Qualitative Monitoring and Impact Evaluation of EINRIP (*Eastern Indonesia National Road Improvement Project*): Post Road Improvement Qualitative Social Research – 2014, Kab. Banjar, South Kalimantan Province

Cooperation between SMERU & AUSAID

Research Sharing Event 2014-2015
Jakarta, 31 March 2015

Overview & Objective of Study

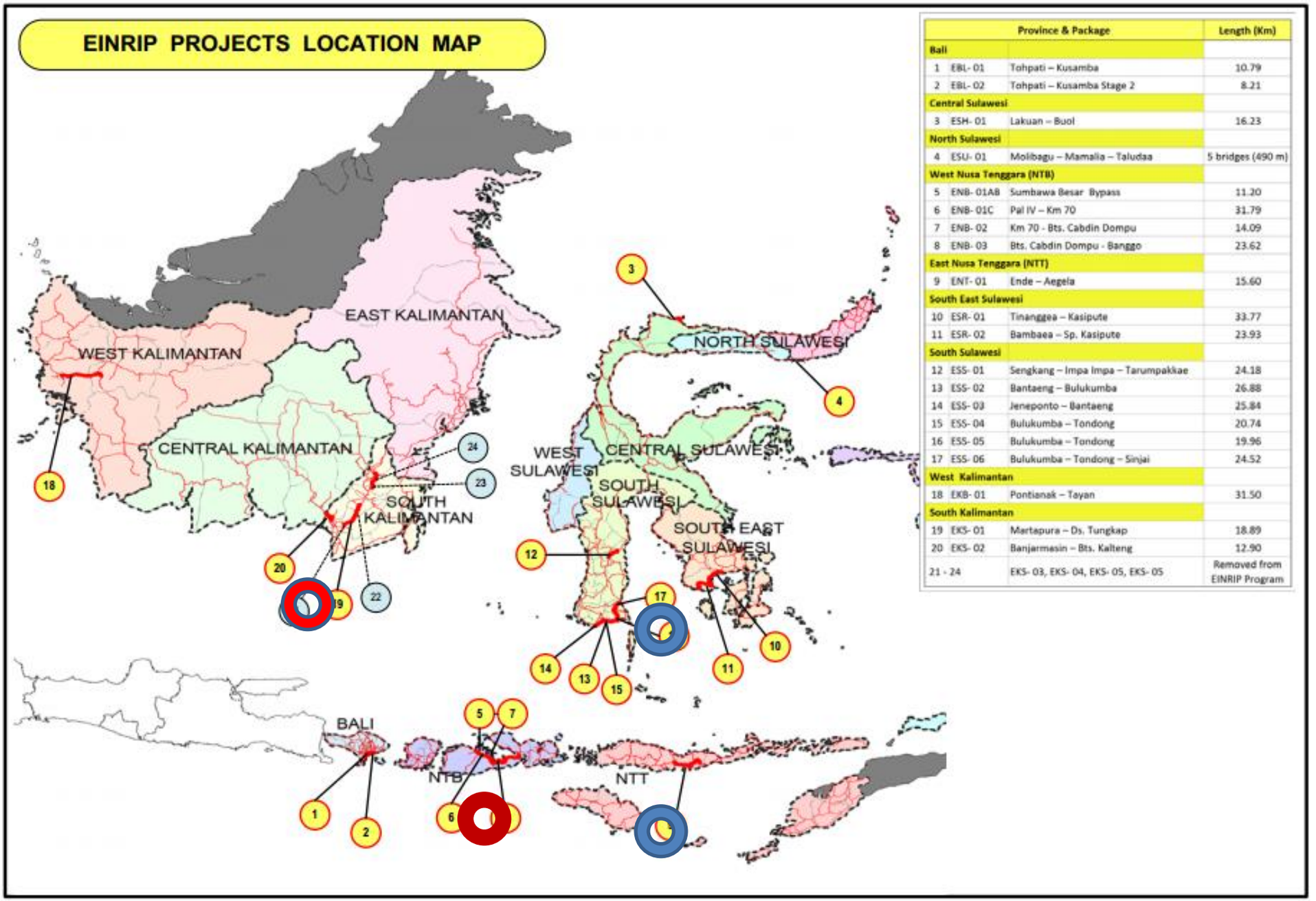
Overview

- The provided inter-provincial & inter-city road by government become an important factor for socio-economic development in community.
