



**International Labour Organization**

**Emergency Livelihood Project  
In Response to Cyclone Nargis in  
Mawlamyinegyun Region in Myanmar**



**Project Completion Report**

**Yangon May 2009**

## TABLE OF CONTENTS

LIST OF ACRONYMS AND ABBREVIATIONS .....	3
1 BACKGROUND .....	4
1.1 Cyclone Nargis .....	4
1.2 Needs Assessment.....	4
1.3 ILO Background.....	4
1.4 Work Plan with Government.....	5
2 PROJECT IMPLEMENTATION.....	6
2.1 Mobilization .....	6
2.2 Management Arrangements .....	6
2.3 Project Approach .....	7
2.4 Exchange Rate Losses.....	8
3 DFID FUNDED PROJECT .....	9
3.1 Logical Framework.....	9
3.2 Output 1: Rehabilitation of Tertiary Infrastructure .....	9
3.3 Output 2: Employment Creation .....	10
3.4 Output 3: Skills Development and Capacity Building .....	10
3.5 Output 4: Policies, Strategies, Guidelines and Standards.....	11
3.6 Programme.....	12
3.7 Costs Achieved .....	12
3.8 Achievement of Project Purpose and Goal.....	13
4 COMMUNITY EMPOWERMENT .....	13
5 INTERACTION WITH GOVERNMENT .....	14
6 SUSTAINABILITY.....	14
7 LESSONS LEARNT FROM IMPLEMENTATION.....	15
8 UNFORSEEN OUTCOMES .....	16
9 CONCLUSIONS .....	17
<b>Annex A: Logical Framework.....</b>	<b>18</b>
<b>Annex B: Project Map.....</b>	<b>20</b>
<b>Annex C: Pilot Project Statistics.....</b>	<b>21</b>
<b>Annex D: DFID Project Statistics.....</b>	<b>22</b>
<b>Annex E: Combined Pilot and DFID Statistics .....</b>	<b>26</b>
<b>Annex F: Photographs.....</b>	<b>31</b>

## **LIST OF ACRONYMS AND ABBREVIATIONS**

ASEAN	Association of South East Asian Nations
DFID	Department For International Development
EIIP	Employment Intensive Infrastructure Programme
ERC	Early Recovery Committee
ILO	International Labour Organization
NGO	Non Governmental Organization
LBAT	Labour Based Approach and Technology
PONJA	Post Nargis Joint Assessment
UN	United Nations
UNDP	United Nations Development Programme

## **1 BACKGROUND**

### **1.1 *Cyclone Nargis***

Cyclone Nargis struck Myanmar on 2 and 3 May 2008. There was extreme damage and loss of life in the delta region where there was a large storm surge. An estimated 95% of houses were destroyed. There are few roads in the region and transportation is usually by inland waterways linked to secondary and tertiary rural roads and tracks. Infrastructure was severely damaged resulting in serious access difficulties for relief activities and a loss of the connectivity that was needed for early recovery.

### **1.2 *Needs Assessment***

On 31 May 2008 the Tripartite Core Group of Government of the Union of Myanmar, ASEAN and the UN agreed to undertake a Post Nargis Joint Assessment (PONJA) to identify the full scale of the impact of the cyclone and the need for both immediate humanitarian assistance and longer term recovery. This project was undertaken in response to that assessment.

#### **Protection:**

As is always the case following disasters protection for the vulnerable in society is a major consideration. This encompasses such issues as potential trafficking in humans, forced relocation, forced labour, child labour and underage recruitment into the military. The needs for effective monitoring, awareness-raising as to individual and community rights were clearly identified as being critical. The introduction of practical, community based, early recovery projects, providing the basis for temporary employment, training and income generation towards self sufficiency, was seen as an appropriate tool not only to meet these practical needs but also to provide a footing for monitoring and awareness-raising on basic protection rights under the Law.

#### **Mobility:**

Almost all communities in the delta rely heavily on inland water transport. There are few roads and the network of rivers and other channels provides the most effective means of personal and freight transport. Jetties are usually wooden structures and are very basic. The assessment concluded that the cyclone had done major damage to the jetties as well as to boats. Many paths had become impassable and footbridges had been destroyed leading to poor connectivity even between areas that were not usually separated by water channels.

Thus, even in the very rare cases where farms were undamaged, it would have been impossible for farmers to get their produce to market. Rehabilitation of tertiary infrastructure was needed in order to support early recovery and support sustainable livelihoods. It would also enable children to go to school and the population to access clinics and other basic services.

### **1.3 *ILO Background***

The ILO mandate in Myanmar is the elimination of the use of forced labour including underage recruitment. As such the ILO is the sole UN Agency in the Country with a pure Human Rights responsibility. Forced Labour in Myanmar is illegal and children under 18 years cannot legally be recruited. The Law in these areas is however observed largely in

its breach. The ILO negotiated a Supplementary Understanding with the Government of Myanmar in 2007 which provided a complaints mechanism permitting resident citizens to complain to the ILO about forced labour and/or underage recruitment and which authorizes the ILO to assess those complaints and to follow them up with the Government towards negotiating a settlement in the matter. The objective is elimination of the practice so a major element must be awareness of rights and responsibility under the law in addition to its simple enforcement.

The ILO's Employment Intensive Infrastructure Programme (EIIP) has successfully demonstrated how infrastructure can be built and maintained in a cost effective manner with labour based methods. The EIIP has made a major impact on creating large scale employment with locally available resources. This approach is also appropriate in post disaster recovery initiatives where the need to provide work runs alongside the need to restore infrastructure. The EIIP with its community driven philosophy provides further the opportunity to not only transfer technical knowledge but also to introduce basic community development knowledge and tools such as basic governance principles, consultative processes, consensus decision making procedures and of course increased awareness of rights and responsibilities under the law in particular in the broad area of employment.

The introduction of the EIIP was seen as the ideal entry point for the promotion of the ILO's core forced labour mandate as well as a mechanism to support monitoring and awareness raising on rights and responsibilities post cyclone.

#### **1.4 Work Plan with Government**

Before beginning work the ILO had to agree a work plan with the Ministry of Labour. This was dated 27 October 2008 and no work could start before it was in place. A government liaison officer was appointed for the project who handled relations with government departments. Clearance had to be received from the Mawlamyinegyun Township authorities, including the technical department, to ensure that they were content with technical and other aspects of the project.

#### **1.5 Pilot Project**

ILO undertook a three month pilot project with its own funding to restore connectivity to one affected area. The project began in late October 2008 and worked in a single cluster of five villages (Mai Za Li Oou). Four miles (6.4 km) of raised concrete footpath, two jetties, six footbridges and forty pit latrines were built. The total cost was \$150,000. Infrastructure priorities were identified through community based planning processes facilitated by the ILO. Work was undertaken using a mix of community and private contractors all of whom engaged labour from the community.

#### **1.6 Proposal to DFID**

The pilot project was successful but ILO lacked funding to scale up the work. DFID was, at that time, providing support for UN agencies, NGOs and others working on post Nargis reconstruction. ILO sought and received funding from DFID for a three month programme from 1st January 2009 to 31<sup>st</sup> March. The intention was to build on the success of the pilot project and scale up to twelve clusters covering 60 villages with a total population of some 25,000. Cost estimates were based on the assumption that the new village clusters would have similar needs to the pilot project.

As with the pilot project, the proposal to DFID focussed only on tertiary infrastructure. Initial plans were to build 48 miles of village tracks, 24 jetties, 132 small bridges

(calculated on base unit of 20 ft) and 600 pit latrines. This was to provide 100,000 work days of employment for the affected population.

Project planning was entirely community driven with the communities identifying and prioritising their needs. The project was intended to support the growth of community cohesion and to ensure that all authorities and citizens had a better understanding of their respective rights and responsibilities under the law. The work was also seen as an opportunity to demonstrate good employment practice as part of ILO's mandate in Myanmar for the elimination of forced labour.

## 2 PROJECT IMPLEMENTATION

### 2.1 Mobilization

The pilot project mobilised in late October 2008 with an international project engineer. Local staff were two engineers, two community liaison assistants and two supervisors. Accounting and payments were carried out by ILO's Yangon office.

The DFID funded project mobilised in January 2009. The pilot project international engineer did not wish to extend and a replacement was appointed in January. The two local engineers and two community liaison assistants continued from the pilot project. In addition, three senior supervisors were appointed together with one supervisor for each of the twelve village clusters.

The project operated from a rented office / warehouse in Mawlamyinegyun. Transport for all site activity was by small boat.

### 2.2 Management Arrangements

The responsible manager was the ILO Liaison Officer based in Yangon an experienced senior manager with considerable experience in governance, finance, HRD, project management and organization.

The project international engineer was an experienced engineer who has managed labour based and community works in Nepal. The use of standard designs and a very limited menu of options meant that little was required in the way of technical design on site. Other members of the team are identified above.

The locally engaged engineers provided support for six village-clusters each. Senior supervisors focussed on those clusters where work was in progress. Supervisors worked only in those village-clusters to which they had been assigned. The community liaison assistants provided support in six village-clusters each.

Stage Payments	Percentage Paid	
	From Jan to 9 Feb	From 9 Feb to Completion
Contract Award	50	50
Half Way	25	35
Completion	25	15

**Table 1 - Payment Schedule for Contracts**

Payments to contractors were heavily front-loaded as most of the contractors had little in the way of financial resources. The payment schedule is shown above. The change on 9 February was made when it was realised that community contractors were experiencing cash flow problems in the last half of the contract period creating potential delays and /or interfering with ability to meet wages obligations. The new configuration overcame these problems. The use of a relatively small menu of project options led to simple contracts and enabled the project team to provide standard construction planning to each. As in the pilot project all accounting and payment was carried out from ILO's Yangon office.

A government liaison officer from the Ministry of Labour was appointed specifically for the project and posted in Mawlamyinegyun. This was a useful initiative; he succeeded in ensuring that local government officials were briefed on progress throughout the project and thus avoided potential difficulties that might otherwise have arisen. He played a valuable role with the community liaison officers in working both with community contractors and village workers to ensure understanding of employment rights and was a strong advocate against the use of forced labour in village consultative meetings. He obviously further ensured that the Ministry Head Office was kept abreast of all activity.

An international consulting engineer was appointed to provide intermittent technical and project reviews and to provide technical support and guidance to the team. He visited the project twice and also supported the Project Engineer and ILO Liaison Officer with the initial drafting of the project completion report. In addition to recommendations on site he prepared visit reports which identified both positive initiatives and issues of concern and included recommendations where necessary.

### **2.3 Project Approach**

The project used the local resource based approach that has been developed by ILO's Employment Intensive Infrastructure Programme (EIIP).

