Agency for International Development PACR Project Assistance Completion Report	1. Cooperating Country SUDAN	Page 1 of Pages
	2. Project Name & Number SOUTHERN ACCESS ROAD (650-0036)	

3. Functional Account(s) SDA

4. Project Assistance Completion Date (PACD)	5. PRO/AG No. and Date
Original 8/31/85 Amended TDD 5/30/86 " 5/30/87	650- 0036 8/30/80

6. Type of Agreement and Grantee: Government of Sudan

X Grant ___ Cooperative Agreement ___ LSGA ___ Other

7. Financial Inputs

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Project Element		PP Budget	Latest Budget	Earmarked	Unearmarked
#1 Technical Assistance	Dollars	30,000	22,828	22,828	
	LS				
#2 Construction	Dollars	9,970,000	9,622,616	9,622,616	
	LS				
#3	Dollars				
	LS				
#4	Dollars				
	LS				
#5	Dollars				
	LS				
#6	Dollars				
	LS				
#7	Dollars				
	LS				
Totals	Dollars	10,000,000	9,645,444	9,645,444	
	LS				

8. Outputs

Expected Outputs	Actual Outputs
1.Maintenance centers in Juba and Lodwar upgraded	No.
2.Weigh bridges installed	Weigh bridges installed.
3.Equipment repaired	No.
4.Gravelling of road	No.
5.Road structures constructed	Road structures completed
6.Counterparts Trained	Training of counterparts.

9. Remaining Actions

a. Monitoring - USAID will monitor the project through implementation of the SORMAR project.

b. Covenants and Conditions - Covenant - GOS to maintain Road. PIL #6 makes SORMAR responsible.

c. Audit Recommendations - No audit was performed.

d. Status of Final Evaluation - No final evaluation is possible due to civil unrest/conflict in the project area.

e. Estimated Deobligation Amount: In August 1987 $354 555 were deobligated under the FY 87 deob recb authority. Fun were utilized for the African Development Bank Project 698-0434.

f. Terminal Date for Disbursement: 5/30/87

10. Close Out Check-List

EHR a. The Project Officer, in conjunction with the Controller and Contracting Officer, has reviewed all AID-financed commitments (contracts, sub-grants, PIO/Ps) to ascertain what, if any, amounts remain to be billed and paid; to discover any disputes that have arisen or are likely to arise and to expedite their settlement to the extent possible. An accrual worksheet has been filled in with the help of the Controllers office and all amounts committed but no longer required have been de-committed.

EHR b. The Project Officer, in conjunction with the Controller and Contracting Officer, has reviewed all earmarking documents to ascertain whether all disbursements can be made under existing earmarking documents and, where necessary, to make appropriate adjustments to ensure that sufficient funds will be available to cover all anticipated disbursements. All earmarked funds in excess of those required to complete the project's activities have been de-earmarked.

EHR c. Official project files have been cleaned up and organized, those no longer required for implementation and monitoring have been retired to storage.

11. Other Comments - Project close-out was delayed because of claims brought about by Wimpey (Host Country Contractor).

12. Clearances

Project Officer E.Rauch, PO EHR	Date 9/7/88	Program Officer B.Jensen, EPP	Date 9/8/88
Contracts Officer J.Kryschtal, CO	Date 9/8/88	Controller L.Martin, CONT	Date 1 Sept 88
Project Manager H.Feldt, ENG	Date 9/7/88	Acting Deputy Director S.Chernenkoff, A/DD	Date 9-8-88

13. Authorized

Frederick E. Gilbert

Frederick E. Gilbert Date 9/11/88

ing Mission Director

OPTION NO.: 2

COMPREHENSIVE PIPELINE REPORT BY BUDGET ALLOWANCE
AS OF 02/13/88

DATE: 02/13/88
REPORT PAGE NO.: 1
MISSION PAGE NO.: 1

OFFICE CODE: [illegible]
PROJECT NO.: [illegible]
OFFICE NAME: ENGINEERING
PROJECT TITLE: SUDAN SOUTHERN ACCESS ROAD
PROJECT OFFICER: K.[illegible]

