-term contractual arrangements that the third party or the private party has a different degree of participation in the provision of the public service activity.

The different degree of participation is a determining factor for PPPs to have various modalities.

And, the private party, in return, receives payments through end-user charges (user-pays PPPs), government budget (government-pays PPPs), and a combination of both mechanisms. Moreover, the payments are dependent on the fact that the private party makes sure the public service available and in quality. This means the private party is required to assume significant risks associated with the provision of the public service.

In PPPs, the element of significant or adequate risk transfer to the private sector over a significant part of the project life cycle is decisive. This is due to the long-term nature of these contracts, and this is made besides the transfer of construction risks. To mean Significant is to refer that the bulk of the risk has to be transferred since risk transfer is the main driver for PPP efficiency. But there is no need to transfer all risks or events and their consequences. It is because there may be significant inefficiencies by transferring certain risks that can be lessened through the public partner taking back or sharing the risk. This kind of definition appears to be a common denominator across the PPP concepts of the WBG, IMF, and OECD, etc., and translates into a well-defined spectrum of contractual arrangements. These arrangements, with private capital at stake, have in common that they are long-term, usually bundling design, construction, and maintenance, and possibly operation, and contain performance-based elements (World Bank Group, 2012).

The proclamation, except for some difference in the vocabulary of words, comes up with the same definition, as it reads in the foregoing paragraph. However, still, the notion of significant risk transfer, which is incorporated in the definition of African Legal Support Facility, the WB Group, etc. institutions, has not been incorporated under Ethiopian PPP policy and law. As a country introducing PPP for infrastructure investment, the omission of significant or adequate risk transfer may be taken as a deliberate action to attract investors to the untested, new PPP market.

Another noteworthy point about the definition and underlying concepts in different pieces of literature is that PPPs may be classified as user-pays PPPs (funding of the payments is based on charges to users – tariffs) or government-pays PPPs (funding of payments is based on the public budget), (APMG, 2012) based on the mode of payment to the private party. These two approaches, besides the means of payment made to the private party, they also serve as different categorization of PPPs. User-pay PPP contracts refer to the parties' acknowledgment of the fact that a significant counter-performance is most often occurs because of exogenous factors that the operator alone cannot reasonably be held responsible for. Therefore, this type of contract serves as a step toward operational risk sharing between the contracting parties. In this regard, it brings user-pays PPP

contracts (customarily called, concession contracts) closer to availability-based contracts (public-budget pay PPPs), which is in use in the UK's Private Finance Initiative, so that making a real continuum of public-private contracts (Jean Beuve, Stephan Saussier & Julie de Brux, 2018).

Last, another noteworthy point is the distinction between contractual versus institutionalized PPs. Most of the foregoing, including Ethiopian frameworks, definitions explicitly addressed contractual PPP. In contractual PPP, using different kinds of arrangements as to their peculiar characteristics, tasks are delegated to the private partner through a contractual relationship. Hence, in contractual PPP, there is a direct link between the private partner and the final user in that the private partner delivers a service to the public in place of, but under the control of, a public authority. That means, the private party assumes all the responsibility relative to the construction, operation, and maintenance of the infrastructure assets by charging users for the service. For this, the concession model is usually preferred since it is associated with long contractual periods, matching the long asset life of infrastructure.

## **2.2 An Overview of Public Private Partnerships**

As previously mentioned, PPPs stemmed from some of the misguided approaches to policy implementation of the second half of the twentieth century. These programs have been used for numerous reasons and ultimately aim to benefit all three sectors that are involved in economic and community development: the public sector, the private sector, and the community. The public sector is typically made up of a governmental organization, whether that be at the federal, state, or local levels. The private sector, on the other hand, could be anything from a bank to a private developer, a local business, a not-for-profit (NFP), a non-governmental organization (NGO), or any other private institution.

These partnerships work to solidify risk allocation for both parties involved, utilize joint capital through both subsidization and investment efforts, offer tax incentives to the private entity, and collaboratively plan with the community. They involve the cooperation and planning by all sides to carry out a plan or idea for the public, while also becoming an important way for the two sectors to build long-term, working relationships.

Throughout literature, there has been a wide range of definitions and disputes over the concepts of a PPP, and for the most part there is no consensus on a universal definition. Khanom (2010) looked at the common definitions of PPPs as well as the major conceptual issues within this discipline. She provides a few reasons that might suggest why a PPP would be difficult to define. First and foremost, PPPs

are used for a variety of reasons. Whether the relationship is used to create new affordable housing for a municipality, alleviate social issues, or create a program to revitalize an environmental concern, it is evident that there can be numerous uses within the discipline. The author distinguishes four main approaches to the use of PPPs as well as common aspects and features of these approaches. She determines that PPPs are used mainly as a tool of governance or management, a tool of financial arrangement, a tool of development, and a language game.

With governance and management, a PPP typically deals with sharing risks, producing new goods or services, and setting a long-term (10 – 30 years) relationship between the two sectors. The initiative is for both parties to result with a positive gain from their agreement. When looking at a PPP from a financial arrangement standpoint, the relationship usually deals with sharing risks, joint ownership as well as investment, and in most cases, the financing, maintenance, and operation of public infrastructure by the private sector. From a development perspective, PPPs are usually associated with projects of urban renewal or economic development/redevelopment. These projects incorporate common objectives of both parties, the involvement of different community groups, joint initiatives, and the contribution of resources and decision making by both sides. These plans are beneficial because most of the time one side will be aiding the others weakness. For example, the private sector will provide expertise where another partner is lacking, or the public sector will provide funding to get a project off the ground where it may otherwise be impossible to do without. Lastly, Khanom touches on how PPPs are sometimes looked at in a non-positive way, but as a way of a “language game.” Some believe that these relationships are a way of avoiding political controversy over privatized economic development or providing a catchy term to attract benefits for the individual.

### **2.3. Understanding Of Infrastructure**

There is no standard definition of infrastructure across economic studies (Tinbergen, 1962).

Tinbergen introduces the distinction between infrastructure (for example, roads and education) and superstructure (manufacturing, agricultural and mining activities) without neither precise definitions nor any theoretical references of these terms. However, in this context, we neither find precise definitions nor any theoretic references of these terms. The difficulty in having a universally accepted or common definition is born out of the need to reconcile the three analytic and not necessarily compatible objectives identified by (Buhr, 2003). As the formulation of a concept for the term "infrastructure", the incorporation of theoretic approaches and the description of the reality of infrastructure provision and this have made it difficult to develop uniform policy in the field (Canada, 2007).

More deeply, the author defines infrastructure as the sum of material, institutional and personal facilities and data which are available to the economic agents and which contribute to realizing the equalization of the remuneration of comparable inputs in the case of a suitable allocation of resources that is complete integration and maximum level of economic activities (Jochimsen, 1966p,122-123).

In a pragmatic sense, “material infrastructure is understood as the totality of all earning assets, equipment and circulating capital in an economy that serve energy provision, transport service and telecommunications; we must add Structures etc. for the conservation of natural resources and transport routes in the broadest sense and, buildings and installations of public administration, education, research, health care and social welfare” (Jochimsen, 1966p,122-123).

#### **2.4. Overview of Road Infrastructure Development**

Road infrastructure is a major catalyst for the physical and socio-economic development of a country's Gross Domestic Product; as the movement of people, labor, goods and services depend mainly on it. In the traditional procurement system, the public sector (government) assumes all the responsibility for developing a road project, and bears most of the risks associated with its operation and maintenance. Hence, road infrastructure has been managed as a social service for the good of the public. However, managing road network today appears to have become increasingly challenging for all governments as demands increase and resources are limited. In this respect, many countries around the world are now exploring a wide variety of approaches in engaging other actors in the delivery of road infrastructure. Road infrastructure development covers the use, operation, maintenance, or construction of new roads. It has been described as the process of maintaining, improving and optimizing the overall performance of the road network and all its elements (Ezekiel, 2014).

