



► Livelihoods through road maintenance international experience (ILO)

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International Labour Organization

ILO
UN Agency
promoting Decent
Work Agenda

Employment
Intensive
Investment
Programme (EIP)

Rural road
rehabilitation and
maintenance

Local resource-
based
approaches

Decent Work &
Environmental
and Social
Safeguards

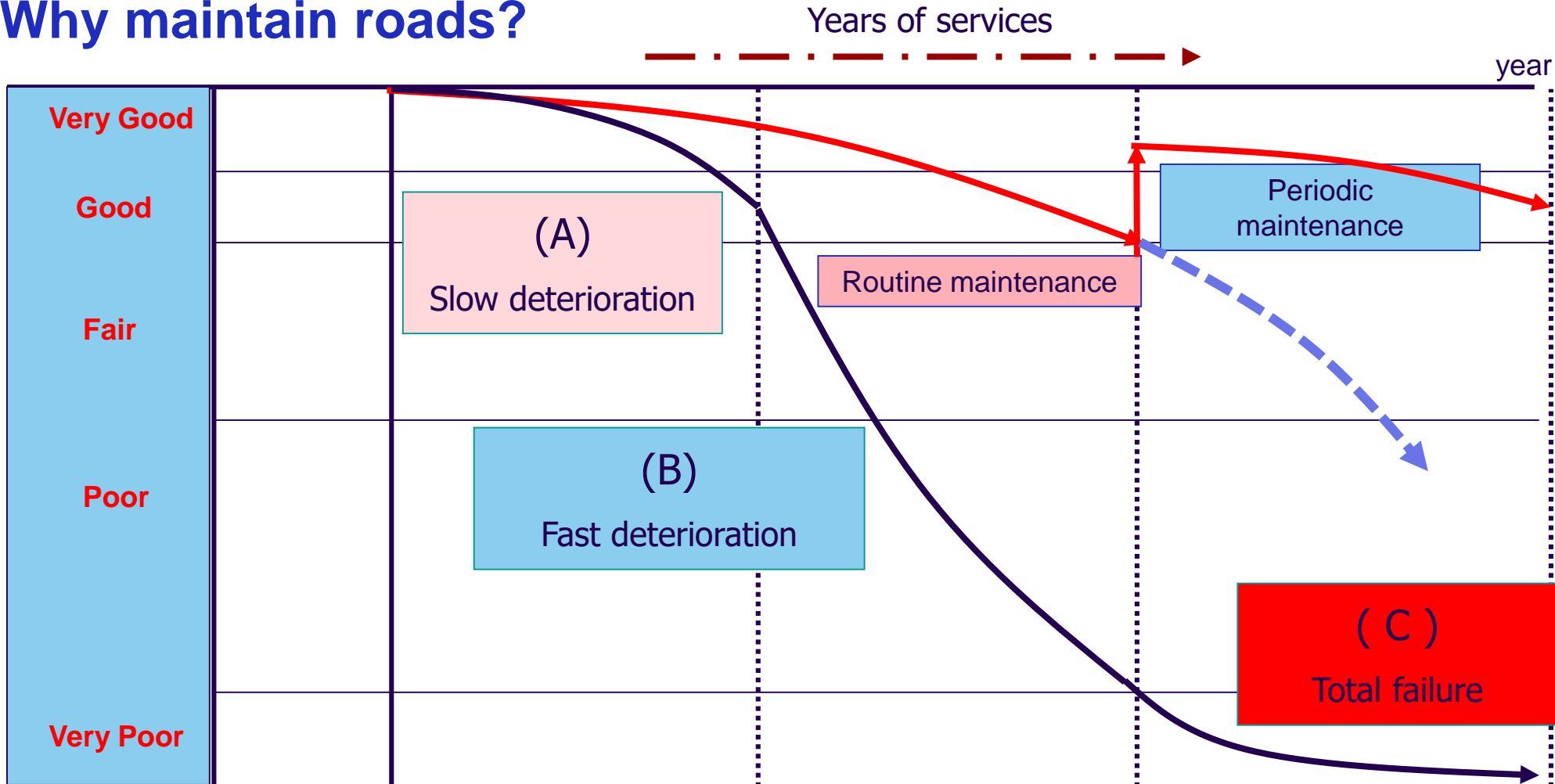
Capacity Building

► Purpose of Maintenance

- Reduce rate of deterioration and prolong life of road
- Reduce vehicle operation cost for road users
- Provide safe and reliable transport services for road users
- Act as instrument of poverty alleviation
- Provide access to schools and hospitals (social infrastructure) in a sustainable manner
- Provide access to Agricultural Markets and Fairs
- **Provide opportunity for gainful employment**



Why maintain roads?



