

exhibition



República Democrática de Timor-Leste
MINISTÉRIO DAS OBRAS PÚBLICAS

ROADS FOR DEVELOPMENT

R4D
Estrada Rural ba
Dezenvolvimento

Australian
Aid



Status of the Rural Roads Network in Timor-Leste

Most of the Rural Roads in Timor-Leste need full rehabilitation

Estrada Rural barak iha Timor-Leste presiza reabilitasaun kompletu



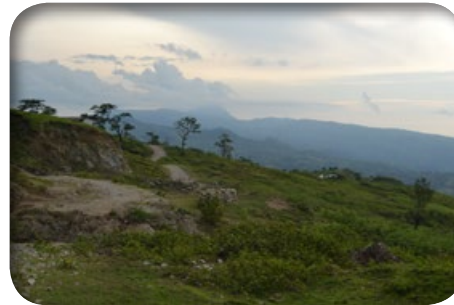
With its difficult terrain and climatic conditions, rehabilitating and maintaining rural roads in Timor-Leste is very challenging.
Ho ninia terenu espesitiku no kondisaun klimatoljika, dezenvolve no manten estrada rural iha Timor-Leste sai dezafu boot



The poor condition of many rural roads makes access to facilities and services, such as schools, difficult.
Kondisaun estrada rural barak ne'ebé ladaik halo asessu ba facilidade no asisténsia susar tebes, hanesan asessu ba eskola



Without good rural road access, agricultural potentials cannot be achieved because farmers cannot transport their produce to the local markets at competitive prices.
Wainhira laha asessu ba estrada rural ne'ebé diak, potensialidade agrikultura la bele realize tamba agrikultór sira labele transporta sira ná produitu ba merkadu lokal no presu ne'ebé kompetetivu



With poor road conditions people have no access to public transport facilities.
Ho kondisaun estrada ne'ebé ladaik, ema laha asessu ba facilidade transporte públiku



It is very important to stabilize landslide-prone areas alongside roads to ensure year-round accessibility.
Importante tebes atu estabiliza area hirak ne'ebé iha risku ba rai monu iha estrada ninin hodi bele garante aasesibilidade ne'ebé diak



Water is the biggest enemy of roads and without adequate drainage structures or maintenance, road sections can quickly collapse.
Bee hanesan inimigu boot ba estrada no wainhira laha estrutura ka manutensaun balela, seksaun estrada bele aat la'als



If rural roads are properly maintained there will be less need for emergency work or for complete rehabilitation.
Se iha manutensaun diak ba estrada rural, serbisu emerjénsia sei menos ka serbisu reabilitasaun kompletu ba estrada mos sei menos

Status of the Rural Roads Network in Timor-Leste

Rural People think that Poor Rural Road Access is the Main Constraint to Development

Komunidade Rural sira hanoin katak Asesu ba Estrada Rural ne'ebé Ladiak mak sai Preokupasaun Prinsipal ba Dezenvolvimentu



Farmers living along the R4D rehabilitated road Lianai-Grotu, Manufahi District
Agrikultór sira hela besik iha estrada ne'ebé R4D reabilita iha Lianai-Grotu, Distritu Manufahi



Farmers have to walk many hours to sell their produce in the local markets
Agrikultór sira tenki la'o duranta oras barak nia laran hodi bele fa'an sira nia produktu iha merkadu lokal



Local people on the way home carrying products bought in the local market in Same
Ena lokal sira wainhira fia fai mai lon fai produktu hirak ne'ebé sira sosa iha merkadu lokal iha Same



Women and children have to walk long distances to access health care facilities
Feto no labarik sira tenki la'o ho distansia dook hodi bele ba asessu facilidade kuidaadu saúde



Due to the poor road condition, people's operating and maintenance costs of vehicles and motorbikes are very high
Tamba kondisaun estrada ne'ebé ladiak, ema nia kustu operacional no manutensaun ba kareta no motor aas tebes



In the rainy season roads are very often not accessible to vehicles
Durante tempu udan, dalabarak kareta la bele asessu estrada

Examples of some of R4D's Activitiesw

Establishing Geographic Information Systems (GIS) for Better Planning

Estabelese Sistema Informasaun Jeográfika (GIS) ba Planeamentu ne'ebé Diak



Training for MPW staff on map reading
Formasaun ba pessoal MOP sira kona-ba lee mapa



ILO staff explaining the use of GPS devices
Pessoal LO sira espika oinsa atu uza sistema GPS



On the job training for MPW staff in recording GPS coordinates
Formasaun iha serbisu fatin ba pessoal MOP sira kona-ba oinsa
atu lori kordenada GPS



Training for MPW staff on the use of maps in the planning process
Formasaun ba pessoal MOP sira kona-ba uzu mapa iha prosesu planeamentu