#### **2.5. Local Economic Development**

LED is a process that brings together resources from within and outside the community to address challenges and to promote economic growth in a systematic and organized manner at the local level. LED does not just happen; a local community needs to coin its own economic assets, decide upon a common strategy, and organize itself to implement the strategy. The CBD allows local communities to raise funds towards infrastructure needed to support the development of their areas. A large amount of LED is planning to use the community-based development infrastructure approach to self-help and to use the voice of the community by themselves (EGAT/UP, n.d.).

LED offers local government, the private and not-for-profit sectors (NGO), and local communities the chance to work together to improve the local economy. It focuses on improving competitiveness,

increasing sustainable growth, and ensuring that growth is inclusive. LED includes a range of disciplines, including physical planning, economics, and marketing. It also includes many local government and private sector functions containing environmental planning, business development, infrastructure provision, real estate development, and finance (World Bank, 2011). LED, according to Helmsing (2003), is a process in which partnerships between community-based group, the private sector, and local governments are established to manage existing resources to create jobs and stimulate the economy of a definite territory. It highlights local control, using the potential of human, institutional, and physical resources. LED initiatives usually mobilize actors, organizes resources, develop new institutions and local systems through dialogue and strategic actions.

Furthermore, each community has a unique set of local conditions that either enhance or reduce the potential for LED, and it is these conditions that determine the relative advantage of an area in its ability to attract, generate, and retain investment. A community's social, economic, and physical attribute

In developed countries, LED has been widely practiced both by the local government and the community (Nel, 2001). Communities within and between regions often contest to attract external and local investment; yet, opportunities exist for communities to collaborate with each other to help all their economies grow. They can do this, for instance, by supporting strategic infrastructure or environmental improvements that demonstrate a broad local impact. An association of local municipalities or regional governments working together can serve to facilitate LED efforts by acting as an intermediary between governments and the community.

According to Blakely (1994), who defines LED as:

The process in which local governments or community-based organizations engage to stimulate or maintain business activity and employment. The principal goal of LED is to stimulate local employment opportunities in sectors that advance the community, using existing natural, human, and institutional resources.

It is evident that communities can't depend on strategies that stems from the national level in that there are times where local interests may clash with national interests. Thus, LED becomes mainly limited to address local economic problems.

### **2.6. Policies of Development and Equitable Approaches**

The process of local economic development is one that is very complex and leaves a profound influence on its area. Programs that are so influential should be researched, implemented, and monitored very carefully so that both the community and the developers involved can benefit. With the use of PPPs, these aspirations can be achievable. However, these partnerships do not always amount to enormous success or equitability for the community. Norman Krumholz (1999) examines the concept of local economic development and provides multiple case studies of equitable approaches to local development with PPPs.

Krumholz (1999) suggests that main the purpose of local economic development is to provide jobs and increase the net tax revenue of a city or region. This can go wrong, and unfortunately, does quite often, when the development does not provide services to the public and the private sector aims their development towards personal gain rather than public objectives. PPPs have been used largely for downtown development revitalization programs. Many of these projects have cleaned up areas nicely, yet they disregard the need for aiding the lower-class residents. Supporters flaunt the projects and praise how they bring in high-income residents but fail to recognize the ill effects

of displacement, spillover to surrounding neighborhoods, minimal job creation, and failure to decrease poverty and unemployment rates. This leaves plenty of unaddressed questions about the equitability of local economic development policies.

Krumholz (1999) examined multiple PPP case studies from cities in the United States for his research. The findings provided strong, equitable methods that contribute to both desired outcomes and future success, including: first, a strong investment in the public, focused on education, the lower-class residents, and others; second, to build upon the strengths of an area, such as the reasons the city has seen successful in the past or the natural advantages of the community; and third, to address the redistributive issues of the area. It is important that everyone receives positive benefits from top to bottom.

A major problem that is present between the theory and practice of local economic development is the principle of the locational focus of the development taking place. Author James Rowe (2016) alludes to this, explaining how the theory of the discipline is typically looked at on a larger scale. When academics and theorists study and conceptualize the ideas of economic development, they usually apply them to a regional level or larger. This involves broad topics that can be applied to development techniques and strategies across a wide horizon of areas. The problem with this is that this theory cannot be directly applied to local developments due to the significant differences between different localities. These differences can be subtle at times, and if practitioners try to copy a previously successful development plan from a local developer elsewhere, problems will arise due to poor planning and a lack of attention to detail. The uniqueness and specifications of an area are exceedingly important when executing local development projects. This problem is clearly recognized and pointed out in one way or another throughout most literature on economic development.

## **2.7. Factors Influencing the Success of Project Outcomes**

The research of Greiling & Halachmi (2012) examined the following concepts of PPPs: general trends and empirical analysis, global health initiatives, home-based care services, non-profit organizations, and real estate development. The major findings shown throughout their studies were quite similar. Most of the PPP policies prospered and provided a positive community impact through a few things: democratic quality, risk allocation, inter-sectorial collaboration, knowledge of network perspectives, stakeholder input, stable operating environments, and long-term partnerships. These PPPs were also seen to benefit a situation by relieving insufficient government funds, a lack of professional skills, and limited integration of resources. With the positive influence on these factors, PPPs almost guarantee a better situation for a community's social and economic values. With these findings, the authors' suggestions included the need for more integrated work, a good match to environmental capacity, a strong governance strategy and government capacity, and regulations of partnerships to make PPPs flourish.

A factor that is specifically important for this study area is the use or reuse of vacant land. Increases in suburbanization, decreases in manufacturing, shifting of capital investment, and a discriminatory housing market are just a few examples of why there are so many vacant properties in the United States. This is more so in the case of the Rust Belt and some of the larger, struggling cities that are situated here. Foo, Martin, Polsky, & Wool (2014) studied the uses of vacant land and the concept of "relational place making." They look at vacant land as an opportunity for either economic growth, environmental rehabilitation, or even both, with the ideas of redevelopment and repurposing in mind. The authors agree that a thriving neighborhood possesses ideas of social interaction, expression of care and value towards the community, activism, collective efficacy, and collective action within the local government; with this, improvements in local and municipal planning that implement community-based and supportive policies to improve the social, economic, and environmental aspects of the area are vital.

With a large quantity of brownfields present in the post-manufacturing era of the United States, it has been essential for public and private owners to revitalize and redevelop the sites they own. After a study by Li, Yang, Li, & Chen (2016), it was found that three major factors are essential to executing a successful residential brownfield redevelopment program. These factors include a consensus between the public and private sectors involved, the use of publicly owned land, and the participation of academic institutions. Their study included multiple case studies. One successful project displayed the ability to acquire funding through various grants and generate a well-thought-out master plan, a consensus between the public authority and the private developers which involved splitting activities like site clean-up, construction of roads, funding, and development to propel the project, and the use of a local university that incorporated their research on wetland and habitat restoration to acquire additional funding from the City Planning Board so that restoration work could be done to alleviate contamination from the brownfield site.

Another factor that is important in the use of PPPs is the amount of local stakeholder involvement in the decision-making process (Nederhand & Klijn, 2017). It is important to involve stakeholders early in this process so that valuable inputs, knowledge, resources, creativity, and ideas can be attained. This allows for alternative processes to be discovered that may not have been thought of before, as well as eliminating possible opposition that may come from these stakeholders in the future if they are not heard at the beginning. It is also important to note that even if the use of the stakeholder's involvement is not heavily influential on performance, it does provide insight to innovation and fulfills key democratic functions that should be present in these types of relationships.

Government officials and private organizations worked and planned together; they shared funding, ideas, and programs that produced new downtown commerce, retail, government buildings, public housing, transit, and tourist attractions. These examples provided an early model on how to achieve success with these policies.

Moving to the future with a focus on disadvantaged communities, Miraftab (2004) examines PPPs in developing countries. Her work is transparent with disadvantaged communities around the world and provides valuable findings that are crucial to this study.

