

UNCLASSIFIED

**Annual Budget
Submission**

FY-1994

**SOUTHERN AFRICA
REGIONAL**

BEST AVAILABLE

JUNE 1992



**Agency for International Development
Washington, D.C. 20523**

UNCLASSIFIED

USAID/SOUTHERN AFRICA REGIONAL PROGRAM (SARP)

FY 94 ANNUAL BUDGET SUBMISSION

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**SOUTHERN AFRICA REGIONAL PROGRAM
PROGRAM FOCUS NARRATIVE**

As identified in the Regional Development Strategy Statement for the Southern Africa Regional Program (SARP) for the FY 1991-1995 period, three key objectives drive the Program. The fourth objective originally identified, i.e., the development of strategies for future regional growth, is being pursued within the portfolio's focus on its three principal objectives. The three objectives are:

- 1) to install capacity and improve efficiency in infrastructure that serves regional cooperation, provides access to regional and external markets and fosters economic growth;
- 2) to strengthen the potential for sustainable regional food security through increased agricultural productivity and increased income; and
- 3) to stimulate trade and entrepreneurship.

Within the transport objective, increased emphasis is being placed on effecting efficiencies in utilization of infrastructure already built versus building capacity. This is evident in the FY 1992-1995 SARP program, in which 55% of transport program resources will be utilized for transport efficiency projects, contrasted with SARP's historic concentration in the transport sector on railroad infrastructure investments (72% of total transport investment during the FY 1981-1991 period), road transport (18%), and intermodal transport (8%), with only 1% invested in efficiency projects.

SARP's second strategic objective is improving the potential for sustainable food security. This will be pursued through support for research and fostering/assessing receptivity and acceptance for the utilization of that research on food crops, especially through strengthening national agricultural research center capacity to accept and apply the research and training of agricultural scientists. The emphasis in research efforts, including the ICRISAT project for sorghum and millet research and CIMMYT project for maize and wheat improvement research and SARRNET project for root crops research, will be on dissemination and utilization of research technologies developed for use within the region to lessen the region's dependence on food imports. Initial pilot efforts in natural resources management at the community based level will be expanded throughout the region as a means of providing an alternative source of income to traditional land use for those living on agriculturally marginal lands.

In order to stimulate trade and entrepreneurship as necessary ingredients for economic growth, the Southern Africa Regional Program will fund a regional business advisory service program which will make available both international and regional business expertise to promising export oriented ventures. Other initiatives to promote trade and entrepreneurship on a regional basis include proposed funding for a regional integration project which will examine the potential for greater intra-regional economic synergies including the establishment of a cross-border investment facility. A telecommunications sector development project will examine appropriate mechanisms to enhance telecommunications systems' operational efficiency such as restructuring, commercialization and privatization. Expedient telecommunications are necessary for conducting business within the region and with the rest of the world and impact the efficiency achieved in other sectors -- e.g., for improved cargo tracking systems to ensure the timely delivery of goods. The Mission hopes to deepen its involvement in stimulation of regional trade and promotion of entrepreneurship in the future to increase foreign exchange earnings and efficiencies in productive sectors as a means toward higher incomes, expanded consumption and improved living standards in the region.

PROGRAM FOCUS SUMMARY (REGIONAL)

Objective Project Activity	FY 1992 ESTIMATE	FY 1993 PLANNED	FY 1994 REQUEST	FY 1995 REQUEST
Objective #1 Transport				
Project 1 - Reg Rail Sys Sup	18,500	11,500	-	-
Project 2 - Kafue Rail Brid	-	-	7,000	18,000
Project 3 - Nacala Corridor	-	9,000	6,000	-
Project 4 - STEP	-	6,500	4,000	9,500
Project 5 - Trade Facilitat	640	-	-	-
Project 6 - Afr Dev Support	-	500	-	600
Project 7 - Sig Impr Zambia	-	2,000	5,000	3,000
Project 8 - Regional Drought	13,586	-	-	-
Project 9 - Lobito Corridor	-	5,000	5,000	-
Project 10 - Kafue Lusaka Road	500	-	-	-
Total for Objective #1	33,226	34,500	27,000	31,100
Objective #2 Food Security				
Project 1 - ICRISAT	1,162	4,000	2,000	4,000
Project 2 - Reg Agr Research	1,800	-	-	-
Project 3 - Nat Resource Mgt	8,900	4,600	9,500	2,500
Project 4 - SARRNET	-	2,000	2,000	1,900
Project 5 - SAARFA II	1,500	-	-	-
Project 6 - CIMMYT	-	1,000	1,000	2,000
Totals for Objective #2	13,362	11,600	14,500	10,400
Objective #3 Trade & Entrepr				
Project 1 - Tr Dev Specialist	625	-	600	-
Project 2 - Reg Bus Ad Servi	-	2,000	1,500	1,500
Project 3 - Telecomm Sect Dev	-	-	3,000	2,000
Project 4 - Reg Eco Integr	-	-	2,000	3,000
Project 5 - OYB Transfer-Reg'l Integration Seminar	53	-	-	-
Totals for Objective #3	678	2,000	7,100	6,500
All other Projects/Activities				
Project 1 - PD&S	3,000	1,900	1,400	2,000
Total All Other	3,000	1,900	1,400	2,000

- Obj. #1 To install capacity and efficiency in the transport systems that serve regional cooperation and provide access to regional and external markets, and foster the economic growth that will come through such access.
- Obj #2 To increase the potential for sustainable food security in the region through increased productivity and increased income.
- Obj #3 To stimulate trade and entrepreneurship in the region.

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SOUTHERN AFRICA REGION (CAAFAC) (690)

FY 1994 ANNUAL BUDGET COMMISSION

TABLE 1 APPROPRIATION SUMMARY (\$000)

ACCOUNT	FY 1991 ACTUAL	FY 1992 ESTIMATE	FY 1993 CF	FY 1993 PLANNED	FY 1994 PROPOSED	FY 1994 PROPOSED
DEVELOPMENT FUND FOR AFRICA	49,528	50,279	50,000	50,000	50,000	50,000
DEVELOPMENT ASSISTANCE TOTAL	49,524	50,279	50,000	50,000	50,000	50,000
ECONOMIC SUPPORT FUND	0	0				
DA & ESF TOTAL	49,524	50,279	50,000	50,000	50,000	50,000

TABLE IV PROJECT BUDGET DATA (U.S. \$000)

FUND	PROJECT NUMBER	FUND NFA DATE	IND INIT./FINAL	AUTH	TOTAL COST	OBLIG THIRD FY 1991	FY 1992 EST		FY 1993 PLANNED		FY 1994 PROJ		FY 1995 OBLIG PROJ
							OBLIG	EXPEND	OBLIG	EXPEND	OBLIG	EXPEND	
	690 0203												
		SA G	IA	77 85	2,374	2,374							
		ES G	PA	77 85	1,778	1,707							
					4,152	4,081							
	690 0206												
		ES G	IA	80 87	8,998	8,799		216					
	690 0207												
		SU G	PA	82 89	2,196	2,196		620					
		ES G	PA	82 89	1,175	1,175		114					
					3,371	3,371		734					
	690 0209												
		ES G	PA	81 88	956	956							
		ES L	PA	81 88	17,249	17,249							
					18,205	18,205							
	690 0213												
		ES G	PA	82 87	15,050	15,050		559					
		ES G	PA	82 87	11,226	11,226		559					
					26,276	26,276							
	690 0215												
		SU G	PA	84 90	1,500	1,500		260					
		ES G	PA	84 90	3,000	3,000		1,500					
					3,174	2,874		212					
					7,624	7,374		472					
	690 0220												
		ES G	PA	83 88	3,478	3,478							
	690 0224												
		SU G	PA	83 95	15,150	15,150		3,000					
		ES G	PA	83 95	11,162	11,162		1,162					
					14,000	14,000		2,122					
					29,950	29,950		4,162					
	690 0225												
		ES G	IA	84 91	1,000	1,000		1,000					
		ES G	PA	84 92	1,500	1,464		287					
					1,500	1,464		287					
	690 0230												
		ES G	PA	84 86	10,800	10,800							

TABLE IV - PROJECT BUDGET DATA (U.S. \$'000)

FACD	PROJECT NUMBER	FUND SRC	NIA IND	OBLIG DATE	INIT/FINAL	AUTH	TOTAL COST PLAN	OBLIG THRU FY 1991	FY 1992 EST.		FY 1993 PLANNED		FY 1994		FY 1995 OBLIG		
									OBLIG ACTIONS	EXPEND ITURES	EXPEND ITURES	OBLIG ACTIONS	EXPEND ITURES	OBLIG ACTIONS		EXPEND ITURES	
	690 0231			REGIONAL TRANSPORT DEVELOPMENT													
6/10/92		SS G	PA	85	90	225	225	225									
		ES G	PA	85	90	15,540	15,540	15,540	596								
		PROJECT TOTAL				15,765	15,765	15,765	596	0	0	0	0	0	0	0	
	690 0237			REG TRANSPORT DEV II (MALAWI NO CORRIDOR)													
		SS G	PA	86	91	8,628	8,628	8,628	342								
9/10/92		SS G	PA	86	91	433	433	433	433								
		ES G	PA	86	91	10,746	10,746	10,746	250								
		PROJECT TOTAL				19,807	19,807	19,807	1,025	0	0	0	0	0	0	0	
	690 0240			REGIONAL TRANSPORT DEVELOPMENT IV (TAZAR)													
8/11/94		SS G	PA	87	87	37,500	37,500	37,500	2,500	1,498							
		ES G	PA	87	87	8,450	8,450	8,450	1,502	1,502							
		PROJECT TOTAL				45,950	45,950	45,950	2,500	3,000	0	0	0	0	1,543	1,543	
	690 0245			ENHANCED EXPORT COMPETITIVENESS													
		SS G	PA	95	96												
	690 0247			REGIONAL RAIL SYSTEMS SUPPORT													
		SU G	PA	88	93	48,832	48,832	48,832	21,717	10,594							
4/30/96		SS G	PA	88	93	24,000	51,000	21,000	18,500	18,500	11,500						
		PROJECT TOTAL				73,332	99,832	69,832	18,500	21,717	11,500	0	0	0	14,936	14,936	
	690 0248			REG TRANSPORT DEV II (ZIMBABWE RAIL)													
7/11/94		SS G	PA	90	91	39,400	39,400	39,400	18,200	15,864							
		SS G	PA	89	96	21,531	45,530	19,531	8,900	3,040	4,600	12,499	9,500	5,500	2,500		
8/11/99		NATURAL RESOURCE MGT															
12/31/99		SS G	PA	94	95	25,000	25,000										
	690 0254			REG TRANSPORT DEV II (KAFUE LOSAKA ROAD)													
12/12/94		SS G	PA	90	92	22,840	22,840	22,840	500	6,571	15,230						
		SS G	PA	93	94	15,000	15,000										
9/10/98		NACALA CORRIDOR REHABILITATION															
		SS G	PA	93	95	20,000	20,000										
	690 0256			SAFEC TRANSPORT EFFICIENCY													
1/11/97		SS G	PA	93	95	1,440	1,440	1,440	640	640	2,000	13,500	4,000	4,000	9,500		
	690 0258			TRADE FACILITATION UNCTAD GRANT													
12/31/91		SS G	PA	91	92	1,440	1,440	800	800	640							