UNDP had established community construction committees established in some villages pre-cyclone and moved to set up Early Recovery Committees (ERCs) in others shortly after the cyclone. They were the obvious groups to work with under the ILO programme. This cooperation in sharing structures together with other valuable support in areas such as communications was received from UNDP during the project.

Initial meetings were held with the ERC's and communities at which the nature of the project was explained. Communities were asked to identify sites for footbridges, jetties and footpaths. The feasibility of the sites was assessed by the team and cost estimates prepared. This was presented to the community at a second meeting when the proposals were prioritised and agreed by the community as a whole. Consultation between villages in village tracts was undertaken with encouragement given to villagers to include infrastructure that would provide connections between villages and between village tracts.

In discussion with DFID it became clear that they felt strongly that work should not be done in isolation but rather should be part of a coherent overall effort with other agencies. This approach made sense in order to get best return on investment and was readily accepted by the ILO. Thus the work on connectivity was intentionally planned to provide not only citizens mobility but also to support other agencies' activities. In the area of the project this was largely UNDP and the French Red Cross but also taken into

account were FAO and WFP food distribution, pre-harvest ground preparation and planting activities.

Work was split between community and private contractors<sup>1</sup>. Private contractors built the longer bridges and one jetty in each cluster. Community contractors undertook the shorter bridges, one jetty in each cluster and footpaths (with a maximum individual contract length of 5,500ft). At least three contractors made bids for each of the private contracts. Communities were asked to nominate a single person to act as community contractor for each identified work element in their area. The project team prepared the contract for community contractors including Bills of Quantity and price estimates. Contracts were for 2-3 months.

Both private and community contractors used workers from the community nominated by the ERC. If there were more volunteers than jobs then some people worked part time and if necessary a rotational employment scheme put into place. This way all people who wished to work were given an opportunity to do so.

The private contractors provided their own materials and tools. Community contractors were responsible for buying their own materials although quantities were calculated for them by the project team. They sought quotes under ILO team technical guidance, from different suppliers to ensure prices and quality were competitive. The project supplied tools for the community contractors. The tools were given to the ERC's for use in maintenance at the end of the contract.

On the completion of each community cluster a public audit was held so that all members of the community could see how the money had been spent. This also provided an opportunity for the community to discuss the governance of the work, good points and problems encountered as well as to set the scene for maintenance responsibilities.

The community contract sum included a sum equivalent of 15% of total cost of labour and materials identified as profit. Part of this sum was for the contractor as his/her fee and part was to be put aside by the ERC as a maintenance fund. The exact split was agreed in writing at the start of the contract between the community contractor and the ERC.

On completion of the project the ILO undertook a detailed final inspection of all the works to ensure that they were up to standard for maximum longevity. The project engineer personally inspected all the bridges and jetties built including close inspection of the reinforced concrete piers whilst the local engineering personnel undertook inspections of all footpaths. Quality standards were found to be high with the only remedial work required being the concreting in of some exposed reinforcing steel at the top of a pier (leaving it exposed would have invited potential rusting and weakening of the structure over time) and the repair of two bridge piers on which it was considered that the concrete whilst sound had been cured too quickly and could therefore deteriorate faster than desirable.

## **2.4 Exchange Rate Losses**

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<sup>1</sup> By letting one jetty and one big bridge to private contractors in each village cluster it was intended that the community contractor should watch and learn from the private contractor with the private contractor supplementing the technical support provided by the ILO engineering team and playing a mentor role.



The estimated cost of the DFID programme was US\$1,202,394 and this was approved by DFID. As with all DFID programmes; DFID's commitment was given in sterling as £590,810. The funds were transferred from DFID to ILO Geneva in a single tranche. Sterling was depreciating rapidly at this time and the sum received was only \$908,938 – only 75.5% of the funds required.

DFID was unable to increase funding to make good the loss to the project. This inevitably reduced the project outputs significantly - a situation accepted by DFID as being inevitable. During discussion with UNDP it became apparent that other organizations were dealing with water and sanitation so that an ILO focus on connectivity alone would be justified. The omission of the 600 latrines, originally included, saved \$119,000 although this represented a saving of only 9.9%. Other savings were made in overheads including local office costs and purchase of bicycles rather than motorcycles for the Mawlamyinegyun based team.

### 3 DFID FUNDED PROJECT

#### 3.1 Logical Framework

A logical framework was prepared as part of the proposal for DFID. This is attached as Annex A. The framework lacked a number of items including risk and assumptions, because it is an emergency response programme rather than a formal DFID development programme. DFID were aware of the need to cut back on various activities but never asked for the framework to be changed. They agreed informally that the latrines should be omitted from the project.

#### 3.2 Output 1: Rehabilitation of Tertiary Infrastructure

Items	Pilot Project	DFID Project		Total
	Achieved	Log Frame	Achieved	Achieved
<b>Access Tracks (Miles)</b>	4.00 (6.4 km)	48.00	50.5 (81.2 km)	54.5 (87.6 km)
<b>Jetties</b>	2	24	23	25
<b>Foot Bridges</b>	6 (320 ft)	132 (2640 ft)	49 (2610 ft)	55 (2930 ft)
<b>Pit Latrines</b>	40	600	0	40

**Table 2 - Tertiary Infrastructure Built**

Figures achieved for the construction of infrastructure in the pilot and DFID funded projects are shown in Table 2 above. The slight variation up and down in the lengths of access tracks and number of jetties achieved is reasonable in view of individual villages own priorities.

49 bridges have been built in the DFID project; substantially less than the 132 proposed in the framework. The total length is 2,610 ft (giving an average length of 53 ft). During project preparation it was estimated that the 132 bridges would average 20ft which

would have given a total 2,640 ft. Under these circumstances the outputs achieved are not unreasonable; particularly given the exchange rate losses.

As noted earlier; the 600 latrines were omitted to take partial account of the shortfall arising from exchange rate losses. The total exchange rate loss was \$293,000 whilst the estimated cost of 600 latrines was only \$119,000. The reduction in total physical outputs is therefore less than might have been expected given the exchange rate losses.

### 3.3 Output 2: Employment Creation

The logical framework indicates a target of 100,000 work days to be created under the DFID project. **74,436** work days had been created by the end of the project. Whilst short of the original projection this outcome is a fair reflection of the 24.5% funding reduction through exchange rate issues.

The figure of 100,000 in the expected labour days was clearly an estimate. A simple pro rata increase in the number of work days created in the pilot project would have been 67,000. The project has, however, generated a considerable (but not measurable) number of additional work days through the contracting process in such areas as the collection of aggregates in the delta and its transportation to site by local suppliers.

	Pilot Project			DFID project			Total Pilot + DFID project		
	Male	Female	Total	Male	Female	Total	Male	Female	Total
<b>Person Employed</b>	329	211	540	4,826	2,038	6,864	5,155	2,249	7,404
<b>Actual Days Worked</b>	3,514	3,051	6,565	56,081	18,355	74,373	59,595	21,406	81,001

**Table 3 – Breakdown of Persons Employed**

As can be seen from table 3 above women constituted 39% of the workforce on the pilot project and accounted for 46% of the actual days worked. These numbers however reduced to 30% and 25% respectively for the larger DFID project. While this in part reflects the contracted work configuration, the differing physical demands of the work and the fact that bridge and jetty work demands a higher proportion of skilled staff, it can be seen that on footpath contracts, which call for a largely unskilled workforce, women were utilized rather more than they were on jetty and bridge works. This we believe can be attributed to traditional attitudes as to what is seen as ‘mans work’ and to a form of discrimination on earnings potential as bridge and jetty contracts, and thus employment contracts, tended to be for a longer duration. This was raised continually and some inroads made but, given the time available, not enough to achieve complete attitude change or to create full balance.

### 3.4 Output 3: Skills Development and Capacity Building

In total 159 contracts were let. Twelve community contractors were trained on the pilot project and 105 were trained on the DFID project (note: some community contractors considered to have the potential to move into commercial (sub) contracting activity were granted multiple contracts). Training encompassed contract management,

budgeting, sub-contracting, procurement, employment procedures, wages calculation and recording in addition to the technical skills of the actual contract specification. Private contractors were used on the more complicated structures. Three private contractors worked on the pilot project all of whom were amongst the fifteen who were awarded contracts on the DFID project. Two of the private contractors used on DFID work had started as community contractors and they have now individually started bidding for and obtaining work on subcontracts unrelated to the project so as to supplement their agricultural earnings.

Items	Pilot Project	DFID Project		Total
	Achieved	Log Frame	Achieved	Achieved
<b>Contractors Trained</b>	12	24	105	117
<b>ERCs Trained</b>	5	60	60	65
<b>Vocational Skills Training</b>	24	100+	282	306
<b>Awareness Training</b>	250	2,000+	7,010	7,260

**Table 4 - Skills Development and Capacity Building**

Early Recovery Committees (ERC's) were trained in a total of 65 villages. This included the particular management and governance skills necessary for the project process. They were also trained in maintenance of the infrastructure that they had received.

Vocational skills training were given to two people per contract who were then paid the skilled worker rate. A total of 306 individuals were trained in this way over both projects. These trainees will have the skills required to assist in the on-going maintenance of the finished works.

Awareness training has been carried out at every opportunity, at village meetings, village tract consultations, meetings with local authorities and with the local offices of Government Departments such as Public Works and Construction. As a result communities and local government officials now have a much better understanding of their rights and responsibilities in employment, forced labour and underage recruitment. The Deputy ILO Liaison Officer, the Ministry of Labour representative and the project community liaison officers conducted awareness raising seminars in all project village clusters during the construction period and as part of the final project inspection/closure process.

### **3.5 Output 4: Policies, Strategies, Guidelines and Standards**

Output 4 has no quantified indicators. It does however have four sub-outputs as follows.

Output 4.1 Ensure that labour engagement is in conformity with international labour standards including the Forced Labour Convention No 29 ratified by Myanmar. Achieved

Output 4.2 Review of technical specification and design standards currently in use for rural infrastructure public works and assess their appropriateness for the application of labour based methods. Achieved

Output 4.3 International Labour Standards to be suitably integrated in the Contract documentation and management procedures and will be adapted to the specific requirements of labour based rehabilitation works. Achieved

Output 4.4 Regular reporting of project results and outputs to all stakeholders. The DFID project was too short for formal written reports. DFID and other relevant stakeholders in Yangon were kept informed of progress by the ILO Liaison Officer and site visits for Yangon based DFID staff, other IO's, INGO's organized. Achieved

### **3.6 Programme**

The work plan agreed with government gives clearance for work to continue until September 2009 and makes provision for a possible extension for a further year by separate, mutual agreement. The initial ILO proposal to DFID envisaged that work would be completed by the end of July 2009. The work plan included in the DFID agreement, however, showed work being completed at the end of March 2009 to fit with the DFID financial year. All DFID funded activity was therefore programmed to the start of the project with all contracts being let prior to 31 March. DFID were content for expenditure to continue beyond that date provided that a commitment had been made in the form of contractual obligation with the funds being duly allocated and progress payments commenced on the formula prior to 31 March. This formulation was adhered to.