She stresses that a clear and defined set of roles and responsibilities must be addressed when implementing PPPs. It is important for governments to not let go of too much responsibility so that a domination of power does not have to be addressed. Also, the use of community input and

grassroots organizations as well as knowledge of the environment, are essential to the balance of a partnership and the always intended outcome of social equity.

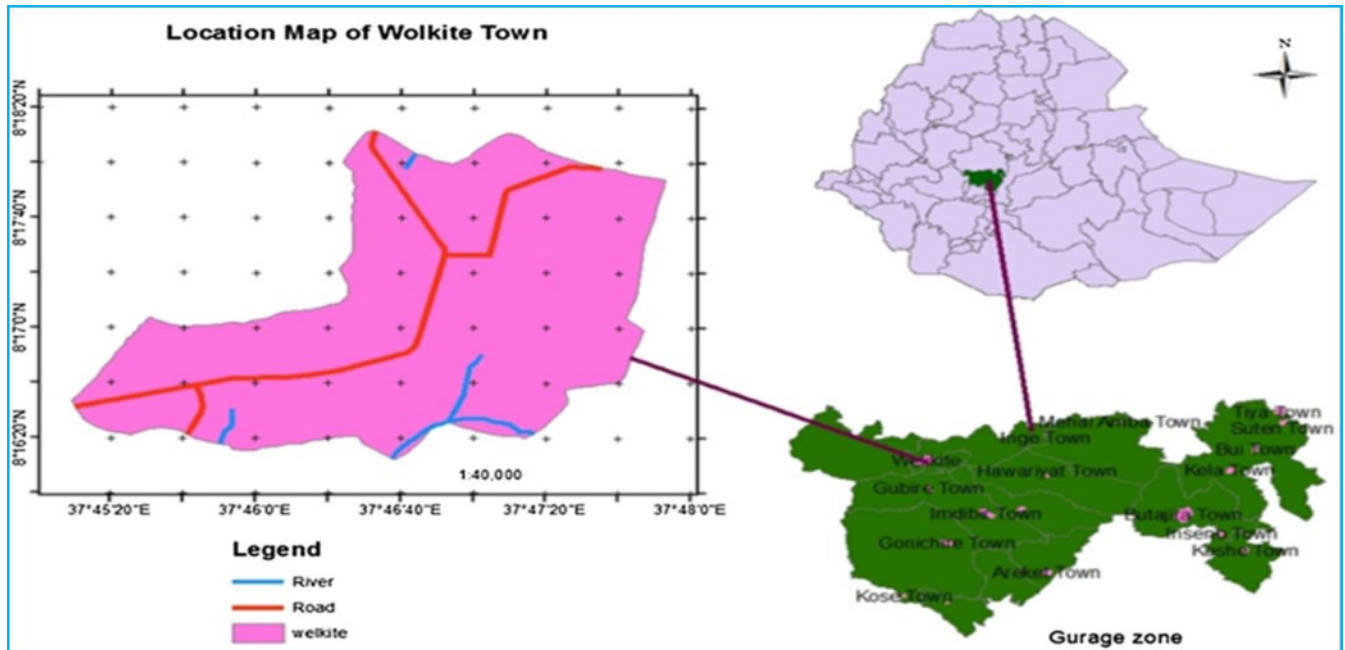
A final factor for the study is the implementation stages of a PPP. As Verweij, Teisman, and Gerrits (2016) point out, far less research has been done on the implementation, outcomes, and managerial responses to these projects during and after their execution. Being that initial motives and plans of these partnerships sound and look like they will bring positive outcomes, unforeseen events happen, and these projects can and do fail. Where PPPs become complex is when unforeseen events occur during the process. These events are impossible to foresee and predict because these partnerships are open and dynamic. These events stem from both physical and social sources, and all require specific managerial responses. These responses happen internally, where managers will try to handle the issue on their own while trying to speed up implementation or just continue trying to achieve their predetermined goals despite these unforeseen events. There are also externally oriented responses, focusing on project management and cooperation between partners and placing an emphasis on interaction with the social environment and local stakeholders. It is made clear from this study that the use of external-oriented responses contributes to higher satisfaction rates than internal responses do. It is important for these projects to involve local stakeholders and citizens in the implementation process to alleviate stress and help to provide satisfaction for both the public and private parties involved.

## CHAPTER THREE

### RESEARCH METHODS OF THE STUDY

#### 3.1 Descriptions of the Study Area

Gurage Zone is one of the 7<sup>th</sup> zones in Central Ethiopia Regional State. It is located 126 km in Central Ethiopia Regional State capital (Hossana), and is located on the main road from Addis Ababa to Jimma town at a distance of 158 kilometers (km) south-west of Addis Ababa. Its highest point mounts Gurage- Zbidar.



**Figure 1: Location Map of the Study Area (Wolkite town)**

Source: (Adopted from Yenenesh, 2020).

Wolkite is a town and separate Woreda in south-western Ethiopia. The administrative center of the Gurage Zone of the Central Ethiopia Regional State, this town has a latitude and longitude of 8°17'N 37°47'E(8.283°N 37.783°E) and an elevation between 1910 and 1935 metres above sea level. It is surrounded by Kebena Special Woreda, Abeshige Woreda, and Cheha Woreda, and it was also part of the former Goro Woreda. The town is situated on the south-west plateau, about 80km to the west of the main Ethiopia Rift Valley, on a water divide of the Rebu, Megecha, and Wabe rivers. The city stretches some 12 km in the south-west direction of Gubre Sub city, which is recently part of Welkite Town and the place of Welkite University. The present population of the town is estimated to be 51,189 with an annual growth rate of 3.69% (WTFEDO, 2022). At present, the city is divided into three subcities namely, Bekur subcity, Addis subcity and Gubre subcity. This Town is selected due to many reasons among them Wolkite is one of the towns which have poor infrastructure facility especially road infrastructure both in access and quality. It is one of the most expanding Towns in Ethiopia in general and Central Ethiopia Regional State in particular and as the towns expand the demand for infrastructure also increases in parallel way. Therefore to fulfill this gap it needs the collaborations of government and private sector for this participating in road infrastructure in effective way is the necessary task.

### **3.2 Research Approach**

The research focused on mixed-type quantitative and qualitative research approaches. A qualitative approach leads to understanding and often answers like why, how, in what way, and to what extent (Creswell, 1998), and quantitative approach study was used because it is specific, well-structured, and can be explicitly defined (Kumar, 2005). The quantitative approach was more dominantly used, and the qualitative method was also used. Most of the data for this study were obtained through questionnaires, in-depth interviews, and observations, in which case results were generated in both quantitative and qualitative. So that more reliable findings have been reached from the analysis of both data.

### **3.3 Research Design**

This research would employ a case study research design. A case study research design is said to be an appropriate research design for mixed research, and it also enables the researcher to collect data using different data collection instruments ranging from questionnaire to interviews. Besides, a case study enables the researcher to collect an in-depth data to come up with a valid research outcome or result.

### **3.4 Sample Design**

The sample design described the planned target population, the sampling frame of study in the study area, the sampling size, sample unit, and the sampling techniques to conduct the research.

#### **(A) Target Population**

The Population was the universe of events from which the sample was drawn. The study population for the research was the households of Wolkite town. According to the data from the Wolkite town finance and economic development office (2022) investigate the town population is 51,189 With an annual growth rate of 3.69%, average family size is 5.3 and from this 9658.3 population of households, Hence, the sample frame was drawn from the total. Also, mayor &

Officials of municipalities have been used purposively.

#### **(B) Sample Frame**

The sampling frames for the study will be 51,189 total population of Wolkite town current administrative boundary those selected purposively, According to the data from the Wolkite town finance and economic development office (2022).