SOUTHERN AFRICA REGION (6900)

FY 1994 ANNUAL BUDGET SUBMISSION

TABLE IV - PROJECT BUDGET DATA (U.S. \$'000)

PROJECT FUND N/A NUMBER SRC IND	OBLIG DATE INIT/FINAL AUTH	TOTAL COST PLAN	OBLIG THRU FY 1991	FY 1992 EST.		FY 1993 PLANNED		FY 1994 PROF EXTEND FUTURE	FY 1994 OBLIG ATTIONS	FY 1994 OBLIG ATTIONS	FY 1994 OBLIG ATTIONS
				OBLIG ATTIONS	EXTEND FUTURE	OBLIG ATTIONS	EXTEND FUTURE				
690 9801											
	HUMAN RIGHTS FUND AFRICA										
	SS G FA 80 92										
	ES G FA 80 92	3,217	3,217	13	13						
	PROJECT TOTAL:	3,217	3,217	13	13						
690 ADSP											
	AFRICAN DEVELOPMENT SUPPORT PROJECT										
	SS G FA 88 C	5,000				5,000					5,000
9/30/93											
	AFRICAN PRIVATE ENTERPRISE FUND										
	SS G FA 88 C	5,000		53	53						5,000
5/16/93											
	AGRICULTURE POLICY REFORM LESOTHO(MFA)										
	SU G NP 88 88	5,000	5,000								
	SS G NP 88 88	5,000	5,000		2,500						2,500
	PROJECT TOTAL:	5,000	5,000		2,500						2,500
698-0510 90											
	PROJECT DEVELOPMENT AND SUPPORT										
	SS G FA 88 C	3,300									
N/A											
	OYB TRANSFER IMPLEM POLICY CHANGE PROJ										
	SS G FA 88 C	600		2,734	2,734	1,900	1,900		1,400	1,400	1,400
N/A											
	REPORT TOTAL:	380,106	560,312	50,279	70,680	50,000	96,614	65,413	50,000	53,058	50,000
APPROPRIATION SUMMARY											
	SA										
	SU										
	EH										
	SD										
	SS										
	ES										
	REPORT TOTAL:			50,279	70,680	50,000	96,614	65,413	50,000	53,058	50,000

NOTES ON TABLE I & IV

Southern Africa Regional Program

1. delete the following inactive projects:
 - 690-0220 (inactive)
 - 690-0230 (inactive)
 - 690-0245 (never started)
 - 690-0259 (never started) - designed as amendment to 690-0247.56
 - 690-0303 (inactive)

2. 690-0247 FY 92 expenditures = \$11,290,000 not \$21,717,000
(cannot edit SU account)

3. 690-0435 FY 92 and FY 93 expenditures = 0 (cannot edit SU
account)

4. 690-T-601 FY 92 expenditures = 0
FY 93 expenditures = \$5,000,000 (cannot edit SU
account)

5. Table I - no ESF obligation (cannot correct).

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SOUTHERN AFRICA REGION (SARAC 1999)

FY 1994 ANNUAL BUDGET COMMISSION

AC/SI AGGREGATE ANALYSIS
ACTIVITY CODES
(U.S. Dollars Thousands)

ACTIVITY	FY 1992 ESTIMATE		FY 1993 PLANNED		FY 1994 PROPOSED		FY 1995 PROPOSED	
	AMOUNT	PCT OF TOTAL PROGRAM	AMOUNT	PCT OF TOTAL PROGRAM	AMOUNT	PCT OF TOTAL PROGRAM	AMOUNT	PCT OF TOTAL PROGRAM
TOTAL	9900	100 %	7,000	14.0 %	5,000	10.0 %	7,000	10.0 %
AGDP AGRICULTURAL POLICIES & PLANNING	3,562	7.1 %	7,000	14.0 %	5,000	10.0 %	7,000	10.0 %
ADTD AGRICULTURAL TRAINING AND EXTENSION	13	0.0 %						
DIRR HUMAN RIGHTS	8,900	17.7 %	4,600	9.2 %	9,500	19.0 %	2,000	2.8 %
ENVF ENVIRONMENTAL MGMT, PLANNING AND POLICY	1,359	2.7 %			3,000	6.0 %	2,000	2.8 %
INNR MAIN ROADS	1,859	3.7 %	50	0.1 %			60	0.1 %
INNR RAILROADS	29,369	58.4 %	34,450	68.9 %	27,000	54.0 %	31,000	41.4 %
PRAC PROGRAM DEVELOPMENT AND SUPPORT	3,000	6.0 %	1,000	1.0 %	1,400	2.8 %	2,000	2.8 %
PRPD BUSINESS DEVELOPMENT PROMOTION	237	0.5 %	1,200	2.4 %	1,500	3.0 %	1,500	2.1 %
PRPM FINANCIAL MARKETS	170	0.3 %			500	1.1 %	500	0.7 %
TRTI TRADE AND INVESTMENT PROMOTION	591	1.2 %	600	1.0 %	2,000	4.1 %	2,000	2.8 %

PROGRAM TOTAL

50,279 100 0 % 50,000 100 0 % 50,000 100 0 % 50,000 100

SOUTHERN AFRICA REGION (SAR) FY 1994 ANNUAL BUDGET SUBMISSION

AGGREGATE ANALYSIS
SPECIAL INTEREST CODES
(In \$ - Dollars Thousands)

ED	SPECIAL INTEREST	FY 1992 ESTIMATE		FY 1993 PLANNED		FY 1994 PROPOSED		FY 1994 PROPOSED	FY 1994 PROPOSED
		AMOUNT	PCT OF TOTAL PROGRAM	AMOUNT	PCT OF TOTAL PROGRAM	AMOUNT	PCT OF TOTAL PROGRAM		
	I Substantive								
	A Spatial/Geographic Distrib of Beneficiaries								
RUR	RURAL	11,862	23.6%	11,600	23.2%	14,500	29.0%	10,400	20
	B Special Targets								
MDI	WOMEN IN DEVELOPMENT INTEGRATED	3,560	7.1%	3,940	7.9%	5,300	10.6%	1,000	3
CFP	CAPITAL PROJECTS FINANCING	7,293	14.5%	15,500	31.0%	22,000	44.0%	21,000	43
CFP	CAPITAL PROJECTS SERVICES	6,793	13.5%	4,250	8.5%	4,500	9.0%	5,700	11
ESD	PRIVATE SECTOR DEVELOPMENT	19,413	38.6%	13,500	27.0%	4,000	8.1%	4,000	9
TIP	TRADE AND INVESTMENT PROMOTION					400	0.8%	0	1
CFP	SOCIAL SECTOR FINANCING	18,550	36.9%	14,750	29.5%	2,000	5.2%	5,100	10
INS	INSTITUTION BUILDING	8,106	16.1%	15,300	30.6%	13,000	27.8%	21,000	4
CFP	SECTORAL POLICY REFORM	19,493	38.8%	18,750	37.5%	7,692	15.4%	12,100	24
	C Food, Agriculture & Rural Development								
NFC	NUTRITION AND FOOD CONSUMPTION	3,083	6.1%	4,420	8.8%	4,400	8.8%	4,400	9
FOR	FOOD AND NUTRITION SURVEILLANCE AND EARLY WARNING	272	0.5%						
APF	AGRICULTURAL POLICIES AND PLANNING	1,575	3.1%	2,000	4.0%	2,000	4.0%	3,100	6
	D Energy/Environment								
DDV	BIOLOGICAL DIVERSITY	8,000	17.7%	4,000	9.2%	9,000	19.0%	2,000	4
	II Institutional Mechanisms								

SOUTHERN AFRICA REGION (6900)

FY 1994 ANNUAL BUDGET COMMISSION

AG/51 AGGREGATE ANALYSIS
SPECIAL INTEREST CODES
(U.S. Dollars Thousands)

FD	SPECIAL INTEREST	FY 1992 ESTIMATE		FY 1993 PLANNED		FY 1994 PROPOSED		FY 1995 PROPOSED	
		AMOUNT	PCT OF TOTAL PROGRAM	AMOUNT	PCT OF TOTAL PROGRAM	AMOUNT	PCT OF TOTAL PROGRAM	AMOUNT	PCT OF TOTAL PROGRAM
000	SOCIAL SCIENCE RESEARCH	5,050	10.1%	2,790	5.6%	4,500	9.0%	2,000	4.0%
001	DEMOGRAPHIC DATA COLLECTION	600	1.2%	620	1.2%	460	0.9%	580	1.1%
002	OPERATIONAL RESEARCH	300	0.6%	1,740	3.5%	940	1.9%	2,400	4.8%
	B Basic Research								
	C Development								
003	DEVELOPMENT (if not applied or basic)	632	1.3%	505	1.0%	600	1.2%	1,010	2.0%
	IV Training								
004	TRAINING, IN COUNTRY	5,410	10.8%	8,080	17.4%	8,000	16.0%	4,100	8.0%
005	TRAINING, PUBLIC	5,730	11.4%	6,280	12.6%	5,200	10.5%	3,000	6.0%
006	TRAINING, PRIVATE	2,000	4.1%	2,200	4.4%	2,700	5.4%	2,400	4.8%
007	NATURAL RESOURCES MANAGEMENT	8,100	17.7%	4,000	9.2%	9,500	19.0%	2,500	5.0%

SOUTHERN AFRICA REGION (SARAC) (690)
FY 1994 ANNUAL BUDGET SUBMISSION

CONGRESSIONAL INTEREST ATTRIBUTION
(U.S. Dollars Thousands)