- EINRIP – road improvement project under cooperation between GoI and Australia in nine provinces of eastern Indonesia.
- SMERU involves in qualitative social research in four selected locations as a part of the Monitoring and Evaluation (M&E) since 2008.

Study Objective

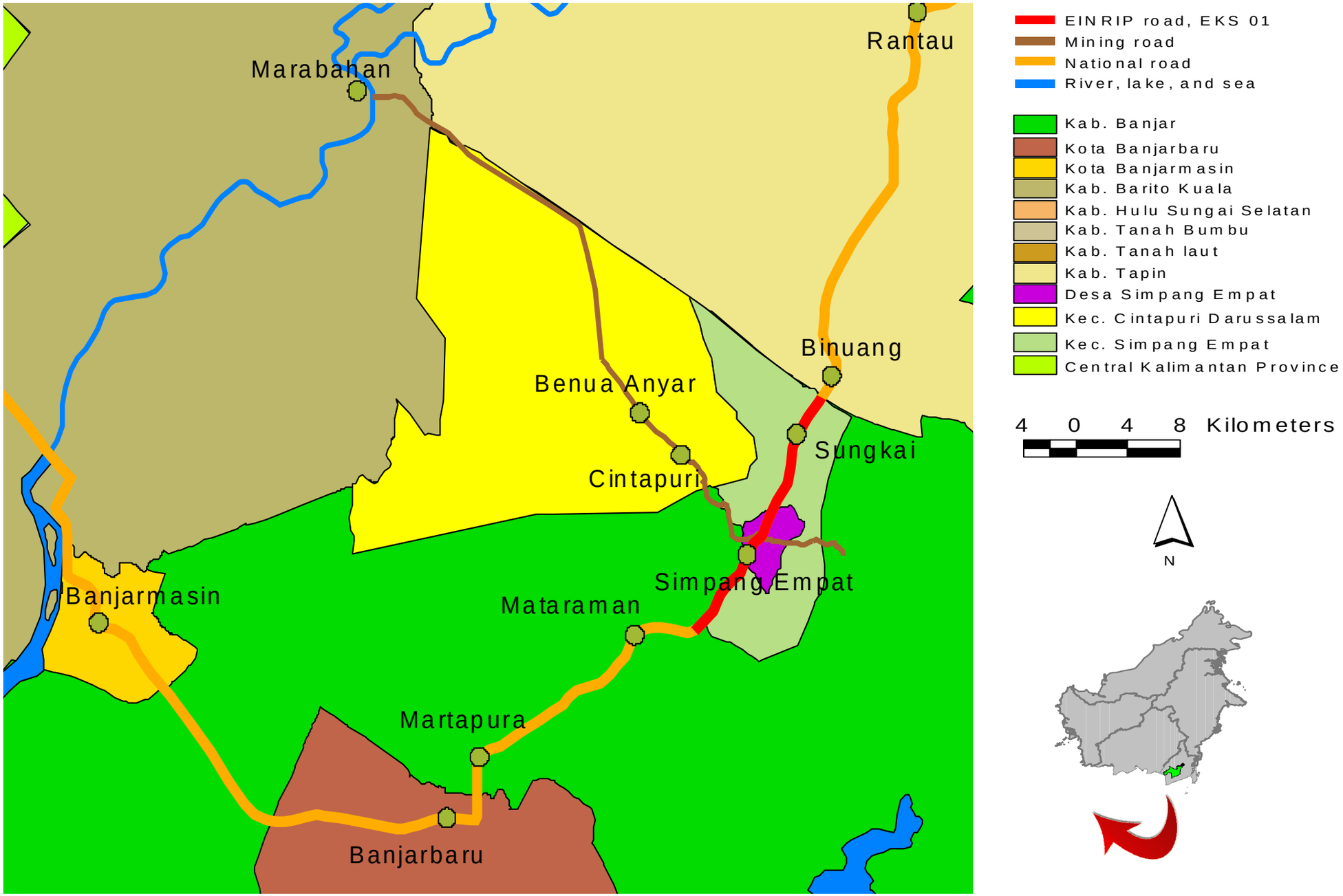
- To identify any changes in socio-economic conditions since the 2012 baseline survey, and the reasons for changes.