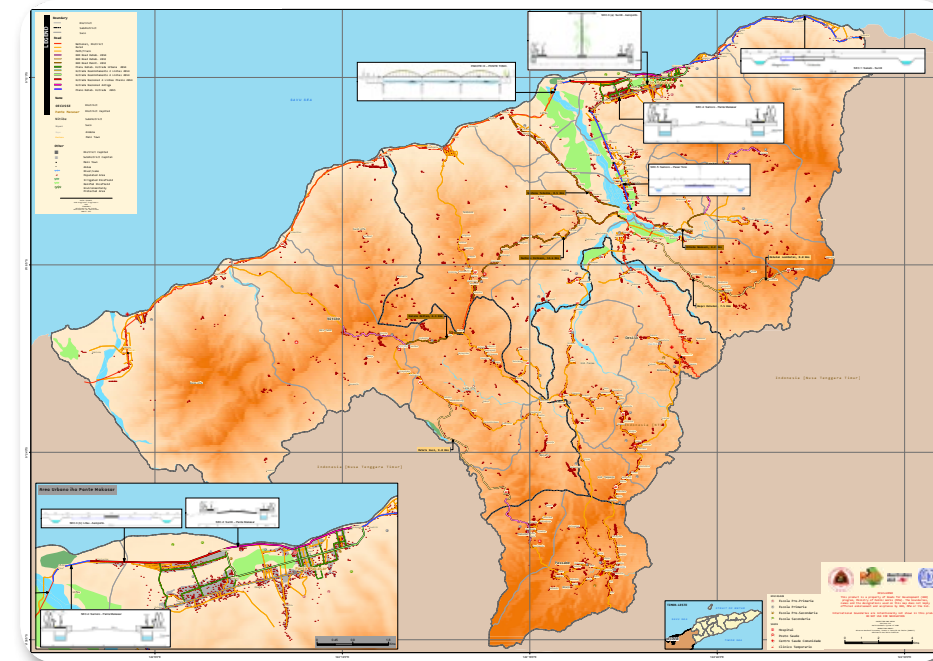
Establishing Geographic Information Systems (GIS) for Better Planning

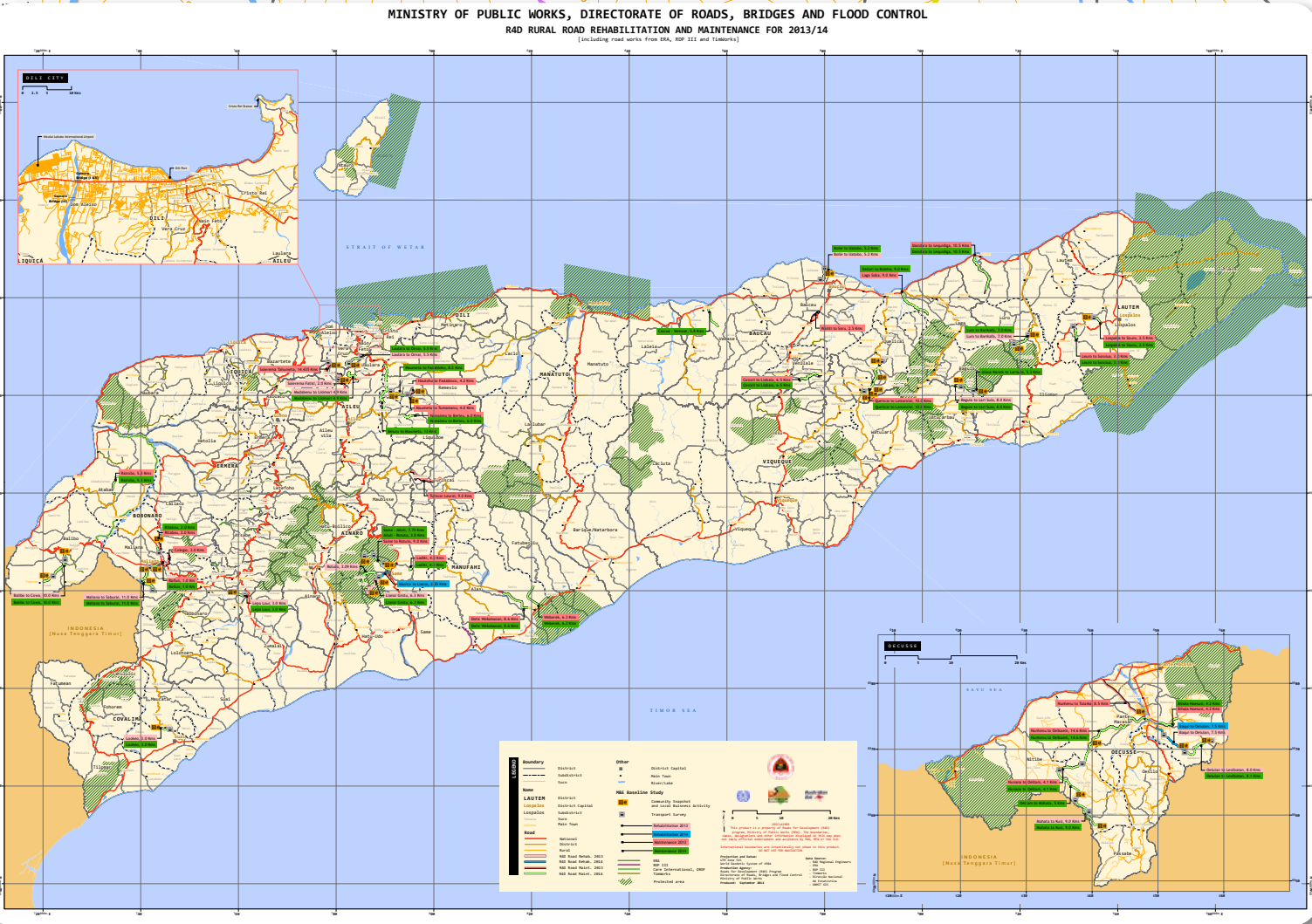
R4D initiated in 2013 activities to support the Ministry of Public Works in the establishment of a Geographical Information System (GIS)/mapping functionality. This functionality is a key requirement for the Ministry to support the planning, design and monitoring of its public infrastructure investments. In 2013 the necessary hardware and software was procured and installed, data collection started and demonstrations of the functionality were provided. A GIS development plan was developed and its implementation started by the end of 2013. Nowadays a GIS unit has been formally established and is operational within the Directorate of Roads, Bridges and Flood Control of the Ministry.