PROJECT NUMBER	PROJECT TITLE/AREA	FY 1992 ESTIMATE	FY 1993 PLANNED	FY 1994 REQUEST	FY 1995 PROPOSED
690 0224	REGIONAL CORNHU/MILLET RESEARCH				
690 0225	REGIONAL AGRI RESEARCH COORD				
690 0247	REGIONAL RAIL SYSTEMS SUPPORT				
690 0251	NATURAL RESOURCE MGT NAT RESRC MGT ENVIRONMENT	8,900 8,900	4,600 4,600	9,500 9,500	2,500 2,500
690 0253	KAFUE RAIL BRIDGE				
690 0254	REG TRANSPORT DEV II (KAFUE LUSAKA ROAD)				
690 0256	NACALIA CORRIDOR REHABILITATION				
690 0258	SAIXE TRANSPORT EFFICIENCY				
690 0264	TRADE FACILITATION UNCTAD GRANT				
690 0262	SIGNALLING IMPROVEMENT ZAMBIA RAIL				
690 0268	S APR RMT CROPS RES. NETWORK (SARNET)				
690 0269	S A AGR RESEARCH MGMT TRG II(SAARFA II)				
690 0270	REGIONAL DROUGHT EMERGENCY RELIEF PROJ				
690 0271	REGIONAL BUSINESS ADVISORY SERVICES				
690 0272	LOBITO CORRIDOR TRANSPORT				
690 0273	CIMMYT MAIZE & MILLET IMPROVEMENT NETWORK				
690 0274	TELECOMMUNICATIONS SECTOR DEVELOPMENT				
690 0275	REGIONAL ECONOMIC INTEGRATION				
690 0510	PROJECT DEV AND SUPPORT				
690 9001	HUMAN RIGHTS FUND AFRICA				

SOUTHERN AFRICA REGION OSARAC (630)
 FY 1994 ANNUAL BUDGET SUBMISSION
 CONGRESSIONAL INTEREST ATTRIBUTION
 (in \$ Dollars Thousands)

PROJECT NUMBER	PROJECT TITLE/AREA	FY 1992 ESTIMATE	FY 1993 PLANNED	FY 1994 REQUEST	FY 1995 PROPOSED
630 ADEP	AFRICAN DEVELOPMENT SUPPORT PROJECT				
630 APEF	AFRICAN PRIVATE ENTERPRISE FUND				
630 05-10 90	PROJECT DEVELOPMENT AND SUPPORT				
936 5-451	OVR TRANSFER INFLRM POLICY CHANGE PROJ				
REPORT TOTAL		8,900	4,000	9,500	2,500
NAT RESICE MGT ENVIRONMENT		8,900	4,000	9,500	2,500

SOUTHERN AFRICA REGION (SARAC 1994)
FY 1994 ANNUAL BUDGET SUBMISSION

AC/SI SUMMARY REPORT
(U.S. Dollars Thousands)

% FY92 % FY93 % FY94/95 FY 1992 ESTIMATE FY 1993 PLANNED FY 1994 REQUEST FY 1995 PROPOSED

PROJECT NUMBER	690 0224	TITLE	REGIONAL SORGHUM/MILLET RESEARCH
ACTD	AGRICULTURAL TRAINING AND EXTENSION		
SI CODE: AIT	40 %	40 %	464
SI CODE: ARC	100 %	100 %	1,162
SI CODE: INS	100 %	100 %	1,162
SI CODE: NPC	50 %	50 %	581
SI CODE: RAG	100 %	100 %	1,162
SI CODE: RIR	100 %	100 %	1,162
TOTAL AC CODE	100 %	100 %	4,000
PROJECT TOTAL	100 %	100 %	4,000

PROJECT NUMBER	690 0225	TITLE	REGIONAL AGRI RESEARCH COORD
APP	AGRICULTURAL POLICIES & PLANNING		
SI CODE: ARC	100 %	100 %	900
SI CODE: INS	100 %	100 %	900
SI CODE: RAG	100 %	100 %	900
SI CODE: RIR	100 %	100 %	900
TOTAL AC CODE	50 %	50 %	3,600

ACTD	AGRICULTURAL TRAINING AND EXTENSION		
SI CODE: AIT	40 %	40 %	360
SI CODE: ARC	100 %	100 %	900
SI CODE: INS	100 %	100 %	900
SI CODE: NPC	50 %	50 %	450
SI CODE: RAG	100 %	100 %	900
SI CODE: RIR	100 %	100 %	900
TOTAL AC CODE	50 %	50 %	3,600

PROJECT NUMBER	690 0247	TITLE	REGIONAL MAIL SYSTEMS SUPPORT
ENR	RAILROADS		
SI CODE: ESD	100 %	100 %	18,500
SI CODE: SFI	100 %	100 %	18,500
SI CODE: SFR	100 %	100 %	18,500
SI CODE: TIC	10 %	10 %	1,850
PROJECT TOTAL	100 %	100 %	73,850

SOUTHERN APPY A REGIONAL WATER COMMISSION

PAGE 2

AC/SI SUMMARY REPORT
(U.S. Dollars Thousands)

SI CODE	TYU	% FY92	% FY93	% FY94/95	FY 1992 ESTIMATE	FY 1993 PLANNED	FY 1994 REQUEST	FY 1995 PROPOSED
TOTAL AC CODE		100 %	100 %	100 %	18,500	11,500	0	0
PROJECT TOTAL		100 %	100 %	100 %	18,500	11,500	0	0

PROJECT NUMBER: 690-0251 TITLE: NATURAL RESOURCE MGT

EVMP ENVIRONMENTAL MGMT, PLANNING AND POLICY

SI CODE: HDV	100 %	100 %	100 %	8,900	4,600	9,500	2,500
SI CODE: INS	20 %	20 %	20 %	1,780	920	1,900	500
SI CODE: NFC	20 %	20 %	20 %	1,780	920	1,900	500
SI CODE: NRH	100 %	100 %	100 %	8,900	4,600	9,500	2,500
SI CODE: PBL	50 %	50 %	50 %	4,450	2,300	4,750	1,250
SI CODE: PVL	50 %	50 %	50 %	4,450	2,300	4,750	1,250
SI CODE: REN	10 %	10 %	10 %	890	460	950	250
SI CODE: RSS	40 %	40 %	40 %	3,560	1,840	3,800	1,000
SI CODE: RUR	100 %	100 %	100 %	8,900	4,600	9,500	2,500
SI CODE: TIC	40 %	40 %	40 %	3,560	1,840	3,800	1,000
SI CODE: TPU	30 %	30 %	30 %	2,670	1,380	2,850	750
SI CODE: TVV	20 %	20 %	20 %	1,780	920	1,900	500
SI CODE: WDI	40 %	40 %	40 %	3,560	1,840	3,800	1,000
TOTAL AC CODE	100 %	100 %	100 %	8,900	4,600	9,500	2,500
PROJECT TOTAL	100 %	100 %	100 %	8,900	4,600	9,500	2,500

PROJECT NUMBER: 690-0253 TITLE: KAFUE RAIL BRIDGE

INRR RAILROADS							
SI CODE: GPF	100 %	100 %	100 %	7,000	7,000	18,000	18,000
TOTAL AC CODE	100 %	100 %	100 %	7,000	7,000	18,000	18,000
PROJECT TOTAL	100 %	100 %	100 %	7,000	7,000	18,000	18,000

PROJECT NUMBER: 690-0254 TITLE: REG TRANSPORT DEV II (KAFUE LUSAKA ROAD)

INMR MAIN ROADS							
SI CODE: GPF	100 %	100 %	100 %	500	500	500	500
SI CODE: SFT	10 %	10 %	10 %	50	50	50	50
TOTAL AC CODE	100 %	100 %	100 %	500	500	500	500
PROJECT TOTAL	100 %	100 %	100 %	500	500	500	500

SOUTHERN AFRICA REGION (SARAC (690))
 FY 1994 ANNUAL BUDGET SUBMISSION

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AC/SI SUMMARY REPORT
 (U.S. Dollars Thousands)

% FY92 & FY93 & FY94/95 FY 1992 ESTIMATE FY 1993 PLANNED FY 1994 REQUEST FY 1995 PROPOSED

PROJECT NUMBER 690 0255 TITLE: NACALA CORRIDOR REHABILITATION

INRR	RAILROADS								
SI CODE	CFP	100 %	100 %	9,000	6,000	9,000	6,000	9,000	6,000
SI CODE	FRL	100 %	100 %	9,000	6,000	9,000	6,000	9,000	6,000
SI CODE	TTC	20 %	20 %	1,000	1,000	1,000	1,200	1,000	1,200
SI CODE	TFU	20 %	20 %	1,000	1,200	1,000	1,200	1,000	1,200
SI CODE	MDI	10 %	10 %	900	600	900	600	900	600
TOTAL AC CODE		100 %	100 %	9,000	6,000	9,000	6,000	9,000	6,000
PROJECT TOTAL		100 %	100 %	9,000	6,000	9,000	6,000	9,000	6,000

PROJECT NUMBER 690 0256 TITLE: SADC TRANSPORT EFFICIENCY

INRR	RAILROADS								
SI CODE	CFS	50 %	50 %	3,250	2,000	3,250	2,000	3,250	2,000
SI CODE	ING	100 %	100 %	6,500	4,000	6,500	4,000	6,500	4,000
SI CODE	FRL	100 %	100 %	1,300	800	1,300	800	1,300	800
SI CODE	ROR	20 %	20 %	3,250	2,000	3,250	2,000	3,250	2,000
SI CODE	SFI	50 %	50 %	6,500	4,000	6,500	4,000	6,500	4,000
SI CODE	SPR	100 %	100 %	1,300	800	1,300	800	1,300	800
SI CODE	TTC	20 %	20 %	1,950	1,200	1,950	1,200	1,950	1,200
SI CODE	TFU	20 %	20 %	1,300	800	1,300	800	1,300	800
TOTAL AC CODE		100 %	100 %	6,500	4,000	6,500	4,000	6,500	4,000
PROJECT TOTAL		100 %	100 %	6,500	4,000	6,500	4,000	6,500	4,000

PROJECT NUMBER 690 0258 TITLE: TRADE FACILITATION UNCTAD GRANT

PKTI	TRADE AND INVESTMENT PROMOTION						
SI CODE	INC	100 %	100 %	300	300	300	300
SI CODE	FRL	100 %	100 %	100	100	100	100
SI CODE	FRD	50 %	50 %	100	100	100	100
SI CODE	HDV	10 %	10 %	30	30	30	30
SI CODE	SPR	100 %	100 %	100	100	100	100
TOTAL AC CODE		50 %	50 %	300	300	300	300
PKTI	PUBLIC SECTOR ADMINISTRATION AND MANAGEMENT						
SI CODE	INC	100 %	100 %	300	300	300	300

SOUTHERN AFRICA REGION OSARAC (690)
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AC/SI SUMMARY REPORT
(U.S. Dollars Thousands)

