



Project Final/Interim Narrative Report

GTZ DETA PAK REHA FLOOD/IDP	
Final Project Narrative Report	
COVER PAGE	
Project name:	Increase Citizen's Accessibility Through Rehabilitation Of Community Infrastructure
Project number: (official and internal number)	GTZ-DETA-REHA-Flood-009,
Partner's name:	CARAVAN
Project location:	Upper Swat
Project total duration:	1.5 Months
Period covered by this report:	1 st Nov-20 th Dec 2010
Total project budget:	2.6 M
Budget Spent so far	40%
Remaining Budget	60%
Date of submission of this report:	04-02-2011
Prepared by:	Muhammad Gul
Position:	Project Manager
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1 .Introduction

The 2010 Pakistan floods began in July 2010 following heavy monsoon rains in the Khyber Pakhtunkhwa, Sindh, Punjab and Balochistan regions of Pakistan and affected the Indus River Abasin. At one point, approximately one-fifth of Pakistan's total land area was underwater. According to official data the floods directly affected about 20 million people, mostly by destruction of property, livelihood and infrastructure, with a death toll of close to 2,000. The number of individuals affected by the flooding exceeds the combined total of individuals affected by the 2004 Indian Ocean sunami, the 2005 Kashmir earthquake and the 2010 Haiti earthquake.

Floods have damaged an estimated 2,433 miles of highway and 3,508 miles (5,646 km) of railway. Cost estimates for highway damages are approximately 158 million USD, and railway damages are 131 million USD. Any unique or particularly large infrastructure damages will increase these estimates. Public building damages are estimated at 1 billion USD. During the floods the people who were residing in upper part of district Swat were completely stuck and have faced countless issues and problems. Almost 100% roads have been destroyed by the and

Responding to the emergency, CARAVAN joined hands with national and international humanitarian organizations to provide urgent relief to the victims of floods across Malakand Division. After relief phase CARAVAN diverted its attention towards rehabilitation of essential communal infrastructure to enable the people for accessing the relief and rehabilitation services.

CARAVAN has contacts with gross roots organizations especially in upper Swat. After the floods the Community Based Organizations (CBOs), Citizen Community Boards (CCBs) and Village Development Organizations (VDOs) requested CARAVAN for rehabilitation of communal infrastructure in upper Swat.

CARAVAN submitted a proposal to GTZ to rehabilitate 05 roads in Kalam and 05 in Bahrain area under cash for work programme. GTZ provided financial support of Rs. 2.6 M to rehabilitate 10 Roads in upper Swat. Cash for work facilitated people of upper Swat to rehabilitate 46 Km road and access the local market for their economic and other activities. Collectively 358 labours were employed to rehabilitate the project who worked on the roads for round about one month. Approximately 47000 males, females and children are using these roads rehabilitated under the cash for work programme. Rehabilitation damaged roads have decreased the miseries of rural population in terms of access to local market and civics facilities in down parts of the district.

2. Description of situation (problem, target group, area...)

The July 2010 floods have devastated public and private buildings on both sides of rivers Swat and its tributaries. In initial days the people remained stuck in their home towns and faced countless problems especially unavailability of communication means including roads increased the miseries as well as vulnerability of the inhabitants living in villages located at uphill of upper Swat.

Most of the people in the target communities are living below poverty level with minor livelihood resources including farming, livestock rearing and forest. Education ratio is very low while most of the basic facilities are not available in the target communities. Due to lack of link roads, the residents of the target communities particularly female and children were not able to access civic facilities in down parts of the area.

