PD-AAX-803

PROJECT ASSISTANCE COMPLETION REPORT

PROJECT TITLE:	Projective Infrastructure Rehabilitation
PROJECT NO.:	538-0082
FUNDING PERIOD:	FY '82 to FY '87
LOP FUNDING:	$14,650,000
IMPLEMENTING AGENCIES:	St. Lucia Ministry of Communications and Works/ St. Vincent Ministry of Communications and Works
PACD:	September 30, 1987

The Productive Infrastructure Rehabilitation Project was authorized on September 20, 1982 at $7,650,000 in ESF Grant Funds with a completion date of September 30, 1985. The Project Paper was amended twice to provide an additional $7,000,000 in ESF Grant Funds totalling $14,650,000 with a completion date of September 30, 1987. The purpose of the Project is to increase productivity in St. Vincent and St. Lucia, particularly in the agricultural sector, and to provide dependable access by road from productive areas to major population centers and ports. This was accomplished through a program which rehabilitated key primary and access roads and upgraded the respective institutional capacities in the two countries to maintain the national road networks. The Government of St. Lucia (GOSL) received $11,400,000 (78%) of the total AID funds and the Government of St. Vincent (GOSV) received $3,250,000 (22%) of the total AID funds. The GOSL and GOSV made "in-kind" contributions of $625,000 and $356,000 respectively towards the project which included the provision of personnel and equipment.

At the expiration of the project assistance completion date, with the exception of processing of documents relating to the procurement of equipment, all project elements were completed. A summary of the planned and actual project outputs is shown below:

	St. Lucia		St. Vincent	
	Planned	Actual	Planned	Actual
Road Rehabilitation (Miles)	136	136	16	16
Equipment (Number of Items)	24	24	15	15
Technical Assistance (Person Months)	50	40	119	103
Persons Trained	15	15	5	5

In addition to (a) the increased movement of agricultural and industrial goods resulting in overall productivity in the two countries (25% increase in production) and (b) decreased operating costs on project roads (savings of $0.08 per mile), an added benefit of the project is the expertise gained by the Ministries of Communications and Works (MCW) to undertake rehabilitation work. Since completion of work under the PIR Project the MCW of St. Vincent is continuing to do similar work under the St. Vincent Infrastructure Project (538-0138.07).

Under the Project Grant Agreement between the GOSL and USAID and the GOSV and USAID, it was agreed that all equipment purchased by USAID under the project would be turned over to the respective Government Funding Schemes (GFS) at the conclusion of the project. The GOSL and GOSV have not yet completed this action and RDO/C will monitor this activity to insure satisfactory completion. This will be done together with the monitoring exercise on the on-going St. Vincent Infrastructure Project (538-0138.07) which is basically a successor to the PIR project.

A summary of the projected final project expenditure is given below:

	Budget	Projected Expenditure
St. Lucia	$11,400,000	$11,303,865
St. Vincent	$ 3,250,000	$ 3,224,566
TOTAL	$14,650,000	$14,528,431

As stipulated under the relevant Project Agreements, (a) the GOSL's contribution consisted of a contract with the Crown Agents for Overseas Governments and Administrations Ltd. for the management of construction and rehabilitation activities undertaken in the Project. The GOSL also funded a Works Supervisor, two foremen and a laboratory technician; (b) the GOSV funded a Project Management Unit consisting of a highway engineer and road overseers and foremen. The GOSV also contributed on a priority basis, a bulldozer, motor grader and pavement spreader for road rehabilitation activities.

An evaluation of the Project was conducted in September, 1985. The major recommendations and lessons learned were:

1. That appraisal of a road project of any kind on these small islands should be based on an analysis of the entire system, rather than isolated segments.

2. The force account method of construction should continue to be preferred, even at the risk of delays and cost overruns, to help create a local institutional base.

3. Consideration should also be given to insistence on the use of crushed stone or gravel surfaces on some feeder roads with low traffic loads (and excepting steep grades) in place of hard surface, as a cost saving measure.

4. More attention should be paid to the issue of road maintenance.

These recommendations were incorporated in the follow-on St. Vincent Infrastructure Project Design.