

PD-ABB-383

ISA 67400

Agency for International Development	1. Cooperating Country Sudan	Page 1 of 7 Pages
<u>PACR</u> Project Assistance Completion Report	2. Project Name & Number Southern Road Maintenance and Rehabilitation Project (650-0043)	

3. Functional Account(s)

4. Project Assistance Completion Date (PACD)
Original 9/30/89 Amended 2/28/90

5. PRO/AG No. and Date
650-0043, Aug. 27, 1983
as amended

6. Type of Agreement and Grantee:

Grant Cooperative Agreement LSGA Other

7. Financial Inputs

Project Element		(1)	(2)	(3)	(4)
		PP Budget	Latest Budget	Earmarked	Unearmarked (2)-(3)
#1 Technical Assistance	Dollars	6,248,600	5,550,000	2,067,180	3,482,820
	LS	1,258,660	6,669,845	7,322,588	(652,743)
#2 Training	Dollars	381,000	381,000	21,863	359,137
	LS	52,000	20,155	20,155	-0-
#3 Commodities and Equipments	Dollars	5,259,300	3,436,000	2,604,206	831,794
	LS	65,000	-0-	-0-	-0-
#4 Petroleum, Oil & Lubricant	Dollars	2,000,000	1,000,000	297,050	702,950
	LS	2,662,400	-0-	-0-	-0-
#5 Other Costs	Dollars	5,811,100	370,000	1,213	368,787
	LS	8,181,940	2,500,000	-0-	2,500,000
Totals	Dollars	19,700,000	10,737,000	4,991,512	5,745,488
	LS	12,220,000	9,190,000	7,342,743	1,847,257

8. Outputs

<u>Expected Outputs</u>	<u>Actual Outputs</u>
A. Road rehabilitation (209 kms) This was to cover Juba/Torit/ Kapoeta Road and Wau/Rumbek/ Mundri/Tonj Road.	150 kms on Juba/Torit Road were rehabilitated.
B. Road Maintenance (1,469 kms) This was to cover previously constructed roads in southern Sudan, primarily by other donors, plus roads rehabilitated under this project.	190 kms on Juba/Nimuli Road were maintained.
C. Training programs for GOS local staff.	A senior management training course abroad for 4 months, 20 local courses, and on-the-job training for technicians (welders, mechanics, electricians) were done.
D. Project headquarters and administrative development.	Not done
E. Procurement of Petroleum, Oil, and Lubricants.	This was done as required by the extent/ progress of work.
F. Commodities and Equipment.	4 Toyota pick-ups; 2 Toyota station wagons; 2 wheel loaders; 3 bulldozers; 2 graders; and 10 generators were procured under this project.
G. Juba equipment workshop. This component was to finance the upgrading of the Juba workshop operations in equipment rehabilitation, equipment maintenance and the identification, procurement, inventorying and storage of spare parts.	Juba workshop was equipped with tools and spare parts. All routine maintenance and repairs of the project fleet were carried out in this workshop.
H. Maintenance of Juba town roads.	About 55kms of Juba roads town were maintained.

9. Remaining Actions

a. Monitoring

No monitoring activities are planned at this time because of security conditions in southern Sudan.

b. Covenants and Conditions

All Covenants and Conditions were met to the extent possible

c. Audit Recommendations

Not available

d. Status of Final Evaluation

No final evaluation.

e. Estimated Deobligation Amount: \$5,745,488 and Ls 1,847,257

The estimated dollar deobligation amount had been included in the FY 90 Deob/Reob plan submitted to AID/W.

f. Terminal Date for Disbursement: November 30, 1990

10. Close Out Check-List

- X 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.

- X 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.

- X 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

12. Clearances

Project Manager	Date	Contract Officer	Date
Dulal Datta	5/22/90	David Osinski	6-13-86
Project Officer	Date	Program Officer	Date
Ken Randolph	5-22-90	Dirk Dijkerman	5/27/90
Project Officer	Date	Controller	Date
Raouf Youssef	5-23-90	Harry Shropshire	6/4/90

13. Authorized

Frederick E. Gilbert	Date 6/25/90
Mission Director	

PROJECT ASSISTANCE COMPLETION REPORT
SOUTHERN ROAD MAINTENANCE AND REHABILITATION PROJECT
PROJECT NO. 650-0043

NARRATIVE

1. Background and status:

The principal project objectives were:

(1) To improve and preserve critical access on primary roads within Southern Sudan. This includes rehabilitation of 209kms on Juba/Torit/Kapoeta and Mundri/Rumbek/Tonj/Wau Roads. It also covers maintaining 1,469kms of existing roads and road rehabilitated under this project.

(2) To improve the institutional capacity of the Government of Sudan to implement future maintenance and rehabilitation programs through its agency, Roads and Bridges Public Corporation (RBPC).

To achieve these purposes, the project was designed to finance technical assistance, training, procurement of major equipment, vehicles, and commodities, construction and maintenance, fuels and other related costs.

The project started in May 1984 when the consultants, a U.S. contractor prepared the project implementation plan and placed orders for procurement of all necessary equipment.

However, since the outset of the project, the security situation in southern Sudan has deteriorated and as a result, all activities were severely affected. Starting in August, 1985, since then security situations have been monitored closely by USAID and RBPC, but no improvement has been observed.

In December 1986, the Mission decided to eliminate full time expatriate consultant staff from the project and that all activities were to be performed under the direction of the RBPC Regional Director. However, the contractor was authorized to keep a part-time project manager and office in Khartoum to coordinate project procurement, training, account management and reporting.

During the period of December 1986, 150kms of the Juba/Torit road were rehabilitated and 190km in Juba/Numili road were maintained.

After the elimination of the full time expatriate staff from the project, the scope of work of the project was reduced to maintaining Juba town roads, routine maintenance for the Juba workshop and compound housing, routine maintenance and repair of project fleet; and running training programs, both abroad and locally.

The principal project accomplishments can be summed up as follows:

1. Rehabilitation of 150kms on Juba/Torit road.
2. Maintenance of 190kms on Juba/Numili road.
3. Maintenance of 55kms of Juba town roads.
4. Provision of vehicles, loaders, bulldozers, graders and generators. Improvement in RBPC capability to carry out maintenance and rehabilitation programs in future.
5. Technicians (mechanics, welders, operators, electricians) trained to do maintenance and rehabilitation programs.

The lesson to be drawn from this project:-

- i. Security conditions in the project area of any project should be given proper consideration before starting the project.
- ii. Alternate work programs should be allowed in the project, depending on security conditions.
- iii. Procurement programs once started, should be completed. This is economical to the donor and beneficial to the recipient country.
- iv. Local Currency funds must be obligated and earmarked for a minimum period of six months ahead of the project execution program. At the start of this project, monthly local currency releases hindered the work program severely.
- v. It was realized that RBPC maintenance capabilities are low, so future programs for improving RBPC maintenance capability are to be encouraged.