

PROJECT APPRAISAL REPORT (PAR)

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1. PROJECT NO. 625-11-310-005	2. PAR FOR PERIOD: 1/2/71 TO 1/31/72	3. COUNTRY Chad	4. PAR SERIAL NO. 72-2
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AID/IDA Multidonor Road Maintenance Project

6. PROJECT DURATION: Began FY 71 Ends FY 73	7. DATE LATEST PROP March 25, 1971	8. DATE LATEST PIP None	9. DATE PRIOR PAR None
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10. U.S. FUNDING	a. Cumulative Obligation Thru Prior FY: \$ 256,000	b. Current FY Estimated Budget: \$ 64,000	c. Estimated Budget to completion After Current FY: \$ 30,000
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11. KEY ACTION AGENTS (Contractor, Participating Agency or Voluntary Agency)

a. NAME	b. CONTRACT, PASA OR VOL. AG. NO.
AID Direct Hire	
International Development Association	

I. NEW ACTIONS PROPOSED AND REQUESTED AS A RESULT OF THIS EVALUATION

A. ACTION (X)			B. LIST OF ACTIONS	C. PROPOSED ACTION COMPLETION DATE
USAID	AID/W	HOST		
	X		1. Payment for outstanding transportation bills to be processed.	February 1972
X			2. Complete list of equipment and parts to be drawn up and submitted for signature to the GOC acknowledging receipt and acceptance.	February, 1972
X			3. Regularize situation of Chadians scheduled to attend training programs at CERFER, Lomé, by: <ul style="list-style-type: none"> a) Reconfirming number of trainees, types of training required, and dates programs to be scheduled. b) Contacting Director of CERFER to confirm scholarship funds available for Chadians under AID grant to Center. c) Obtaining AID/W approval and allotment of funds to cover necessary training and/or travel costs. d) Amending Grant Agreement 	February, 1972 February, 1972 March, 1972 April, 1972

D. REPLANNING REQUIRES						E. DATE OF MISSION REVIEW	
REVISED OR NEW:	<input type="checkbox"/> PROP	<input type="checkbox"/> PIP	<input type="checkbox"/> PRO AG	<input type="checkbox"/> PIO/T	<input type="checkbox"/> PIO/C	<input type="checkbox"/> PIO/P	March 3, 1972
PROJECT MANAGER: TYPED NAME, SIGNED INITIALS AND DATE				MISSION DIRECTOR: TYPED NAME, SIGNED INITIALS AND DATE			
Henry Brisson				Charles R. Grador			

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II. PERFORMANCE OF KEY INPUTS AND ACTION AGENTS

A. INPUT OR ACTION AGENT CONTRACTOR, PARTICIPATING AGENCY OR VOLUNTARY AGENCY	B. PERFORMANCE AGAINST PLAN							C. IMPORTANCE FOR ACHIEVING PROJECT PURPOSE (X)				
	UNSATISFACTORY		SATISFACTORY			OUTSTANDING		LOW		MEDIUM		HIGH
	1	2	3	4	5	6	7	1	2	3	4	5
1. AID Direct					X							X
2. Peace Corps	X									X		
3.												

Comment on key factors determining rating

Technician on-board, has organized program, and is conducting courses. Class of 12 mechanics planned for training March-April and July-October completed October 31, 1971 as scheduled. Class of 28 (originally 20 planned) trained September 15 to October 15 as scheduled. Class of 11 road project foreman originally scheduled for August training rescheduled for December. Class of 18 operator trainees will start when the IDA equipment arrives (about February, 1972)

P.C.V. originally expected January-February 1971, resigned during French training. Decision on whether to recruit another is pending.

4. PARTICIPANT TRAINING													
		X								X			

Comment on key factors determining rating

While PROP and Grant Agreement make only general reference to use of CERFER for upgrading of more qualified FWD personnel, GOC now planning send about 8 men for training there. Candidates reportedly selected. Due apparent misunderstanding, GOC now expects AID to finance international travel but no funding provision in grant. ~~Not clear CERFER prepared assume training costs.~~ While CERFER graduates not considered for immediate objectives this project, they are important in upgrading overall.

5. COMMODITIES													
Travel Publics capacity.						X					X		

Comment on key factors determining rating

AID equipment contribution to training center earlier procured for now defunct ATFC project and was available in Chad at the time of signature Grant Agreement. One item of the equipment (bulldozer) was granted to a Chinese agricultural project. Commodities have been made available to the center but no receiving or acceptance report to date from the GOC. Some outstanding transportation charges remain to be paid.

