

PD-AAU-047  
46499

439-11-310-010	FY 74	Laos	74-10
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DEVELOPMENT OF LAO NATIONAL ROADS

6. PROJECT PERIOD: Began FY 1956 Ends FY 1980		7. DATE LATEST PROP 08-11-69	8. DATE LATEST R.P. 8-12-69	9. DATE DISOR PAR 2-2-72
10. U.S. FUNDING	a. Certificate Obligation (\$000) This Fiscal FY: \$ 41,740	b. Current FY Estimated Budget \$ 2,324 (\$000)	c. Estimated Budget to completion (\$000) After Current FY: \$ 18,063	

11. KEY ACTION AGENCIES (Contractor, Producing Agency or Voluntary Agency)

a. NAME Department of Transportation, Federal Highway Administration	b. CONTRACT, PACA OR VOL. AC. NO. FE (OA) 5-00
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1. NEW ACTIONS PROPOSED AND REQUESTED AS A RESULT OF THIS EVALUATION

A. ACTION (X)			B. LIST OF ACTIONS	C. PROPOSED ACTION COMPLETION DATE
UNID	AID/V	HOST		
			<p>Following submitted in lieu of PAR per Vientiane AIDTO A-128 dtd B-22-72:</p> <ol style="list-style-type: none"> <li>Project Logical Framework (attached)</li> <li>Status Indicators (attached)</li> <li>Project Purpose was examined and approved in the project review held May 1, 1974</li> </ol> <p>In light of:</p> <ol style="list-style-type: none"> <li>Proposed TP reorganization to a five district cr area set up with additional provinces.</li> <li>Obvious imbalances of present TP equipment assigned to the provinces.</li> <li>Anticipated additional equipment turn-over from USAID/PWD to TP.</li> <li>Proposed formation of betterment teams. It becomes mandatory that an appraisal of country-wide equipment needs to be made and the equipment resources reallocated. The entire training program is being expanded on a long term basis to fit the needs of the TP reorganization proposal.</li> </ol>	

12. REPLANNING REQUIRES: REVISION OR NEW  PROP  DIP  PRO AG  PWT  PRO/C  PRO/E

13. DATE OF NEXT REVIEW: May 1, 1974

PROJECT MANAGER: TYPED NAME, SIGNED INITIALS AND DATE  
 Jack S. Lacey *J.S. Lacey* 9-6-74  
 ACTING DIRECTOR: TYPED NAME, SIGNED INITIALS AND DATE  
 Gordon B. Ramsey, Acting Director 1/22/75

5.7. Comments: General country factors decreasing rating of A/R or B/R

**III. KEY OUTPUT INDICATORS AND TARGETS**

4. QUANTITATIVE INDICATORS FOR MAJOR OUTPUTS		TARGETS (Percentage/Rate/Amount)					
		CUMULATIVE PRIOR FY	CURRENT FY		FY 75	FY 76	END OF PROJECT
			TO-DATE	TO-END			
1. Participant Training Third Country, Participants returned.	PLANNED	73%	73%	75%	78%	83%	100%
	ACTUAL PERFORMANCE	22%	32%				
	REPLANNED			32%	41%	46%	90%
2. Estimate made by the FHWA Division Engineer of the capability of the PGNU to physically operate and maintain the necessary equipment and facilities required to properly construct, operate and maintain the Lao National Road System.	PLANNED	75%	80%	75%	80%	83%	100%
	ACTUAL PERFORMANCE	60%	60%				
	REPLANNED			60%	65%	75%	90%
3. Estimate made by the FHWA Div. Engineer of the capability of the PGNU to administer the Lao National Roads System.	PLANNED	75	80				
	ACTUAL PERFORMANCE	50	50				
	REPLANNED			50	60	65	90
B. QUALITATIVE INDICATORS FOR MAJOR OUTPUTS		COMMENT: Ineffective supervision and management at national and provincial levels; inadequate supervision and management at lower levels in the field per professional appraisals. These inadequacies can be improved if proposed reorganization is put into effect.					
1. Adequate management of the Department of Highways.							
2. Technically qualified Highway Department staff.		COMMENT: Capabilities of staff members are being upgraded through participant and on-the-job training, and with the advice and guidance of American advisors. Roads are now being maintained with increased efficiency.					
3. Higher standards of road construction and maintenance.		COMMENT: Road standards have improved. There is improved surfacing of roads by use of crushed granular material and/or asphalt. Ditches are being cleaned and shaped and low sections of road are being raised above flood level.					

