



# **EMPLOYMENT OPPORTUNITIES IN ROAD CONSTRUCTION AND MAINTENANCE AND GOVERNEMENT ACTIONS FOR IMPLEMENTATION**

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Moresby

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## 1.0 Introduction

Each year the National Development Forum Focuses on a theme and all speakers try to provide some response to the theme. This year our NDF theme is;

**“EMPLOYMENT OPPORTUNITIES, BROAD BASED ECONOMIC OPPORTUNITIES AND GOVERNEMENT ACTIONS FOR IMPLEMENTATION”**

Within that bundle of words we need to break it down into three elements and determine what is required to be covered in our discussions. These elements are;

Employment Opportunities,  
Broad Based Economic Opportunities And  
Government Actions For Implementation”

My paper entitled;

**“EMPLOYMENT OPPORTUNITIES IN ROAD CONSTRUCTION AND MAINTENANCE AND GOVERNMENT ACTIONS FOR IMPLEMENTATION”**

## 2.0 Transport and Infrastructure Sector

Transport & Infrastructure Committee as a CIMC Sectoral Committee has participated and presented papers at previous forums.

Transport and Infrastructure is a very broad sector and generally covers three main sub-sectors namely;

- a) Road Transport & Infrastructure,
- b) Sea Transport & Infrastructure and
- c) Air Transport & Infrastructure.

Time allocated for my presentation will not allow me to cover all the three modes and I therefore will concentrate on the **ROAD TRANSPORT AND INFRASTRUCTURE**. Even with road transport and infrastructure I will only focus on the **RURAL ROADS AND INFRASTRUCTURE** and not include the urban situations.

## 3.0 Rural Roads

Rural roads whether in PNG or elsewhere in the world were generally formed from walking tracks or horse tracks. These tracks were surveyed and designed to some approved standards and constructed for vehicle traffic.

Surveying and designing of roads provide limited opportunity for employment. The opportunities may include carriers, bush blazers and security for the surveyors. This also gives limited consultancy opportunities for surveyors and designers (engineers).

Some of my personal experiences of walking tracks being converted to vehicle roads include; Mai to Tadjia Road and Aitape to Lumi Road in Sandaun Province, Finschhafen to Pindiu Road, Morobe Province.

Some of you may have similar experiences.



## **4.0 Road Construction and Maintenance Contracts**

### **4.01 General**

Road construction and maintenance contracts are where greater opportunities exist for employment. This is when the contractors are contracted and the contractors in turn employ villagers for various tasks.

Road Construction and Maintenance Contract activities generally fall into the following main groups;

Group 1:	General Clauses
<b>Group 2:</b>	<b>Establishment</b>
<b>Group 3:</b>	<b>Clearing, Grubbing and Stripping of Top Soil</b>
Group 4:	Earthworks
Group 5:	Base and Sub-base Pavement Courses
Group 6:	Bituminous Surfacing
Group 7:	Drainage
Group 8:	Road Furniture and Markings
Group 9:	Masonry for Structures
Group 10:	Piling for Structures
Group 11:	Falsework
Group 12:	Formwork for Concrete
Group 13:	Steel Reinforcement
Group 14:	Concrete for Structures
Group 15:	Structural Steelwork
Group 16:	Protection of Steelwork
Group 17:	Miscellaneous Bridgework Items
Group 18:	River Training and Bank Protection
Group 19:	Dayworks.

We shall only discuss below Groups 2 and 3.

## 4.02 Employment Opportunities

In road construction, rehabilitation and maintenance contracts the client (particularly Department of Works and NRA) create and can create more employment for locals using Groups 2 and 3 (non-technical component of contract)

## **Group 2: Establishment**

Under Group 2 the employment of locals can be used for;

- a) Provide camp site or set down area,
- b) Camp security,
- c) Local food providers,
- d) Road construction material sourcing and
- e) Others

**Site Establishment before Brown  
River Bridge – Rustproof Ltd**





## **Group 3: Clearing, Grubbing and Stripping of Top Soil**

Under Group 3 the employment of the locals can be used for;

- a) Clearing of the road side vegetation to a defined width (say 5m),
- b) Clearing of the longitudinal and cross drainage structures (mainly in maintenance contracts)
- c) Land owner consultation and dispute resolution.





NRA is now packaging the non-technical components of road maintenance contracts and employing the locals along the given road to participate. NRA is now leading the way.

Clearing of the road side vegetation is important in any form of rural road. It provides and improves the sight distance and the line of sight of the driver. This helps minimise accidents.

Employing locals along the road on road construction or maintenance contracts can minimise conflicts with the locals.



## 4.03 Some of the Problems in Employing Locals

Provisions are being made in the road construction and maintenance contracts for the employment of the locals on the non-technical components of the contracts. It has been found that there are problems and these have to be resolved. Some of the problems are;

- a) Unreliability of the local labour,
- b) Inconsistent labour cost/pay and
- c) Undefined land boundaries.

**Hiritano Highway – SDA Group on grass cutting**





## **United Church Womens Felowship Group – New Britain Highway grass cutting**



## **Veikabu Boys Group – Hiritano Highway grass cutting**





## 5.0 Government Participation in Implementation

Employment of locals in road construction and maintenance can be improved with increased commitment from the government by increasing the budget for maintenance of roads and infrastructure. This will give rise to more contracts which will in turn increase more opportunities for local employment.

The National Roads Authority is now taking on more roads for maintenance and greater level of funding is necessary. It is currently receiving funds from diesel fuel levy of four toea per litre which derives about K16million per annum which is insufficient. Other options are being considered through a technical assistance from the Asian Development Bank.

The government should also consider the recommendations of the Transport and Infrastructure paper of 2010 National Development Forum. That paper recommended strengthening the districts with technical resources. This will facilitate an effective delivery of services and effective community participation.

## **6.0 Conclusion and Recommendations**

### **6.01 Conclusion**

Road construction and maintenance contracts can provide meaningful employment for the local communities with increase funding from the government.

## **6.02 Recommendations**

The following recommendations are presented;

- a)** Follow the National Roads Authority model by engaging local communities on non-technical components of road construction and maintenance contracts,
- b)** Give priority to longer term road maintenance with increased and continued funding and
- c)** Provide greater opportunities to local contractors and consultants on road construction and maintenance in major development projects.



THANK YOU FOR LISTENING

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