3. Description of activities – Methodology/workplan/Results

CARAVAN team explained the proposed Cash for Work to community elders and requested proposals for work to be completed. Assessment of benefit to community from rehabilitation of roads was done by the project staff, feasibility study (social, financial, security and environmental) were conducted in all communities, technical assessment was conducted, criteria for “targeting” participants was developed and shared with community leaders, plan of action and timeline for implementation with each community was developed, formats for recording workers’ details were prepared with the technical assistance of GTZ team, baseline information from the participants were collected and targeting was cross-checked and work was started as per action plan. Prior to start of physical work CARAVAN ensured that enough money is available in its endowment fund that could be used in case of any delay of funding from donor, the required construction material for 5 different locations were purchased as per Bill of Quantity (BoQ), technical experts monitored work being done as per technical specifications, cash has been disbursed to all labours according to work done record maintained by the work supervisors and other staff members. The roads have been completed and local administration, other stakeholders and authorities have been informed about the completion of project. The communities have been mobilized for any repair and maintenance of roads in future. Following is the detail of major activities conducted by CARAVAN project team during implementation of the project.

3.1 Hiring and Orientation of Project Staff:

01 Project Manager, 01 Finance Assistant, 07 Work Supervisors and 01 Sub engineer were appointed and provided necessary training/Orientation with a view to implement the project smoothly, efficiently and effectively. The Work Supervisors were deputed at the cluster level to conduct the Survey for preparing a list of beneficiaries who can participate in cash for work.

3.2 Orientation visits and meeting with CBOs/CCBs and VO's

The project team visited all the sites already identified by CARAVAN in upper Swat. Meetings were arranged with communities groups including CBOs, CCBs and VDOs. During the meetings social and technical teams of CARAVAN discussed terms and conditions for rehabilitation of roads damaged by the floods. The communities took keen interest in the rehabilitation of link roads and promised to pay at least 10% in-kind contribution of the total cost.

3.3 Coordination meeting with District/Tehsil Government

The District Government represented by Tehsildar Behrain was briefed about the project, its objective and implementation methodology. It is to be mentioned that Sub Divisional Magistrate (SDM) has formally requested¹ for the rehabilitation of roads in the target communities. It is to be mentioned that Pakistan Army was also coordinated for issuing the NOC² to implement the project in upper Swat.

3.4 MOUs with CBOs and CCBs/Community Development Groups (CDGs)

After consultation meetings with CBOs, CCBs/CDGs proper Terms of Partnership (TOP) were signed with each of them separately. Each of the TOPs is bearing information about the role of CARAVAN and community.

3.5 Identification of Labours for Cash For Work

During the meetings with each community they were asked to identify labours for cash for work programme. The CBOs, CCBs and CDGs identified the required labours for same communities. Collectively 358 labours have been involved and most of them have worked for 20-24 days in the cash for work programme.

The targeting criteria for selecting participants in Cash for Work scheme was very clear and communicated to community elders, local authorities and key community stakeholders.

In the aftermath of floods, the participants in each scheme were the households affected by the flood, and especially vulnerable households such as poor or very poor households, who may have a surplus of labour.

3.6 Rehabilitation of Roads

After completion of all the required documentation and other preparations, physical work on the project was started from 1st Nov 2010. Following is the detail of roads and start of work on these roads.

¹ Letter from SDM is attached as Annex II

² NOC form army is attached as Annex III

Name of Road	Date on which Cash for work was started	Date of completion
Daral Road	01/11/2010	20/12/2011
Alar Najvi Road	01/11/2010	20/12/2010
Barlaikot Road	02/11/2010	20/12/2010
Anakar Road	01/11/2010	20/12/2010
Aryanai Road	01/11/2010	20/12/2010
Utror Kas Road	02/11/2010	20/12/2010
Saz Gal Road	06/11/2010	20/12/2010
Badai Serai Road	01/11/2010	20/12/2010
Shahu Road	01/11/2010	20/12/2010
Bafar Road	01/11/2010	20/12/2010