Estabelese Sistema Informasaun Jeográfika (GIS) ba Planeamentu ne'ebé Diak

R4D inisia ona atividade hirak iha tinan 2013 hodi apoia Ministériu Obras Públika iha estabelesimentu Sistema Informasaun Jeográfika (GIS)/mapamentu funcionalidade. Funcionalidade ida ne'e hanesan rekerimentu prinsipal ba Ministériu hodi bele apoia planeamentu, dezenu no monitorizasaun ba ninia investimentu infraestrutura públiku. Ha tinan 2013, sosa no instala ona hardware no software hirak ne'ebé presiza, hahuu ona halbur dadus no formese ona demonstrasaun funcionalidade. Dezenvolve mos planu dezenvolvimentu GIS ida no ninia implementasaun hahuu ona iha tinan 2013 nia rohan. Ohin loron, formalmente estabelese ona unidade GIS ida no unidade ne'e funsiona iha Direasaun Estrada, Ponte no Kontrolu Inundasaun iha Ministériu nia okos.

Map with information about 2014/15 construction activities





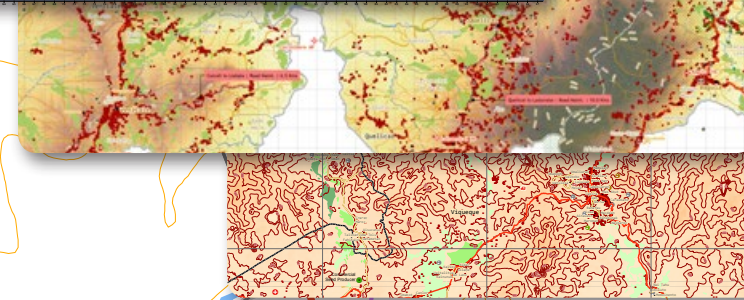
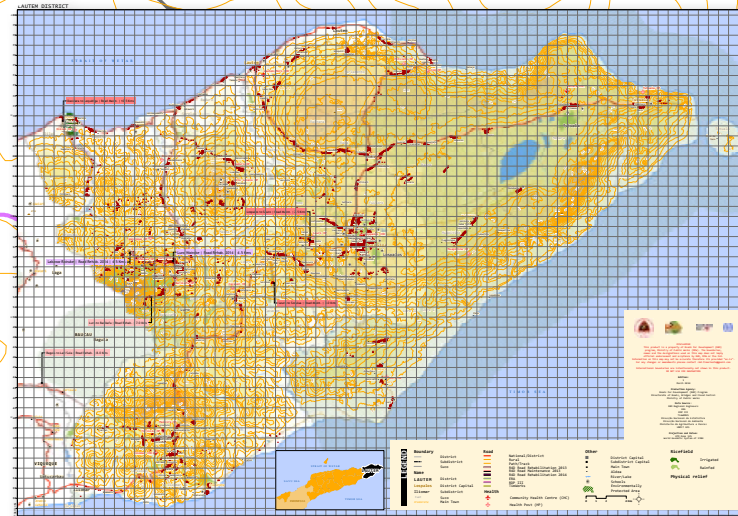
Examples of some of R4D's Activities

Establishing Geographic Information Systems (GIS) for Better Planning

Estabelese Sistema Informasaun Jeográfika (GIS) ba Planu ne'ebé Diak liu tan

Bazartete

Examples of maps used for planning



Examples of some of R4D's Activities

Choosing Appropriate Pavement Types to Increase the Life-time of the Roads

Pavements Types **Concrete**
Tipu Dalan Trotoar **Betaun**



Completed concrete pavement section on the R4D rehabilitated road, Boile-Uatobo, Baucau District
Siksaun dalan trotoar ho betaun ne'ebé kompleta ona iha estrada ne'ebé R4D reabilita iha Boile-Uatobo, Distritu Baucau



On-going concrete pavement work on R4D rehabilitated road
Sei kontinua hala'o hela estrada trotoar ho betaun iha estrada R4D nian

Pavements Types **Gravel**
Tipu Dalan Trotoar **Fatuk Rahun**



Completed gravel section on R4D maintained road, Caicoli-Liabala, Baucau District
Kompleta ona seksaun ho fatuk rahun iha estrada ne'ebé R4D halo manutensaun iha Caicoli-Liabala, Distritu Baucau



Completed gravel section on R4D rehabilitated road, Bagula-Larisula, Baucau District
Kompleta ona seksaun fatuk rahun iha estrada ne'ebé R4D reabilita iha Bagula-Larisula, Distritu Baucau

Pavements Types **Penetration Macadam**
Tipu Dalan Trotoar **Penetration Macadam**



On-going Penetration Macadam work on R4D rehabilitated road
Kontinua hala'o hela serbisu Penetrasaun Macadam iha estrada ne'ebé R4D reabilita



Completed Penetration Macadam section on R4D rehabilitated road, Maliana-Saburai, Bobonaro District
Kompleta ona seksaun Penetrasaun Macadam iha estrada ne'ebé R4D reabilita iha Maliana-Saburai, Distritu Bobonaro

Pavements Types **Telford**
Tipu Dalan Trotoar **Telford**



Compaction of Telford base on R4D rehabilitated road, Boile-Uatobo, Baucau District
Kompataasaun baze Telford iha estrada ne'ebé R4D reabilita iha Boile-Uatobo, Distritu Baucau



Completed Telford section on R4D road
Kompleta ona seksaun Telford iha estrada R4D

Choosing Appropriate Pavement Types to Increase the Life-time of the Roads

Gravel, Telford, Plum Concrete and Penetration Macadam

Roads can be made out of many different materials and with different methods, each often suitable for a different gradient, level of rainfall, type of bedrock and soil and available budget. The various road surfaces can be categorised into unbound (loose stones and sand compacted into a tight layer), stone (large stones placed across the road surface), cemented (stones and sand held together by cement) and bituminous (stones and sand held together by bitumen). R4D has taken one road surface from each of these four categories - gravel (unbound), Telford (stone), plum concrete (cemented) and penetration macadam (bituminous) - and chooses which is most suitable for each site.

