



Construction of Causeway & Kacha Road



Funding Agency: International Labor Organization (ILO)

Implementing Partner: Society for Skills, Trainings and Development (SSTD)

Starting Date	13th September 2011
End Date	13th October 2011



Background

The summer of 2010 inflicted on Pakistan its worst flooding for the last 80 years. The number of people affected, who were in need of food, shelter and clothing to face a harsh Pakistan winter, was 20 million. Flooding began on July 22, 2010, the swollen waters then gushed across the Khyber-Pakhtunkhwa Province in the northwest, before flowing southward into Punjab and Sind. The estimated fatalities range from 1,300 to 1,600 people.

Even as national and international rescue and relief organizations rushed to save people and property, they were shocked to see that the nation's worst natural calamity had ruined just about every part of infrastructure of country — roads, bridges, schools, health clinics, electricity and communications. The flooding, which began with the arrival of the annual monsoons, eventually affected about one-fifth of the country — nearly 62,000 square miles — or an area larger than England in UK.

Poorly handled rescue and relief efforts, reported corruption and favoritism have added to the distrust that many Pakistanis already feel for their civilian political leaders, while the armed forces have restored their image by performing rescue and relief missions along the length and breadth of the flooded areas.

Purpose of the Project

Floods not only caused material losses, but the deluges have also deprived masses of their sources of income in Malakand (Protected). A year has elapsed, yet the situation is precarious in terms of shortage of food, medicines and damaged infrastructure. As waters receded from villages and farmyards, various interventions were undertaken to restore livelihood of vulnerable community and rehabilitate the community infrastructure. Different farmyards were reclaimed, but still there is a lot more to be done in the field of livelihood.

ILO and SSTD have done extensive work in Malakand (P) and undertook different interventions in the target area. The basic purpose of this project was to create livelihood



opportunities, besides bringing economic stability in the region. In this regard, SSTD, with the collaboration of ILO, has previously initiated Cash-for-Work activity and constructed a road, 'farms to market' allowing many people to truck the products to different markets.

Objectives of the project

- To improve the livelihood of vulnerable affected community
- To create short- term livelihood opportunities in the region
- To re-establish the destroyed infrastructure

Specific objectives of the project

- To ensure the provision of a sustainable quality transport network in targeted area for all modes of transport.
- The roads and causeway was designed to ensure safety and efficiency
- To channelize and develop water ways to their full potential
- To provide adequate flood protection infrastructure to minimize risk of flooding

Activities undertake

- Staffing
 - Collection of CVs
 - Interviewing candidates
 - Selecting project staff
- Staff Orientation
 - Project deliverables
 - Project duration
 - Code of conduct
- Community Involvement
 - Introduction of the project
 - Community mobilization
 - Focus group discussions
 - Signing of MoUs with the community
 - Community motivation for allocation of land for the construction of causeway and road
- Procurement of tools
 - Purchase of tools for the workers
 - Purchase of medical box for project site
 - Purchase of Jackboots
- Selection of workers
 - 10 skilled workers selected
 - 90 unskilled workers selected
- Orientation of the workers
 - Project deliverables
 - Methodology
 - Project duration
- Construction of causeway and road
 - Procurement of material
 - Laying down foundation

- Leveling the road
- Construction of boundary wall
- Monitoring
 - Site visits
- Reporting
 - Progress report

Causeway

A 'causeway' is a basic form of transportation system, consisting of a narrow, man-made earthen or rock structure, bridging a waterway. Causeways may cross defensive structures such as moats, irrigation structures- for instance, canals, or natural wetlands such as marshes or fens. In Malakand (P) SSTD has recently accomplished its 'Farm to Market Road' project in an effort to improve the livelihood of the affected community. The newly constructed road stretches to 1450 running feet while 22 feet in width.



The second phase of the same road will be followed by construction of 90 rft causeway. The purpose of the causeway is to channel water and to make the road usable for the vehicles too.

Construction of causeway & Road

After completing 1450 rft road ILO and SSTD accepted the challenge to construct 90 rft Causeway followed by 100 rft road with 18 feet width above the swamp which impedes the community from moving into their fields. Because of irregular flow of water, it has changed its direction, while intersecting the different paths. Resultantly these paths are full of huge bogs and people are facing great difficulties to reach their destinations.



Steps taken during construction of Causeway

- Separate ditch was dug to channel dispersed water into a single trench
- Foundations were dug to build concrete walls
- 4 feet deep inside the ground and 3 feet high above the ground concrete wall with 2 feet width and ninety feet long, was built on the both sides of the proposed causeway
- 6 NO RCC pipes having 18 feet length and 2 feet internal diameter are laid down.