	% FY92	% FY93	% FY94/95	FY 1992 ESTIMATE	FY 1993 PLANNED	FY 1994 REQUEST	FY 1995 PROPOSED
SI CODE: PHL	100 %			320			
SI CODE: PSD	50 %			160			
SI CODE: SPR	100 %			320			
TOTAL AC CODE:	50 %			320			
PROJECT TOTAL	100 %			640	0	0	0

PROJECT NUMBER: 690 0262 TITLE: SIGNALLING IMPROVEMENT - ZAMBIA RAIL

	100 %	100 %	100 %	2,000	2,000	5,000	3,000
INRR RAILROADS							
SI CODE: CPF	100 %	100 %	100 %	2,000	2,000	5,000	3,000
TOTAL AC CODE:	100 %	100 %	100 %	2,000	2,000	5,000	3,000
PROJECT TOTAL	100 %	100 %	100 %	0	2,000	5,000	3,000

PROJECT NUMBER: 690 0268 TITLE: S. AFR ROOT CROPS RES. NETWORK (SARRNET)

	40 %	100 %	100 %	800	2,000	2,000	2,000	760
AGTD AGRICULTURAL TRAINING AND EXTENSION								
SI CODE: APP	40 %	100 %	100 %	800	2,000	2,000	2,000	760
SI CODE: ARC	100 %	100 %	100 %	2,000	2,000	2,000	1,900	
SI CODE: INS	50 %	100 %	50 %	1,000	1,000	2,000	950	
SI CODE: NFC	100 %	100 %	100 %	2,000	2,000	2,000	1,900	
SI CODE: RAG	100 %	100 %	100 %	2,000	2,000	2,000	1,900	
SI CODE: RUR	100 %	100 %	100 %	2,000	2,000	2,000	1,900	
TOTAL AC CODE:	100 %	100 %	100 %	2,000	2,000	2,000	1,900	
PROJECT TOTAL	100 %	100 %	100 %	0	2,000	2,000	1,900	

PROJECT NUMBER: 690 0269 TITLE: S.A. AGR RESEARCH MGMT TRG II(SAARFA II)

	50 %	100 %	100 %	750 <th>1,500 <th>1,500 <th>1,500 </th></th></th>	1,500 <th>1,500 <th>1,500 </th></th>	1,500 <th>1,500 </th>	1,500
AGTD AGRICULTURAL TRAINING AND EXTENSION							
SI CODE: APP	50 %	100 %	100 %	750	1,500	1,500	1,500
SI CODE: ARC	100 %	100 %	100 %	1,500	1,500	1,500	1,500
SI CODE: RAG	80 %	80 %	20 %	1,200	1,200	300	
SI CODE: TPV	20 %	20 %	20 %	300	300	300	
TOTAL AC CODE:	100 %	100 %	100 %	1,500	1,500	1,500	
PROJECT TOTAL	100 %	100 %	100 %	0	0	0	0

SOUTHERN AFRICA REGION DEARAC (600)
FY 1994 ANNUAL BUDGET SUBMISSION

AC/51 SUMMARY REPORT
(U.S. Dollars Thousands)

% FY92 & FY93 % FY94/95 FY 1992 FY 1993 FY 1994 FY 1995
ESTIMATE PLANNED REQUEST PROPOSED

PROJECT NUMBER 690 0270 TITLE REGIONAL DROUGHT EMERGENCY RELIEF PROJ.

INCO TELECOMMUNICATIONS

50 %	679
50 %	679
20 %	271
20 %	271
20 %	271
20 %	271
60 %	815
20 %	271

TOTAL AC CODE 1,358

INMR MAIN ROADS

50 %	679
50 %	679
20 %	271
60 %	815
40 %	543

TOTAL AC CODE 1,358

INRH RAILROADS

50 %	5,434
50 %	5,434
20 %	2,173
60 %	6,521
20 %	2,173
20 %	2,173

TOTAL AC CODE 10,868

PROJECT TOTAL 180 % 13,586 0 0 0

PROJECT NUMBER 690 0271 TITLE REGIONAL BUSINESS ADVISORY SERVICES

PEBD BUSINESS DEVELOPMENT PROMOTION

20 %	240
100 %	1,200
100 %	1,200
20 %	240
60 %	960

180 240 1,200 1,200 180 960

SOUTHERN AFRICA REGION OSARAC (690)
FY 1994 ANNUAL BUDGET SUBMISSION

AC/SI SUMMARY REPORT
(U.S. Dollars Thousands)

	% FY92	% FY93	% FY94/95	FY 1992 ESTIMATE	FY 1993 PLANNED	FY 1994 REQUEST	FY 1995 PROPOSED
SI CODE: WDI	100 %	100 %		1,200	1,200	900	900
TOTAL AC CODE:	60 %	60 %		1,200	1,200	900	900
FETI TRADE AND INVESTMENT PROMOTION							
SI CODE: INC	20 %	20 %		160	160	120	120
SI CODE: PNP	100 %	100 %		800	800	600	600
SI CODE: FSD	100 %	100 %		800	800	600	600
SI CODE: TIC	80 %	80 %		640	640	480	480
TOTAL AC CODE:	40 %	40 %		800	800	600	600
PROJECT TOTAL	100 %	100 %		2,000	2,000	1,500	1,500

PROJECT NUMBER: 690 0272 TITLE: LOBITO CORRIDOR TRANSPORT

INRR RAILROADS

SI CODE: CPF	80 %	80 %		4,000	4,000	4,000	4,000
SI CODE: CFS	20 %	20 %		1,000	1,000	1,000	1,000
SI CODE: INS	10 %	10 %		500	500	500	500
SI CODE: SPR	10 %	10 %		500	500	500	500
SI CODE: TIC	20 %	20 %		1,000	1,000	1,000	1,000
TOTAL AC CODE:	100 %	100 %		5,000	5,000	5,000	5,000
PROJECT TOTAL	100 %	100 %		5,000	5,000	5,000	5,000

PROJECT NUMBER: 690 0273

TITLE: CIMMYT MAIZE & WHEAT IMPROVEMENT NETWORK

AGTD AGRICULTURAL TRAINING AND EXTENSION

SI CODE: APP	40 %	40 %		400	400	400	400
SI CODE: ARC	100 %	100 %		1,000	1,000	1,000	2,000
SI CODE: INS	100 %	100 %		1,000	1,000	1,000	2,000
SI CODE: NFG	50 %	50 %		500	500	500	1,000
SI CODE: RAS	100 %	100 %		1,000	1,000	1,000	2,000
SI CODE: RHR	100 %	100 %		1,000	1,000	1,000	2,000
TOTAL AC CODE:	100 %	100 %		1,000	1,000	1,000	2,000
PROJECT TOTAL	100 %	100 %		1,000	1,000	1,000	2,000

PROJECT NUMBER: 690 0274

TITLE: TELECOMMUNICATIONS SECTOR DEVELOPMENT

INCO TELECOMMUNICATIONS

SOUTHERN AFRICA REGION OSAGAC (630)
FY 1994 ANNUAL BUDGET SUBMISSION

AC/SI SUMMARY REPORT
(U S Dollars Thousands)

	% FY92	& FY93	& FY94/95	FY 1992 ESTIMATE	FY 1993 PLANNED	FY 1994 REQUEST	FY 1995 PROPOSED
SI CODE CFS			50 %			1,500	1,000
SI CODE INS			20 %			600	400
SI CODE SFT			20 %			600	400
SI CODE SPR			80 %			2,400	1,600
TOTAL AC CODE			100 %			3,100	2,000
PROJECT TOTAL			100 %	0	0	3,000	2,000

PROJECT NUMBER: 690 0275 TITLE: REGIONAL ECONOMIC INTEGRATION

FEED BUSINESS DEVELOPMENT PROMOTION

SI CODE INS	50 %
SI CODE FSD	100 %
SI CODE HW	20 %
SI CODE TIP	50 %
TOTAL AC CODE	20 %

FEFM FINANCIAL MARKETS

SI CODE INS	50 %
SI CODE FSD	100 %
SI CODE TIP	50 %
TOTAL AC CODE	20 %

PFTI TRADE AND INVESTMENT PROMOTION

SI CODE INS	100 %
SI CODE FSD	100 %
SI CODE HW	20 %
SI CODE SPR	40 %
TOTAL AC CODE	60 %

	%	TITLE	PROJECT	DKV	AND	SUPPORT
PROJECT TOTAL	100 %					
PROJECT NUMBER: 690 0510						

FDAC PROGRAM DEVELOPMENT AND SUPPORT

SI CODE HW	20 %
SI CODE HW	20 %
SI CODE HW	10 %
SI CODE HW	50 %
TOTAL AC CODE	100 %

PROJECT TOTAL	100 %	200	0	0	0	0
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SOUTHERN AFRICA REGION OSARAC (690)
 FY 1994 ANNUAL BUDGET SUBMISSION

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AC/SI SUMMARY REPORT
 (U.S. Dollars Thousands)

% FY92 % FY93 % FY94/95 FY 1992 ESTIMATE FY 1993 PLANNED FY 1994 REQUEST FY 1995 PROPOSED

PROJECT NUMBER: 690 9801 TITLE: HUMAN RIGHTS FUND-AFRICA

DIHR HUMAN RIGHTS 50 % 6
 SI CODE: ING
 TOTAL AC CODE: 100 % 13
 PROJECT TOTAL: 100 % 13 0 0 0

PROJECT NUMBER: 690 ADSP TITLE: AFRICAN DEVELOPMENT SUPPORT PROJECT

INHR MAIN ROADS
 SI CODE: CPF 100 % 100 % 100 % 50 60
 SI CODE: RDV 25 % 25 % 25 % 12 15
 SI CODE: ROR 50 % 50 % 50 % 25 30
 SI CODE: SPR 50 % 50 % 50 % 25 30
 TOTAL AC CODE: 100 % 100 % 100 % 50 60

INHR RAILROADS
 SI CODE: CPF 100 % 100 % 100 % 450 540
 SI CODE: RDV 25 % 25 % 25 % 112 135
 SI CODE: ROR 50 % 50 % 50 % 225 270
 SI CODE: SPR 50 % 50 % 50 % 225 270
 TOTAL AC CODE: 90 % 90 % 90 % 450 540