Work under those commitments in fact continued to the end of May 2009; thus finishing before the start of the monsoon. The work has, therefore, been completed in a shorter period than envisaged in the original proposal.

### **3.7 Costs Achieved**

Cost estimates, as well as quantities, were based on the operational figures achieved in the pilot project scaled up by a factor of twelve. This led to the estimate of \$1,292,394. In work of this nature it is unrealistic to believe that more accurate estimates can be achieved without knowing precisely what is to be built and where.

The community contractors were identified by the ERC and did not submit tenders. The project team set the contract price so there was little opportunity for contractors to inflate their prices. Additional costs were paid for unexpected conditions but were closely monitored.

The project was obliged to stay strictly within the figure of \$908,938 even though this represented a 24.5% reduction in the initial estimated cost. Because individual contracts were for similar works, short in duration and relatively small in cash terms, it was possible to adjust the number of contracts in the programme so as to hit the target spend. The actual spend including Program Support Costs retained at HQ is \$890,035. The project will, therefore, have achieved a 98% delivery rate (or 89% excluding the Program Support Cost element). It can be noted that the sum of \$712,638 reflects direct project expenditure on contracts (materials and labour costs) plus the cost of hand tools. This is 80% of total spend meaning that the cost of Project Management, ILO technical

support staff, contract supervision, transport logistics and general administration costs accounted for 20% of total cost. Please note the above financial numbers are subject to ILO Finance Dept final verification. A separate final financial report will be submitted as required under the contract.

### **3.8 Achievement of Project Purpose and Goal**

The purpose of the project in the logical framework was:

*The project is targeted to rehabilitate the tertiary rural infrastructure using labour based and local resource based approach, thus creating immediate short term employment opportunities to the affected population. Through this employment they will be able to earn income to provide for themselves and their families and to learn new skills which will support them in rebuilding sustainable ongoing livelihoods. The objectives of the project is not only the provision of immediate relief but also to break the dependency cycle with the creation of sustainable livelihoods through skills and knowledge transfer with respect of relevant international labour standards.*

The outputs of the project have been achieved to the extent possible under the restricted length of the project and level of funds available. It is reasonable, therefore, to conclude that the purpose of the project has been met.

The goal or overall objective was

*Rapid restoration of access and other tertiary infrastructure to and from the rural areas and employment creation for the affected population*

The Delta is a vast area of wetlands. Within the very limited area covered by the project, being some 65 villages in the periphery of one township, identified as a priority area in the post Nargis assessment, this goal has been achieved. There is no question that other parts of the Delta, severely affected by Nargis and identified as priorities in terms of Disaster Risk Reduction, deserve similar attention. The ILO project model being a community based cooperative delivery concept lends itself to such extension subject to Government agreement and the availability of funds.

## **4 COMMUNITY EMPOWERMENT**

The current situation in Myanmar does not encourage villagers to make decisions relating to their own communities. The ERCs have, in fact, been the first non governmental body that has been established in most villages for many years.

Inevitably some ERC's are stronger than others. However, by choosing to work through them, ILO (and UNDP as the ERC establishing agency) has strengthened the capacity of the only body that has been established by the community specifically to reflect the will of that community and that has credibility in the community.

The work of the project encouraged transparency, community participation, discussion and respect for individual rights. Although this project related only to infrastructure; the planning process ensured that communities experienced the benefits of working communally, undertaking consultation, taking consensus decisions for themselves and accepting responsibility for those decisions. Additionally the activity supported conflict resolution/mitigation/reconciliation in respect of the inevitable, normally minor,

disputes which arose. These skills should work positively to support on-going community development.

## **5 INTERACTION WITH GOVERNMENT**

Poor people, throughout the world, are vulnerable to abuse including forced labour. This increases disproportionately after a natural disaster such as Cyclone Nargis. The government has legislated against forced labour. The ILO and the Government have worked together post-cyclone to ensure that all authorities are aware of the law and their own responsibilities

As part of this project a government liaison person was attached to the team. This individual was very useful in transmitting to everyone their rights under the law. By taking the opportunity of working closely with a Government Liaison Officer the ILO was able to demonstrate its commitment to the principles of transparency and good governance from which mutual respect is gained. This reflects the approach adopted by the ILO in its ongoing relationship with the Government of Myanmar. The Government Liaison Officer was also very useful in providing a conduit to authorities at township and state level with respect to ILO's working methods. From this the opportunity arose to brief public works and other government departments. They now all have copies of national laws and regulations and have been briefed in some depth as to their responsibilities under them. Contract forms and documentation produced by the ILO have been shared with appropriate government departments and it is understood that in some case similar modalities have been adopted for Government Works.

Throughout the project close communication was maintained with the Ministry of Labour Head Office through the good offices of the Director General of the Labour Department. The fact that all required support and back-up was readily provided through this contact greatly assisted the effective delivery of service and contributed significantly to the final successful outcomes.

## **6 SUSTAINABILITY**

The project has focussed on the construction of a limited range of tertiary infrastructure. None of it should be high maintenance. The standard of workmanship on individual structures and paths will inevitably have been variable given that community contractors were being used and none of those involved had a technical background.

Responsibility for maintenance lies with the communities. The ERCs have been given tools used in the community contracts. They have put aside funds from the "profit" element of the contract for future maintenance. ERCs have also been briefed on the maintenance needs of the works in their communities and left a maintenance guide and schedule.

ILO used its own funding to undertake a detailed final inspection of all the works to confirm that they were up to standard. The project engineer personally inspected all the bridges and jetties built including close inspection of the reinforced concrete piers. Paths, (particularly culverts and other related drainage) were inspected by the local engineers. The visits were also used to stress again the importance of maintenance to the ERC's and to check that the tools are being stored correctly.

It would be fair to suggest that current Myanmar conditions do not lend themselves to a highly developed maintenance culture with maintenance generally not being perceived as a priority. The work of the project attempted to address this issue through presentations on the cost analysis of cause and effect of non-maintenance. However the result of this input is yet to be seen.

## **7 LESSONS LEARNT FROM IMPLEMENTATION**

The project had a number of features that were unusual and that should be replicated in future programmes of this nature. A number of issues were also identified during the review missions and were acted on. They are included in the list below together with other considerations identified during the preparation of this report.

- Consultation between ILO as Project leader, UNDP, FAO, the Government and others on site location prioritization assisted in ensuring good targeting and maximum return on combined early recovery funding.
- Cooperation and support received from UNDP and others in Mawlamyinegyun and elsewhere on such matters as communications and logistics created valuable efficiencies.
- Use of existing ERC's speed up mobilisation and helped to consolidate their role in communities.
- Written governance guidelines were critical in providing the communities and the ERC's a basic governance understanding and for promoting consistent decision making.
- Allowing mistakes to be made, within reasonable boundaries, can itself be a useful learning tool. Understanding of good governance and best practice outcomes can at times be strengthened by the learning experiences from making mistakes.
- Projects must be flexible so as to accommodate critical recovery needs such as ground preparation, crop planting and/or harvest.
- Community based planning using a limited number of infrastructure options ensures that communities are content with the choices made.
- Use of a small number of standard designs makes it simple to let and administer contracts; including the use of standard contract formats.
- Community contractors should preferably not be members of the ERC however if they unavoidably are they and the ERC must have a full understanding of the concept of 'conflict of interest' and the contractor must not be involved in ERC discussion or party to ERC decisions relating to his/her own contract.
- Assurances as to the percentage of women employed should be checked against records on a regular basis and contractors held to account to improve performance against the contractual targets.

- A public audit at the completion of individual community contracts is a valuable tool to highlight key issues, to encourage transparency and to achieve closure where such is required.
- Methods of selecting workers for community contracts must be favour the poor and/or most in need and be both clear and transparent.
- Standard forms should be used throughout and particularly to record the quality and approval of work leading to payment of progress payments and the moving to the next contractual stage.
- All forms should be bilingual.
- Senior supervisors must be given additional training to ensure they can monitor the specific technical elements of the project effectively.
- Bridge and other designs should only be adopted on possession and verification of technical loading specifications and supporting calculations.
- Culverts should be 1ft minimum diameter to permit cleaning.
- Any change in specification must be provided in writing with associated conditions changes being a formal amendment to the contract.
- The practice of plastering up untidy concrete work must not be allowed. In some instances it can be a device to cover up bad workmanship in need of fundamental repair rather than a simple beautification exercise.

## **8 UNFORSEEN OUTCOMES**

There were three completely unforeseen positive outcomes:

- a. As the result of putting in all weather raised concrete paths with non-slip grooving farmers and school children have started purchasing and using bicycles for transportation-this was never possible previously. The standard of design used is sufficient to sustain bicycles however to accommodate further transport advances the design would need to be changed both for safety and strength which would move into a completely new and likely unsustainable cost category.
- b. Traditionally children have had to walk muddy paths, ford small streams and take a canoe trip across more substantive waterways to get to school-this necessitated their always taking a change of clothing with them-the new network of paths bridges and jetties has eliminated that need saving the family money on duplicate clothing and saving time from daily washing.
- c. The clustering of villages into manageably sized groupings (normally 5 villages) forced villagers together and the concept of identifying collective priorities demanded consultation, discussion and agreement, with the alternative being loss of the opportunity. This process ignored the existence of ethnicity, social status and other such differences and further was ignorant of past at times long standing feuds. The concept was able to be used as a form of peace making/dispute resolution mechanism.



## 9 CONCLUSIONS

The project largely met its objectives. Had there not been an effective 25% cut in funding brought on by the exchange rate loss it would have achieved them all. The DFID funded project represented a very effective scaling up the pilot project.

Coordination with UNDP and other agencies in Mawlamyinegyun and in Yangon has been good and has brought practical benefits in the field.

The team has worked well and has demonstrated good labour practice in all aspects of its tasks. In particular it has demonstrated to government that tasks can successfully be undertaken by communities without recourse to forced labour.

The project represents a useful model for further scaling up in the delta or replication in other states.

To this end, and subject of course to Government of Myanmar agreement and the availability of funds, the ILO would like to resume project activities either in the Delta and/or elsewhere in the country, post monsoon. For this reason it was seen as important to keep the engineering team together. A partnership agreement has therefore been entered into with UNDP under which the full ILO project team is retained by the ILO but is committed to providing engineering project support to UNDP funded priority projects until the end of 2009. This work adopts the full ILO delivery modalities. Negotiations are in process with the Government of Myanmar towards obtaining their agreement to allow this arrangement to run its full course and towards agreeing the parameters for further ILO project activity in 2010.