#### **(C) Sample Units**

For relevant, expected, and necessary data, the sample units the researcher used in this thesis were sample units of household units, town municipalities, zonal and town officials and technical staff and related institutions.

#### **(D) Sampling Techniques**

In this study, to select sample respondents from the total population, random sampling techniques were used. Therefore, random sampling was used to identify the household respondents out of the sample unit. Random sampling is a statistical method of selecting a subset of individuals from a population. The individuals in the sample are chosen by chance, and each individual has an equal chance of being selected. There are several different methods of random sampling. One common method is simple random sampling, in which each individual in the population has an equal chance of being selected. In this study, random sampling was used to identify the household respondents out of the sample unit. This was done to ensure that the results of the study were representative of the population as a whole. The reason for selecting these sampling techniques was that samples have been spread evenly over the entire population, easier and less costly method and more convenient for large populations.

Whereas non-probability sampling may be used to select key respondents from municipal and city technical staff, and land management, and community representatives who were selected purposively. Because the researcher believed that they could provide enough information concerning the topic under study.

There are several reasons why random sampling is a good choice:

It is unbiased. This means that the sample is representative of the population, and the results of the study can be generalized to the population as a whole.

It is efficient. This means that the sample size can be relatively small, while still providing accurate results.

It is flexible. This means that it can be used to sample from a variety of populations, including large and small populations, and populations that are difficult to access.

**(E) Sample Size**

To determine the sample size for the research, Kothari (2004) sample size determination formula was used. This research supposed the standard normal deviation at a required level of confidence of 93%, the proportion in the target population estimate to have characteristics being measured 50% and the level of statistical significance set at 0.07%.

Z Value for Confidence Level									
Confidence Level	91%	92%	93%	94%	95%	96%	97%	98%	99%
Z Value	1.70	1.75	1.81	1.88	1.96	2.05	2.17	2.33	2.58

Total population of Welkite town at 2015= 51189 HH Average size = 5.3, Number of HH in Welkite town= 51189/5.3 = 9658,

The sample was determined using the formula proposed by (Kothari, 2004). Accordingly the formula for sample size determination is by:  $n = Z^2 * p * \frac{q}{d^2}$

Where z=standard normal deviation = 93% =1.81, q=1-p ; p = proportion of target population estimated to have characteristics being measured 50% and (0.5), q=1-p=1-0.5=0.5 e-error=7%=0.07 ; d= the level of statistical significance set 0.07%.

Therefore  $n=1.81*1.81*0.5*0.5/0.07*0.07$                        $n=167$

If the sample size is  $N < 10,000$                        $f_n = n/(1+n/N)$

Where  $f_n$  = the desired sample size when the population is less than 10,000  
 $n = \frac{10000}{N} \times n$  = the sample size when the population is less than 10,000

$N$  = the estimated population size If  $N=9658$  and  $n=167$

Then  $n = \frac{167}{(1+167/9658)} = 164$  was the sample size of the research. Therefore required sample size is 164 of total from three sub city residents and 3 is from officials. These residents are believed and expected to provide information and slightly have known how about study matter. Then the total 164 questionnaires distributed to these regular residents. The total sample size was distributed to the selected sub-cities based on a proportion to size method to each sub-city. The proportional numbers of respondents in each sub-city were selected using the proportional sampling method. Sample size for each sub-city can be proportionately calculated in the following way:

Sample size at sub-city level is

$$n(\text{subcity}) = \frac{N(\text{subcity}) * n(\text{all city})}{N(\text{all city})}$$

Where  $n$  (sub-city):-is the sample size at sub-city level,  $N$  (sub city):-is the population size at sub city level,  $n$  (all cities):-is sample size of three sub city,  $N$  (all cities):-is the population size of three sub city through the survey was conducted. According to the formula, the sample size of household for the three sub city is: -

$$n(\text{Bekur}) = \frac{3183 * 164}{9658} = 54, n(\text{Adis}) = \frac{3904 * 164}{9658} = 66, n(\text{Gubre}) = \frac{2571 * 164}{9658} = 44$$

-

As stated earlier, to obtain probably proportional sample sizes from each sub city level.

**Table 1: Summary of Sample size determination**

Name of sub city	No. of house hold	Share from total	No. of Questionnaire for household
Gubere	2571	0.27	44
Adis	3904	0.40	66
Bekur	3183	0.33	54
Total	9658	1.00	164

(Source: Field survey, 2023)

Therefore, the sample sizes from each of the sub city were based on the above table; i.e., for house hold 44 has been drawn from Gubere, 66 were be drawn from Addis, and 54 were be drawn from Bekur. Thus, the total sample size was 164 respondents.

Then systematic random sampling should be used to identify the household respondents outof the sample unit in sub-city. To determine the skip interval of house hold calculate according to the above data.

$$I = \frac{P}{S} \text{Where; } I, \text{ skip interval, } P, \text{ population size} = 9658 \text{ and } S, \text{ sample size} = 164$$

$$I = \frac{9658}{164} = 58.89 \approx 59$$

Hence required sample HH size is 164 of total from three sub city residents. Each respondents take in each 59 household by pick up randomly from one kebele of sub-city household.

**Table 2: Summary of sample size**

No.	Respondent	Population	Sample Size	Sampling technique	Data collection instruments	Reason
1	Households	9658	164	systematic random sampling	Questionnaire	To give a chance for all
2	Municipal Manager	1	1	Purposive	Interview	Right data
3	Municipal infrastructure Development team	8	2	Purposive	Interview & Questionnaire	right information from experts
	<b>Total</b>	<b>9668</b>	<b>167</b>			

Source: Field survey, 2023

### 3.5 Methods of Data Collection and Instruments

In order to achieve the objectives of the study and also to provide sufficient answers to the study’s research questions, different data collection instruments were employed. Such methods as questionnaires, interviews, and field observations were used as a source of primary data for the study. In addition, secondary data from the review of all necessary documents and related literature will also be used as supplementary.

The Purposive sampling technique was used to select the respondents for the study. This kind of sampling was done to select respondents based on the theoretical background of a study or to select respondents who could serve the needs of a particular study (Mill *et al*, 2010).

Appropriate primary and secondary data from pertinent sources is one of the fundamental tasks in research undertakings. In view of this, for the research, primary, qualitative, quantitative, and secondary data collection methods were applied, which, together with personal observation, were the main ingredients for triangulation.

#### 3.5.1 Data collection tools

In this study, two sources of data evidence (primary and secondary) will be utilized because the researcher collected specific data related to the study objectives. To get quantitative evidence, primary data will be utilized by using questionnaires, and for qualitative evidence, interviews will be used to select from the three sub-city households and employees in the office. Personal observation will be utilized in the study areas. The secondary data will be obtained through reports and documents practice and challenges of PPP in road infrastructure in Wolkite Town.

An interview was held with the responsible body for this study, namely the Municipal Manager, Municipal Infrastructure Development expert and Primary data is acquired from field observations.

### ***Questionnaires***

This was used to gather primary data from respondents about the current status, overview the practices and challenges of public-private partnership in road infrastructure in local economic development, challenges and constraints behind the status, and set sustainable strategies to address problems affecting the practices and challenges of public-private partnership in road infrastructure in local economic development in Wolkite town. Also used to know the overall perspective of residents by self-administration. Questionnaires were both closed and open-ended. Creating questionnaire items was based on knowledge and theory gathered from a review of the literature. It was created in English and translated into Amharic (the working language of Ethiopia) in order to make questions clear, avoid ambiguity, and make them easily understood by the respondents. The data collection process was managed by the researcher. Prior to the commencement of the actual data collection process, the questionnaire was pre-tested and the necessary modification were made. A reliability test was conducted. For the purpose of this research, self-administered questionnaires have been distributed to households and municipality office staff. A questionnaire was administered based on the population proportion of each study area. The target sample size was distributed using the simplerandom sampling technique in each case study area based on population size. A pilot test(10%) examined the logic, clarity, succinctness of the questions (Thomas et al., 2014).