PROJECT TOTAL: 100 % 100 % 100 % 0 500 0 500

PROJECT NUMBER: 690 APEF TITLE: AFRICAN PRIVATE ENTERPRISE FUND

PEFB BUSINESS DEVELOPMENT PROMOTION
 SI CODE: PSD 100 % 100 % 100 % 18 18
 SI CODE: SPR 20 % 20 % 20 % 3 3

TOTAL AC CODE: 35 % 35 % 35 % 18 18

PEFM FINANCIAL MARKETS
 SI CODE: PSD 50 % 50 % 50 % 6 6
 SI CODE: SPR 100 % 100 % 100 % 13 13

TOTAL AC CODE: 25 % 25 % 25 % 13 13

PEIT TRADE AND INVESTMENT PROMOTION

SOUTHERN AFRICA REGION OSAHAC (690)
FY 1994 ANNUAL BUDGET SUBMISSION

AC/SI SUMMARY REPORT
(U.S. Dollars Thousands)

	% FY92	% FY93	% FY94/95	FY 1992 ESTIMATE	FY 1993 PLANNED	FY 1994 REQUEST	FY 1994 PROPOSED
SI CODE: PSD	100 %	100 %	100 %	21			
SI CODE: SFR	50 %	50 %	50 %	10			
TOTAL AC CODE	40 %	40 %	40 %	21			
PROJECT TOTAL	100 %	100 %	100 %	53	0	0	0

PROJECT NUMBER: 638 0510 90 TITLE: PROJECT DEVELOPMENT AND SUPPORT

	% FY92	% FY93	% FY94/95	FY 1992 ESTIMATE	FY 1993 PLANNED	FY 1994 REQUEST	FY 1994 PROPOSED
UDAS PROGRAM DEVELOPMENT AND SUPPORT							
SI CODE: RDC	20 %	20 %	20 %	546	300	280	400
SI CODE: RIV	20 %	20 %	20 %	546	300	280	400
SI CODE: ROR	10 %	10 %	10 %	273	150	140	200
SI CODE: RCG	50 %	50 %	50 %	1,367	950	700	1,000
TOTAL AC CODE	100 %	100 %	100 %	2,734	1,900	1,400	2,000
PROJECT TOTAL	100 %	100 %	100 %	2,734	1,900	1,400	2,000

PROJECT NUMBER: 916 5451 TITLE: OVR TRANSFER IMPLM POLICY CHANGE PROJ

	% FY92	% FY93	% FY94/95	FY 1992 ESTIMATE	FY 1993 PLANNED	FY 1994 REQUEST	FY 1994 PROPOSED
PFND BUSINESS DEVELOPMENT PROMOTION							
SI CODE: PSD	100 %	100 %	100 %	218		210	
SI CODE: SFR	20 %	20 %	20 %	43		42	
TOTAL AC CODE	35 %	35 %	35 %	218		210	

PFEM FINANCIAL MARKETS

	% FY92	% FY93	% FY94/95	FY 1992 ESTIMATE	FY 1993 PLANNED	FY 1994 REQUEST	FY 1994 PROPOSED
SI CODE: PSD	50 %	50 %	50 %	78		75	
SI CODE: SFR	100 %	100 %	100 %	156		150	
TOTAL AC CODE	25 %	25 %	25 %	156		150	

PKTI TRADE AND INVESTMENT PROMOTION

	% FY92	% FY93	% FY94/95	FY 1992 ESTIMATE	FY 1993 PLANNED	FY 1994 REQUEST	FY 1994 PROPOSED
SI CODE: PSD	100 %	100 %	100 %	240		240	
SI CODE: SFR	50 %	50 %	50 %	120		120	
TOTAL AC CODE	40 %	40 %	40 %	240		240	
PROJECT TOTAL	100 %	100 %	100 %	625	0	600	0
REPORT TOTAL				50,270	50,000	50,000	50,000

SOUTHERN AFRICA REGION OSARAC (890)
FY 1994 ANNUAL BUDGET SUBMISSION

AGGREGATION OF AC/SI CODES FOR SPECIAL ISSUES
(U.S. Dollars Thousands)

	FY 1992 ESTIMATE	FY 1993 PLANNED	FY 1994 REQUEST	FY 1995 PROPOSED
(1) Child Survival Funding	--	--	--	--
(2) Other Health	--	--	--	--
(3) Environment	8,900	4,600	9,500	2,500
(4) Energy	--	--	--	--
(5) Forestry	--	--	--	--

Refer to ABS Guidance Attachment B for aggregation basis

The above summaries are aggregations of ACs and SIs. Other aggregations consist of ACs only and can be derived from AC section of the Aggregate Analysis Report.

SOUTHERN AFRICA REGION CEARAC (6300) FY 1994 ANNUAL BUDGET SUBMISSION
TABLE IV(d) CENTRAL/REGIONAL BUREAU SUPPORT NEEDS
(In \$ Dollars Thousands)

CENTRAL PROJ #	CENTRAL PROJECT TITLE	MISSION PROJ #	PROJECT TITLE	FY1993 PLAN	FY1994 PROJ	CORE
936 5562	ENVIRONMENTAL PLANNING & MANAGEMENT II	690 0274	NATURAL RESOURCE MGT	500	500	NO
940 0216	PRIVATE SECTOR IQC	690 0274	TELECOMMUNICATIONS SECTOR DEVELOPMENT	500	500	NO
940 0271	AFRICAN DEVELOPMENT SUPPORT PROJECT	690 0274	TELECOMMUNICATIONS SECTOR DEVELOPMENT	100	100	NO
938 0464	AFRICAN DEVELOPMENT SUPPORT PROJECT	690 ADST	AFRICA DEVELOPMENT SUPPORT	500	400	NO

SOUTHERN AFRICA REGION OSABAC (690)
FY 1994 ANNUAL BUDGET SUBMISSION
TABLE V PROPOSED PROGRAM RANKING

RANK	PROJECT	TITLE	PROGRAM FUNDING (\$000)	APPROX	INCR
MCC LEVEL					
	690 0224	REGIONAL SORGHUM/MILLET RESEARCH	2,000	SS	2,000
	690 0255	NACALA CORRIDOR REHABILITATION	6,000	SS	6,000
	690 0262	SIGNALLING IMPROVEMENT ZAMBIA RAIL	5,000	SS	5,000
	690 0268	S APR ROOT CROPS RES. NETWORK (SARNET)	2,000	SS	2,000
	690 0271	REGIONAL BUSINESS ADVISORY SERVICES	1,500	SS	1,500
	690 0272	LOBITO CORRIDOR TRANSPORT	5,000	SS	5,000
	690 0273	GINNYT MAIZE & WHEAT IMPROVEMENT NETWORK	1,000	SS	1,000
	690 0510 90	PROJECT DEVELOPMENT AND SUPPORT	1,400	SS	1,400
	936 2411	QWB TRANSFER IMPLM. POLICY CHANGE PROJ	600	SS	600
	690 0256	SADCC TRANSPORT EFFICIENCY	2,000	SS	2,000
	690 0251	NATURAL RESOURCE MGT	4,500	SS	4,500
		TOTAL MCC REQUEST	31,000		
INCREMENT LEVEL					
1	690 0253	KAFUK RAIL BRIDGE	7,000	SS	7,000
2	690 0275	REGIONAL COMMUNIC. INTEGRATION	2,000	SS	2,000
3	690 0274	TELECOMMUNICATIONS SECTOR DEVELOPMENT	3,000	SS	3,000
4	690 0256	SADCC TRANSPORT EFFICIENCY	2,000	SS	2,000
5	690 0251	NATURAL RESOURCE MGT	5,000	SS	5,000
		TOTAL INCREMENT REQUEST	19,000		
		TOTAL REQUEST	50,000		

FY 1994 Annual Budget Submission

FY 1994 New Project Description

Project Title : **Regional Economic Integration**
Project Number : **690-0275**
Project Funding Level : **FY 1994 Obligation \$2.0 million**
Life-of-Project : **\$5.0 million**
: **Grant**
Appropriation Account : **DFA**

A. Major Development Problem Addressed:

Despite a series of proclamations and treaties on the need for regional cooperation and integration, the economies in the SADCC region for the most part remain fragmented and marginalized. Cross border movement of goods, capital, and labor remains highly restricted. Firms produce and market in isolation from their regional neighbors, reducing the benefits of competition. Likewise, firms producing for small national markets cannot benefit from economies of scale that a larger regional market would offer. Stronger economies, such as Botswana or South Africa, are less able to pull along weaker economies. In addition, the fragmented markets make it a less attractive destination for desperately needed foreign investment.

The structural adjustment programs that have been developed in cooperation with the multilateral financial institutions, have rightfully placed most of their emphasis on the need for an external orientation. Other reforms that could have led to a greater market driven regional integration, while maintaining an outward orientation, have generally been neglected. As a result, national policy barriers remain in place with highly deleterious consequences. For example, a firm's access to neighboring markets and suppliers is, perversely, often more restricted than access to overseas markets and suppliers. Firms who perceive profitable opportunities in the region are not able to capitalize on these; significant potential productivity gains are lost. The lack of regional integration has hindered movement toward externally oriented, global reform measures. Also, regional integration reforms can be confidence building measures that increase the acceptability of more global reforms.

The proposed project will work with SADCC member countries to promote intraregional trade and to improve business linkages within the region. In addition, the project will develop strategies to address the trade and information barriers which impede regional growth. The emerging role of post-apartheid South Africa and the transformation of SADCC from a political institution to an economic body will impact project design and implementation. These key issues will be closely examined during the project development phase.

B. Project Purpose:

The purpose of the project is to support the development of concrete and implementable steps to hasten the process of market-based, externally-oriented, regional economic integration.

Regional economic integration is a strategic approach for achieving SARP objectives. The U.S. assistance to SADCC countries seeks to redress the most fundamental impediments to economic growth and development in the region in part by supporting economic policy reform initiatives to help promote trade and business development which forms the basis for enhanced exports and sustained growth. Economic integration will facilitate this process, thus supporting the DFA objective of strengthening competitive markets so as to provide an environment for private sector-led growth.

Beneficiaries of the Regional Economic Integration Project will be private sector entities in the region who benefit from increased access to regional markets and from an improved climate for regional and extra-regional investment.

Neither AID/W nor the Africa Bureau to date have embraced the concept of regional economic integration with enthusiasm. No official agency position or policy has been taken on economic integration, although USAID Zimbabwe has requested that the new EAGER project undertake the necessary research to develop such a position (see Harare 4439).

C. Project Description:

The project funded activities will flow out of two primary sources: a regional economic integration research exercise being led by the World Bank and the European Community (in which AID is actively participating, and providing nominal financial support), and SADCC's own efforts to develop a regional trade and investment treaty for Southern Africa.

One of the primary actions to be undertaken as a part of project design will be policy dialogue with SADCC and member countries regarding their perceptions of economic integration. Historical and current indications are that SADCC will seek integration activities that stress equitable economic growth rather than market led growth. The project development process will work closely with SADCC, and regional and national private sector groups to find a workable solution to this potential dilemma.