Hili Tipu Pavimentasaun/Alkatraun ne'ebé Apropiadu hodi Hasa'e Peródu Durasau Estrada nian

Fatuk rahun, Telford, Plum Betaun no Penetrasaun Macadam

Estrada bele halo ho material oi-oin no ho metodu oi-oin, kada ida dalabarak apropiadu ba inklinasaun rai, nivel udan, tipu aliserse no rai no orsamentu ne'ebé iha. Estrada ninin oi-oin bele kategoriza ba iha ida ne'ebé mamar (fatuk mamar no rai-henek ne'ebé ateru ba iha ninia leten mahar), fatuk (fatuk boot ne'ebé tau ba iha estrada leten), nahe simenti (fatuk no rai-henek kaer hamutuk ho simenti) no betominozu (fatuk no rai-henek kaer hamutuk ho alkatraun). R4D koko atu nahe ona estrada leten ho kada ida husi kategoria haat ne'e - fatuk rahun (estrada mamar), Telford (fatuk), plum betaun (nahe ho simenti) no penetrasaun macadam (betuminozu) - no hili ida ne'ebé mak apropiadu liu ba kada lokalidade.

Examples of some of R4D's Activities

Using Effective Bio-engineering Techniques to Stabilize Erosion-prone Areas

Uza Tékniku Efetivu Bio-Enjineria hodi Estabiliza Area hirak ne'ebé iha Risku ba Erosaun

Using Effective Bio-engineering Techniques to Stabilize Erosion-prone Areas

Many slopes in Timor-Leste are steep and unstable. With heavy rains, landslides and other forms of slope damage are inevitable. When roads are rehabilitated, slopes are often made steeper and more prone to sliding. Removing grass and other vegetation, either by the landowners or by the construction companies, makes slopes even more unstable. Bio-engineering is the use of vegetation to support slopes and prevent slides and erosion. Bio-engineering techniques include grass planting to prevent topsoil erosion and tree planting to prevent deep landslides. Civil engineering and bio-engineering are often combined to give slope protection that will last for a long time.

Uza Tékniku Efetivu Bio-Enjineria hodi Estabiliza Area hirak ne'ebé iha Risku ba Erosaun

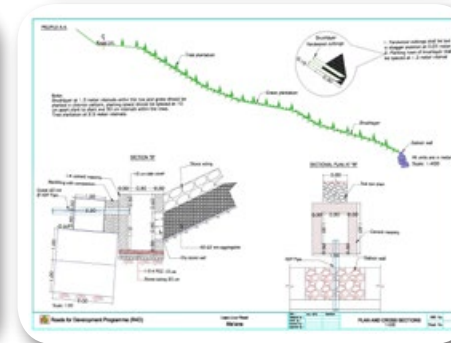
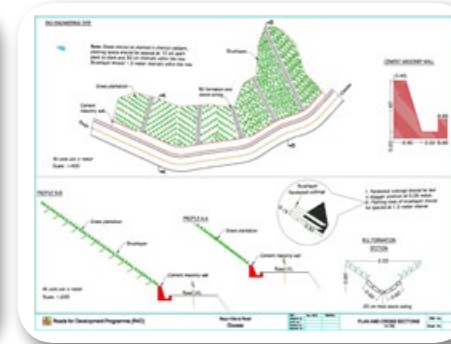
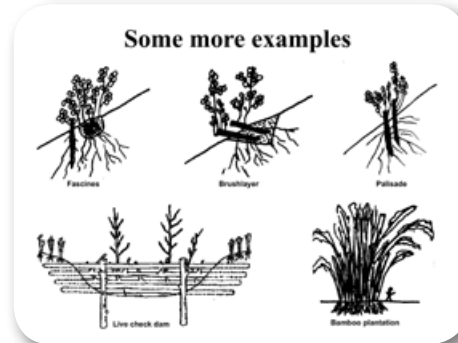
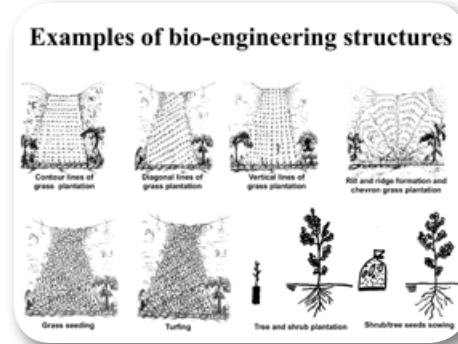
Rai-lolon barak Timor-Leste mak naruk no la estavel. Ho udan boot, rai monu no estragu barak tan ba rai-lolon hanesan buat ne'ebé ita labele evita. Waihira reabilita estrada, dalabarak rai-lolon sai naruk no risku liu tan ba rai monu. Ke'e sai duut no ai-horis hirak seluk, rai na'in mak halo ka kompania konstrusaun mak halo, halo rai-lolon sai la estavel liu tan. Bio-enjineria hanesan utilizasaun ai-horis hodi apoia rai-lolon no prevene rai monu no erosaun. Tékniku Bio-enjineria inklui kuda du'ut hodi prevene erosaun rai leten no kuda ai hodi prevene rai monu. Enjineria sivil no bio-enjineria dalabarak tau hamutuk hodi bele fo protesaun diak ba rai-lolon ne'ebé sai dura ba tempu naruk.