EINRIP PROJECTS LOCATION MAP



	Province & Package		Length (Km)
Bali			
1	EBL- 01	Tohpati – Kusamba	10.79
2	EBL- 02	Tohpati – Kusamba Stage 2	8.21
Central Sulawesi			
3	ESH- 01	Lakuan – Buol	16.23
North Sulawesi			
4	ESU- 01	Molibagu – Mamalia – Taludaa	5 bridges (490 m)
West Nusa Tenggara (NTB)			
5	ENB- 01AB	Sumbawa Besar Bypass	11.20
6	ENB- 01C	Pal IV – Km 70	31.79
7	ENB- 02	Km 70 - Bts. Cabdin Dompu	14.09
8	ENB- 03	Bts. Cabdin Dompu - Banggo	23.62
East Nusa Tenggara (NTT)			
9	ENT- 01	Ende – Aegela	15.60
South East Sulawesi			
10	ESR- 01	Tinanggea – Kasipute	33.77
11	ESR- 02	Bambaea – Sp. Kasipute	23.93
South Sulawesi			
12	ESS- 01	Sengkang – Impa Impa – Tarumpakkae	24.18
13	ESS- 02	Bantaeng – Bulukumba	26.88
14	ESS- 03	Jeneponto – Bantaeng	25.84
15	ESS- 04	Bulukumba – Tondong	20.74
16	ESS- 05	Bulukumba – Tondong	19.96
17	ESS- 06	Bulukumba – Tondong – Sinjai	24.52
West Kalimantan			
18	EKB- 01	Pontianak – Tayan	31.50
South Kalimantan			
19	EKS- 01	Martapura – Ds. Tungkap	18.89
20	EKS- 02	Banjarmasin – Bts. Kalteng	12.90
21 - 24		EKS- 03, EKS- 04, EKS- 05, EKS- 05	Removed from EINRIP Program