Phase (I) review

ILO and SSTD have recently completed its project at Zormandai after rehabilitating 1450 rft of road. The road is a vital community infrastructure, connecting farms to the market. Farmers not only truck their yields but they also need to provide necessary input to farms and plowing, cultivating land. The Zormandai was the only road for tractors to move into the fields. Thus it is not only farmer's community drawing benefit from



the road, but the tractors are also dependent on the same 'path' to eke out their livelihood.

Dilapidated road links not only affect the rural communities but also lead to shortage of food in different markets of the province.

The notion of sustainability, here, premised on the identification of key hardware assets as the pivot of a range of social and economic transformations, and backed by massive investment in these assets, reverses the traditional labor-intensive orientation of road projects.

Financial narration

The project was started on 13th-September-2011 in Malakand (Protected) at UC Thana. As mentioned in the proposal, SSTD has hired 100 workers from within the targeted region on wages. Among those workers 10 are the skilled workers who are getting paid 650/Rs. per day while 90 others unskilled workers are being paid 250/Rs. per day. The following table provides details of wages given to the workers:

Narration of Causeway & Kacha road Construction								
Sr.	Description	No. of workers	Duration	Daily wage	Total wage	No. of work days	Construction of causeway and road status	
Unskilled workers								
1	Workers required	90	15 days	250	337500	1350	On going	
Skilled workers								
2	Workers required	10	15 days	650	97500	150		
Total		100			Rs. 435000/-	1500 work days of employment		
Farm to Market Road Phase II								

Future planning

After the completion of causeway and road of 100 running feet, the third phase of the project would start and the entire construction of the road would be completed. In this phase, two Kacha roads will be connected by the causeway, having 450 acres of land on its either sides. The overall aim of the causeway and road is to maintain and improve the road network within the affected region, promote and encourage an integrated sustainable community infrastructure, with due regard for the safety and utility of all, and to provide the appropriate means of transport to support the economic and social development of the targeted community in particular.

Community Involvement

SSTD has made every effort to mobilize the community and involve it in project activities for the optimum results of the project. In this regard Focus Group Discussions (FGDs) were conducted to ascertain their opinion, besides cultivating the feelings of ownership among the target community. FGDs were conducted for two main purposes; firstly to inform people concerned about the anticipated benefits of the project. And the second reason was to convince the land owners to render their piece of land for the construction of causeway and road, if it hinders its construction.



Media campaign

SSTD prefers an effective media campaign regarding the awareness of the project. Banners, flyers, standees and other promoting material are also displayed at different locations. Besides, news items appeared in different newspapers, highlighting the importance of the project. Even electronic media was used as part of the campaign. A private TV channel also interviewed community members and project staff regarding the project.

Land Allocation

People have done encroachments after floods, and, therefore, an effective strategy was needed to reclaim parts of land from the encroachers for the construction of causeway and road. For this purpose, separate Focus Group Discussions were conducted, only with those whose land hindered the construction of the causeway and the road. They were briefed and informed about the project and the benefits of the causeway and the road to be constructed by the joint efforts of ILO and SSTD. Land owners agreed about the said construction projects.

Challenges

- Convincing land owners for allocating land for the construction of the road
- Encroachments by the villagers , lands owners were the biggest challenge
- Work was extremely strenuous
- Working in marshy land is a challenging task



- Removing hedgerows from edge of the lands
- Filling of the road

Stakeholders

- **The community**
Gaining community trust, motivating them and making them cooperative was a strategic task assigned to the field staff. SSTD took the community on board and made it aware with the activities of the project, in order to give them a sense of ownership.
- **Government departments**
Involving government in the project was essential to approve the design, structure and certain technical aspects of the causeway and the road. Engineers of Tehsil Municipal Authority have paid several visits to the site and safety matters were discussed in details. Apart from this, District coordinator officer (DCO) was also informed about the project.
- **Line Organization**
SSTD has informed other line organizations working in Malakand and also shared the project details with them. The purpose is to inform other non-governmental organizations (NGOs) about the rehabilitation of the target area to avoid any duplication of such activity.

Conclusion

The construction of the causeway and road will facilitate a large number of people to carry out their business activities and reach their destination easily. It also helps in boosting the flagging economy of the target area. Many residents of the area unanimously opine that rehabilitating such kind of infrastructure means stimulating the economic activity and prosperity of the stated community.