Steve Marshall  
ILO Liaison Officer  
Yangon

## Annex A: Logical Framework

Narrative Summary	Verifiable Indicators	Sources of Verification	Important Risks and Assumptions
<p><b>Overall Objectives:</b></p> <p>Rapid restoration of access and other tertiary infrastructure to and from the rural areas and employment creation for the affected population</p>			
<p><b>Purpose:</b></p> <p>The project is targeted to rehabilitate the tertiary rural infrastructure using labour-based and local resource based approach thus creating immediate short-term employment opportunities to the affected population. Through this employment they will be able to earn income to provide for themselves and their families and to learn new skills which will support them in rebuilding sustainable ongoing livelihoods. The objectives of the project is not only the provision of immediate relief but also to break the dependency cycle with the creation of sustainable livelihoods through skills and knowledge transfer, with full respect of relevant international labour standards.</p>			
<p><b>Outputs / Results:</b></p> <p><b>Output-1: Rehabilitation of Tertiary Infrastructure in 12 Village Clusters comprising of 60 villages through labour-based and local resource based approach.</b></p>	<p>Following no. of rehabilitated :</p> <ul style="list-style-type: none"> <li>- 48 miles of access tracks.</li> <li>- 24 jetties.</li> <li>- 600 pit latrines</li> <li>- 132 small bridges</li> </ul>	<p>Physical verification of rehabilitated infrastructure works</p>	
<p><b>Activities:</b></p> <p>Activity 1.1 - Community Consultation through Early Recovery Village Committees to define and prioritise tertiary infrastructure needs.</p> <p>Activity 1.2 - Preparation of each village cluster work plan with clearly defined scope of work, detailed bills of quantities (BOQ) specification and norms for envisaged civil works, cost estimates ,resource requirements and identification of community contractors.</p> <p>Activity 1.3 - Recruitment of ILO TA Team and local supervisory staff;</p> <p>Activity 1.4 - Training of Early Recovery Committees and Community Contractors in defining and clear understanding of their roles.</p> <p>Activity 1.5 – Award of contracts to community contractors and launching of field activities.</p> <p>Activity 1.6 – Monitoring and Supervision</p>	<p>Consultative Planning in 12 villages</p> <p>Work Plan, Cost Estimates and BOQ for 12 Villages.</p> <p>60 ERC trained</p>		
<p><b>Output -2 : Employment Creation for affected population</b></p>	<p><b>100,000 Work-Days</b></p>		
<p><b>Activities:</b></p> <p>Activity 2.1 – Labour availability ensured through UNDP/FAO consultative Early Recovery Committees .</p> <p>Activity 2.2 - Planning of rehabilitation infrastructure works to ensure that there is 25-35 percent wage component depending on the nature of works (the remaining being materials, administration, tools and equipment inputs).</p>			

Activity 2.3 - Equal employment opportunities given to men and women and compliance with basic ILO Standards.			
<b>Output -3 : Skills Development and Capacity Building</b>			
<p>Activities:</p> <p>Activity 3.1 : Training of local supervisory staff and community contractors in effective planning, designing and execution of labour-based infrastructure works.</p> <p>Activity 3.2 : Capacity building of Early Recovery Committees in participatory planning and defining needs and priorities through consultative process and effective supervision and monitoring of the community contractors in collaboration with the project supervisors.</p> <p>Activity 3.3 : Vocational skills training, particularly for masonry , concrete works and timber structures will be conducted for supervisory staff, the builders and contractors.</p> <p>Activity 3.4 - Awareness training for participating communities in fair employment practices, relevant international labour standards, HIV/Aids</p>	<p>24 Contractors trained</p> <p>60 ERC Trained</p> <p>At least 100 skilled people benefit.</p> <p>At least 2,000 participate in awareness training</p>		
<b>Output 4: Policies, Strategies, Guidelines and Standards</b>			
<p>Activities:</p> <p>Output 4.1 - Ensure that labour engagement is in conformity with international labour standards, including the Forced Labour Convention No. 29, ratified by Myanmar.</p> <p>Output 4.2 - Review of technical specifications and design standards currently in use for rural infrastructure public works and assess their appropriateness for the application of labour-based (LB) methods.</p> <p>Output 4.3 - International Labour Standards to be suitably integrated in the Contract documentation and management procedures will be adapted to the specific requirements of labour based rehabilitation works.</p> <p>Output 4.4 - Regular reporting of project results and outputs to all stakeholders.</p>	<p>Monitoring of Compliance by ILO</p> <p>Technical specification and bid documentation</p> <p>Bid Documents</p> <p>Progress Reports</p>		

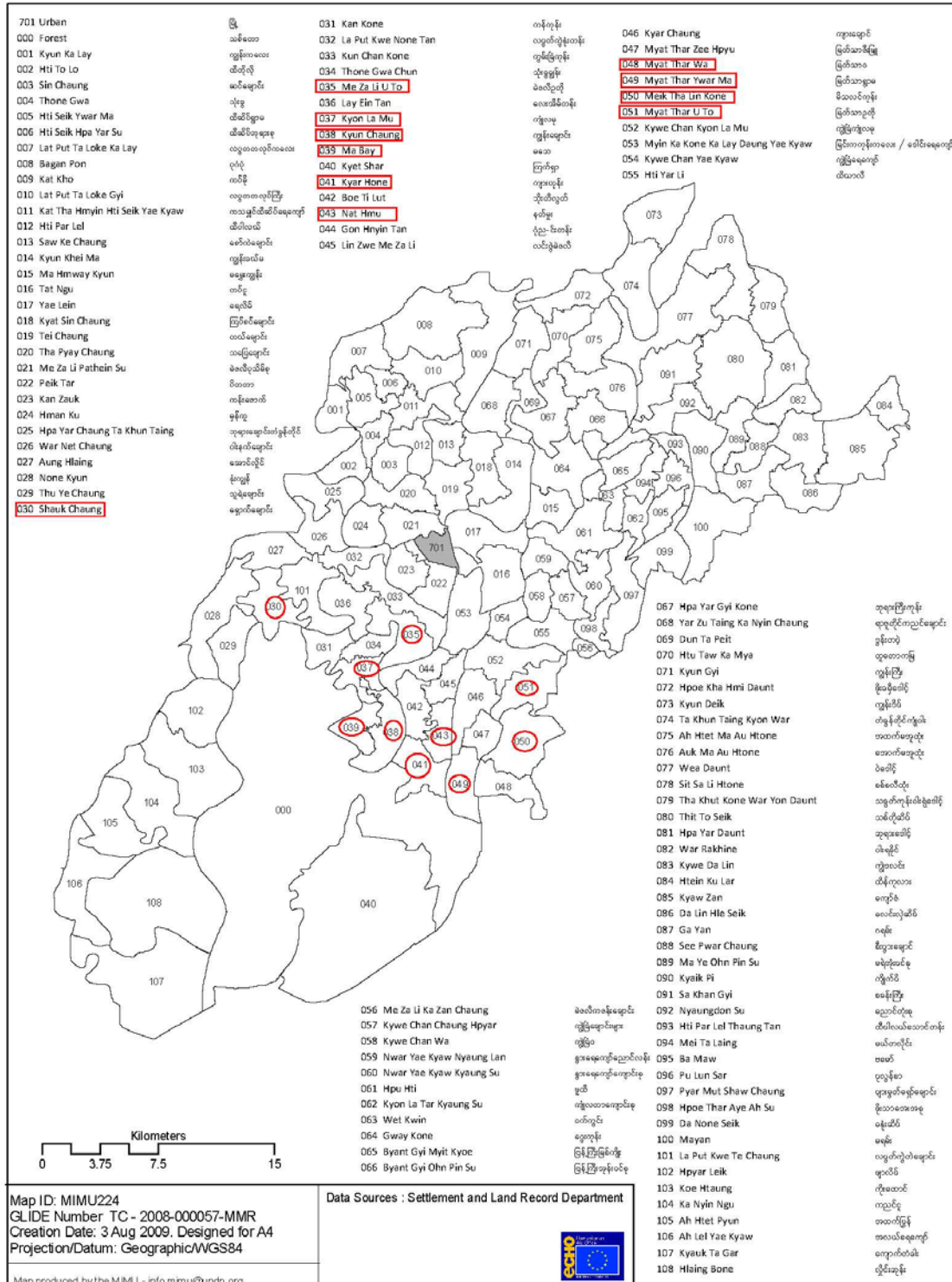
# Annex B: Project map



Myanmar Information Management Unit

## Mawlamyinegyun Township

### Village Tracts



### Annex C : Pilot Project Statistics

Sr No	Village tract	Village name	Item/description	Amount (Kyat)	Starting date	Completion date	No. of people employed			Persons/ day		
							M	F	Total	Men/day	Women/day	Total
1	Mae Za Li Oou Toe	Ashae Su	Bridge 70'	5,247,470	26-Nov-08	09-Dec-08	15	5	20	210	28	238
		Sa Khan Chaung	Bridge 60'	3,825,291	23-Nov-08	13-Dec-08	13	12	25	159	63	222
		Warain Myaw	Bridge 50'	3,761,292	28-Nov-08	17-Dec-08	12	8	20	105	61	166
		Kasan Chaung	Bridge 20'	1,306,135	21-Nov-08	22-Dec-08	5	4	9	25	12	37
		Htanyat Chaung	Bridge 20'	1,262,757	21-Nov-08	15-Dec-08	4	1	5	29	6	35
			Jetty 1	2,610,028	21-Nov-08	22-Dec-08	7	3	10	133	22	155
			Jetty 2	3,167,220	27-Nov-08	11-Dec-08	16	1	17	221	5	226
			Road 5033 -1	8,400,405	20-Nov-08	05-Jan-09	51	33	84	460	205	665
			Road 5033 -2	8,400,405	19-Nov-08	04-Jan-09	44	63	107	371	1583	1954
			Road 5033 -3	8,400,405	16-Nov-08	02-Jan-09	57	40	97	556	474	1030
			Road 5500	9,166,880	16-Nov-08	02-Jan-09	63	33	96	536	510	536
			Pit Latrine 10 No. 1	1,983,630	23-Nov-08	29-Dec-08	4	0	4	66	0	66
			Pit Latrine 10 No. 2	1,983,630	28-Nov-08	25-Dec-08	4	0	4	57	0	57
			Pit Latrine 10 No. 3	1,983,630	28-Nov-08	31-Dec-08	3	0	3	66	0	66
			Pit Latrine 10 No. 4	1,983,630	28-Nov-08	04-Jan-09	4	0	4	61	0	61
	Concrete Pad	722,000	22-Dec-08	28-Dec-08	7	6	13	24	18	42		
2	Nut Hmu	Pho Te Lut	Bridge 100'	6,662,656	10-May-09	14-Jun-09	12	2	14	386	64	450
			Foot path 232'	436,474	26-Jun-09	03-Jul-09	8	0	8	49	0	49
				<b>71,303,938</b>			<b>329</b>	<b>211</b>	<b>540</b>	<b>3,514</b>	<b>3,051</b>	<b>6,055</b>