EARMARK DOC. NO.	EARMARK CNTL NO./ DESCRIPTION	OBLIGATED/ EARMARKED	COMMITTED	DISBURSED	UNLIQUIDATED OBLIG/EAR	ACCRUED	UNEXPENDED OBLIG/EAR
BUDGET PLAN CODE: [illegible] APPROPRIATION SYMBOL: [illegible]							
ELEMENT NO.: 1							
ELEMENT NAME: TECHNICAL ASSISTANCE		22,828	22,828	22,828	0	0	0
PIL-650-0036-03	SOP0020 SOUTHERN ACCESS RD	0		0	0	0	0
PIOT650-0036-[illegible]	SOP0021 TECH GUIDANCE-LOUIS BERGER IN	22,828	22,828	22,828	0	0	0
	EARMARKED TOTALS > > >	22,828					
	UNEARMARKED BALANCE	0					
ELEMENT NO.: 2							
ELEMENT NAME: CONSTRUCTION		9,622,616	9,622,616	9,622,616	0	0	0
PIL-650-0036-03	SOP0001 SOUTHERN ACCESS ROAD-SUDAN	9,622,616	9,622,616	9,622,616	0	0	0
	EARMARKED TOTALS > > >	9,622,616					
	UNEARMARKED BALANCE						
	BUDGET ALLOWANCE TOTALS > > >	9,645,444	9,645,444	9,645,444	0	0	0
	GRANT TOTALS > > >	9,645,444	9,645,444	9,645,444	0	0	0
	PROJECT EARMARKED TOTALS > > >	9,645,444					
	PROJECT UNEARMARKED BALANCE	0					
	TOTAL PROJECT OBLIGATIONS > > >	9,645,444	9,645,444	9,645,444	0	0	0
	OFFICE TOTALS > > >	9,645,444	9,645,444	9,645,444	0	0	0
	MISSION TOTALS > > >	9,645,444		9,645,444		0	
	> > >		9,645,444		0		0

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Ken

24 June 1987

With reference to Khartoum's [illegible] the project completion report for the Southern Agricultural Project: I would just add this short paragraph as an addendum. A good place for it might be at the end of the project inputs section. I think the report can then be considered to be in final if you folks agree.

I would have liked to visit the project site in Sudan but that won't be possible any time soon.

Addendum: "In March of 1987 settlement of all claims on the Project was made between the JTC and Wimpey. AID reviewed the claims settlement in April-May of 1987 and a final payment of $586,193.11 was made to Wimpey for settlement of all claims. Out of the AID obligation of $10,000,000 a total of $9,645,436 was disbursed throughout the life of the project."

Fred

Fred Guymont

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SUDAN SOUTHERN ACCESS ROAD 650-0036

PROJECT ASSISTANCE COMPLETION REPORT

1. Project Description:

The project was to provide an all weather route between Kenya and Sudan as an alternative to the road through Uganda. The first stage of what was envisaged as a multi-stage project, due to limited funding of projected costs, was the construction of drainage structures along the main sections of the road on the line of a proposed high standard road and connecting the structures to the existing road. (From Lodwar a paved road exists to Nairobi and Mombasa). A host country contract for the construction was awarded to Wimpey International following prequalification and competitive tendering process. AID and EEC provided donor funds and Sudan and Kenya provided local currency. Construction designs and supervision were provided by Norconsult a Norwegian firm funded by NORAD.

2. Project Status: At the time of P.A.C.D. (August 31 1985) the following sections were under funding proposals, construction, maintenance or completed subject to final construction figures.

A Construction:

(1). Section A - Lodwar to Kakuma km 0 to 121 Construction of final roads and drainage by other contractors. Funding is by Saudi and Kuwait funds. This section is about 20% complete.

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(2). Section B Kakuma to Lokichokio km 121 to 214.

Completed are Structure A 2820 (Station 119 + 215) Multi Span Brdg (MBRG)
Structure A 2830 (Station 120 + 242) Concrete Box Culvert (CBX) 3 x 4.0 x 2.0 m
Structure B 0760 (Station 149 + 220) Drift 102m
Structure B 0765 (Station 150 + 435) Gabion
Structure B 0770 (Station 150 + 665) Gabion
Structure B 0800 (Station 151 + 240) CBX 2 x 4.0 x 2.0 M
Structure B 0830 (Station 152 + 340) Gabion
Structure B 0850 (Station 152 + 555) Gabion
Structure B 0855 (Station 153 + 060) Gabion
Structure B 0860 (Station 153 + 440) Gabion
Structure B 0870 (Station 153 + 605) Gabion
Structure B 0890 (Station 154 + 075) Gabion
Structure B 0900 (Station 154 + 450) Gabion
Structure B 0910 (Station 155 + 985) Drift 96m
Structure B 1185 (Station 160 + 709) Drift 78m
Structure B 1200 (Station 164 + 774) Drift 106m
Structure B 2150 (Station 194 + 008) CBX 4 x 4.0 x 2.0m
Structure B 2160 (Station 194 + 669) CBX 4 x 5.0 x 2.5m
Structure B 2380 (Station 202 + 143) CBX 3 x 4.0 x 2.0m
Structure A 001 Weighbridge Lodwar