6. COOPERATING COUNTRY	a. PERSONNEL													
	b. OTHER	Equipment and other												
		Office space							X			X		

Comment on key factors determining rating

a) GOC has selected one experienced heavy equipment operator and one experienced heavy equipment mechanic who serve as counterparts for the AID advisor. The latter has been on board since the beginning of the program while the operator counterpart will come on board when the second tranche of IDA equipment arrives. b) Adequate miscellaneous office equipment made available. Training area provided rated as very good and office space given was marginal. Space at center redistributed and situation was improved by December, 1971. GOC has adequately provided for operating expenses. Trainees have been made available generally in accordance with schedule.

7. OTHER DONORS													
					X								X

(See Next Page for Comments on Other Donors)

IDA (International Development Association) has provided first tranche of equipment from schedule. The balance of equipment consisting of

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II. 7. Continued: Comment on key factors determining rating of Other Donors

III. KEY OUTPUT INDICATORS AND TARGETS

A. QUANTITATIVE INDICATORS FOR MAJOR OUTPUTS		TARGETS (Percentage/Rate/Amount)					
		CUMU- LATIVE PRIOR FY	CURRENT FY 72		FY 73	FY ____	END OF PROJECT (73)
			TO DATE	TO END			
Technicians Trained	PLANNED	0	43	91	39	--	130
	ACTUAL PERFORM- ANCE	0	40				
	REPLANNED			99	39	--	138
	PLANNED						
	ACTUAL PERFORM- ANCE						
	REPLANNED						
Mechanic Counterpart	PLANNED	1	1	1	1	--	1
	ACTUAL PERFORM- ANCE	1	1				
	REPLANNED			1	1	--	1
Operator Counterpart	PLANNED	0	1	1	1	--	1
	ACTUAL PERFORM- ANCE	0	0				
	REPLANNED			1	1	--	1
B. QUALITATIVE INDICATORS FOR MAJOR OUTPUTS		COMMENT:					
1.	Instructors competent	Mechanic counterpart is very cooperative and will become a chief mechanic in the central shop of Travaux Publics. He is expected to begin training others once the project is completed - December 31, 1972.					
2.	Improved capabilities for operators, mechanics, and supervisors.	COMMENT: 75% of trainees on this project are illiterate. However, through careful selection, the attrition rate has been nil to date. Those who had completed training as of the date of this report had only just done so and comments on performance cannot be made at this time.					
3.	Effective utilization of FWD equipment including IDA financed portion.	COMMENT: Too early to comment.					

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IV. PROJECT PURPOSE

A. 1. Statement of purpose as currently envisaged.

2. Same as in PROP? YES NO

Improve Chad's road maintenance capability by training personnel of the Department of Public Works and, secondarily, establishing a training center for road equipment operators and mechanics. Project is in direct support of an IDA loan of \$3.6 million for the purchase of road maintenance equipment and is intended to assure effective utilization of this capital input.

B. 1. Conditions which will exist when above purpose is achieved.	2. Evidence to date of progress toward these conditions.
<p>a) Training or retraining provided to 138 mechanics, operators, and supervisors. (With attrition, successful completion of 113.)</p> <p>b) IDA financed equipment being effectively utilized.</p> <p>c) Equipped and functioning in-house training capacity staffed with adequately qualified local personnel.</p>	<p>a) To date, 40 mechanics and compactor operators have received training (8 more than anticipated in original plan). The attrition rate has been nil.</p> <p>b) First tranche of IDA Equipment delivered but too early to attempt assess effectiveness of utilization as function of training program.</p> <p>c) Space made available, equipment in place and center operational under supervision of AID advisor. Counterparts assigned effective 11/1/71.</p>

V. PROGRAMMING GOAL

A. Statement of Programming Goal

The inadequacy of the transport system in Chad represents one of the primary impediments to the economic and social development of the country. The programming goal is to enhance development prospects by improving maintenance of the road network which is by far the most important transport medium in Chad.

B. Will the achievement of the project purpose make a significant contribution to the programming goal, given the magnitude of the national problem? Cite evidence.

The equipment and trained manpower to be made available through this joint project are expected to enable the Department of Public Works to increase from less than 2,000 to about 3,700 over the next several years, the number of kilometers of roads regularly maintained. The target roads will link the four major cities and adequately serve the southeastern part of the country which is the center of the larger part of Chad's economic activity. While the project will not resolve all of Chad's transport problems, it will represent a significant step forward within the country's immediate financial and manpower limitations.