## Annex D: DFID Project Statistics

Sr No	Village tract	Village name	Item/description	Amount (Kyat)	Starting date	Completion date	No. of people employed			Persons/ day		
							M	F	Total	Men/day	Women/day	Total
1	Mae Za Li Oou Toe	Ywa Thit Sakhon Chaung	Road 3000	5,231,649.0	2-Apr-09	31-May-09	24	21	45	375	154	529
			Road 1000	1,743,883.0	16-Apr-09	24-Apr-09	15	13	28	135	117	252
2	Myat Thar Wa	Ah Nyar Su Nghet Thike Ywar Ma Ywar Wa Zee Phyu	Bridge 70'	4,956,300.0	18-Jan-09	29-Feb-09	14	2	16	168	20	188
			Bridge 40'	2,038,980.0	10-Jan-09	18-Feb-09	10	2	12	170	34	204
			Bridge 40'	1,954,022.5	10-Jan-09	19-Feb-09	9	2	11	117	10	127
			Bridge 30'	1,735,522.5	17-Jan-09	19-Feb-09	8	1	9	112	3	115
			Bridge 30'	1,735,522.5	17-Jan-09	20-Feb-09	18	1	19	93	20	113
			Jetty 1	3,006,348.0	18-Jan-09	14-Feb-09	9	4	13	129	40	169
			Jetty 2	2,610,028.5	22-Jan-09	16-Feb-09	9	0	9	205	0	205
			Road 4500 - 1	7,842,483.0	02-Jan-09	18-Feb-09	80	58	138	614	262	876
			Road 4500 - 2	7,842,483.0	02-Jan-09	19-Feb-09	72	31	103	608	270	878
			Road 4000	6,963,595.0	25-Dec-09	16-Feb-09	78	56	134	520	291	811
			Road 1700	2,969,488.6	2-Apr-09	25-May-09	27	10	37	318	113	431
3	Shauk Chaung	Ah Wa Chaung Sin Ma Wai Chaung Kwan Thee Chaung Gyi Phone Soe	Bridge 70'	5,173,140.0	17-Jan-09	06-Feb-09	34	0	34	245	0	245
			Bridge 60'	4,170,291.0	02-Feb-09	17-Feb-09	8	0	8	204	0	204
			Bridge 60'	3,825,291.0	17-Jan-09	26-Feb-09	18	0	18	234	0	234
			Bridge 50'	3,265,367.5	28-Jan-09	20-Feb-09	11	2	13	115	18	133
			Bridge 30'	1,735,522.5	28-Jan-09	26-Feb-09	18	0	18	96	0	96
			Jetty 1	3,034,102.0	29-Jan-09	11-Feb-09	16	0	16	168	0	168
			Jetty 2	2,610,028.5	27-Jan-09	26-Feb-09	14	0	14	153	0	153
			Road 4000 - 1	6,963,595.0	17-Jan-09	02-Mar-09	67	32	99	475	151	626
			Road 4000 - 2	6,963,595.0	17-Jan-09	02-Mar-09	73	32	105	457	165	622
			Road 4000 - 3	6,963,595.0	17-Jan-09	23-Feb-09	66	52	118	389	322	711
Road 4000 - 4	6,963,595.0	17-Jan-09	23-Feb-09	62	54	116	364	223	587			
4	Kyar Hone	Kyar Hone Nyein Oo Pa Dai Kaw Tai Tai Ku Thee Phyu	Bridge 70'	4,679,532.0	10-Feb-09	01-Mar-09	13	2	15	220	28	248
			Bridge 50'	3,265,367.5	15-Feb-09	19-Mar-09	23	7	30	169	24	193
			Bridge 30'	1,699,690.0	24-Feb-09	28-Mar-09	15	0	15	83	0	83
			Jetty 1	2,811,278.0	19-Feb-09	22-Mar-09	6	1	7	146	31	177
			Jetty 2	2,610,028.5	21-Feb-09	12-Mar-09	20	8	28	145	33	178
			Road 3500	6,093,801.7	23-Jan-09	27-Apr-09	63	42	105	525	198	723
			Road 5000 - 1	8,706,995.0	23-Jan-09	17-Apr-09	147	60	207	917	309	1226
			Road 5000 - 2	8,706,995.0	23-Jan-09	21-Apr-09	117	67	184	1016	264	1280
			Road 5500 - 1	9,569,610.0	24-Jan-09	22-Apr-09	90	55	145	1155	446	1601
Road 5500 - 2	9,569,610.0	22-Jan-09	04-Apr-09	103	61	164	1023	364	1387			
5	Maik Tha Lin Kone	Ka Tha Baung Maik Tha Lin Kon Me Chaung Ai Myat Thar Ywar Ma	Bridge 70'	5,085,840.0	01-Mar-09	01-Apr-09	16	4	20	185	36	221
			Bridge 70'	5,036,340.0	01-Mar-09	01-Apr-09	22	5	27	193	36	229
			Bridge 30'	1,729,773.0	08-Feb-09	30-Mar-09	5	2	7	62	36	98
			Jetty 1	2,610,028.5	28-Jan-09	30-Mar-09	23	7	30	152	22	174

Sr No	Village tract	Village name	Item/description	Amount (Kyat)	Starting date	Completion date	No. of people employed			Persons/ day		
							M	F	Total	Men/ day	Women/day	Total
		Ywar Lai Su	Jetty 2	2,610,028.5	28-Jan-09	30-Mar-09	24	6	30	122	34	156
			Road 3000 - 1	5,217,164.8	01-Feb-09	22-Mar-09	121	35	156	502	197	699
	Maik Tha Lin Kone	Ywar Lai Su	Road 3000 - 2	5,217,164.8	04-Feb-09	21-Mar-09	54	42	96	377	243	620
			Road 3500 - 1	6,093,801.7	01-Feb-09	27-Mar-09	144	35	179	754	80	834
			Road 3500 - 2	6,093,801.7	01-Feb-09	29-Mar-09	59	27	86	483	199	682
			Road 3500 - 3	6,093,801.7	29-Jan-09	30-Mar-09	67	44	111	556	247	803
			Road 5500	9,569,610.0	01-Feb-09	21-Mar-09	61	36	97	842	351	1193
6	Nga Tan Ta Yar Shauk Chaung	Pagan Pone Aung Thu Kha Hmyar Chaung Nga Dan Ta Yar Ywar Lai Chaung	Bridge 70'	4,924,395.0	12-Feb-09	05-Jun-09	12	3	15	417	60	477
			Bridge 60'	4,152,109.0	27-Feb-09	19-Mar-09	9	0	9	108	0	108
			Bridge 60'	4,177,409.0	26-Feb-09	21-Mar-09	8	2	10	160	40	200
			Bridge 60'	3,825,291.0	13-Feb-09	28-Apr-09	10	4	14	188	10	198
			Jetty 1	2,935,548.0	01-Mar-09	26-Apr-09	5	2	7	108	40	148
			Jetty 2	2,610,028.5	20-Mar-09	20-Apr-09	10	3	13	159	20	179
			Road 4000 - 1	6,963,595.0	02-Feb-09	28-Apr-09	39	20	59	405	210	615
			Road 4000 - 2	6,963,595.0	02-Feb-09	28-Apr-09	51	27	78	500	290	790
			Road 4000 - 3	6,963,595.0	02-Feb-09	24-Apr-09	54	22	76	537	330	867
			Road 4000 - 4	6,963,595.0	02-Feb-09	19-Apr-09	61	33	94	526	225	751
			Road 5000	8,706,995.0	02-Feb-09	18-Apr-09	38	19	57	572	320	892
			Road 600	1,046,329.8	24-Apr-09	26-Apr-09	20	5	25	60	15	75
			Road 3000	5,231,649.0	17-Apr-09	23-May-09	26	11	37	311	174	485
Road 2500	4,364,595.0	15-Apr-09	28-May-09	13	6	19	258	158	416			
7	Nut Hmu	Nat Hmu Nyein Oo Myin Ka Kone Pho Te Lut Tat Seik	Bridge 70'	4,393,080.5	20-Feb-09	25-Mar-09	13	0	13	241	0	241
			Bridge 40'	1,815,931.0	20-Feb-09	16-Mar-09	14	1	15	97	9	106
			Bridge 40'	2,110,077.5	23-Feb-09	18-Mar-09	5	0	5	69	0	69
			Bridge 40'	2,072,300.0	23-Feb-09	30-Mar-09	5	0	5	59	0	59
			Jetty	2,610,028.5	15-Feb-09	28-Mar-09	8	2	10	182	15	197
			Road 3500 - 1	6,093,801.7	31-Jan-09	20-Apr-09	39	18	57	574	337	911
			Road 3500 - 2	6,093,801.7	31-Jan-09	20-Apr-09	26	15	41	568	287	855
			Road 3500 - 3	6,093,801.7	31-Jan-09	03-May-09	37	38	75	646	314	960
			Road 3500 - 4	6,093,801.7	24-Jan-09	20-Apr-09	37	23	60	635	302	937
			Road 3500 - 5	6,093,801.7	22-Jan-09	06-Apr-09	40	20	60	685	254	939
			Road 4000 - 1	6,963,595.0	31-Jan-09	06-May-09	69	55	124	751	290	1041
Road 4000 - 2	6,963,595.0	31-Jan-09	06-May-09	67	53	120	734	269	1003			
8	Ma Bay Mae Za Li	Ywar Thar Nyunt Pan Bu Kun Thi Chaung Ma Bay Ywa Thit	Bridge 70'	4,774,460.0	20-Mar-09	10-May-09	9	2	11	223	50	273
			Bridge 70'	4,753,397.0	25-Mar-09	09-May-09	12	2	14	200	58	258
			Bridge 70'	4,749,104.0	24-Mar-09	15-Jun-09	12	3	15	293	53	346
			Bridge 30'	2,145,383.8	24-Mar-09	10-May-09	31	7	38	162	50	212
			Bridge 30'	2,145,383.8	18-Mar-09	10-May-09	18	1	19	139	25	164
			Jetty 1	2,794,151.3	18-Mar-09	10-May-09	20	2	22	174	42	216