Status of roads

Name of Road	Main days	Nature/Status of Work
Daral Road	652	<ol style="list-style-type: none"> 1. Leveling of 1600 Rft Road completed 2. Collectively 60' x 10' x 3' Retaining wall at 3 points has been constructed 3. Road has not been fully rehabilitated and needs more work
Alar Najvi Road	652	<ol style="list-style-type: none"> 1. Leveling of 6000 Ft road completed 2. Excavation of 1600 Ft area completed 3. Curves at 10 points have been widened up to 4 Ft 4. 1 Culvert has been constructed. 5. 50 x 4 Ft side wall with drain & 100 x 5 retaining walls have been constructed. 6. 06 KM Road has been rehabilitated
Barlaikot Road	391	<ol style="list-style-type: none"> 1. Curves at 6 points have been widened up to 4 Ft 2. Leveling of 3200 Ft road has been completed 3. 3 KM Road has been rehabilitated
Anakar Road	392	<ol style="list-style-type: none"> 1. Filling with small stones of 3600 Ft road 2. 3600 Ft road has been leveled with soil 3. Hard rock of large sizes removed 4. 3 KM Road has been rehabilitated
Aryanai Road	522	<ol style="list-style-type: none"> 1. Filling of 2000 Ft road with small stones has been completed 2. Leveling of 2000 Ft road with soil has been completed

		<ol style="list-style-type: none"> 3. 03 Curves have been widened up to 4 Ft 4. 02 culverts have been constructed 5. 4 KM Road has been rehabilitated
Utror Kas Road	391	<ol style="list-style-type: none"> 1. Filling of 2000 Ft with small stones has been completed 2. 2 Culverts have been constructed 3. Leveling of 2000 Ft with soil has been completed 4. 3 KM Road has been rehabilitated
Saz Gal Road	1044	<ol style="list-style-type: none"> 1. Filling of 3000 Ft Road with stone has been completed 2. Leveling of 9000 Ft Road with soil has been completed 3. Excavation of 1500 Ft has been completed at various points 4. 01 Culvert has been completed 5. 10 KM Road has been completed
Badai Serai Road	652	<ol style="list-style-type: none"> 1. Leveling of 1500 Ft has been completed 2. Filling with soil has been done in 500 Ft 3. The road has not been fully rehabilitated due to huge damages. The money allocated under GIZ funding has been spent on a portion of the subject road. 4. The damages are high then CARAVAN assumed at the time of assessment. Pakistan Army was working on the bridge which link Badai Serai Road with Main Madyan-Kalam Road but due to unfavorable working conditions the work was stopped. Although as per statement of local communities and Pakistan Army they will complete the bridge. Other Organizations have also worked on a portion of the road but the work has been left incomplete
Shahu Road	782	<ol style="list-style-type: none"> 1. Leveling with soil in 6000 Ft road has been done 2. 500 Ft Drains on road side have been repaired to divert rain water from road 3. 300 Ft Excavation in hard soil has been done 4. 06 KM Road has been rehabilitated
Bafar Road	522	<ol style="list-style-type: none"> 1. Leveling of 1500 Ft road with soil has been done 2. 1800 Ft long and 8 Ft wide alternate road

		has been constructed
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Cash Disbursement to labours

After signing contract with CARAVAN, GTZ released 40% of the approved fund for rehabilitation of the target link roads in upper Swat. It was assumed that the labour would be provided with their wages after each 7 days, but the money was disbursed little bet late. CARAVAN has received the first installment while 100% payment to labours has been made by CARAVAN from its endowment. All the payments to labour have been made in cash to facilitate the labours to get their wages easily and focus on the work.

4. Impact to the target group/target area (quantitative/qualitative)

In order to complete the physical work and manage the rehabilitation of link roads, 07 work supervisors were deputed from the existing pool of trained and professional human resource. The work supervisors were responsible for maintaining the labour attendance record and quality of work according to the instructions of project engineer.

Project Engineer visited all the schemes randomly during the implementation of the project. During the visits the project engineer examined the quality and quantity of work in each community.

Monitoring and Evaluation officer of CARAVAN regularly paid monitoring visits to the target communities and hold meetings with the labours involved in the cash for work programme and community members. During the meetings it was come to know that rehabilitation of link roads have enabled the local population specially women and children to access health and education facilities easily, transport agriculture inputs from market to fields, transport their milky products to local but main markets and other civic facilities.

