

LONG LASTING MAINTENANCE OF RURALS ROADS

I.J. DOSSOU
COWI A/S Composante Pistes Communales
Programme d'Appui au Secteur Routier Phase 2
Dassa-Zoumé, Bénin
isserejo@yahoo.fr

CONTEXT

In Benin, for decades, lots of kilometres of rural roads built have become unusable because of a lack of maintenance. One of the causes is the non-involvement of the beneficiaries in the choice of the roads.

Since the year 2000, the initiative to associate the populations to the project of road building according to the involvement approach with HIMO method has been taken with the following principles:

- the need of road building is expressed by the users who agree to work at the building sites and to ensure 100% current manual maintenance.
- the fund for the building is provided both by the State (90%) and the beneficiaries (10%).

According to the principles, 323 km of rural roads have been built in the Zou department from 2000 to 2005 and submitted to the experimentation of current manual maintenance.

1.1. Maintenance of rural roads

The “commune”, master of works, creates the “**Communal Fund for Maintenance of Rural Roads**” sustained by the financial contribution mobilized by beneficiaries and put into a bank. The Fund has two leading boards: the Board of Directors and a Management Board [1].

1.1.1. *Actors: roles and responsibilities [1]*

The **Board of Directors presided over by the Mayor** helped by the **Chief of Technical Services** analyses and approves the budgets of maintenance, allows the withdrawal of money and evaluates the execution of contracts. It examines the planning of maintenance work.

The **Management Board of the Fund** establishes the budgetary predictions for maintenance work, signs the contracts with the workers and follows its execution.

The **Inter-Village Committees of Track Users** facilitate the participation of the community by working, paying in kind and cash.

The **Associations of Track Users of District** plan the maintenance work accompany with a budget prediction and follow the execution of the work.

The **Brigades of Maintenance consisting of workers who have worked at the HIMO work sites** carry out the maintenance work of the rural roads according to a contract signed with the Fund.

The system so experienced has been successful: the rural roads built have been regularly maintained [2].

However, the system progressed. Complying with the principle of common budget, the Funds [3] are henceforth kept at the State revenue department. So the commune includes the current maintenance in its budget; signs the contracts with the workers.

REFERENCES

1. Helvetas Bénin & Ministère des Travaux Publics et des Transports du Bénin (2005). Mécanisme d'entretien courant. Programme d'Appui au Secteur Routier (PASR) Composante Pistes Rurales. 14 pages.
2. COWI A/S. Rapport sur l'entretien courant manuel des pistes communales (2007). République du Bénin.
3. COW A/S & Ministère Délégué chargé des Transports Terrestres, des Transports Aériens et des Travaux Publics auprès du Président de la République (2007). Mécanisme d'entretien courant simplifié.