On-going bio-engineering works on steep slopes
Kontinuasaun hale'o serbisu bio-enjineria iha inkilasaun naruk



Completed bio-engineering works alongside R4D rehabilitated road
Kompleta ona serbisu bio-enjineria iha estrada hirak ne'ebé R4D reabilita ona



Combination of gabions and bio-engineering to prevent erosion and landslides on steep slopes
Kombinasaun gabaun no bio-enjineria hodi prevene erosaun iha rai ho inkilasaun naruk



Bio-engineering works, including sub-soil drains, to prevent erosion and landslides
Serbisu bio-enjineria, inklui baleta sub solo, hodi prevene erosaun

Operation & Maintenance [O&M]

Without maintenance, hundreds of millions of dollars of investments in improving the rural roads will be lost

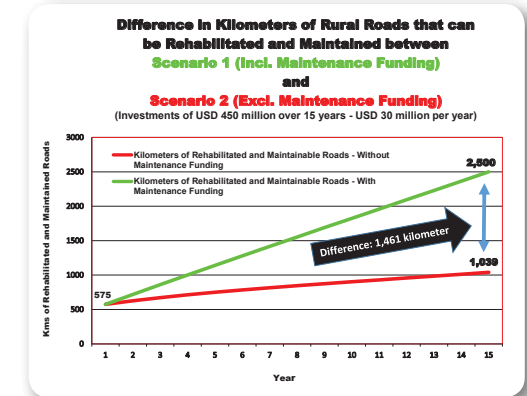
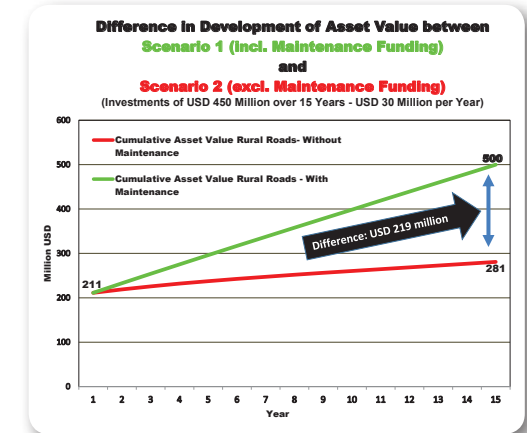
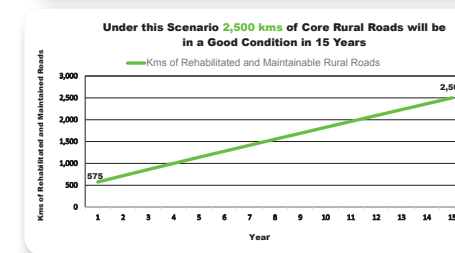
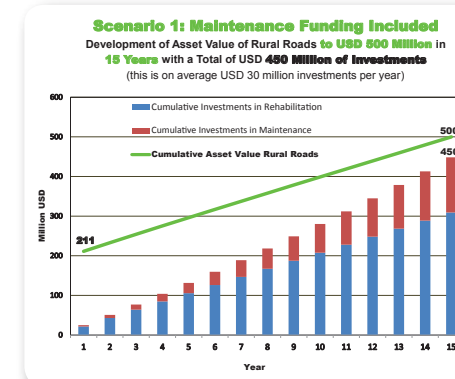
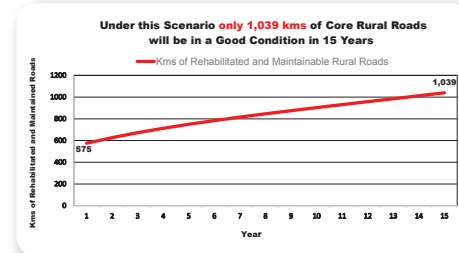
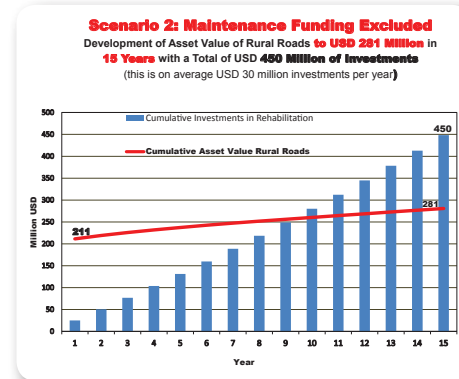
Wainhira laiha manutensaun, investimentu ho osan miliaun atus resin hodi hadi'a estrada rural sei lakon hotu

Without maintenance, hundreds of millions of dollars of investments in improving the rural roads will be lost

Maintaining rural roads that are in a good or fair condition needs to be given top priority in the investment strategy for rural roads. Maintenance is the most cost-effective way to keep roads in a good condition for a long time. Maintenance costs are only about 4% of full rehabilitation costs. If maintenance is being neglected, the condition of the roads quickly deteriorates and very expensive rehabilitation or reconstruction works will be required, for which however funding is often not available. A lack of maintenance will also have a negative spin-off effect on the local economy as deteriorated roads will hamper local economic growth. It is therefore essential that sufficient budget is allocated every year to cover maintenance requirements of Timor-Leste's maintainable rural roads.