Sr No	Village tract	Village name	Item/description	Amount (Kyat)	Starting date	Completion date	No. of people employed			Persons/ day		
							M	F	Total	Men/day	Women/day	Total
			Jetty 2	2,790,173.0	20-Apr-09	29-May-09	8	3	<b>11</b>	187	38	<b>225</b>
			Road 5000 - 1	8,718,897.5	12-Mar-09	10-May-09	78	27	<b>105</b>	664	361	<b>1025</b>
			Road 5000 - 2	8,718,897.5	11-Mar-09	11-May-09	50	15	<b>65</b>	859	186	<b>1045</b>
			Road 5000 - 3	8,718,897.5	19-Feb-09	09-May-05	28	11	<b>39</b>	848	320	<b>1168</b>
			Road 4500	7,851,895.3	12-Mar-09	10-May-09	62	20	<b>82</b>	756	259	<b>1015</b>
			Road 4000	6,975,532.0	12-Mar-09	09-May-09	27	8	<b>35</b>	647	230	<b>877</b>
			Road 3000 - 1	5,231,649.0	08-Mar-09	14-May-09	71	29	<b>100</b>	635	192	<b>827</b>
			Road 3000 - 2	5,231,649.0	12-Mar-09	14-May-09	34	18	<b>52</b>	388	182	<b>570</b>
			Road 3000	5,231,649.0	16-Mar-09	10-May-09	62	29	<b>91</b>	518	234	<b>752</b>
9	Ma Bay	Kwin Chaung Mi Chaung Gaung Shauk Chaung Mye Sa Ngu Thaung Phone	Bridge 70'	4,756,872.0	28-Mar-09	07-May-09	10	3	<b>13</b>	170	40	<b>210</b>
			Bridge 50'	3,090,521.6	19-Mar-09	04-May-09	19	0	<b>19</b>	226	0	<b>226</b>
			Jetty - 1	2,794,151.3	30-Mar-09	11-May-09	17	3	<b>20</b>	173	19	<b>192</b>
			Jetty - 2	2,787,873.0	05-Apr-09	03-May-09	7	2	<b>9</b>	141	35	<b>176</b>
			Road 3000	5,231,649.0	16-Mar-09	10-May-09	62	29	<b>91</b>	518	234	<b>752</b>
			Road 3500	6,108,115.8	18-Mar-09	09-May-09	60	9	<b>69</b>	497	65	<b>562</b>
			Road 5500	9,595,674.8	27-Feb-09	10-May-09	101	36	<b>137</b>	957	205	<b>1162</b>
			Road 1000	1,743,883.0	26-Apr-09	25-May-09	15	13	<b>28</b>	135	117	<b>252</b>
			Bridge 40'	2,446,367.8	26-Apr-09	25-May-09	6	3	<b>9</b>	97	21	<b>118</b>
10	Myat Thar Ywar Ma	Zi Phyu Pe Chaung Yay Kyaw Kan Su	Bridge 70'	4,683,478.5	16-Mar-09	30-May-09	12	1	<b>13</b>	244	37	<b>281</b>
			Bridge 70'	4,743,267.0	16-Mar-09	08-May-09	11	0	<b>11</b>	211	0	<b>211</b>
			Bridge 50'	3,090,521.6	14-Mar-09	15-May-09	12	1	<b>13</b>	169	13	<b>182</b>
			Bridge 40'	2,446,367.8	10-Mar-09	21-May-09	13	4	<b>17</b>	148	20	<b>168</b>
			Bridge 40'	2,446,367.8	10-Mar-09	16-May-09	13	1	<b>14</b>	133	17	<b>150</b>
			Bridge 40'	2,446,367.8	11-Mar-09	17-May-09	12	2	<b>14</b>	102	10	<b>112</b>
			Jetty 1	2,738,475.5	16-Mar-09	09-Apr-09	8	1	<b>9</b>	165	20	<b>185</b>
			Jetty 2	2,794,151.3	16-Mar-09	24-Apr-09	15	4	<b>19</b>	139	13	<b>152</b>
			Road 5000 - 1	8,718,897.5	10-Mar-09	22-May-09	70	16	<b>86</b>	907	183	<b>1090</b>
			Road 5000 - 2	8,718,897.5	10-Mar-09	29-May-09	55	26	<b>81</b>	825	280	<b>1105</b>
			Road 4500	7,851,895.3	10-Mar-09	22-May-09	102	35	<b>137</b>	800	321	<b>1121</b>
			Road 4000	6,975,532.0	10-Mar-09	23-May-09	57	20	<b>77</b>	733	232	<b>965</b>
Road 2800	4,882,872.4	7-Apr-09	1-Jun-09	32	13	<b>45</b>	590	173	<b>763</b>			
11	Maik Tha Lin Kone Myat Thar Oou Toe	Ma Yan Chaung  Ka Tha Paung Kyar Chaung Kwun Thi Chaung Taung Za Lai Ah Lai Chaung	Bridge 70'	4,759,609.7	20-Mar-09	18-Apr-09	13	2	<b>15</b>	139	23	<b>162</b>
			Bridge 70'	4,726,396.5	20-Mar-09	20-May-09	13	2	<b>15</b>	226	11	<b>237</b>
			Bridge 60'	4,119,871.6	17-Mar-09	15-Apr-09	13	1	<b>14</b>	142	2	<b>144</b>
			Bridge 50'	3,090,521.6	14-Mar-09	24-May-09	15	2	<b>17</b>	109	14	<b>123</b>
			Bridge 30'	2,145,383.8	28-Mar-09	21-May-09	25	1	<b>26</b>	135	7	<b>142</b>
			Jetty 1	2,794,151.3	11-Mar-09	10-May-09	24	3	<b>27</b>	135	7	<b>142</b>
			Jetty 2	2,743,782.9	23-Mar-09	21-Apr-09	4	2	<b>6</b>	89	37	<b>126</b>
Road 5500	9,595,674.8	08-Mar-09	24-May-09	80	14	<b>94</b>	1693	295	<b>1988</b>			



Sr No	Village tract	Village name	Item/description	Amount (Kyat)	Starting date	Completion date	No. of people employed			Persons/ day		
							M	F	Total	Men/day	Women/day	Total
			Road 5000	8,718,897.5	08-Mar-09	02-May-09	49	6	<b>55</b>	947	96	<b>1043</b>
			Road 4500	7,851,895.3	08-Mar-09	06-May-09	42	5	<b>47</b>	887	544	<b>1431</b>
			Road 3000 - 1	5,231,649.0	10-Mar-09	02-May-09	26	18	<b>44</b>	338	308	<b>646</b>
			Road 3000 - 2	5,231,649.0	05-Mar-09	10-May-09	32	6	<b>38</b>	517	116	<b>633</b>
			Road 2500	4,364,595.0	2-Apr-09	30-May-09	43	4	<b>47</b>	391	53	<b>444</b>
			Bridge 40'	2,446,367.8	27-Apr-09	7-Jun-09	11	4	<b>15</b>	96	19	<b>115</b>
12	Kyone La Mu Gyi	Ah Lai Chaung	Bridge 30'	2,145,383.8	27-Apr-09	6-Jun-09	6	3	<b>9</b>	59	27	<b>86</b>
		Bu Tin Chaung	Road 2000	3,487,766.0	2-Apr-09	29-May-09	47	27	<b>74</b>	322	140	<b>462</b>
		Kyone La Mu Gyi	Bridge 75'	5,061,150.0	6-May-09	27-Jun-09	8	0	<b>8</b>	280	0	<b>280</b>
		Seik Pyo Chin	Bridge 60'	4,119,871.6	26-Mar-09	31-May-09	8	2	<b>10</b>	359	25	<b>384</b>
		Hna Khaung Pauk	Jetty 1	2,794,151.3	28-Mar-09	14-May-09	10	5	<b>15</b>	245	13	<b>258</b>
		Yay Nat Kwe	Jetty 2	2,781,318.0	26-Mar-09	23-May-09	7	2	<b>9</b>	238	18	<b>256</b>
		Bu Tin Chaung	Road 3000	5,231,649.0	20-Mar-09	6-May-09	51	24	<b>75</b>	431	89	<b>520</b>
			Road 3500	6,108,115.8	21-Mar-09	6-May-09	29	20	<b>49</b>	625	295	<b>920</b>
			Road 3800	6,626,755.0	20-Mar-09	12-May-09	45	28	<b>73</b>	782	319	<b>1101</b>
			Road 4000 /3000	5,929,637.0	22-Mar-09	1-Jun-09	19	6	<b>25</b>	690	216	<b>906</b>
			Road 4500	7,851,895.3	20-Mar-09	24-Jun-09	77	39	<b>116</b>	1146	444	<b>1590</b>
			Road 5000	8,718,897.5	26-Mar-09	27-May-09	35	14	<b>49</b>	1182	400	<b>1582</b>
13	Kyun Chaung	Gant Gaw	Bridge 75'	5,025,253.9	2-May-09	28-May-09	8	0	<b>8</b>	216	0	<b>216</b>
		Kyar Lay	Bridge 70'	4,717,619.7	27-Apr-09	6-Jun-09	8	0	<b>8</b>	143	0	<b>143</b>
		Gone Min	Jetty 1	2,794,151.3	3-Apr-09	24-May-09	12	0	<b>12</b>	221	0	<b>221</b>
		Yu Za Na (1)	Jetty 2	2,736,748.4	9-Apr-09	17-May-09	7	3	<b>10</b>	154	42	<b>196</b>
		Yu Za Na (2)	Road 5500 - 1	9,595,674.8	20-Mar-09	6-May-09	57	33	<b>90</b>	830	403	<b>1233</b>
			Road 5500 - 2	9,595,674.8	21-Mar-09	7-May-09	82	60	<b>142</b>	869	442	<b>1311</b>
			Road 5000	8,718,897.5	24-Mar-09	24-May-09	52	21	<b>73</b>	983	289	<b>1272</b>
			Road 3500	6,108,115.8	19-Mar-09	14-May-09	30	10	<b>40</b>	566	200	<b>766</b>
				<b>697,255,878</b>			<b>4,826</b>	<b>2,038</b>	<b>6,864</b>	<b>56,081</b>	<b>18,355</b>	<b>74,436</b>