### ***Interviews***

Semi-structured interviews have also been conducted with purposefully selected government officials and office experts practice and challenges of PPP in road infrastructure in local economic development through open-ended questions that have been designed to elicit their perceptions about the existing practices and challenges of PPP in road infrastructure in local economic development in the town. The researcher believes that the information obtained from the questionnaires was not enough to finalize the study, as it is necessary to have face-to face contact with important people to obtain more information that may not be obtained otherwise. To generate the necessary data, a semi-structured interview was conducted with the key informants of the government of the city and zone, including the municipal manager and Municipal infrastructure (staff members).These government institutions were selected because they are responsible for planning and managing components of practice and the challenges of PPP in road infrastructure in local economic development.

The informants were also selected from these institutions based on their authority, educational background, and expertise about the practice and challenges of PPP in road infrastructure in local economic development in the city.

The interview questions were prepared and conducted in Amharic and then translated to English.

The interviews lasted between 30 minutes and 1 and a half hours. The main points of the interviews were about the current condition of practice and challenges of PPP in road infrastructure in local economic development, the availability of practice and challenges of PPP in road infrastructure in local economic development, laws or rules and their level of enforcement, the management of practice and challenges of PPP in road infrastructure in local economic development, and related constraints. These interviews were conducted to gain in-depth information from the experts who have knowledge about practice and challenges of PPP in road infrastructure in local economic development in the city.

### **Field observations**

For the purpose of this study, personal observation was made by the researchers in order to see the current states of practice and challenges of PPP in road infrastructure for local economic development and to cross-check the proposal in the structural plan and the implementation on the ground. Also, observation has been undertaken on the general town set-up and the practice and challenges of PPP in road infrastructure in local economic development. Such observation helped to obtain first-hand experience and knowledge on the readiness and capabilities of the town to realize the country's standard actions. The researcher also observed the town experience, current problems faced in the sub-city, and other things related to the study on the ground. Moreover, observation was supported by photos and other document evidence.

### **Figure 2: Photos in Road Infrastructure**



Source(ownsurvey,2023)

### 3.5.2 Secondary data sources

Secondary data were collected from various sources, such as books, scientific articles and papers both published and unpublished, reports, strategic planning, policy, regulation, standards, guide lines, proclamations, Terms of Reference, publications, brochures, and other related documents from different governmental offices and institutions, as well as several grey literatures, policy documents, reviewed organization reports, and other records for getting additional information on the practice and challenges of PPP in road infrastructure local economic development in their soft copies from the organizations respective repositories.

Mainly Document review and analysis related to the practice and challenges of PPP in road infrastructure in local economic development were undertaken in this study. Also, current practices were selected from the Gurage Zone municipality's office by consultation with experts from different sectors.

Represent strategies on a national, regional, and city level, be put into force, and still be in use. In addition, the structural plans of the towns were collected from the municipalities in the case study towns and reviewed. Data from document review and analysis were analyzed by using content analysis (Krippendorff, 2013). Internet websites were also explored to collect updated information regarding the subject of the study. The review assessed the current practice and challenges of PPP in road infrastructure in local economic development in Wolkite.

Since the practice and challenges of PPP in road infrastructure in local economic development are an emerging concepts, most of the assessment was limited to literature review. All relevant secondary data were analyzed as supplementary sources of data.

### 3.6 Data analysis, interpretation, and presentation

The descriptive method of data analysis were used. Descriptive methods of analysis were applied to describe and interpret the practice and challenges of public private partner-ship in local economic development in road infrastructure in Wolkite town. It was applied to examine the potential of public private partner-ship in improving road infrastructure. On the basis of the assumed relationships between variables the data gathered through interviews were analyzed by narrating and describing the meanings and implications. In other words, data which are qualitative in nature was described, classified and concepts were connected with one another. The quantitative data was analyzed through simple statistical methods like, percentages and cross tabulations to facilitate meaningful analysis and interpretations of the research findings.

### **3.7 Validity and reliability**

In terms of validity test which is the extent to which the scores from a measure represent the variable they are intended to. The researcher used different mechanism to verify the validity of the instrument among them a pilot study had been conducted. In pilot study view of the few number of respondents, experts in that area and also academicians were taken. After the pilot test study questionnaires were reframed and put in to final survey.

Reliability of the questionnaire was tested by SPSS through Cronbach's alpha. This statistics used to test the internal consistency of response for variables. Beside this, is a coefficient (a number between 0 and 1) that is used to rate internal consistency (homogeneity) of the items in the study. According to Tavakol and Dennick, (2011) the value of Alpha ranging from 0.7 to 0.9 is acceptable. Therefore, the result of reliability shows that Cronbach's alpha value of the study is 0.863 which is acceptable to study.

### **3.8 Ethical Considerations**

The official, the municipal manager, was communicated through formal letters from Wolkit University; the College of Social Science and Humanities, Department of Governance and Development Studies was obtained. Approval was sought from each department after explaining the purpose and objectives of the study. The researcher should have a certain moral responsibility towards the participants. The researcher has a duty to protect the rights of the people in the study as well as their privacy sensitivity. Respecting social values and due recognition were given to the respondents during and after the interview; confidentiality has been kept; hence, the research could not affect the physical and social lives of the individual respondents.

## **CHAPTER Four**

### **Results and discussion**

#### **Introduction**

This chapter dealt with the presentation and analysis of the data collected through a survey questionnaire and key informant interviews. Besides, different secondary sources were accessed from different offices. The questionnaires were collected from residents of the sub-cities of Wolkite town. The key informant interviews were conducted with the concerned department in the municipality. The points that were going to be raised were the practice and challenges of PPP in road infrastructure for local economic development. The findings of the study were mainly presented in the form of tables.

#### **4.1. Description of the demographic characteristics of the respondents**

As the survey result according to gender of respondents majority 85(50.9%) were male and the rest 82(49.1%) were female. This indicates that male respondents profile dominate the personal profile of the respondents.

A total of one hundred sixty seven respondents were 88 (52.7%) response rate age was with range between 18-30 years old. 78 (46.7%) were age among 31-64 years old. and the rest 1 (.6) are above 65 years old. The majority of participants 88 (52.7%) were between 18-30 years old.

According marital status respondents were married and out of these 101 (60.5%) were married, 56 (33.5) were single, 6 (3.6%) were divorced and 4 (2.4%) were widowed.

The respondents educational status/ background of the respondents, accordingly, 108 (64.7%) of the total sampled respondents reported that they are Degree and above, and, 52 (31.1%) of the total sampled respondents were Diploma level education from different colleges, while 1 (0.699%) of them had Certificate, 5 (3.0%) of the sample respondent were able to read and write, and the rest 1 (0.699%) were illiterate (can't read and write). This indicates that most of the respondents were educated (they have an ability to read and understand questioners and respond an appropriate answer or their response can be considered as mature and they have awareness about the practice and challenges of PPP in road infrastructure in local economic development.

**Table: 3 Description of the demographic characteristics of the respondents**

Variables	Category	Frequency(n)	Percentage (%)
Sex	Male	85	50.9
	Female	82	49.1
	Total	167	100.0
Age	18-30years	88	52.7
	31-64years	78	46.7
	>65years	1	.6
Marital Status	Single	56	33.5
	Married	101	60.5
	Widowed	4	2.4
	Divorced	6	3.6
Educational Status	Illiterate(can't read and write)	1	.6
	read and write	5	3.0
	Certificate	1	.6
	Diploma	52	31.1
	Degree and above	108	64.7

Source own survey, 2023

## 4.2 Current practices of public-private partnerships (PPP) in

### Improving road infrastructure.

The respondents were asked about how they evaluate the current practice and challenges of public-private partnerships (PPPs) in improving road infrastructure in Wolkite Town about 71 (42.5%) recognized that there is a medium. Besides this, a few respondents also support this idea by saying very good and good. On the other hand, a comparable number of the town's residents, 41 (24.6%) replied, contrary to the above ones, which are very poor, and 23 (13.8) replied poor. Out of the total 167 respondents, 71 (42.5%) of the respondents replied medium practice and challenges of PPPs in improving road infrastructure, followed by very poor 41 (24.6%), poor practice, and challenges 23 (13.8%) and very few of them replied, which accounts for only 5 (3%) of the respondents who replied very good and 27 (16.2) who replied good. This shows that the current state of evaluating the practice and challenges of public-private partnerships (PPPs) in improving road infrastructure in Wolkite town of a medium status.