12.1 - Km Gravel road with embankments and ditches
1 - No. shallow wells
21 - No. deep wells
1 Resident Engineers Camp

This section for final road and drainage is reported as going out to bid in the fall of 1985. Funding by African Development Bank/African Development Fund (ADB/ADF).

(3). Section C Lokichokio to Kapoeta km 214 to 344
Structure K 100 Drift 142m

This section for a final gravel road and drainage has a funding proposal by EEC. Final design is being completed by Norconsult under NORAD funding

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(4). Section D Kapoeta to Torit km 336 to 446

Completed are structure D340 station 354 + 925 Metal Pipe Culvert (MPC)MPC 900

Structure D360 Station 355 + 455 MPC 2 x 1200
Structure D370 Station 356 + 248 CBX 2 x 4.0 x 2.0m
Structure D380 Station 356 + 940 (MBRG) 36
Structure D390 Station 357 + 390 900mm Concrete Pipe Culvert (CPC)
Structure D400 Station 357 + 525 900mm CPC
Structure D410 Station 357 + 906 CBX 1 x 2.0 x 2.0m
Structure D420 Station 359 + 125 900mm CPC
Structure D423 Station 359 + 475 600mm CPC
Structure D430 Station 360 + 083 CBX 1 x 4.0 x 2.0m
Structure D450 Station 361 + 305 600mm CPC
Structure D460 Station 362 + 296 CBX 2 x 4.0 x 2.0m
Structure D490 Station 364 + 215 CBX 1.0 x 2.0 x 2.0
Structure D500 Station 364 + 900 900mm CPC
Structure D520 Station 366 + 486 CBX 2 x 4.0 x 2.0m
Structure D530 Station 367 + 092 CBX 1 x 2.0 x 2.0m
Structure D540 Station 367 + 525 900mm CPC
Structure D570 Station 369 + 010 CBX 2 x 5.0 x 1.2m
Structure 369 + 550 900mm CPC
Structure 369 + 650 900mm CPC
Structure 369 + 725 900mm CPC
Structure 369 + 860 900mm CPC
Structure 369 + 930 900mm CPC
Structure D570 Station 370 + 310 MBRG 36m
Structure D603 Station 374 + 125 600mm CPC
Structure D607 Station 375 + 100 Gabion
Structure D610 Station 376 + 832 CBX 2 x 4.0 x 2.0m
Structure D620 Station 380 + 048 CBX 3 x 4.0 x 2.0m
Structure D645 Station 382 + 000 Gabion
Structure D650 Station 384 + 034 CBX 3 x 5.0 x 1.2m
Structure D670 Station 385 + 412 CBX 1 x 5.0 x 1.2m
Structure D690 Station 386 + 075 MPC 900
Structure D1130 Station 425 + 340 Single Span Bridge 18m

32.3 - Km Gravel road with embankment and ditches
2 - No shallow wells
9 - No deep wells
1 Resident Engineer Camp

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Part of the SORMAR project work is on this Section.
Section E Torit to Juba Km 446 to 575