Due to the preliminary nature of these discussions, complete details of the project design are not available. However, the project will provide technical assistance to aid in the implementation of key economic integration concepts and activities over a five year period.

One component which the project will support is a Cross Border Investment Facility (CBIF) which will provide local entrepreneurs access to a foreign exchange swap facility that will enable them to make cross border investments within the SADCC region. At the same time, the CBIF will provide a guarantee to the government of the cross border investor against nonproductive capital flight. The CBIF will catalyze private sector-led regional investment which would enhance the exploitation of regional comparative advantages. It will also increase competitiveness of private sector in the region, increase foreign exchange earnings of both source country and target country in the region; and catalyze the flow of foreign private sector investment to the region. Furthermore, the CBIF will serve as a confidence building measure to regional governments by providing a demonstration to the member countries that relaxation of capital controls can lead to mutually productive investment instead of capital flight.

A U.S. Personal Services Contractor, located in the Project Development and Implementation Support Office in Harare, Zimbabwe will manage the Regional Economic Integration Project and the Telecommunications Sector Development Project.

D: Design Schedule:

USAID Zimbabwe will develop a PID for review in the field in the third quarter of FY 93. Development of the project paper will be carried out during the last quarter of FY 93 and the first quarter of FY 94. The PP will be reviewed and approved in the field in the second quarter of FY 94 with obligation of funds in the same quarter. USAID/Zimbabwe requests a delegation of authority to review and approve PID and PP in the field.

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06/04/92

FY 1994 Annual Budget Submission

FY 1994 New Project Description

Project Title : Telecommunications Sector Development
Project Number : 690-0274
Project Funding Level : FY 1994 Obligation \$3.0 million
Life-of-Project : \$5.0 million
: Grant
Appropriation Account : DFA

A. Major Development Problems Addressed:

The primary problems to be addressed in this project are poor telecommunications in SADCC and its impact on growth and equity. In all but one of the countries in the SADCC region, the state provides most telecommunications services, with these services being by and large, inadequate. The number of phones per hundred inhabitants (telephone density) ranges from 0.5 for Tanzania to 5.5 for Namibia, with five SADCC members having a telephone density of less than 1.0.

Some SADCC countries have experienced an absolute decline in telephone density in recent years -- in Zimbabwe, for example, telephone density may actually be less than 2.0 rather than 3.5 as reported. To put this in perspective, density in Japan and the United States is over 60 percent; in business centers such as Tokyo, New York, or Washington DC it is well over 100 percent.

The demand for telecommunications services is not being met by growth. Without radical changes in sector policy, or unlikely massive injection of donor funding, the costs of meeting demand will remain prohibitive. To bring sub-Saharan African telephone density to an average 2.5 percent has been estimated to cost USD 30 billion.

Qualitatively, services in the region are poor. In many areas, the infrastructure is so degraded that telex is often the only possible means of telecommunication. The enhanced services that competitive businesses rely on in many other countries -- such as reliable, medium- and high-speed data transmission -- are not possible over much of the regional network. The World Bank undertook analyses of 25 sub-Saharan Africa countries and found that for these countries to achieve a 5

percent per capita growth in income, the telecommunications network must grow at a rate of 12-15 percent per annum. Under present circumstances, this rate of growth is not achievable in these countries.

Telecommunications has substantial potential impact on equity as well as economic growth. Greater social cohesion, less impetus to urban drift, greater empowerment of the individual, more efficient government administration, contribution to general revenue all can be enhanced by improved access to telecommunications services. Also, telecommunications services are linked to effective transport, a major regional focus, because without accurate information on movement of goods, timely delivery is impeded.

The underlying cause of the problem of poor telecommunications is a paradox - the sector is at the same time both neglected and highly over-regulated. The neglect has led to under-investment and reliance on a myriad of suppliers whose host countries offer concessional finance -- which adds tremendously to maintenance and spare part problems. Inadequate compensation for scarce technical and management staff, resulting in an exodus from the Post and Telecommunications Commissions to the private sector within or outside the region, combined with poor planning and maintenance have resulted in revenue losses in the billions of dollars.

Sector policy in many countries is based on the view that telecommunications is a natural monopoly, which requires extensive state intervention to avoid abuse of market power. However, recent technological changes have drastically lowered the capital costs required, so that the natural monopoly argument is no longer valid in many subsectors. When coupled with more open policy environments, these technological breakthroughs can permit increasing numbers of telecommunication operators to enter the telecom market in a range of countries.

Many governments in the SADCC region are highly uncomfortable with the private sector as a major player in providing telecommunications services. National security concerns are often expressed as a reason to preclude private sector involvement. So is the goal of universal service -- the private sector is believed not interested in providing service to less profitable rural and low income customers.

B. Project Purpose:

The purpose of the project is to restructure, commercialize, and privatize the telecommunications sectors of SADCC member countries.

Historically, telecommunications has not received the priority of other sectors such as transport on the SADCC Program of Action or in the established priorities for SARP funding. Increasingly, however, AID and SADCC are recognizing the critical role that telecommunications plays in economic development. Analysis of the results of two key activities, a Telecommunications Scoping Study and SADCC Telecommunications Seminar, both of which are currently underway, will help determine if telecommunications should be a new priority sector for SARP.

This project will provide limited technical assistance in helping governments restructure, commercialize, or privatize telecommunications operations. A broad commitment to telecommunications infrastructure development will not be included in this project.

Rationalization of the telecommunications sectors in SADCC countries will contribute to economic growth objectives by reducing the drain on national budgets, and by enhancing the efficiency of the private sector which benefits from increased and improved telecommunications services. In addition, the improved investment climate resulting from changes in the telecommunication sector will benefit member countries through the creation of new employment opportunities and will advance SARP's objective of promoting regional trade and entrepreneurship. Beneficiaries will be users of telecommunications services throughout the region both for personal and business purposes.

C. Project Description:

This activity will build on the momentum created by the SADCC Telecommunications Restructuring Seminar noted above, to be held in late 1992 in Southern Africa, financed largely by USAID/Zimbabwe. In addition, USAID is carrying out a Telecommunications Sector Scoping Study to further analyze constraints and possibilities in the sector.

Policy dialogue will be a major element of the project as SADCC member countries are faced with critical decisions regarding the future role of government in telecommunications. It is anticipated that there will be varying levels of receptivity among members to the concepts of rationalization, commercialization, and privatization.

The project will focus on the technical aspects of rationalizing the telecommunications sectors. A long term telecommunications policy advisor, possibly based in the SATCC unit in Maputo, will coordinate a consortium of specialists in telecommunications restructuring, commercialization, and privatization that would be available on demand to interested SADCC member countries. The advisor would also provide guidance and intellectual leadership for telecommunications policy issues at the regional level.

A U.S. Personal Services Contractor, located in the Project Development and Implementation Support Office of USAID Zimbabwe, will manage the Telecommunications Sector Development Project and the Regional Economic Integration Project.

D. Design Schedule:

Pre-project design work has been initiated through the scoping study and the workshop noted above. Based on the results of these exercises, the Mission will begin work on a PID during the second quarter of FY 93. The PID would be reviewed during the third quarter of FY 93, and work on the Project Paper would begin late in FY 93 with an obligation for the third quarter of FY 94. USAID/Zimbabwe requests a delegation of authority under DOA 553 to approve the PID and PP in the field.

0456M
06/04/92

FY 1994 Annual Budget Submission

FY 1992 New Project Narrative

Project Title : SADCC Maize and Wheat Improvement Network (CIMMYT)

Project Number : 690-0273

Project Funding : FY 93 Obligation \$1.0 million
FY 94 Obligation \$1.0 million

Life-of-Project : \$5.0 million

: Grant

Appropriation Account : DFA

A. Major Development Problems Addressed:

Maize is the principal staple crop in all the SADCC member states for both urban and rural consumption, providing up to 80 percent of caloric requirements; yet, domestic production often falls short of consumption requirements. Wheat continues to be the major drain on foreign exchange reserves of nearly all the SADCC member states. By forming a strong network to identify constraints, exchange information, plan and conduct experiments, inform the farming communities about production, processing and marketing aspects of maize and wheat, SADCC will be able to increase production and trade in these commodities.

Although maize is the most researched crop in the region, the yields across the region are below domestic requirements. The problem lies not in the technologies available, but the dissemination and application of research to small scale farming production. While wheat represents a smaller part of the SADCC population's diet, demand for it is growing, as is the drain on foreign exchange resources for its importation. Wheat can, however, be successfully grown in most parts of the SADCC region provided appropriate technologies are developed and adopted.

CIMMYT, the International Maize and Wheat Improvement Centre, will be the executing agency of the project. CIMMYT, which operates worldwide, has already concluded a Memorandum of Understanding with the Southern Africa Centre for Cooperation in Agricultural Research and Training (SACCAR), a SADCC entity, and with the Government of Zimbabwe. It has already established a regional maize and wheat research station located at the University of Zimbabwe Farm in Harare which has been operational since 1985.

B. Project Purpose:

The purpose of the project is to improve genetic maize and wheat germplasm, improve research manpower, promote germplasm information and exchange and strengthen the research capacity of the National Agricultural Research Systems (NARS) to promote greater utilization and acceptance of technologies developed. The Maize and Wheat Network will work with and through national agricultural research systems in order to develop technologies aimed at high and stable yields under both smallholder and large scale commercial production systems with more emphasis on the small holders. This should in turn result in an increased supply of food in the SADCC region, high returns on investments, savings on foreign exchange and increased smallholder income. It is proposed that a cooperative agreement be negotiated with SACCAR/CIMMYT who will work with each of the National Agricultural Research Systems. All SADCC member countries will participate fully in the activities of the network.

Project beneficiaries will be the National Agricultural Research Systems and the professional and support staff associated with agricultural research in SADCC member countries. Secondary beneficiaries include farmers who, through improved technology and higher agricultural productivity, should enjoy increased income. Finally, the growing SADCC population, especially in rural areas will benefit from an increased availability of food.

SADCC continues to accord high priority to the Food, Agricultural and Natural Resources sector. This is the second largest sector, both in terms of numbers of projects and financial resource commitments (12%). As expressed in the FY 1991-1995 Regional Development Strategy Statement for Southern Africa, one of SARP's strategic objectives is to strengthen the potential for sustainable regional food security through increased agricultural productivity and improved income.

This project will contribute to the Agency goal for assistance under the DFA, which is sustainable, broad-based and market-oriented economic growth in Africa. The project will advance the DFA's strategic objective of improving food security through increased agricultural production and utilization.