**Annex E: Combined (Pilot + DFID)**

Sr No	Village tract	Village name	Item/description	Amount (Kyat)	Starting date	Completion date	No. of people employed			Persons/ day		
							M	F	Total	Men/day	Women/day	Total
1	Mae Za Li Oou Toe	Ashae Su Sa Khan Chaung Warain Myaw Kasan Chaung Htanyat Chaung	Bridge 70'	5,247,470	26-Nov-08	09-Dec-08	15	5	20	210	28	238
			Bridge 60'	3,825,291	23-Nov-08	13-Dec-08	13	12	25	159	63	222
			Bridge 50'	3,761,292	28-Nov-08	17-Dec-08	12	8	20	105	61	166
			Bridge 20'	1,306,135	21-Nov-08	22-Dec-08	5	4	9	25	12	37
			Bridge 20'	1,262,757	21-Nov-08	15-Dec-08	4	1	5	29	6	35
			Jetty 1	2,610,028	21-Nov-08	22-Dec-08	7	3	10	133	22	155
			Jetty 2	3,167,220	27-Nov-08	11-Dec-08	16	1	17	221	5	226
			Road 5033 -1	8,400,405	20-Nov-08	05-Jan-09	51	33	84	460	205	665
			Road 5033 -2	8,400,405	19-Nov-08	04-Jan-09	44	63	107	371	1583	1954
			Road 5033 -3	8,400,405	16-Nov-08	02-Jan-09	57	40	97	556	474	1030
			Road 5500	9,166,880	16-Nov-08	02-Jan-09	63	33	96	536	510	536
			Pit Latrine 10 No. 1	1,983,630	23-Nov-08	29-Dec-08	4	0	4	66	0	66
			Pit Latrine 10 No. 2	1,983,630	28-Nov-08	25-Dec-08	4	0	4	57	0	57
		Pit Latrine 10 No. 3	1,983,630	28-Nov-08	31-Dec-08	3	0	3	66	0	66	
		Pit Latrine 10 No. 4	1,983,630	28-Nov-08	04-Jan-09	4	0	4	61	0	61	
		Concrete Pad	722,000	22-Dec-08	28-Dec-08	7	6	13	24	18	42	
		Ywa Thit Sakhan Chaung	Road 3000	5,231,649.0	2-Apr-09	31-May-09	24	21	45	375	154	529
			Road 1000	1,743,883.0	16-Apr-09	24-Apr-09	15	13	28	135	117	252
		2	Myat Thar Wa	Ah Nyar Su Nghet Thiike Ywar Ma Ywar Wa Zee Phyu	Bridge 70'	4,956,300.0	18-Jan-09	29-Feb-09	14	2	16	168
Bridge 40'	2,038,980.0				10-Jan-09	18-Feb-09	10	2	12	170	34	204
Bridge 40'	1,954,022.5				10-Jan-09	19-Feb-09	9	2	11	117	10	127
Bridge 30'	1,735,522.5				17-Jan-09	19-Feb-09	8	1	9	112	3	115
Bridge 30'	1,735,522.5				17-Jan-09	20-Feb-09	18	1	19	93	20	113
Jetty 1	3,006,348.0				18-Jan-09	14-Feb-09	9	4	13	129	40	169
Jetty 2	2,610,028.5				22-Jan-09	16-Feb-09	9	0	9	205	0	205
Road 4500 - 1	7,842,483.0				02-Jan-09	18-Feb-09	80	58	138	614	262	876
Road 4500 - 2	7,842,483.0				02-Jan-09	19-Feb-09	72	31	103	608	270	878
Road 4000	6,963,595.0				25-Dec-09	16-Feb-09	78	56	134	520	291	811
Road 1700	2,969,488.6				2-Apr-09	25-May-09	27	10	37	318	113	431
3	Shauk Chaung	Ah Wa Chaung Sin Ma Wai Chaung Kwan Thee Chaung Gyi Phone Soe	Bridge 70'	5,173,140.0	17-Jan-09	06-Feb-09	34	0	34	245	0	245
			Bridge 60'	4,170,291.0	02-Feb-09	17-Feb-09	8	0	8	204	0	204
			Bridge 60'	3,825,291.0	17-Jan-09	26-Feb-09	18	0	18	234	0	234
			Bridge 50'	3,265,367.5	28-Jan-09	20-Feb-09	11	2	13	115	18	133
			Bridge 30'	1,735,522.5	28-Jan-09	26-Feb-09	18	0	18	96	0	96
			Jetty 1	3,034,102.0	29-Jan-09	11-Feb-09	16	0	16	168	0	168
			Jetty 2	2,610,028.5	27-Jan-09	26-Feb-09	14	0	14	153	0	153
			Road 4000 - 1	6,963,595.0	17-Jan-09	02-Mar-09	67	32	99	475	151	626
			Road 4000 - 2	6,963,595.0	17-Jan-09	02-Mar-09	73	32	105	457	165	622

Sr No	Village tract	Village name	Item/description	Amount (Kyat)	Starting date	Completion date	No. of people employed			Persons/ day		
							M	F	Total	Men/day	Women/day	Total
			Road 4000 - 3	6,963,595.0	17-Jan-09	23-Feb-09	66	52	118	389	322	711
			Road 4000 - 4	6,963,595.0	17-Jan-09	23-Feb-09	62	54	116	364	223	587
4	Kyar Hone	Kyar Hone Nyein Oo Pa Dai Kaw Tai Tai Ku Thee Phyu	Bridge 70'	4,679,532.0	10-Feb-09	01-Mar-09	13	2	15	220	28	248
			Bridge 50'	3,265,367.5	15-Feb-09	19-Mar-09	23	7	30	169	24	193
			Bridge 30'	1,699,690.0	24-Feb-09	28-Mar-09	15	0	15	83	0	83
			Jetty 1	2,811,278.0	19-Feb-09	22-Mar-09	6	1	7	146	31	177
			Jetty 2	2,610,028.5	21-Feb-09	12-Mar-09	20	8	28	145	33	178
			Road 3500	6,093,801.7	23-Jan-09	27-Apr-09	63	42	105	525	198	723
			Road 5000 - 1	8,706,995.0	23-Jan-09	17-Apr-09	147	60	207	917	309	1226
			Road 5000 - 2	8,706,995.0	23-Jan-09	21-Apr-09	117	67	184	1016	264	1280
			Road 5500 - 1	9,569,610.0	24-Jan-09	22-Apr-09	90	55	145	1155	446	1601
			Road 5500 - 2	9,569,610.0	22-Jan-09	04-Apr-09	103	61	164	1023	364	1387
5	Maik Tha Lin Kone	Ka Tha Baung Maik Tha Lin Kone Me Chaung Ai Myat Thar Ywar Ma Ywar Lai Su	Bridge 70'	5,085,840.0	01-Mar-09	01-Apr-09	16	4	20	185	36	221
			Bridge 70'	5,036,340.0	01-Mar-09	01-Apr-09	22	5	27	193	36	229
			Bridge 30'	1,729,773.0	08-Feb-09	30-Mar-09	5	2	7	62	36	98
			Jetty 1	2,610,028.5	28-Jan-09	30-Mar-09	23	7	30	152	22	174
			Jetty 2	2,610,028.5	28-Jan-09	30-Mar-09	24	6	30	122	34	156
			Road 3000 - 1	5,217,164.8	01-Feb-09	22-Mar-09	121	35	156	502	197	699
			Road 3000 - 2	5,217,164.8	04-Feb-09	21-Mar-09	54	42	96	377	243	620
			Road 3500 - 1	6,093,801.7	01-Feb-09	27-Mar-09	144	35	179	754	80	834
			Road 3500 - 2	6,093,801.7	01-Feb-09	29-Mar-09	59	27	86	483	199	682
			Road 3500 - 3	6,093,801.7	29-Jan-09	30-Mar-09	67	44	111	556	247	803
			Road 5500	9,569,610.0	01-Feb-09	21-Mar-09	61	36	97	842	351	1193
6	Nga Tan Ta Yar Shauk Chaung	Pagan Pone Aung Thu Kha Hmyar Chaung Nga Dan Ta Yar Ywar Lai Chaung	Bridge 70'	4,924,395.0	12-Feb-09	05-Jun-09	12	3	15	417	60	477
			Bridge 60'	4,152,109.0	27-Feb-09	19-Mar-09	9	0	9	108	0	108
			Bridge 60'	4,177,409.0	26-Feb-09	21-Mar-09	8	2	10	160	40	200
			Bridge 60'	3,825,291.0	13-Feb-09	28-Apr-09	10	4	14	188	10	198
			Jetty 1	2,935,548.0	01-Mar-09	26-Apr-09	5	2	7	108	40	148
			Jetty 2	2,610,028.5	20-Mar-09	20-Apr-09	10	3	13	159	20	179
			Road 4000 - 1	6,963,595.0	02-Feb-09	28-Apr-09	39	20	59	405	210	615
			Road 4000 - 2	6,963,595.0	02-Feb-09	28-Apr-09	51	27	78	500	290	790
			Road 4000 - 3	6,963,595.0	02-Feb-09	24-Apr-09	54	22	76	537	330	867
			Road 4000 - 4	6,963,595.0	02-Feb-09	19-Apr-09	61	33	94	526	225	751
			Road 5000	8,706,995.0	02-Feb-09	18-Apr-09	38	19	57	572	320	892
			Road 600	1,046,329.8	24-Apr-09	26-Apr-09	20	5	25	60	15	75
			Road 3000	5,231,649.0	17-Apr-09	23-May-09	26	11	37	311	174	485
			Road 2500	4,364,595.0	15-Apr-09	28-May-09	13	6	19	258	158	416