- Small investments in maintenance can multiply the impact and give much better returns
- Several studies by the World Bank have indicated that **one dollar invested in regular maintenance saves 4-5 dollars required for rehabilitation and reconstruction.**

Capacity Building - Training Objectives

Organise and supervise LRB works

Prepare costing and work plan for LRB works

Implement DW and environmental & social safeguards

Tender for and administer LRB works



▶ What is Decent Work?

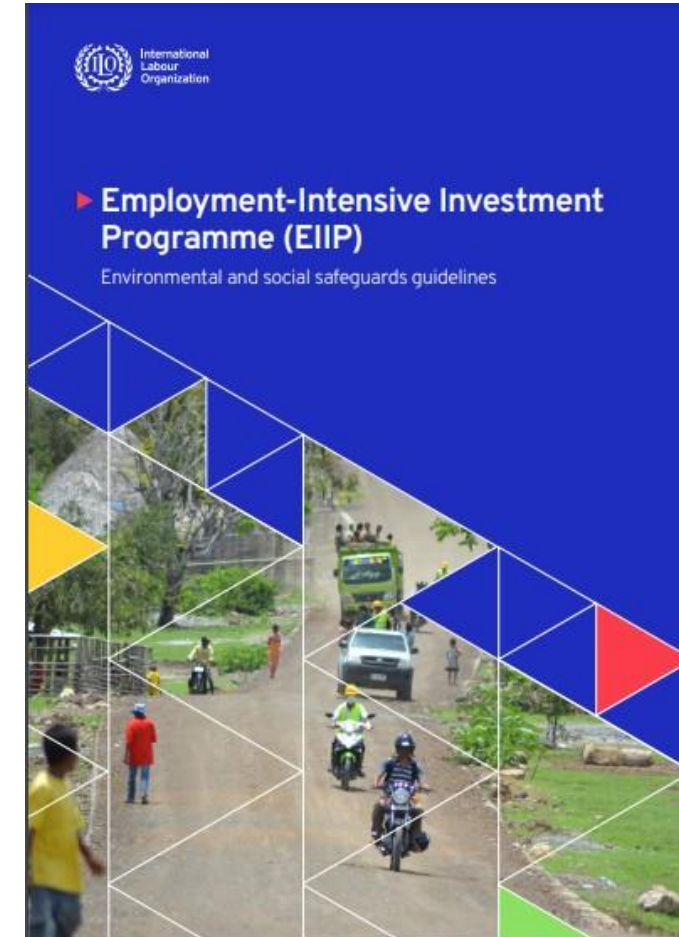
Decent Work Principles include:

- ▶ Fair income;
- ▶ Productive work;
- ▶ Occupational safety and Health;
- ▶ Protection against Child Labour;
- ▶ Working days and hours;
- ▶ Supporting Legality of status;
- ▶ Employment Contracts.
- ▶ Equality and non discrimination

Occupational Safety and Health includes:

- ▶ **Accident insurance** (including 3rd party liability insurance);
- ▶ Contractors' staff are well **trained** on OSH standards;
- ▶ Proper **briefing about safe working practices**;
- ▶ Provision of **adequate safety gear** during work;
- ▶ Provision of **adequate hand-tools**;
- ▶ Provision of **first Aid kits** on site;
- ▶ Sufficient level of **hygiene** on-site camp;
- ▶ Provision of **toilets/ mobile toilets**;
- ▶ Provision of adequate **drinking water**;
- ▶ Allowance for adequate **rest periods**;
- ▶ Prohibition of alcohol and drugs on the worksite.

https://www.ilo.org/wcmsp5/groups/public/---ed_emp/documents/publication/wcms_841170.pdf