Study Location: EKS 01



The Changes of Road Condition

2008

2012

2014

2014

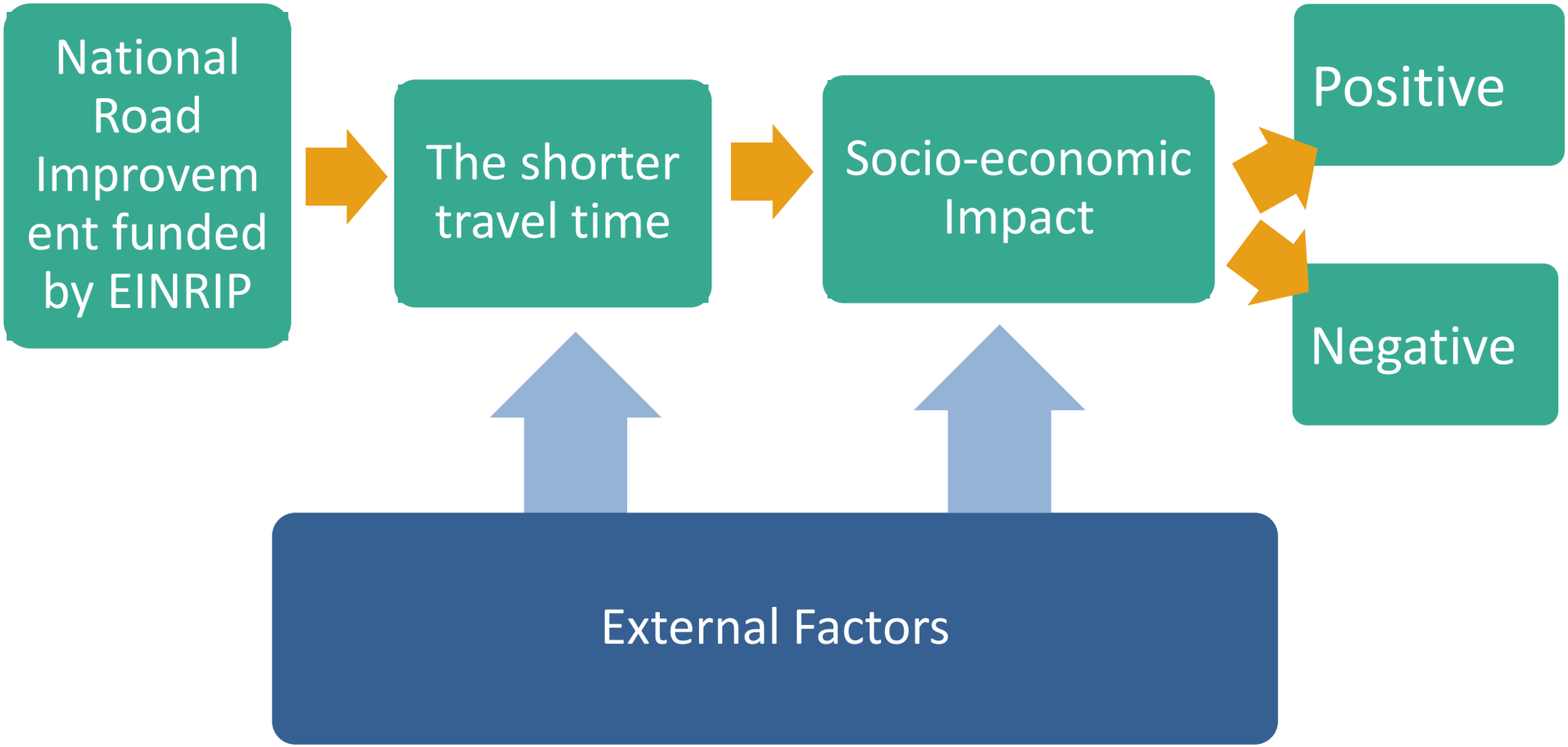
Methodology

- Qualitative research method with semi-structured interview and FGDs.

- Time Dimension :
  (1) Baseline (2008)
  (2) Repeat Studi Baseline (2012)
  (3) Post Road Improvement (2014)

- Informants:
  (1) Level: province, *kabupaten*, sub-district, village, and household
  (2) Occupation : local government officials, business people, and households
  (3) Giving priority to have interview with same informants and same institutions

Findings (1)


National Road Improvement funded by EINRIP
The shorter travel time
Socio-economic Impact
Positive
Negative
External Factors

Findings (2)

Positive Things of Socio-economic Impact

1. Health Services
2. Education
3. Local Economy
4. Social Changes

Negative Things of Socio-economic Impact

1. Road Safety
2. Local Economy
3. Social Changes

External Factors

1. South Kalimantan Province Regional Regulation No. 3/2008
2. The coal mine Road at km 71 has started to be used since April 2013.
3. The global drop in price of rubber had caused families' incomes to drop.

Findings (3)

Informant perceptions (national road user):

They rated the EINRIP section higher than national budget (APBN) funded sections. Reason for this included that the EINRIP section:

(1) was even, wider and more comfortable

(2) had shoulders, road signs, road surface markings, and footpaths;

(3) involved the construction of water drainage gutters and the relocation of lighting poles.

Thank You

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