**Table 4: Current practices of public-private partnerships (PPP) in Improving road infrastructure.**

Current status	Response	Frequency	Percentage
How do you evaluate the current practice and challenges of PPP in improving road infrastructure in Wolkite Town?	Very good	5	3.0
	Good	27	16.2
	medium	71	42.5
	Very poor	41	24.6
	poor	23	13.8
You are satisfied with currently existing practice of PPP in road infrastructure for local economic development	Strongly agree	2	1.2
	Agree	31	18.6
	Moderate	67	40.1
	Disagree	61	36.5
	Strongly disagree	6	3.6
Does the road infrastructure situation in the town indicate growth advancement?	Yes	73	43.7
	No	63	37.7
	Neutral	31	18.6

Source own survey, 2023

#### **4.3. The current status and provide an overview of the practices of public private partnerships in road infrastructure in Wolkite Town**

In the study, how do you evaluate the capacity of the town administration to maintain and manage public-private partnerships (PPPs) in road infrastructure? the highest number of respondents Dissatisfied 69 (41.3%) followed by somewhat satisfied 52 (31.1%), very dissatisfied 22 (13.2%), satisfied 13 (7.8%) and 11 (6.6% ) of them somewhat dissatisfied, respectively.

The second thing is that, In this regard what is the real practice of public-private partnerships (PPPs) in road infrastructure in Wolkite Town? Among the respondents' 65 (38.9%) selected all the given choices, 37 (22.2%) replied complexity of construction (bridge or tunnel), 28 (16.8%) replied political instability, 21 (12.6%) were replied capacity for design, and 16 (9.6%) replied compensation.

The third thing is, do you think that participating in road infrastructure is both the responsibility of the community and the government? The respondents' replied that 155 (92%) yes and 12 (7.2%) were replied no. Therefore, this shows that participating in road infrastructure is both the responsibility of the community and the government. Community participation is viewed as an end if it becomes a long-term process, the purpose of which is to develop and strengthen the capabilities of people in order to participate directly in development initiatives (Kumar, 2002 ,p 132). Therefore from the above figure we can infer that majority of respondent have an understanding on participating in road infrastructure.

The fourth thing is, have you ever seen the practice of public-private partnerships (PPPs) on road infrastructure in your village? 75 (44%) replied yes, and 92 (55%) replied no. This implies there is less practice of public-private partnerships in road infrastructure in the town. See table 5.

**Table 5: The current status and provide an overview of the practices of public private partnerships in road infrastructure in Wolkite Town**

To assess the current status and provide an overview of the practice of PPPs in road infrastructure	Response	Frequency	Percentage
How do you evaluate the capacity of the town administration to maintain and manage public-private partnerships (PPPs) in road infrastructure?	Satisfied	13	7.8
	Somewhat satisfied	52	31.1
	Dissatisfied	69	41.3
	Somewhat dissatisfied	11	6.6
	Very dissatisfied	22	13.2
What is the real practice of public-private partnerships (PPPs) in road infrastructure in Wolkite Town?	Complexity of construction (bridge or tunnel)	37	22.2
	Capacity for design	21	12.6
	Compensation	16	9.6
	political instability	28	16.8
	All	65	38.9
Do you think that participating in road infrastructure is both the responsibility of the community and the government?	Yes	155	92.8
	No	12	7.2
Have you ever seen the practice of public-private partnerships (PPPs) on road infrastructure in your village?	Yes	75	44.9
	No	92	55.1

Source own survey, (2023)

#### **4.4. Challenges of public-private partnerships in Road Infrastructure in Local Economic Development (LED)**

Out of the total respondents, 159 (95.2%) of the respondents replied that there is a challenge to the road infrastructure of the town, followed by there is no challenge 8 (4.8%), the respondents replied that lack of responsiveness and awareness 25 (15%), Skilled manpower 6 (3.6%), financial-related issues 26 (15.6%), difficulty of the plan 6 (3.6%) and all are the key challenges 104 (62.3%). As a result, more than half of the respondents replied all are the key challenges of PPPs in the road infrastructure of the town.

According to the respondents', the town has a strategic plan to facilitate public-private partnerships (PPPs) in road infrastructure replied with almost similar responses: yes, 84 (50.3%) and no, 83 (49.3%).

When the comparing between road infrastructure coverage to the rate of urbanization in the town, the respondent replied that 64 (38.3) increased, 59 (35.3%) decreased, and 44 (26.3%) were the same. There are obstacles for the strategic plan not to be implemented and making conditions unsuitable for public-private partnerships (PPPs) in road infrastructure; the most respondents' replied personal interest accounts were about 74 (44.3%), absence of covered compensation preparation 51 (30.5%), unwillingness of affected people to leave the road 27 (16.2%), and there is no need for a strategic plan in the town 15 (9%), respectively. The responsibility for road infrastructure in the town depends on different bodies. the respondents' replies were 106 (63.5%) government organization, 57 (34.1) the community, 3 (1.8%) NGOs, and 1 (.6%) private organizations.

Almost all respondents are willing to participate in road infrastructure; 166 (99.4%) replied yes, and 1 (.6%) replied no. informing and consultation that allow the participants to hear and to have a voice, but they lack power to change the status quo (Arnstein, 1969).and according to Davids, F. Theron & K. J. Maphunye, 2005 this situation considered as Passive participation: - People "participate" by being told what is going to happen or has already happened. Participation relates to a unilateral top-down approach by the authorities.

The responsibility of the local people or the residents has responsibilities in different aspects, such as financial support, kind support, and participating in community discussions and other aspects. In this regard, the community highly participates in discussions and actively participates in road infrastructure, which account for about 126 (75.4%) of the respondents, followed by in kinds supports 28 (16.8%), financial support 12 (7.2%) and other 1 (.6%).

The estimation of the respondent on the participation of public-private partnerships (PPPs) in road infrastructure in the town account for about 63 (37.7%) poor, 49 (29.3%) good, 12 (7.2%) I don't know, and 7 (4.2%) very good.

Most respondents' replies said that a low priority has been given to the community's road infrastructure in the town of Wolkite. In this regard, agree 72 (43.1%), strongly agree 49 (29.3%), disagree 39 (23.4%), strongly disagree 3 (1.8%), and neutral 4 (2.4%).

The respondents' reasons are specified by giving the following aspects: a variety of internal pathways are being developed, 43 (25.7%), because there are roads that are not completed, 38 (22.8%), When roads are destroyed, they are not repaired quickly, 35 (21%), no discussion during road construction 21 (12.6%), the government has failed to pay attention to the city 19 (11.4%), there is no participatory plan 9 (5.4) and take direction from the site plan 2 (1.2%).

More than half of the respondents' replied that there are no any local rules and regulations designed by the inhabitants of the town, that is no 99 (59%), and some of the respondents replied that there are local rules and regulations designed by the inhabitants of the town, that account for 68 (40.7%) yes. The respondents' reasons were specified by the following criteria:

The city roads are monitored to avoid problems; there are community donations; there are conditions to ensure that the roads are not damaged; there is control board of the village development committee; there is a lack of knowledge and understanding of the community; laws and regulations are drafted by the government; I do not have information. In this regard, the city roads are monitored to avoid problems, 6 (3.6), there are community donations 19 (11.4%), there are conditions to ensure that roads are not damaged 5 (3%), there are control boards of the village development committee 36 (21.6%), the lack of knowledge and understanding of the community 15 (9%), laws and regulations are drafted by the government 39 (23.4%), and I do not have information 47 (28.1%). The interview conducted in the municipality with Mr. Kalu Alemu (2023), there are committees named as Sabi which are organized in every village to carry out infrastructure related works. During the construction of cobble gravel, they collect money from the community and give it to the municipality.

