

NOTE FOR THE RECORD**Subject: THIRD DIALOGUES****November 9, 1984**

The MG (SSK & HWK) accompanied with the Commissioner Northern Areas and Mr. Iqbal Masood, Federal Secretary, Government of Pakistan took off from Gilgit at 1400 hours. Due to bad weather conditions, the helicopter could not land at Balas as the village was engulfed in clouds and therefore headed towards the next village Barghin where about 60 to 70 persons greeted the MG. The President of the organization gave the following details:

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|---|---------------------|---|
| - | Formation of the VO | April 1984 |
| - | Total memberships | 41 out of 41 households |
| - | Meetings held on | Fridays |
| - | Savings accumulated | Rs. 6,000 |
| - | Project identified | Widening and improvement of an existing khul. |

HWK explained the terms of partnership in Shina and SSK clarified the aims and objectives of AKRSP. The project identified had the following components as per estimates prepared by the Engineering Section in consultation with the village representatives:

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|---|-----------------------|--------------|
| - | Length of the channel | 18,000 feet |
| - | Dimensions | 4'x4'x1-1/2' |
| - | Cost of explosives | 10,691 |
| - | Cost of cement | 17,424 |
| - | Implements | 3,619 |

SSK offered them a total amount of Rs.100,000 including cost of labour. On acceptance of the offer, a cheque for Rs.25,000 representing the first instalment was handed over by the Commissioner to the President of the organization, as decided by the members present.

The villagers also brought to the notice of the Commissioner a proposal by NAWO to construct a link road which according to the villagers, has been pending implementation for the last three years. The Commissioner promised to look into the matter.

The MG returned to Gilgit by 1630 hours.

November 10, 1984

The MG (SSK & HWK) along with Mr. Iqbal Masood and Mr. H.D. Jamy, Joint Secretary, Ministry of LG&RD took off from Gilgit airport at 0900 hours and flew over the Passu channel where it was snowing which got collected on the wind shield wipers of the helicopter.

At Sarat the MG was greeted by a the members of the VO and SOU (Hunza). The details of the VOs as given by their office bearers are indicated below:

	<u>Attabad Bala VO</u>	<u>Attabad Paeen VO</u>
Date of formation	October 1983	February 1984
Total membership	68 representing 60 households	23 representing 13 households
Meetings held on	Last Fridays of the	Fridays

Total Savings	month. Rs. 8,272	Rs. 2,129
Project identified	Link Road 4 kms.	Protective Bunds
	<u>Sarat VO</u>	<u>Ghamasarat VO</u>
Date of formation	February 1984	January 20, 1984
Total membership	20 representing 20 households	60 representing 34 households
Total savings	Rs. 1,900	Rs. 10,575
Office Bearers	President Momin Hayat Manager Lal Baig	President Ghulam Rasul Manager Mian Akhtar Abbas

About 75 to 100 members of all the VOs were present. SSK explained the aims and objectives of the programme and underlined the importance of investing in productive projects to ensure regular income for every member of the VO. HWK gave the breakdown and details of each scheme as follows:

Sarat VO

-	Cost of explosives	Rs. 24,808
-	Cost of implements	Rs. 4,006
-	Labour charges	Rs. 52,814
-	Total:	Rs. 52,814

The first instalment of Rs.13,453 was handed over to the President of the VO, as desired by the members present by Mr. Iqbal Masood. The members gave full assurance to abide by the terms of partnership and accordingly signed the relevant documents.

Ghama Sarat VO

-	Length of the channel	10,690 feet
-	Cost of explosives	Rs. 77,099
-	Implements	Rs. 13,806
-	Labour charges	Rs. 50,000
	Total:	Rs.140,905

The first instalment of Rs.35,226 was handed over to the President of the organization, as desired by the members present by Mr. Iqbal Masood.

SSK explained to the members of the VOs Attabad Bala and Paeen that their identified projects were inter-dependent because the link road passed through Attabad Paeen and land will have to be donated by them for the construction of the road which is vital to the economy of Attabad Bala as currently they are unable to get their produce out of the village. However, the Paeen villagers are more keen to protect their cultivated lands which are being eroded by river action and they did not give preference to the link road. Keeping in view the number of households of the village and other needs, SSK offered a grant of Rs.70,000 to Attabad Paeen for construction of the protective spurs and Rs.150,000 to Attabad Bala for construction of the road. Whereas Paeen members accepted the offer, the members from Bala discussed it amongst themselves before accepting it. The first instalments were handed over to the Presidents of the respective VOs as desired by the members present, by Mr. Jamy.

Before returning to Gilgit, the MG along with the guests stopped over at Mir Ghazanfar's residence for lunch. The helicopter landed back at Gilgit airport at 1500 hours.