Wainhira laiha manutensaun, investimentu ho osan miliaun atus resin hodi hadi'a estrada rural sei lakon hotu

Presiza fô prioridade aas ba manutensaun ba estrada rural ba kondisaun ne'ebé diak no justu iha investimentu estratéjia ba estrada rural. Manutensaun hanesan maneira ida ne'ebé efetivu liu iha kustu hodi bele mantein estrada iha kondisaun diak ba tempu naruk. Kustu manutensaun hamutuk 4% deit husi kustu reabilitasaun kompletu. Se ita la liga manutensaun, kondisaun estrada sai aat lalais no presiza serbisu reabilitasaun ka rekonstrusaun ne'ebé karun tebes, ne'ebé dalabarak ninia fundu la disponivel. Faltu manutensaun sei iha mos impaktu negativu ba ekonomia lokal tamba estrada ne'ebé aat sei impede kresimentu ekonómiku lokal. Nune'e, importante tebes atu aloka orsamentu ne'ebé naton kada tinan hodi kobre rekerimentu manutensaun ba manutensaun estrada rural iha Timor-Leste.



Examples of some of R4D's Activities

Testing the Quality of Compaction Using the Dynamic Cone Penetrometer (DCP)



Training on DCP testing for MFW staff and local contractors
*Formassaun kore-ba teste DCP ba pessoal MOP sira
no kontrator lokal sira*



Reading the depth of penetration of the DCP cone
Lee didiak penetrasaun cone husi instrumentu DCP



Showing how the penetration of the cone should be measured
Hatudu onsa presiza sukat penetrasaun cone



DCP readings are taken at regular intervals
Lee DCP sei halo iha intervalu regular

Testing the Quality of Compaction Using the Dynamic Cone Penetrometer (DCP)

Loose soil collapses under heavy traffic loads, absorbs water and softens, gets blown away by wind and gets washed away by rain. Well compacted soil can support loads, does not absorb water and is resistant to wind and rain. It is therefore important to compact soil on a road, but it is also important to measure the compaction to know if it is sufficient for the road and the traffic. Many test methods involve long laboratory analysis but the Dynamic Cone Penetrometer (DCP) is portable, easy to use and can give results very quickly, and is therefore suitable for use on rural road sites. Feel free to try it out and test the gravel in the box.

Koko Kualidade Ateru/Kompaktasaun Uza Dynamic Cone Penetrometer (DCP)

Rai ne'ibé mamar sei estragu lalais wainhita iha trafiku ne'ibé todan, absorba bee no sai mamar lu tan, anin bele huu aat tha no udan bele estraga tha. Rai ne'ibé kompakta ho didiak bele apoiá todan, la absorba bee no sei tahan anin no udan. Nune'e importante tabes atu kompakta rai iha estrada ida, mabe importante mos atu sukat kompaktasaun hodi hatene se nia naiton ona ba estrada no trafiku. Mátodu teste barak involve análise laboratoriu narak mabe Dynamic Cone Penetrometer (DCP) portavel tabes, fasil atu uza no bele fo resultadu lalais, nune'e apropriadu atu uza iha lokalidade estrada rural. Imi bele senti livre atu koko no teste fatuk rahun iha kaisa laran.

Examples of some of R4D's Activities

Including Social Safeguards in R4D to Promote Social Inclusion



R4D promotes women's participation in the road works
R4D promove partisipaun foto iha servisu estrada nian



R4D provides flexible working hours which facilitates the participation of women in the road works
fornese oras servisu ne'ebé fleksível ne'ebé facilisa partisipaun foto iha servisu estrada



Slabs are constructed across drains to facilitate access for people with disabilities
Konstrui ona palas hirak iha baxeta hodi bele aksesu ba ema ho kondisaun defisient



Adequate safety equipment is provided to all labourers according to the specific task they are doing
Fornese mos ekipamentu sigur ne'ebé adekuaudu ba traballador hodi tur knaar espesífiku ne'ebé sira hala'o



Protective gloves are used for different types of activities, such as working with cement and blumen
Luvas protetivo ba tipu atividade oi-oi, hanesan servisu ho simenti no blumen



Gloves are also used when labourers are working with stones
Uza mos luvas wainhira traballador sira servisu ho fatuk

Including Social Safeguards in R4D to Promote Social Inclusion

R4D has developed and field-tested a Social Safeguard Framework for rural road works in Timor-Leste. This Framework guides the implementation of social-inclusive and rights-based practices in investments in rural roads in Timor-Leste

The Social Safeguards Framework includes provisions and measures that are important for involved communities and contractors during the planning, design and implementation of R4D's rural road works. These relate for example to:

- Adherence to the minimum wage;
- Design options that accommodate the needs of people with a disability;
- Accident insurance for workers;
- Measures that promote equal treatment of women and men;
- The provision of protective clothing and gear for workers;
- The supply of appropriate work tools;
- The provision of drinking water;
- Training of staff of the Ministry of Public Works and the contractors on First Aid and the on-site availability of First-Aid kits.

The contracts that are signed with the contractors for the implementation of the works include special conditions that stipulate the Social Safeguards requirements. The Ministry of Public Works has also recruited field-based Community Development Officers (CDOs) who engage with communities and contractors to foster awareness about the Social Safeguards and guide and supervise their implementation in the field.

R4D is continuously monitoring the usefulness of - and compliance to - the Social Safeguards. As required, refinements are made to ensure continued relevance and effectiveness of the provisions and measures under the Social Safeguards Framework.