CARAVAN's management also paid surprise visits to the project sites and hold meetings with the local population. During the visits it was noted that communities were taking keen interest in the rehabilitation of link roads as its the top priority of the locals.

Collection of a comprehensive baseline about local market in the aftermath of flood was difficult in the initial stages of the response. However, information about household's wealth, their income and expenditure patterns, their household assets, access of individuals to civics facilities as well as food sources/intake was collected. CARAVAN measured the impact of the cash for work interventions by comparing this information

with similar information at the completion of the project. Following are the indicators of positive impact pointed out by the communities.

- i. Decrease in transportation costs;
- ii. Increase in market accessibility;
- iii. Increase in short-term employment opportunities;
- iv. Increase in income for the wider community;
- v. Increase in diversity of foods available and purchased;
- vi. Increase in number of returnees to the target communities
- vii. Improved community ownership of the assets;
- viii. Existing social support systems strengthened due to social mobilization and gatherings

5. Problems challenged during implementation/solution.

CARAVAN identified the following challenges that arose from the Cash for Work schemes:

Challenge/Issue	Solution
The extent of damages was higher than assumed in the proposal, thus the budget for Daral and Badai Serai road was not enough.	Preparation of detail budget, design and estimate is under progress More budget is needed
Although parts of Badai Serai Road have been rehabilitated under the project but the road is not connected as the bridge from main road to Badai Serai has been washed away by the floods.	Pakistan Army is working on the bridge and soon will be connected
Rehabilitation of Roads at Badai Serai and Daral required huge blasting which is not allowed in the area.	The issue has been discussed with the security forces operating in the area and the community will arrange blasting
Budget for tools, equipment and skilled labour was not allocated in the proposal.	Community members used their own tools and contributed skilled labours
During Monitoring visits of GIZ team, it was instructed to widened the road to Alar Najvi, but the land owners were not allowing the labours hired under the project	No Solution

6. Lessons learned (Positive as well negative lesson)

1. As the number of participants increased, the money per person decreased thereby reducing the immediate benefits from the cash injected.

2. Over-reliance and dependence on cash for work schemes by communities created hurdles to implement the project.
3. Cash for work strengthen and increased community participation in rehabilitation activities
4. The Schemes which are eventually designed and managed in close consultation with communities always attain higher success.

7. Annexes of documents

- Photos (attached)

Annex 1

General Results

Social Numbers	Planned Numbers	archieved Numbers
Number of villages covered	10	10
Number of household covered	6600	6600
Number of population in target area	46200	46200
Number of direct beneficiaries (CfW and user)	46600	46600
Nunber of Mandays	6000	6000
Number of direct beneficiaries	400	400

Technical Results

Kind and number of rehalbilated/ build infratsructure	Planned Numbers	archieved Numbers
Number of Road	10	10
Road (km)	46	41
Number of Irrigation channel	0	0
Irrigation channel (km)	0	0
Covered land (Jirib)	0	0
Water supply (waterpoints)	0	0
Bridge (units)	0	0
Other (specify)	0	0
Kind and number of agricultural support	0	0
Kits (list of content plus number of kits)	0	0

Annex 2
Monitoring sheet (Planned Impact on Indicators)

Indicator 1:	Repaired houses	
	Number of houses repaired	
	Number of families	
Indicator 2:	Acces Health center /drinking water	
	Number of health center repaired/supported	
	Number of people have access to health center	
	Number of drinking wtaer places	
	Number of people have access to health center:	
Indicator 3:	Access income	
	Number of total CfW - worker of subproject:	<u>400</u>
	Number of total mandays of subproject	<u>6000</u>
	Number of total GIZ mandays of sub proejcts	<u>5400</u>
	Number of total community mandays of sub projects	<u>600</u>
	Number of average income/worker during sub	<u>4725</u>
Indicator 4:	Agriculture production improved	
	Number of kits distributed	
	Number of Seed (t)	
	Tools (pieces)	
	Number of Farmer reached	
	Number of Jirib covered	