Sr No	Village tract	Village name	Item/description	Amount (Kyat)	Starting date	Completion date	No. of people employed			Persons/ day		
							M	F	Total	Men/day	Women/day	Total
7	Nut Hmu	Nat Hmu Nyein Oo Myin Ka Kone Pho Te Lut Tat Seik	Bridge 70'	4,393,080.5	20-Feb-09	25-Mar-09	13	0	13	241	0	241
			Bridge 40'	1,815,931.0	20-Feb-09	16-Mar-09	14	1	15	97	9	106
			Bridge 40'	2,110,077.5	23-Feb-09	18-Mar-09	5	0	5	69	0	69
			Bridge 40'	2,072,300.0	23-Feb-09	30-Mar-09	5	0	5	59	0	59
			Jetty	2,610,028.5	15-Feb-09	28-Mar-09	8	2	10	182	15	197
			Road 3500 - 1	6,093,801.7	31-Jan-09	20-Apr-09	39	18	57	574	337	911
			Road 3500 - 2	6,093,801.7	31-Jan-09	20-Apr-09	26	15	41	568	287	855
			Road 3500 - 3	6,093,801.7	31-Jan-09	03-May-09	37	38	75	646	314	960
			Road 3500 - 4	6,093,801.7	24-Jan-09	20-Apr-09	37	23	60	635	302	937
		Road 3500 - 5	6,093,801.7	22-Jan-09	06-Apr-09	40	20	60	685	254	939	
		Road 4000 - 1	6,963,595.0	31-Jan-09	06-May-09	69	55	124	751	290	1041	
		Road 4000 - 2	6,963,595.0	31-Jan-09	06-May-09	67	53	120	734	269	1003	
		Pho Te Lut	Bridge 100'	6,662,656	10-May-09	14-Jun-09	12	2	14	386	64	450
Foot path 232'	436,474		26-Jun-09	03-Jul-09	8	0	8	49	0	49		
8	Ma Bay Mae Za Li	Ywar Thar Nyunt Pan Bu Kun Thi Chaung Ma Bay Ywa Thit	Bridge 70'	4,774,460.0	20-Mar-09	10-May-09	9	2	11	223	50	273
			Bridge 70'	4,753,397.0	25-Mar-09	09-May-09	12	2	14	200	58	258
			Bridge 70'	4,749,104.0	24-Mar-09	15-Jun-09	12	3	15	293	53	346
			Bridge 30'	2,145,383.8	24-Mar-09	10-May-09	31	7	38	162	50	212
			Bridge 30'	2,145,383.8	18-Mar-09	10-May-09	18	1	19	139	25	164
			Jetty 1	2,794,151.3	18-Mar-09	10-May-09	20	2	22	174	42	216
			Jetty 2	2,790,173.0	20-Apr-09	29-May-09	8	3	11	187	38	225
			Road 5000 - 1	8,718,897.5	12-Mar-09	10-May-09	78	27	105	664	361	1025
			Road 5000 - 2	8,718,897.5	11-Mar-09	11-May-09	50	15	65	859	186	1045
			Road 5000 - 3	8,718,897.5	19-Feb-09	09-May-05	28	11	39	848	320	1168
			Road 4500	7,851,895.3	12-Mar-09	10-May-09	62	20	82	756	259	1015
			Road 4000	6,975,532.0	12-Mar-09	09-May-09	27	8	35	647	230	877
			Road 3000 - 1	5,231,649.0	08-Mar-09	14-May-09	71	29	100	635	192	827
Road 3000 - 2	5,231,649.0	12-Mar-09	14-May-09	34	18	52	388	182	570			
9	Ma Bay	Kwin Chaung Mi Chaung Gaung Shauk Chaung Mye Sa Ngu Thaung Phone	Bridge 70'	4,756,872.0	28-Mar-09	07-May-09	10	3	13	170	40	210
			Bridge 50'	3,090,521.6	19-Mar-09	04-May-09	19	0	19	226	0	226
			Jetty - 1	2,794,151.3	30-Mar-09	11-May-09	17	3	20	173	19	192
			Jetty - 2	2,787,873.0	05-Apr-09	03-May-09	7	2	9	141	35	176
			Road 3000	5,231,649.0	16-Mar-09	10-May-09	62	29	91	518	234	752
			Road 3500	6,108,115.8	18-Mar-09	09-May-09	60	9	69	497	65	562
			Road 5500	9,595,674.8	27-Feb-09	10-May-09	101	36	137	957	205	1162
			Road 1000	1,743,883.0	26-Apr-09	25-May-09	15	13	28	135	117	252
10	Myat Thar Ywar Ma	Zi Phyu Pe Chaung Yay Kyaw	Bridge 70'	4,683,478.5	16-Mar-09	30-May-09	12	1	13	244	37	281
			Bridge 70'	4,743,267.0	16-Mar-09	08-May-09	11	0	11	211	0	211
			Bridge 50'	3,090,521.6	14-Mar-09	15-May-09	12	1	13	169	13	182

Sr No	Village tract	Village name	Item/description	Amount (Kyat)	Starting date	Completion date	No. of people employed			Persons/ day		
							M	F	Total	Men/day	Women/day	Total
		Kan Su	Bridge 40'	2,446,367.8	10-Mar-09	21-May-09	13	4	<b>17</b>	148	20	<b>168</b>
			Bridge 40'	2,446,367.8	10-Mar-09	16-May-09	13	1	<b>14</b>	133	17	<b>150</b>
			Bridge 40'	2,446,367.8	11-Mar-09	17-May-09	12	2	<b>14</b>	102	10	<b>112</b>
			Jetty 1	2,738,475.5	16-Mar-09	09-Apr-09	8	1	<b>9</b>	165	20	<b>185</b>
			Jetty 2	2,794,151.3	16-Mar-09	24-Apr-09	15	4	<b>19</b>	139	13	<b>152</b>
			Road 5000 - 1	8,718,897.5	10-Mar-09	22-May-09	70	16	<b>86</b>	907	183	<b>1090</b>
			Road 5000 - 2	8,718,897.5	10-Mar-09	29-May-09	55	26	<b>81</b>	825	280	<b>1105</b>
			Road 4500	7,851,895.3	10-Mar-09	22-May-09	102	35	<b>137</b>	800	321	<b>1121</b>
			Road 4000	6,975,532.0	10-Mar-09	23-May-09	57	20	<b>77</b>	733	232	<b>965</b>
			Road 2800	4,882,872.4	7-Apr-09	1-Jun-09	32	13	<b>45</b>	590	173	<b>763</b>
			11	Maik Tha Lin Kone	Ma Yan Chaung	Bridge 70'	4,759,609.7	20-Mar-09	18-Apr-09	13	2	<b>15</b>
12	Myat Thar Oou Toe	Ka Tha Paung Kyar Chaung Kwun Thi Chaung Taung Za Lai Ah Lai Chaung	Bridge 70'	4,726,396.5	20-Mar-09	20-May-09	13	2	<b>15</b>	226	11	<b>237</b>
			Bridge 60'	4,119,871.6	17-Mar-09	15-Apr-09	13	1	<b>14</b>	142	2	<b>144</b>
			Bridge 50'	3,090,521.6	14-Mar-09	24-May-09	15	2	<b>17</b>	109	14	<b>123</b>
			Bridge 30'	2,145,383.8	28-Mar-09	21-May-09	25	1	<b>26</b>	135	7	<b>142</b>
			Jetty 1	2,794,151.3	11-Mar-09	10-May-09	24	3	<b>27</b>	135	7	<b>142</b>
			Jetty 2	2,743,782.9	23-Mar-09	21-Apr-09	4	2	<b>6</b>	89	37	<b>126</b>
			Road 5500	9,595,674.8	08-Mar-09	24-May-09	80	14	<b>94</b>	1693	295	<b>1988</b>
			Road 5000	8,718,897.5	08-Mar-09	02-May-09	49	6	<b>55</b>	947	96	<b>1043</b>
			Road 4500	7,851,895.3	08-Mar-09	06-May-09	42	5	<b>47</b>	887	544	<b>1431</b>
			Road 3000 - 1	5,231,649.0	10-Mar-09	02-May-09	26	18	<b>44</b>	338	308	<b>646</b>
			Road 3000 - 2	5,231,649.0	05-Mar-09	10-May-09	32	6	<b>38</b>	517	116	<b>633</b>
			Road 2500	4,364,595.0	2-Apr-09	30-May-09	43	4	<b>47</b>	391	53	<b>444</b>
			Bridge 40'	2,446,367.8	27-Apr-09	7-Jun-09	11	4	<b>15</b>	96	19	<b>115</b>
			Bridge 30'	2,145,383.8	27-Apr-09	6-Jun-09	6	3	<b>9</b>	59	27	<b>86</b>
Road 2000	3,487,766.0	2-Apr-09	29-May-09	47	27	<b>74</b>	322	140	<b>462</b>			
13	Kyone La Mu Gyi	Bu Tin Chaung Kyone La Mu Gyi Seik Pyo Chin Hna Khaung Pauk Yay Nat Kwe	Bridge 75'	5,061,150.0	6-May-09	27-Jun-09	8	0	<b>8</b>	280	0	142
			Bridge 60'	4,119,871.6	26-Mar-09	31-May-09	8	2	<b>10</b>	359	25	143
			Jetty 1	2,794,151.3	28-Mar-09	14-May-09	10	5	<b>15</b>	245	13	144
			Jetty 2	2,781,318.0	26-Mar-09	23-May-09	7	2	<b>9</b>	238	18	145
			Road 3000	5,231,649.0	20-Mar-09	6-May-09	51	24	<b>75</b>	431	89	<b>520</b>
			Road 3500	6,108,115.8	21-Mar-09	6-May-09	29	20	<b>49</b>	625	295	<b>920</b>
			Road 3800	6,626,755.0	20-Mar-09	12-May-09	45	28	<b>73</b>	782	319	<b>1101</b>
			Road 4000 /3000	5,929,637.0	22-Mar-09	1-Jun-09	19	6	<b>25</b>	690	216	<b>906</b>
			Road 4500	7,851,895.3	20-Mar-09	24-Jun-09	77	39	<b>116</b>	1146	444	<b>1590</b>
Road 5000	8,718,897.5	26-Mar-09	27-May-09	35	14	<b>49</b>	1182	400	<b>1582</b>			
14	Kyun Chaung	Gant Gaw	Bridge 75'	5,025,253.9	2-May-09	28-May-09	8	0	<b>8</b>	216	0	<b>216</b>
		Kyar Lay	Bridge 70'	4,717,619.7	27-Apr-09	6-Jun-09	8	0	<b>8</b>	143	0	<b>143</b>

Sr. No	Village Tract	Village Name	Item/description	Amount (Kyat)	Starting Date	Completion date	No. of people employed			Persons / day		
							M	F	Total	Men/day	Women/day	Total
		Gone Min	Jetty 1	2,794,151.3	3-Apr-09	24-May-09	12	0	<b>12</b>	221	0	<b>221</b>
		Yu Za Na (1)	Jetty 2	2,736,748.4	9-Apr-09	17-May-09	7	3	<b>10</b>	154	42	<b>196</b>
		Yu Za Na (2)	Road 5500 - 1	9,595,674.8	20-Mar-09	6-May-09	57	33	<b>90</b>	830	403	<b>1233</b>
			Road 5500 - 2	9,595,674.8	21-Mar-09	7-May-09	82	60	<b>142</b>	869	442	<b>1311</b>
			Road 5000	8,718,897.5	24-Mar-09	24-May-09	52	21	<b>73</b>	983	289	<b>1272</b>
			Road 3500	6,108,115.8	19-Mar-09	14-May-09	30	10	<b>40</b>	566	200	<b>766</b>
				<b>768,559,816</b>			<b>5,155</b>	<b>2,249</b>	<b>7,404</b>	<b>59,595</b>	<b>21,406</b>	<b>80,491</b>



Annex F: Photographs



1. Preparation of base for footpath



2. Spraying of water before compaction



3. Transporting concrete pipe



4. Compaction of footpath



5. After compaction of base



6. After Spreading of sand





7. Pouring of concrete



8. Pouring of concrete



9. Preparing of Bamboo mesh



10. Curing of concrete



11. Concrete Footpath



12. Children going to school





13. New means of transportation



14. Small Scale vendor



15. During Construction of Jetty



16. Jetty



17. Foundation of piers of Bridge



18. Aggregate transported by boat





19. Scaffolding at bridge site



20. Piers of the Bridge



21. After Construction of Bridge



22. Contractor presenting at Public Audit



23. Public Audit



24. Profit shared for Maintenance