Inklui Garantia Sosial iha R4D hodi Promove Inkluziun Sosial

R4D desenvolve ona Kuadru Garantia Sosial ida hodi bele koko terenu ba servisu estrada nian iha Timor-Leste. Kuadru ida ne'ê ga implementaun prátiha hirak ne'êbê sosialmente inkluziun no bazeia ba direitu iha investimentu ba estrada rural iha Timor-Leste

Kuadru Garantia Sosial inklui provizaun no sasukat hirak ne'êbê importante ba involvimentu komidade no kontrator durante planeia, dezêha no implementaun servisu estrada rural R4D nian. Buat hirak ne'ê relasiona ho:

- Konformidade ho versimentu mínimu;
- Opaun dezêhu ne'êbê akomodada nessesidade ema ho kondisaun defisient;
- Siguru asidenti ba traballador sira;
- Sasukat hirak ne'êbê promove tratamentu hanesan ba foto no mane sira;
- Provizaun hatais no ekipamentu protetivo ba traballador sira;
- Fornesimentu instrumentu servisu ne'êbê apropriadu;
- Provizaun bee hemu;
- Fornesaun ba funsiônêtu Ministêru Obras Públika nian kona-ba Primeiru Sokoru no disponibilidade pakete Primeiru Sokoru iha lokalidade.

Kontratu hirak asina ho kontrator ba implementaun servisu inklui kondisaun espesial ne'êbê estipula rekementu Garantia Sosial. Ministêru Obras Públika mos rekuta Ofisial Desenvolvimentu Komidade (CDO) ne'êbê servisu iha terenu, ne'êbê involve ho komidade no kontrators sira hodi bele hametin ilu tan konsensia kona-ba Garantia sosial no ga no supervizoria sira nia implementaun iha terenu.

R4D kontinua monitoriza utilidade no konformidade ho Garantia Sosial. Wainhira presiza, sei realiza fal hodi bele garantia kontinuaun relevansa no efetividade provizaun no sasukat hirak iha Kuadru Garantia Sosial.



Safety hats are used if there is a risk that materials could fall down
Sapeo sigur uza wainhira iha risku material bele monu tan ba ema

Benefits of R4D's Rural Road Rehabilitation Works

Comparing the Road Condition Before and After R4D's Rehabilitation Works

Before



R4D rehabilitated road, Bolle-Uatobo (5.2 Km), Baucau District
Estrada ne'lebé R4D reabilita ona iha Bolle-Uatobo (Km 5.2),
Distritu Baucau



R4D rehabilitated road, Oelulan-Leolibatán (8.0 Km), Oecusse District
Estrada ne'lebé R4D reabilita ona iha Oelulan-Leolibatán (Km 8.0),
Distritu Oecusse



R4D rehabilitated road, Bolle-Uatobo (5.2 Km), Baucau District
Estrada ne'lebé R4D reabilita ona iha Bolle-Uatobo (Km 5.2),
Distritu Baucau

After



Benefits of R4D's Rural Road Rehabilitation Works

Examples of some of R4D's Rehabilitation Works



R4D rehabilitated road, Bole-Uatobo (5.2 Km), Baucau District:
Concrete pavement on a steep section
Distritu Baucau, R4D reabilita ona estrada Bole-Uatobo (Km 5.2):
Trotoar ho betuun iha sekaun nai naruk



R4D rehabilitated road, Maliana-Sabura (11 km), Bobonaro District:
On flat sections often gravel is used
Distritu Bobonaro, R4D reabilita ona estrada Maliana-Sabura (Km 11):
Iha sekaun kabeer dilaibarak uza dit fatuk rahun



R4D rehabilitated road, Lianai-Grotu (8.4 km), Same District:
Concrete pavement on a steep section
Distritu Same, R4D reabilita ona estrada Lianai-Grotu (Km 8.4):
Ezemplu seluk ida husi trotoar betuun iha sekaun ida ho gradienti
estrada iha nai naruk



R4D rehabilitated road, Maliana-Sabura (11 km), Bobonaro District:
In densely populated areas a proper sealing minimizes dust pollution
Distritu Bobonaro, R4D reabilita ona estrada Maliana-Sabura (Km 11):
Iha area ne'elebi populasun sira hela barak ku, vedrasun adekuada sei
minimiza polusun rai rahun



R4D rehabilitated road, Balibo-Cowa (10 Km), Bobonaro District:
Another example of concrete pavement on a section with a steep
road gradient
Distritu Bobonaro, R4D reabilita ona estrada Balibo-Cowa (Km 10):
Ezemplu seluk ida husi trotoar betuun iha sekaun ida ho gradienti
estrada nai naruk



R4D rehabilitated road, Luro-Baricafa (7 km), Lautem District:
Example of a level crossing across a wide river
and gation protection works
Distritu Lautem, R4D reabilita ona estrada Luro-Baricafa (Km 7):
Ezemplu nivel paisajen ida korta mota no serbisu proteasaun gabaun



R4D rehabilitated road, Lookou (3 km), Covallima District
Distritu Covallima, R4D reabilita ona estrada Lookou (Km 3)

Impaktu husi Estrada Rural R4D nian ne'ebé Diak ona ba Komunitade Lokal nia Moris diak

Benefits of R4D's Rural Road Rehabilitation Works

Impact of R4D-improved Rural Roads on the Livelihoods of Local Communities



More products, including agricultural products and building materials, are transported

Produtu barak lu tan, inklui produtu agrikultura no material ba uma nian mak bele transporta ona



Ambulance services can now reach remote communities 24-hours per day

Assisténsia ambulánsia bele to'o ona ba komunidadé iha área remota durante oins 24 ba loron ida



Increase in public transport facilities

Aumentu iha facilidade transporte públiku



SISCA staff can provide regular maternal care services to women and children

Peskal SISCA sira bele fornese assisténsia kuida'adu saude maternal nian regulamente ba feto no labarik sira



Improved business opportunities for local communities

Isitum



Increased agricultural production

Isitum

Benefits of R4D's Rural Road Rehabilitation Works

Success Stories



A better house for a better future

Mario Lopez and his family live at the end of the Maliana-Saburai R4D rehabilitated road, on the border with Indonesia, in Bobonaro District. For many years he and his family used to carry products to their households from the District Capital Maliana. They used to live in a house made of bamboo which did not provide adequate shelter and was prone to adverse effects of heavy winds and rains. With the rehabilitation of the road, transport of building materials became possible, and trucks transporting cement started to regularly travel on the road up to Suco Saburai. Mario has recently completed the construction of a new house for himself and his family. Other members of the local community are doing the same and many new houses have been constructed along the road.