Completed are Structure E035 Station 452 + 549 CBX 3 x 5.0 x 1.2m
Structure E080 Station 457 + 312 CBX 3 x 5.0 x 2.5m
Structure E150 Station 461 + 740 CBX 1 x 5.0 x 1.2m
Structure E180 Station 462 + 630 CBX 3 x 5.0 x 2.5m
Structure E190 Station 462 + 777 MPC 900
Structure E200 Station 463 + 054 CBX 4 x 4.0 x 2.0m
Structure E230 Station 465 + 181 CBX 2 x 4.0 x 2.0m
Structure E290 Station 470 + 377 CBX 3 X 4.0 X 2.0m
Structure E310 Station 470 + 733 CBX 3 x 4.0 x 2.0m
Structure E330 Station 472 + 361 CBX 1 x 2.0 x 2.0m
Structure E340 Station 473 + 983 CBX 1 x 4.0 x 2.0m
Structure E370 Station 475 + 995 CBX 1 x 2.5 x 1.2m
Structure E440 Station 479 + 846 CBX 2 x 5.0 1.2m
Structure E460 Station 480 + 448 CBX 2 x 4.0 x 2.0m
Structure E470 Station 480 + 762 CBX 2 x 2.5 x 1.2m
Structure E530 Station 482 + 717 CBX 2 x 5.0 x 1.2m
Structure E670 Station 489 + 601 MBRG 30m
Structure E680 Station 490 + 468 CBX 1 x 2.5 x 1.2m
Structure E700 Station 490 + 959 CBX 1 x 2.5 x 1.2m
Structure E740 Station 493 + 415 CBX 1 x 4.0 x 2.0m
Structure E770 Station 495 + 535 CBX 2 x 4.0 x 2.0m
Structure E830 Station 498 + 645 CBX 2 x 5.0 x 1.2m
Structure E840 Station 498 + 835 CBX 1 x 2.5 x 1.2m
Structure E950 Station 503 + 910 CBX 2 x 4.0 x 2.0m
Structure E970 Station 505 + 260 CBX 2 x 5.0 x 1.2m
Structure E1110 Station 512 + 476 CBX 1 x 4.0 x 2.0m
Structure E1230 Station 516 + 797 CBX 1 x 5.0 x 2.5m
Structure E1270 Station 518 + 072 CBX 1 x 4.0 x 2.0m
Structure E1320 Station 519 + 980 CBX 3 x 5.0 x 1.2m
Structure E1360 Station 521 + 422 CBX 2 x 4.0 x 2.0m
Structure E1370 Station 521 + 977 CBX 2 x 5.0 x 2.5m
Structure E1420 Station 526 + 916 CBX 2 x 4.0 x 2.0m
Structure E1440 Station 527 + 812 CBX 2 x 4.0 x 2.0m
Structure E1520 Station 530 + 548 CBX 2 x 5.0 x 1.2m
Structure E1560 Station 532 + 833 CBX 1 x 5.0 x 2.5m
Structure E1620 Station 534 + 197 CBX 1 x 5.0 x 2.5m
Structure E1675 Station Weighbridge MPC 900mm

15.0 - Km. Gravel road with embankment and ditches
1 - No. Shallow Wells
16 - No. Deep Wells
1 - Camp

B. Procurement - None
C. Technical Assistance - None
D. Training - None

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*3. PROJECT INPUTS:

A. USAID + EEC	PLANNED	ACTUAL*
Construction	$19,257,000	$20,278,000
Technical Assistance	$ 4,380,000	**
Total	$23,637,000	$20,278,000

B. KENYA	PLANNED	ACTUAL
Gravelling Equip., Fuel, Labor	$2,232,000	0
Technical Assistance	0	0
Construction	0	$1,837,322
	$2,232,000	$1,837,322

C. SUDAN		
Gravelling Equipm., Fuel, Labor	$3,136,000	0
Technical Assistance	0	0
Construction	0	$1,640,000
	$3,136,000	$1,640,000

Total funding PP $ 29,005

* Figures subject to adjustments and claims. ** Technical assistance fur by Norwegian AID.

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D. NORAD

Design and supervision by Norconsult, Financed by Norwegian Aid.