**Table 6: Challenges of public-private partnerships in Road Infrastructure in Local Economic Development**

Challenges of PPPs in road infrastructure in local economic development (LED)	Response	Frequency	Percentage
Do you think that there is any challenge to the road infrastructure in your town?	Yes	159	95.2
	No	8	4.8
If the answer to question #1 is "yes," what are the key challenges of public-private partnerships (PPPs) in road infrastructure in the town?	Lack of responsiveness and awareness	25	15.0
	Skilled manpower	6	3.6
	Financial related issues	26	15.6
	Difficulty of the plan	6	3.6
	All are the key challenges	104	62.3
	Other challenges	0	0
Does the town have a strategic plan to facilitate public-private partnerships (PPPs) in road infrastructure?	Yes	84	50.3
	No	83	49.7
How do you compare road infrastructure coverage to the rate of urbanization in the town?	Increased	64	38.3
	Decreased	59	35.3
	The same	44	26.3

What is/are the major obstacles to the strategic plan not being implemented and making conditions unsuitable for public-private partnerships (PPPs) in road infrastructure?	Unwillingness of affected people to leave the road	27	16.2
	Absence of covered compensation preparation	51	30.5
	There is no need for a strategic plan in the town	15	9.0
	Personal interest	74	44.3
Who is responsible for road infrastructure in your town?	government organizations	106	63.5
	the community	57	34.1
	private organization	1	.6
	NGOs	3	1.8
	if others specify	0	0
Are you willing to participate in road infrastructure?	Yes	166	99.4
	No	1	.6
What is your responsibility for road infrastructure?	financial support	12	7.2
	in-kind support	28	16.8
	participating in community discussion	126	75.4
	other specify	1	.6
How is your estimation of the participation of public-private partnerships (PPPs) in road infrastructure in the town?	Very Good	7	4.2
	Good	49	29.3
	Poor	63	37.7
	Very Poor	36	21.6
	I don't know	12	7.2
A low priority has been given to the community's road infrastructure in the town of Wolkite.	Agree	72	43.1
	Strongly agree	49	29.3
	Neutral	4	2.4
	Disagree	39	23.4
	Strongly disagree	3	1.8

Specify your reasons for the answer question #. 10	There is no participatory plan	9	5.4
	Because there are roads which are not completed	38	22.8
	No discussion during road construction	21	12.6
	When roads are destroyed they are not repaired quickly	35	21.0
	the government has failed to pay attention to the city	19	11.4
	a variety of internal pathways are being developed	43	25.7
	take direction from the site plan	2	1.2
Are there any local rules and regulations designed by the inhabitants of the town?	Yes	68	40.7
	No	99	59.3
Specify your reasons for the answer question #12	The city roads are monitored to avoid problems	6	3.6
	There are community donations	19	11.4
	There are conditions to ensure that are roads are not damaged	5	3.0
	There are control board of the village development committee	36	21.6
	The lack of knowledge and understanding of the community	15	9.0
	Laws and regulations are drafted by the government	39	23.4
	I do not have information	47	28.1

Source own survey, (2023)

#### 4.5. Opportunities and Benefits of Public-Private Partnerships (PPPs) in Road Infrastructure

Road infrastructure brings a lot of benefits, such as economic and social benefits, to the given community. In the study area, road infrastructure has a long history and it is in old stage. Understanding the benefits of road infrastructure assets and their benefits helps local governments, professionals and the communities decide where, when, and to what extent road infrastructure practices and challenges should become part of future planning. In this study, economic benefits are one of the major benefits among the different types of benefits.

Among the economic benefits, aesthetic service, creating job opportunities, saving time, making transportation easy were mentioned in this study. In this regard, about 84 (50.3%) of the respondents agreed, followed by strongly agree 72 (43%), neutral 9 (5.4%), disagree 2 (1.2%), strongly agree 94 (56.3%), agree 73 (43.7%), strongly agree 100 (59.9%), agree 46 (27.5%), and strongly agree 121 (72.5%), respectively, In all these cases, the maximum number of respondents strongly agreed and agreed with the four aforementioned benefits.

This shows that a number of socioeconomic advantages were gained as a result of road infrastructure. On the other hand, a small number of respondents disagreed with these stated benefits, especially for the aesthetic service in the table below.

**Table 7: Opportunities and Benefits of public private partnerships (PPPs) in Road Infrastructure**

Benefit category	Benefits of road infrastructure	Strongly Disagree	Disagree	Neutral	Agree	Strongly agree
<b>Economic and social benefit</b>	For aesthetic service	0	2(1.2%)	9(5.4%)	84(50.3%)	72(43.1%)
	To create a job opportunity	0	0	0	73(43.7%)	94(56.3%)
	For saving time	0	0	1(.6)	66(39.5%)	100(59.9%)
	To make transportation easy	0	0	0	46(27.5%)	121(72.5%)

Source own survey, 2023

## **CHAPTER FIVE**

### **CONCLUSION AND RECOMMENDATION**

#### **5.1. Conclusion**

A Road infrastructure is an essential part of urban life in order to satisfy the community's day-to-day activities and promote the livelihood of urban dwellers.

Road infrastructures increased when urbanization increased, so it is the main issue in many parts of the country, including the study area.

In Wolkite town, the road infrastructure coverage at the current time is not that much satisfactory. The study revealed that the practices of PPPs in road infrastructure in local economic development are medium compared to other areas near the study sites. This is due to the low responsiveness of the concerned bodies to the stated issues within the expected time interval. In this study, common practices and challenges of PPPs in road infrastructure for local economic development were personal interest, absence of covered compensation preparation, unwillingness of affected people to leave the road, there is no need for a strategic plan in the town, and political instability in the study area.

In this regard, the distribution of the practices and challenges of PPPs in road infrastructure in local economic development varies from sub-city to sub-city and the available road infrastructure is concentrated in Bekure and Addiss sub-city rather than Gubre sub-city. As a result, the accessibility of road infrastructure in these three sub-cities are not connected in the expected manner, and this makes the accessibility of the road infrastructure a medium status. It was observed that there is a challenge to implementing, developing and managing road infrastructure in the study area.

The main challenges to road infrastructure for local economic development in the town were difficulty with the structural plan, lack of responsiveness and awareness, skilled man power, and financial related challenges. Financial-related challenges and a lack of responsiveness and awareness were the major challenges in the study area. Generally, Wolkite City's road infrastructure faced different challenges, including social, physical, economic, environmental, and institutional, and management challenges. However, they have opportunities that enhance the practices and challenges of PPPs in road infrastructure for their local economic development, which include standards, strategies, policies, principles and so on.

## 5.2. Recommendation

Based on the findings and conclusions of the study, to improve the existing situations of the practices and challenges of PPPs in road infrastructure in local economic development in Wolkite town, the following recommendation was proposed:

- ④ To improve the coverage and quantity of the practices and challenges of PPPs in road infrastructure in the local economic development of Wolkite town, used its maximum effort on the stated issues and shared experience in more advanced towns elsewhere in the country. Beside this, Wolkite town administration and municipality administration should give great attention to plan, implantation, and rules regarding the practices and challenges of PPPs in road infrastructure in local economic development in the study area.
- ④ The concerned bodies, stakeholders particularly the town municipality, and the communities should work together to enhance the existing status. Moreover, collaboration work should be essential, especially those NGOs, practitioners, urban planners, business communities, and local residents to increase, manage, and protect the practices and challenges of PPPs in road infrastructure in local economic development coverage at each sub-city.
- ④ Awareness-rising work should be mandatory in order to make the community aware of the benefits of road infrastructure and be motivated and inspired to participate and engage in the development and management of road infrastructure.