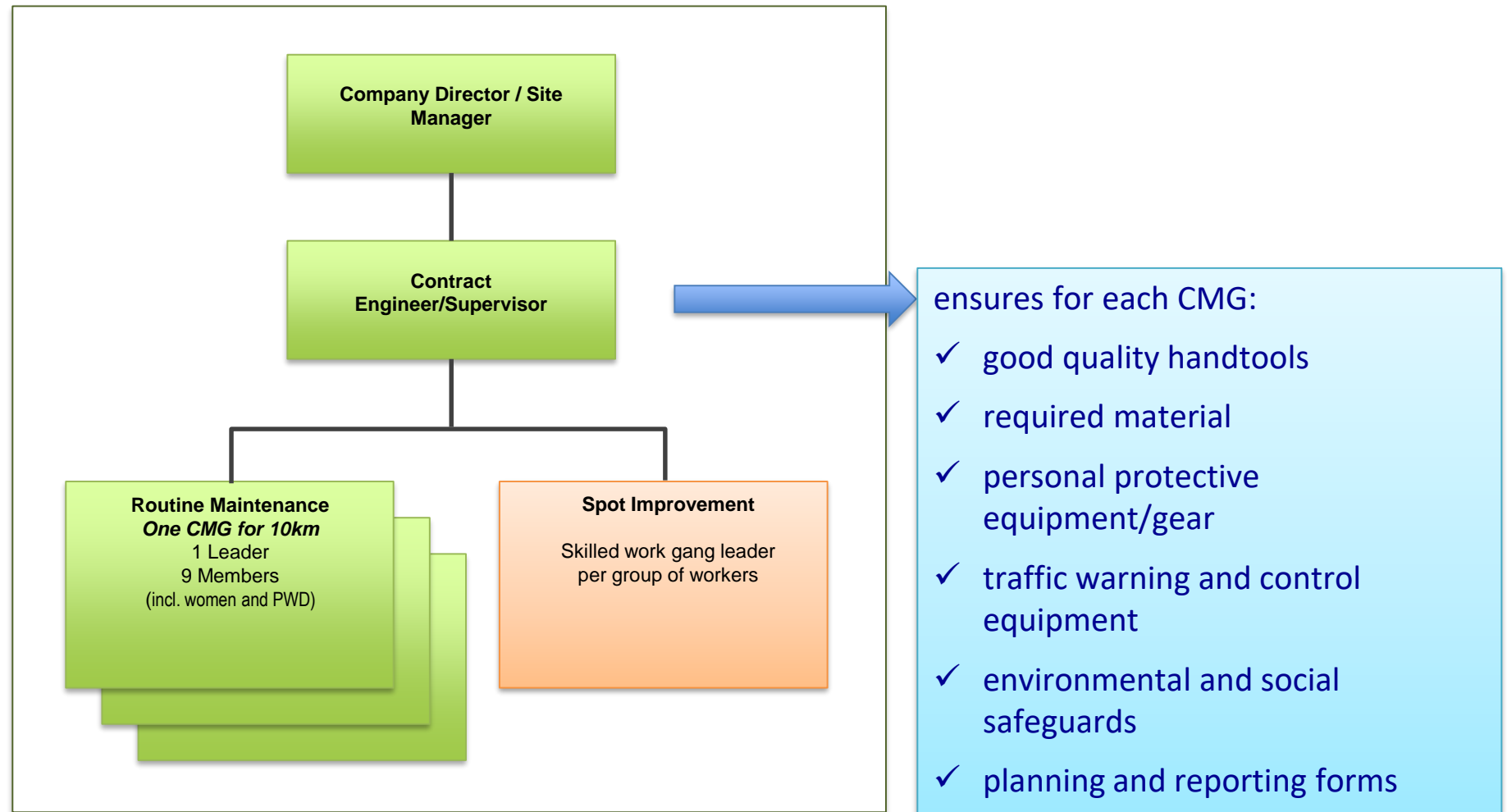


Off carriageway maintenance, hybrid tender documents

- ▶ Combined and integrated approach of routine maintenance activities and improvement works (spot improvement)
- ▶ Performance-Based Maintenance Services (routine maintenance)
- ▶ Improvement Works, if required as indicated in the bill of quantities of the tendering document.
- ▶ Emergency Works in the form of a bill of quantities with unit rates.
- ▶ Each trained contractor manages several Community Maintenance Groups
- ▶ Contracts one year
- ▶ Wages around 40-50% of maintenance cost