Uma diak ida ba futuru ida ne'ebé diak

Mario Lopez ho ninia familia hela iha parte rohan husi estrada ne'ebé R4D reabilita iha Maliana-Saburai, iha fronteira ho Indonesia, iha Distrito Bobonaro. Ba tiran barak, nia ho ninia familia normalmente iha produitu tirak ba sira nia uma-kain husi Kapital Distrito Maliana. Sira hela iha uma ida ne'ebé halo husi au ne'ebé la fomesa mahon ne'ebé natoon no iha risku ba efetu anin no udan boot. Ho reabilitasaun estrada, transportasaun material hodi halo uma nian sai posivel, no kamineti tirak transporta simentu hahau halo o vijen regularmente iha estrada to'o ba Suco Saburai. Foin distaun ne'e, Mario foin kompletu konstrusaun uma foun ida ba nia ho nia familia. Membre seluk husi komunidad lokal halo o atividade hanesan no konstrui ona uma foun barak iha estrada ibun.



Better access to markets and increased income opportunities

R4D started the rehabilitation of the 5.2 Km long Bole-Uatabo road in April 2013. Before the road was rehabilitated, it was not passable for motorized vehicles.

Batista Anin is one of the fishermen living along the section of the road close to the beach. In the past he used to carry fish on his shoulders and sell it at the market in Baucau town. After the road was improved and people of the community gained year-round motorable access, traders started buying fish directly from fishermen at the beach every day. Batista experienced an increase in sales from fishing that allowed him to build a kiosk along the road. He also started growing vegetables in a small agricultural field in front of his kiosk and he started to sell these vegetables at the market.

Asesu diak liu ba merkadu no aumentu oportunidade rendimentu

R4D hahau reabilitasaun ba estrada ho medida Km 5.2 iha estrada Bole-Uatabo iha fulan April 2013. Molok estrada ne'e reabilita, kareta liu ladia.

Batista Anin hanesan peskadador ida ne'ebé hela iha seksaun estrada besik ba tasi ibun. Uluk nia sempre lori ikan iha ninia kabds no ba fa'an iha cidade Baucau. Hafein estrada diak iha no ema komunidad nian iha asesu ba kareta, intermedietu sira hahau sasa kan direitamente husi peskadador sira iha tasi ibun lor-loron. Batista hetan aumentu iha ninia venda husi peska ne'ebé permite nia atu loka kios ida iha estrada ibun. Liu tan, nia hahau kuda modo iha terenu agrikultura ki'ik ida iha ninia kios oin no hahau fa'an modo iha merkadu.



Promoting Rural Entrepreneurship through Improved Rural Road Access

Cecilia Baptista lives with her husband and 14 other household members in a house along the R4D rehabilitated road Lauara-Omal. One year ago the road was not accessible for motorized transport, particularly in the rainy season. Six months ago, when R4D's rehabilitation works were underway, Cecilia and her family saw the opportunity to start a bakery business next to the road. With the improved road it became possible to rent a truck and transport flour from Dili at affordable prices. Initially Cecilia baked bread only for neighbors and relatives. As more demand for her bread became apparent, the business was expanded and at present 6 family members are involved in the bakery business and daily turn-over has increased to 150-200 US \$ per day. Customers now also include small shops located in nearby villages and the main market in Dili.

The village where they live also has tourism potential due to a waterfall located a few kilometers further along the road. This has given Cecilia and her family the idea to set up a coffee shop next to their home that will serve coffee and bread to tourists and offer employment opportunities to other members of the community.

Promove Ispiritu Emprezarial rural liu husi Asesu ne'ebé Diak ba Estrada Rural

Cecilia Baptista hela ho nia kaben-mane no membru uma-kain 14 seluk iha uma ida iha area estrada Lauara-Omal ne'ebé R4D reabilita hela. Tiran ida liu ba, estrada ne'e ema ho transporte motorizada labele liu, liu-liru durante tempu udan. Fulan neen liu ba, wainhira serbisu reabilitasaun R4D nian halo o hela, Cecilia ho nia familia haree oportunidade atu hahau negosiu turu dosi ida hamulik ho estrada ne'e. Ho estrada ne'ebé diak ona, sira iha possibilidade atu aluga kamineti ida no transporta farfira husi dili ho presu ne'ebé sira bele selu. Fofoun Cecilia turu deti paun ba ninia vizitu no familia. Wainhira iha liu tan ezterisa ba nia paun ne'e, negosiu ne'e halvan tan no oras ne'e iha membru familia nian 6 mak involve iha negosiu turu paun no dosi ne'e no osan ne'ebé nia hetan lor-loron sale husi US\$ 150-200 kada loron. Oras ne'e ninia konsumidor inklui mos loja ki'ik tirak iha suku besik no merkadu prinsipal iha Dili.

Suku ne'ebé sira hela ba mos iha potencialidade ba turizmu, kasu-eira (air terjun) ne'ebé lokalza kilometru hira deti husi estrada ibun. Ida ne'e oferece ideia ida ba Cecilia ho ninia familia atu estabelese loja kafe ida besik ba sira nia uma ne'ebé sai serve kafe no paun ba turista sira no oferece oportunidade empregu ba membru komunidad seluk.