C. Project Description:

The project is the preparatory phase of the SADCC Maize and Wheat Improvement Network. Its main objectives are to: a) ensure that the benefits of technology generated through research are shared as widely as possible in the SADCC region; b) develop maize and wheat varieties/hybrids that are high yielding, resistant/tolerant to major stresses and are well adapted to different agro-ecological zones; c) encourage and facilitate the exchange of germplasm; d) promote the training of maize and wheat research professionals in the region; e) provide a forum for communication and exchange of information among research workers through workshops, study tours, publication of newsletters, etc.; and f) strengthen the research capabilities of national research systems.

The Network would not directly get involved in country specific issues but where necessary, it will provide technical guidance and limited material support. The Network would operate under the auspices of SADCC/CIMMYT. The professional staff of the executing agency, CIMMYT, will be posted in Zimbabwe. It will be guided by a Steering Committee which would consist of national coordinators of maize and wheat researchers. The Network would consist of two professional scientists -- one maize and one wheat scientist. Minimal support and administrative staff would be funded. The Network can be expanded by the recruitment of additional staff and short term consultants as required.

Indicative activities include:

- germplasm improvement and exchange (develop maize and wheat germplasm resistant to drought, acid soil and aluminum toxic environments; develop open-pollinated and hybrid maize varieties) to promote greater utilization and acceptance of technologies developed.
- crop management research (develop appropriate ox-drawn equipment to facilitate seedbed preparation; develop and evaluate soil and water management practices, especially in marginal rainfall areas)
- information exchange and documentation (create a documentation center on maize and wheat in collaboration with SACCAR and Food Security documentation units; organize regional conferences, workshops, etc.; develop and disseminate newsletter on current maize and wheat research)
- manpower development (identify in-country, in-service, regional and advanced degree training needs; facilitate secondment of regional scientists to other national or international agricultural research centers; improve linkages between research and extension).

The efforts listed above represent the first of three 5-year phases, each with a mid-term review to assess project performance. The Maize and Wheat Improvement Network is on SADCC's Program of Action, listed as project AAA.3.8.

D. Design Schedule:

A cooperative grant agreement with SACCAR/CIMMYT will be developed in the first quarter of FY 1993. The Mission Director of Zimbabwe requests authority provided under DOA 553, to be delegated to him by the Director of AFR/SA, to approve the grant proposal and execute the grant in the field in the second quarter of FY 1993.

M.B.Ellis
06/04/92
#npd94:0456M

FY 1994 Annual Budget Submission

FY 1992 New Project Narrative

Project Title : Lobito Corridor Transport Recovery Project
Phase I and II

Project Number : 690-0272

Project Funding : FY 93 Obligation: \$5.0 million
FY 94 Obligation: \$5.0 million

Life-of-Project : \$10.0 million

Type of Funding : Grant

Appropriation Account : DFA

A. Major Development Problems Addressed:

Sixteen years of civil strife and war related destruction have substantially degraded Angola's transport infrastructure including its ports, railways and road system. Infrastructure degradation has been further exacerbated by inadequate maintenance and a limited institutional capacity of relevant Angolan Ministries to respond. Moreover, a macroeconomic environment has existed in the country which limits the availability of foreign exchange for needed spare parts and equipment purchases. These conditions have led to the almost total disruption of transport operations along this once vital western corridor into the region, severely constraining major economic and social development in large areas of Angola as well as Zambia and Zaire. The economic impact on Zambia and Zaire has been particularly significant as both countries have been forced to rely on the longer and more costly southern corridor through South Africa to transport their primary exports of copper.

Many regions in Angola have been inaccessible or economically isolated from the rest of the country for several years due to the civil war and an inadequate transport system. This has resulted in extensive contraction of output and economic dislocations across key sectors of the Angolan economy.

Enhanced port operations and the recovery of rail transport operations along the Lobito Corridor are required to ensure that large areas of the country are reintegrated into the economic mainstream. These operational improvements are needed as they will eventually impact positively on the development of both Zambia and Zaire through the increased reliability and effectiveness of rail transport.

B. Project Purpose:

The goal of the project is to enhance the environment for regional economic growth by contributing to the improved efficiency, reliability and cost effectiveness of the SADCC transport system. The purpose of the project is to strengthen and expand the capacity and operational efficiency of the regional transport system by restoring surface access to inland destinations along the Lobito Corridor, thereby enabling the resumption and continuation of economic and social activities. Project interventions will therefore improve port operations and the contribute to the recovery of rail transport operations along the Lobito Corridor, essential for the enhancement of regional economic integration.

The project is consistent with the 1991 Southern Africa Regional Program Development Strategy Statement (RDSS) transport sector objective "to install capacity and efficiency in the transport systems that serve regional cooperation and provide access to and external markets, and foster the economic growth that will come through such access". The project is also consistent with the strategic transport sector objective of the Southern Africa Regional Program to "improve efficiency in infrastructure that serves regional cooperation, provides access to regional and external markets and fosters economic growth". As stated in the 1991 SARP Action Plan, the strategic objective of USAID is to promote a regional transport system offering adequate, competitively priced, and dependable transport on a sustainable basis. To achieve this, a coordinated, systematic approach must be developed to address management, operations and physical capacity constraints to an efficient regional transportation network. Although a sizeable investment has been made to improve facilities of the various modes of transportation along regional corridors, additional improvements in the efficiency and capacity of the Lobito corridor are required to adequately respond to the development needs of the western SADC region.

The project will contribute to USAID's goal for assistance under the DFA, which is sustainable, broad-based and market-oriented economic growth in Africa. To achieve this sustainable growth, it is critical to increase transport efficiency, thereby lowering production and consumer costs, improving the competitiveness of the productive sector in the region, and increasing private sector-led exports and employment opportunities. Project interventions will enhance transport efficiency by encouraging the commercial operation of port and rail enterprises along the Lobito corridor.

The Lobito Transport System, which consists of the Port of Lobito and Caminho de Ferro de Benguela (CFB), will significantly benefit as a result of the project. Additionally, key industrial and agricultural sectors will benefit through higher production and greater market integration as a result of a resumption of transport operations along the corridor. The principal economic benefits in the Lobito Corridor will be unit transport cost reductions. These unit cost savings will be realized as the result improved surface access to areas whose development has been impaired by an inadequate transport system. This, in turn, should generate badly needed foreign exchange for Angola as markets for exports become accessible. Hence, both transporters and end-users of products shipped along the corridor will be beneficiaries of the project. First level beneficiaries include the port, rail, road and corridor operators and users who will be able to provide more cost effective and efficient delivery of required food and drought relief supplies. In the longer-term, beneficiaries will be the entire population of the SADC region which will benefit from transportation cost savings achieved through increased efficiencies in the transport system. These transportation cost savings, gained through efficiency established and demonstrated by project interventions, will be reflected in lower producer and consumer prices, increased export competitiveness of the region, economic growth and increased employment.

Upon the reopening of the entire corridor, SADC member states such as Zambia and Zaire will directly benefit from the reestablishment of the Lobito Corridor as an international transshipment route. This will result in a reduction in the transport costs of finished goods to and raw materials from Zambia and Zaire to international markets.

C. Project Description:

The project will be undertaken in two phases. Phase I will provide the key inputs necessary to assist the Port of Lobito to i) improve container traffic operations by enhancing management skills and provision of equipment to efficiently carry out port operations and ii) to develop an improved transport interface between isolated regions of the country and the neighboring states of Zambia and Zaire.

Phase II will provide the critical inputs necessary for CFB to provide sufficient service for passenger and freight traffic along the 384 kilometer rail section of the Lobito Corridor from the Town of Lobito to Kuito.

The primary objectives of the project are to: i) consolidate the restoration of transport operations at the Port of Lobito and at CFB of the Lobito Corridor so as to reintegrate large areas of the country into the economic mainstream, and ii) to contribute to the establishment of appropriate transport institutions to effectively manage port and rail operations and the underlying policy framework.

Indicative activities to be undertaken in Phase I of the project include the provision of equipment and spare parts to place port operations equipment back into service, technical assistance and training to improve the operational capacity and administrative systems, and professional services to undertake an institutional study of the Ports of Lobito, Mocamedes, and Luanda.

Indicative project activities envisaged under Phase II include the provision of signaling and telecommunications equipment for CFB, the provision of technical assistance and staff training to undertake activities such as track maintenance, repair work and equipment maintenance, the rehabilitation of locomotives and rolling stock, upgrading the maintenance facilities at Huambo, and the provision of railway maintenance such as overhaul tamping machines and gang trolleys.

The activities indicated under Phase I and II above represent a series of interventions to be introduced at the Port of Lobito and at CFB, respectively. These interventions will be implemented under the World Bank Lobito Corridor Transport Recovery Project and will be phased in over two 3-year project implementation schedules. It is envisaged that project management will be undertaken in one of two ways previously used to implement SARP funded activities. The first mechanism is a grant to the World Bank, in support of its overall transport development initiative. Alternatively, the project may be obligated and managed under a bilateral grant with the Government of Angola.

D. Design Schedule

The Director, USAID/Zimbabwe, will request a DOA to approve both the PID and the Project Paper in the field during the first and second quarters of FY 1993, subject to the removal of restrictions on funding for Angola. It is envisaged that either a grant to the World Bank or the Government of Angola will be executed by the Director, USAID/Zimbabwe during the second or third quarter of FY 1993 to obligate funds.

0456M:06/16/92

FY 1994 Annual Budget Submission

FY 1993 New Project Description

Project Title : Regional Business Advisory Services
Project Number : 690-0271
Project Funding Level : FY 1993 \$2.0 million
FY 1994 \$1.5 million
Life-of-Project : \$5.0 million
Grant
Appropriation Account : DFA

A. Major Development Problem Addressed:

Years of isolation have left Southern Africa behind the rest of the world, even the rest of the developing world, in terms of technological, entrepreneurial, and managerial expertise. Most manufacturing firms are unaware of how far behind they are in current practices in systems engineering, productivity, quality control, and other aspects of production management. The understanding of global markets and distribution systems is just as limited.

Firms that are just beginning to feel the need to become competitive, or to export, do not know where to turn for assistance. The traditional array of management and technical service providers are not there to help, because conditions have created little demand for their services, and little ability to pay for these services even when there is a demand. The government export promotion agencies and ministries of commerce have not proven willing or able to fill the void; for the most part, the government institutions lack qualified staff, resources, and most importantly motivation. Foreign investment can bring the necessary market contacts, expertise, and capital necessary for competitive firms -- but foreign investment will not be forthcoming, in large enough quantities to transform the economies of Southern Africa, for many years to come. Foreign investors, moreover, will find the region more attractive if the existing local business base is competitive.