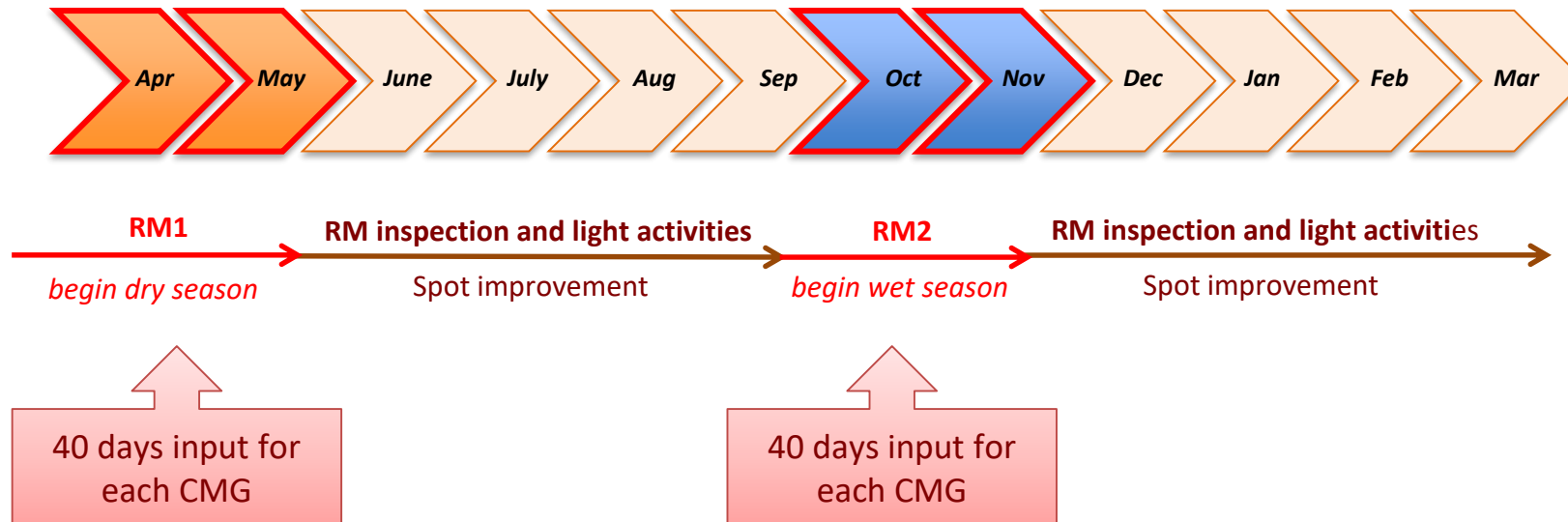


Organisation



Community Maintenance Group (CMG)

- ▶ CMG → 10 workers with at least 2 women and 1 person with disability
- ▶ One worker is the team leader
- ▶ Contractor to involve Lebanese workers → ratio close to of 1:1 versus Syrian workers
- ▶ 10 workers maintain 10km roads during 40 days each in two distinct seasons



Capacity building for efficient implementation of rural road maintenance



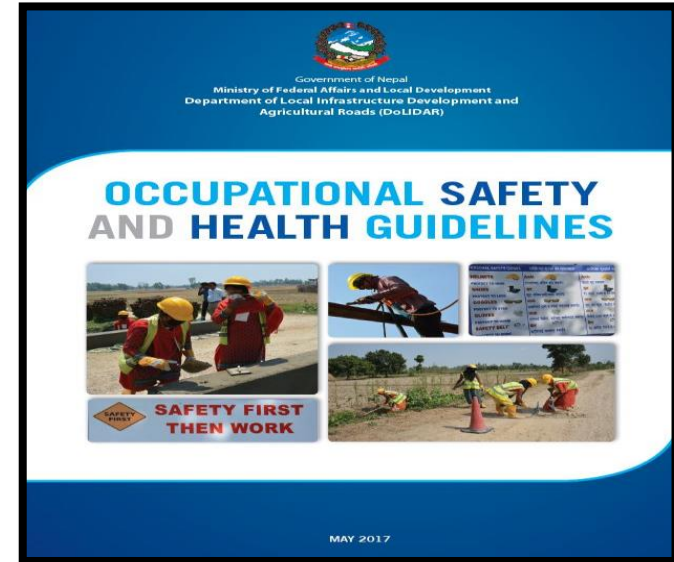
NEPAL SNRTP Capacity building

Support to
Systematising Routine
and Periodic
Maintenance

Development of OSH
guidelines and training
and on Decent Work

Development of RMG
guidelines and training
officials in its use

Introduction of
community contracts
managed by District
Offices



NEPAL SNRTP Gender, social inclusion, and empowerment through work force diversity



Employment Generation	No
Number of RMG members employed	2,679
Number of worker days generated	3.4 million
% Women	64%
Average income, based on established wage for unskilled workers	USD 138 per month



NEPAL SNRTP Livelihoods promotion by RMG

Livelihood Activities	Use of wage income	 	
Member of local cooperative savings scheme	80%	 	
Engaged family members in animal husbandry, vegetable cultivation, grocery shop etc.	60%		
Constructed toilet	20%		
Renovation of house	30%		
Land purchased at local level	30%		



▶ Assistance under PMGSY 2012-2018

- ▶ Development of maintenance and policy guidelines at both national and state level
- ▶ Development and delivery of training for engineers and contractors on rural road maintenance works
- ▶ Study on Impact Assessment of Maintenance of Rural Roads (2015)
 - *PMGSY has provided uninterrupted all weather access which has greatly benefited rural communities*
 - *Not all states utilizing their maintenance funds effectively*
 - *Now asset management system in place, eMarg etc*