Project Title: DEVELOPMENT OF NATIONAL ROADS

NARRATIVE SUMMARY	OBJECTIVE / VERIFIABLE INDICATORS	IMPORTANT ASSUMPTIONS	MEANS OF VERIFICATION															
<p><u>Program or Sector Goal:</u> Contributes to the PROGRAM goal of economic development by meeting the sector goal of developing, operating and maintaining a national road and street system which meets Laos political, economic and security requirements.</p>	<p><u>Measures of Goal Achievement:</u> Highways, access roads and streets to sufficient number and of proper standards to serve all weather service to resettlement sites and planned productive areas of the Kingdom.  Highway road and street construction and maintenance to compare favorably with similar operations in Thailand.</p>	<p>Political and Military activities permit road, street and highway construction and maintenance to proceed as and when required.</p>	<p>Professional in depth inspection, audit and PGNU/USAID appraisals of roads in existence and use.</p>															
<p><u>Project Purpose:</u> To strengthen the capabilities of the PGNU Ministry of Public Works and to assist in development, operation and maintenance of an adequate national road and street system for the Kingdom of Laos.</p>	<p><u>Conditions Expected at End of Project:</u>  An adequate and functional Highway Road and Streets Department.  All important areas served by well-maintained highways, access roads and streets.  An engineering operations, construction, supply and trading organization capable of planning, implementing and performing an adequate highway road and street construction and maintenance program.</p>	<p>Incentives for trained personnel to remain with PGNU are adequate.  Security is maintained and entire country access for economic development.  Adequate PGNU support (political, professional and financial)</p>	<p>PGNU budget and personnel records  Professional inspection and PGNU/USAID appraisals of operation of the highway department</p>															
<p><u>Outputs:</u>  Adequate system of highways, roads and streets to serve the economic political and military needs of Laos.  Competent, technically qualified, professional supervisory staff for engineering, operations, administration, supply and training sections of the Directorate of Roads and bridges. Skilled and semi skilled highway workers: mechanical, electrical, operators of equipment, bridge-builders and other fields necessary for roads and street highway construction and maintenance.</p>	<p><u>Magnitude of Outputs:</u>  Principal highways such as R10, 45 between Luang Prabang and Champhone border constructed and paved, access roads constructed to productive areas as they are identified and people settled in them; city town and village streets improved to all weather standards.  Number of personnel, amount of equipment, spare parts and commodities dependent upon size of program, which in turn depends upon funds available, security, etc.</p>	<p>Trainees with suitable education, aptitude, attitude and interest will be available.</p>	<p>Professional inspection and PGNU/USAID appraisal of roads constructed  Personnel records and employee performance appraisals by PGNU/USAID</p>															
<p><u>Inputs:</u>  FIWA Highway Engineers, Equipment, Administrative, Training and supply specialist advisors, (\$000) (No.)  In Service training  Participant training long term (No.)  Commodities (\$000)</p>	<p><u>Implementation Schedule (Fiscal Dates)</u></p> <table border="1"> <thead> <tr> <th></th> <th>FY 72</th> <th>FY 73</th> <th>FY 74</th> <th>FY 75</th> </tr> </thead> <tbody> <tr> <td>U.S.</td> <td>825(27)</td> <td>770(25)</td> <td>900(28)</td> <td>622(19)</td> </tr> <tr> <td>TCN</td> <td>203(54)</td> <td>163(42)</td> <td>100(20)</td> <td>79(2)</td> </tr> </tbody> </table> <p>continuing</p>		FY 72	FY 73	FY 74	FY 75	U.S.	825(27)	770(25)	900(28)	622(19)	TCN	203(54)	163(42)	100(20)	79(2)	<p>Adequate budget</p>	<p>USAID and PGNU records</p>
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