4. Project Output:

	KENYA		SUDAN	
STRUCTURES	PLANNED	ACTUAL	PLANNED	ACTUAL
MPC 600	0	0	0	2
MPC 900	0	0	0	15
MPC 2 x 1200	0	0	0	1
CBX 1 x 2.0 x 2.0m	0	0	8	4
1 x 4.0 x 2.0m	0	0	19	5
2 x 4.0 x 2.0m	2	1	16	10
3 x 4.0 x 2.0m	2	2	2	2
4 x 4.0 x 2.0m	0	1	0	1
1 x 2.5 x 1.2m	0	0	0	4
2 x 2.5 x 1.2m	0	0	0	2
1 x 5.0 x 1.2m	0	0	0	1
2 x 5.0 x 1.2m	0	0	0	5
3 x 5.0 x 1.2m	0	0	0	2
1 x 5.0 x 2.5m	0	0	0	3
2 x 5.0 x 2.5m	0	0	0	1
3 x 5.0 x 2.5m	0	0	0	2
4 x 5.0 x 2.5m	0	1	0	0
BRIDGE				
SBRG 12	0	1	1	0
SBRG 15	1	0	1	0
SBRG 18	0	0	5	0
MBRG 24	0	0	2	0
MBRG 30	0	0	1	1
MBRG 36	0	0	2	1
MBRG 45	0	0	1	0
MBRG 54	0	0	1	0
MBRG 144	1	0	0	0
MBRG 156	0	1	0	0
DRIFT				
80m	0	1	0	0
100m	2	3	0	0
140m	0	0	0	1
Gabions	0	9	0	0
Gravel Roads kms	10.2	-	43.2	-
Shallow Wells No.	0	-	0	-
Deep Wells No.	0	-	0	-
T.A. Gravelling Supts.	0	0	2	0
Fuel	0	0	$400,000	0

5. Project Accomplishments:

The project has accomplished time savings in both Kenya and Sudan by placing structures in drainage channels and rivers which previously prevented traffic from crossing due to high water. In addition the AID and EEC funded project construction stimulated Donors to fund or consider funding total finished road Sections A, B and C. The SORMAR project is working on Sections D and E in Sudan. However, there are still delays at some stream crossings during the heavy rainy season. The project gives a higher percentage all weather road for 4 wheel drive vehicles.

One justification for the Southern Access Road was an alternative to the route through Uganda which because of internal fighting was periodically closed and was not always safe. The initial project plan was to support government road gravelling units with gravelling superintendants, on the job training, fuel and equipment spare parts. However the condition of road gravelling equipment in Southern Sudan was found to be much worse than indicated in the PP. There were insufficient funds in the PP to upgrade equipment.

The project therefore stressed construction by private contractors instead of possible major work by Government forces. Work by government forces in Sudan is now part of the separate SORMAR project.

6. Project Purpose:-

The project goal of stimulating economic development in Southern Sudan and Northern Kenya and establishing an all weather direct link to international markets and the port of Mombasa is still valid.

The project purpose was to construct 620 km of road between Juba and Lodwar to a modified minimum commercial access standard through the provision of the services of a private contractor to build bridges and culverts and technical assistance, equipment, spare parts and fuel to force account gravelling units of the host country. The project purpose was not met because the amount of money in the PP was short of what was necessary to upgrade the road. The cost of the force account gravelling work was underestimated. The project purpose should have been the construction of drainage structures and roads in order to have an 80 percent all weather road and to reduce travel times of inter and intra traffic between Sudan and Kenya.

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The revised project purpose has not been obtained but may be obtained gradually through Donor funding for Section A,B in Kenya, Section C in Sudan and the SOMAR project.

7. Project Design:-

The original design was an heroic attempt to begin with $25 million what needed ultimately to be done with $250 million (the estimated cost of a paved all weather road). It has partially succeeded by attracting other Donor funds and may eventually satisfy its original purpose.

8. AID Monitoring:-

USAID/Sudan will continue to be involved with the Southern Access Road through the SOMAR project which is designed to maintain and rehabilitate roads in Southern Sudan. With the Saudi and Kuwait financing of the surfacing of section A and the African Development Bank financing of section B the Kenya portion should be completed. Progress on these projects can be monitored by occassional communication with the Ministry of Transport and Communications.

9. Evaluation:-

A mid term evaluation has been made by AID Sudan and a post evaluation has yet to be made.

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10. Lessons Learned:-

A. Multi-Donor projects can be implemented, although with difficulty, even if individual Donor regulations have to be combined. In this project AID, EEC and NORAD were Donors.

B. Parallel or component financing is simpler than co-mingling.

C. Financing of design and supervision of projects by donors other than AID on AID financed projects is possible but leads to less than total control. Projects spread over 2 countries are extremely complex.

D. A project that is found to be underfunded can be salvaged only if project inputs can be redefined to lead to a revised project that stands on its own. While other donors might be found to fill a funding gap, this cannot be counted on.

G. AID regulations state that construction contracts shall be awarded to the lowest cost responsive bidder. How can AID avoid those construction firms, who submit low bids but rely on claims to more than make up the lowness of the bid. Review of legal contract documents can only minimize the risk. It cannot eliminate it.