Furthermore, Successful implementation of the practices and challenges of PPPs in road infrastructure in local economic development provision and management programs requires the active participation of stakeholders and the public in their planning and implementation stages.

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## APPENDIX A

### Participants Survey Questionnaire

I am a graduate student at Wolkite University College of Social Science and Humanities. Currently, I am conducting research for the completion of my master's in developmental planning and management. This study is entitled "The Practice and Challenges of Public-Private Partnership in Local Economic Development (focus area road infrastructure); the Case Wolkite Town Gurage Zone of Ethiopia". This questionnaire is prepared for data gathering purposes for research regarding The Practice and Challenges of Public-Private Partnership in Local Economic Development (focus area road infrastructure), and I ask you politely to help me fill out this questionnaire. Dear respondents, first of all, I want to thank you in advance for your willingness to fill out this questionnaire. In filling out the questionnaire, try to be very honest, free, and open, because your responses to each and every question on the paper will have a high contribution to the validity and reality of the paper as a whole.

#### Part I: Background of The respondents

1. Sex:           A) male           B) female
2. Age:        A) 18-30           B) 31-64           C) 65 and above
3. Marital Status:    A) single           B) married C) widowed D) divorced
4. Educational Status: A). illiterate        B) Read and write    C) Certificate   D) Diploma   E) Degree and above

#### **Part II: Current practices and challenges of public-private partnerships (PPP) in improving road infrastructure.**

1. How do you evaluate the current practice and challenges of public-private partnerships (PPPs) in improving road infrastructure in Wolkite Town?  
A. very good   B. good   C. medium   D. very poor   E. poor
2. You are satisfied with the currently existing practice of public-private partnerships (PPPs) in road infrastructure for local economic development (LED) in your locality?  
A. strongly agree        B. Agree        C. Moderate   D. Disagree   E. strongly disagree
3. Does the road infrastructure situation in the town indicate growth advancement?  
A. Yes            B. No            C. Neutral

4. Do you think that there is any challenge for public-private partnerships (PPPs) in local economic development (LED) or road infrastructure in Wolkite town?

- A. Yes
- B. No

5. If the response to question # 4 is "yes", what are the key challenges of public-private partnerships (PPPs) in local economic development (LED)?

- A. Lack of responsiveness and awareness
- B. Skilled man power
- C. Financial related issues
- D. Difficulty from plan design
- E. All are key challenges
- F. Other challenges-----

**Part III: To assess the current status and provide an overview of the practices of public private partnerships (PPPs) in road infrastructure in Wolkite Town**

1. How do you evaluate the capacity of the town administration to maintain and manage public-private partnerships (PPPs) in road infrastructure?

- A. satisfied
- B. somewhat satisfied
- C. dissatisfied
- D. somewhat dissatisfied
- E. Very dissatisfied

2. What is the real practice of public-private partnerships (PPPs) in road infrastructure in Wolkite Town?

- A. Complexity of construction (bridge or tunnel)
- B. capacity for design
- C. compensation
- D. political instability
- E. all

3. Do you think that participating in road infrastructure is both the responsibility of the community and the government? A. Yes B. No

4. Have you ever seen the practice of public-private partnerships (PPPs) on road infrastructure in your village?

- A. Yes
- B. No

**Part IV: Challenges of public-private partnerships (PPPs) in Road Infrastructure in Local Economic Development (LED)**

- 1 Do you think that there is any challenge to the road infrastructure in your town?  
A. Yes B. No
  
- 2 If the answer to question #1 is "yes", what are the key challenges of public-private partnerships (PPPs) in road infrastructure in the town?
  - A. Lack of responsiveness and awareness
  - B. Skilled manpower
  - C. Financial related issues
  - D. Difficulty of the plan
  - E. All are the key challenges
  - F. Other challenges-----
  
- 3 Does the town have a strategic plan to facilitate public-private partnerships (PPPs) in road infrastructure?  
A. yes B. No
  
- 4 How do you compare road infrastructure coverage to the rate of urbanization in the town?
  - A. Increased
  - B. Decreased
  - C. The same
  
- 5 What is/are the major obstacles to the strategic plan not being implemented and making conditions unsuitable for public-private partnerships (PPPs) in road infrastructure?
  - A. Unwillingness of affected people to leave the road.
  - B. Absence of covered compensation preparation.
  - C. There is no need for a strategic plan in the town.
  - D. Personal interest
  
- 6 Who is responsible for road infrastructure in your town?
  - A. government organizations
  
  - B. the community
  
  - C. private organization
  
  - D. NGOs
  
  - E. if others specify-----

7 Are you willing to participate in road infrastructure?

A. Yes

B. No, if your answer is no, why.....

8 What is your responsibility for road infrastructure?

A. financial support

B. in-kind support

C. participating in community discussion

D. other specify

9. How is your estimation of the participation of public-private partnerships (PPPs) in road infrastructure in the town?

A. Very Good      B. Good      C. Poor      D. Very Poor      E. I don't know

10. A low priority has been given to the community's road infrastructure in the town of Wolkite.

A. agree      B. strongly agree      C. neutral      D. disagree      E. strongly disagree

11. Specify your reasons for the answer question #. 10.....

12. Are there any local rules and regulations designed by the inhabitants of the town?

A. Yes      B. No

13. Specify your reasons for the answer question #. 12.....

**Part V: Opportunities and Benefits of public private partnerships (PPPs) in Road Infrastructure**

Table1: Benefits of public-private partnerships (PPPs) in Road Infrastructure.

No	Benefits of road infrastructure	Strongly Disagree	Disagree	Neutral	Agree	Strongly agree
	<b>Economic and social benefit</b>					
14	For Aesthetic service					
	To create a job opportunity					
	For saving time					
	To make transportation easy					

## APPENDIX B

### Interview For officials

The prepared interview questionnaires were for officials or experts of Wolkite town municipality and related to the practice and challenges of public-private partnership (PPPs) in road infrastructure.

1. How is the current overall progress of the public private partnership (PPP) in the road infrastructure of the town?-----  
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2. What are the roles and responsibilities of the government organization(s) for planning and managing the public private partnership (PPP) in the road infrastructure of the town? -----  
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3. Which specific roles or positions are held by the experts involved in public private partnerships (PPP) in road infrastructure? -----

4. How many experts are there in the municipal office on road infrastructure teamwork, and how are their professions related to their position? -----

5. How often are road infrastructure maintenance practices performed, and what types of maintenance activities are performed? -----

6. What are the sources of funding and the prioritization process for allocating funds for road infrastructure development and management? \_\_\_\_\_

7. Is there any committee created to organize the practices of public-private partnerships (PPP) in road infrastructure in the town? -----  
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8. What kind of methods or tools are used to gather residents satisfaction levels regarding road infrastructure?

9. How do you evaluate the current practices of the town in public-private partnerships (PPP) for road infrastructure? \_\_\_\_\_

10. What are the most important strengths, weaknesses, opportunities, and threats of the town's PPPs in road infrastructure? -----

11. What are the challenges your sector has been facing while developing and managing the existing public-private partnerships (PPP) in the town's road infrastructure? -----

12. What kinds of strategies do you suggest to overcome these problems, like not completing them within the given period of time and improving the development and management practices for road infrastructure in the town?

13. What are the roles and contributions of the sanitation and beautification department within the municipality, and do other stakeholders play an expected leading role in achieving the planned goal of town road infrastructure development?

14. How do you explain the public-private partnership public-private partnerships (PPP) policy? -----  
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15. Does it practically apply in your town? -----

16. What are the ways or examples in which public-private partnerships (PPP) in road infrastructure contribute to local economic development (LED)? Specify, how? -----  
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**APPENDIX C**

**PHOTO**