National competitiveness depends mostly upon the efficiency and productivity of a nation's firms in those areas of the economy that are exposed to international trade. National competitiveness has been central in influencing economic success or failure in both developed and developing economies. For all countries, the fundamental reason for enhancing competitiveness at the national level is not to expand exports

-- however important that may be-- but to increase overall national productivity. Economic prosperity depends on the productivity with which national resources are employed. As countries develop, the level, growth, and sustainability of productivity are increasingly a function of the array of industries in which a nation's firms can successfully compete. Thus, a rising standard of living depends on the capacity of a nation's firms to increase productivity over time.

Sustained productivity growth requires that an economy upgrades itself and establishes sophisticated sources of competitive advantage especially in higher productivity segments and industries. While governments have an important role to play in this process, it is the firms in Southern Africa that will have to become more efficient and productive in the 1990s.

Southern African firms have recognized the need to increase their competitiveness, but lack the skills, knowledge, and relevant technology to make the transformation required. The proposed project will provide firms access to affordable technical expertise to improve their production, marketing, and distribution as well as increase opportunities for increased business interaction in the region.

B. Project Purpose:

The purpose of the RBAS project is to provide business development and investment advisory services to export oriented firms in the SADCC region. Promotion of intraregional trade as well as exports to countries outside Africa will be the focus of this five year project. The project advances SARP's regional objective of stimulating trade and investment in the region. The project supports the objectives of the Development Fund for Africa of promoting the role of the private sector, and is consistent with the SADCC program of action which calls for increased intra-regional trade and movement toward regional economic integration.

Beneficiaries of the proposed project will be firms receiving assistance during the life of the project. These firms will include traditional exporters who need specific technical services and emerging businesses which will benefit from increased access to cost effective technical expertise. Further, employment opportunities should expand as new businesses emerge and the economies as a whole should benefit from a more competitive marketplace.

C. Project Description:

The Mission has received an preliminary unsolicited proposal from a consortium of the International Executive Service Corps (IESC) and Volunteers in Technical Assistance (VITA) to carry out a regional program of business advisory services to local entrepreneurs in industry and agribusiness. The objectives of this grant would be to: 1) promote trade and investment flows amongst the SADCC region, 2) improve delivery of services to entrepreneurs not well served by current bilateral IESC or VITA programs, and 3) facilitate investment into SADCC as a region, from the United States.

Intraregional trade and investment flows will be promoted through an innovative extension of existing IESC and VITA services. IESC and VITA programs in key countries in the region will develop the capability to undertake local marketing research activities which are comparable to the American Business Linkage Exchange programs currently offered by IESC for firms wishing to export to the United States, e.g. an entrepreneur in Malawi to access high-quality and inexpensive market research in Zimbabwe. This type of service is not currently readily available for exporters.

The grant would also expand services of current IESC programs. With the addition of VITA and its expertise in rural areas and in agricultural enterprises, services will be expanded to the high growth agribusiness and horticultural industries. Secondly, the grant will extend the local retiree volunteer concept of the U.S. Service Core of Retired Executives (SCORE) to the Southern Africa region. Access to local expertise will broaden the potential beneficiary population to smaller firms that do not require, nor can afford, a U.S. volunteer. Zimbabwe, Namibia and Zambia have the manpower and skills to supply volunteers to other countries in the region.

In addition, the regional orientation of the grant will permit improved coverage of countries which currently do not have an IESC or VITA program. Only four countries in the region have IESC offices. This program would expand coverage to the other six SADCC countries and could maximize use of volunteers and reduce expenses to clients who may be able to benefit from piggy-back trips.

Facilitation of investment into SADCC as a region from the United States would also be an objective of the grant. This would largely be undertaken by IESC's Trade and Investment Service stationed in the United States.

The project will be managed by a FSN Regional Private Sector Project Manager in the Project Development and Implementation Support Office of USAID Zimbabwe. This additional professional will also work on regional trade and economic integration issues.

The final proposal for the grant will be developed by IESC and VITA in collaboration with their regional offices and relevant business groups in the area such as the SADCC Regional Business Council and the National Business Councils.

D. Design Schedule:

Based on discussions with AFR/SA, USAID Zimbabwe understands a PID will not be required for this activity. The grant proposal will be finalized in the fourth quarter of FY 1992 and a Project Paper-like document will be developed for obligation in the first quarter of FY 1993. Mission requests delegation of authority to review and approve PP-like document in the field.

FY 1994 Annual Budget Submission

FY 1993 New Project Narrative

Project Title : Southern Africa Root Crops Research Network (SARRNET)

Project Number : 690-0268

Project Funding : FY93 Obligation: \$2.0 million
FY94 Obligation: \$2.0 million

Life-of-Project : \$7.0 million

: Grant

Appropriation Account : DFA

A. Major Development Problems Addressed:

Root crops currently play a significant role in meeting the daily caloric and nutritional requirements of people in the Southern Africa region, especially the urban and rural poor. The potential exists for increasing the production and consumption of these crops, particularly cassava, in Southern Africa, thereby enhancing the role they play in household food security. Cassava and sweet potato are already well-accepted by both farmers and consumers, are well-adapted to the environment and lend themselves to the region's farming systems.

The Southern Africa Root Crops Research Network (SAARNET) is planned as a continuation of the root crops research networking activities initiated under the East and Southern Africa Root Crops Research Network (ESARRN) activity, coordinated by the International Institute of Tropical Agriculture (IITA) during the past five years. Angola, Malawi, Mozambique, Tanzania and Zambia have been active in the ESARRN and have benefitted through strengthening their own national research programs, resulting in the release of new varieties of root crops to farmers, generation of germplasm, and training of researchers. The Network has helped legitimize root crops research in the participating countries making them attractive and effective vehicles for bilateral support and increased government resources. There is a need, however, for continued support to establish a sustainable Southern Africa network, consolidate the progress made under ESARRN, and expand the network to other countries in the SADCC region.

B. Project Purpose:

The purpose of the SAARNET project, to be implemented by a grant to the IITA, is to develop a system of research collaboration among Southern Africa national agricultural research services to facilitate the exchange and adoption of improved technologies for cassava and sweet potato production and utilization.

Agriculture is the second largest sector of SADCC concentration. SADCC recognizes the importance of agricultural research networks and has advanced this concept in the region through SACCAR (Southern Africa Center for the Coordination of Agricultural Research), the ICRISAT project (International Crop Research Institute for the Semi-Arid Tropics--for sorghum and millet research) and the proposed CIMMYT project for maize and wheat research.

This project is consistent with the FY 1991-1995 Regional Development Strategy Statement for Southern Africa, and advances the strategic objective of strengthening the potential for sustainable food security through increased agricultural productivity and improved income. The SARNET initiative also supports the Agency's goal under the DFA of sustainable, broad-based and market-oriented economic growth in Africa, and will advance the DFA's strategic objective of improving food security through increased agricultural production and utilization.

Primary beneficiaries will be the national agricultural research systems with secondary beneficiaries to include resource poor farmers who produce and consume root crops.

C. Project Description:

SARNET will be implemented through a grant to IITA to continue and expand root crops research networking activities in the SADCC region. The project includes funding for long and short-term technical assistance, research and equipment costs for regional research topics and national programs, degree training for researchers, in-country training for technicians and pilot extension activities.

SAARNET will support regional interchange of germplasm, selection of improved germplasm lines better adapted to local conditions and multiplication and diffusion of improved varieties. Support for research programs is expected to result in the identification and dissemination of improved techniques for pest management, handling of planting material and product processing.

SAARNET is a collaborative research effort with principal research to be conducted in the various SADCC member states. A second emphasis will be on technology transfer and information diffusion. Short and medium-term in-service and in-country training for 200 technicians and long-term Masters and PhD level training for 15 scientists is anticipated at a cost of \$600,000.

The project will be managed by an agricultural development officer in USAID/Malawi's office of Agriculture and Food Security. Monitoring will include periodic reviews with SAARNET implementing staff and review of grant expenditures.

D. Design Schedule:

A cooperative grant agreement with IITA will be developed by USAID/Malawi in the fourth quarter of FY 1992 with obligation of funds in the first quarter of FY1993. Mission requests delegation of authority to review and approve IITA's grant proposal and execute the grant.

M.B. Ellis
06/04/92
#npd94-p.8:0456M

FY 1994 Annual Budget Submission

FY 1993 New Project Narrative

Project Title : SADCC Transport Efficiency Project (STEP)
Project Number : 690-0256
Project Funding : FY93 Obligation: \$6.5 million
FY94 Obligation: \$4.0 million
Life-of-Project : \$20.0 million
: Grant
Appropriation Account : DFA

A. Major Development Problems Addressed:

Among the main problems confronting SADCC shippers during this decade are the inefficiencies in the management and operations of the infrastructure built or rehabilitated during the 1980's. This is manifested by underutilized SADCC corridor capacity. Although much of the "hardware" for transport in the region may be in place, policy, regulatory and management constraints continue to impede the timely and reliable movement of goods to and from, and within the SADCC region.

Prior to the disruptions of transport which began during the struggle for independence in Zimbabwe and civil war in Mozambique between 1973 and 1980, five effective and low-cost transport corridors were available to the landlocked SADCC countries. These corridors transported the bulk of SADCC's imports and exports reliably and at low cost, with a nominal volume transitting South Africa. After independence, in addition to disruptions from sabotage, SADCC transport deteriorated because of loss of technical and management skills, imprudent or non-existent investment in physical facilities, and shortage of funds for maintenance and replacement of assets. Further, the routes were underutilized because of declining terms of trade for commodity exports and the general decline of the region's economies.

Despite sizeable investments in multi-modal physical infrastructure, the various SADCC transport corridor operators lack the capacity to provide users with timely, reliable information. On the other hand, South African Railways, has focused time and resources on improving the speed and dependability of its deliveries to the SADCC region using a containerized, multi-modal transport system which is able to reduce the cost per mile and increase the timeliness of deliveries. Despite the greater distances involved in routing goods destined for SADCC countries through South African ports, the enhanced efficiency and reliability of containerized shipments have made the South African corridors an attractive, and preferred, albeit more expensive alternative for many commercial enterprises.

If the SADCC transport corridors are to benefit by providing shorter routes and cheaper transport, the policy and regulatory environment must change and improvements in management and operational efficiencies must be achieved.

Accordingly, a major transport objective of SADCC during the coming decade will be to facilitate the "software" changes required to improve the speed and reliability of the regional transportation system. These improvements are required to optimize the hardware investments made so that they can compete with alternative South African routes.

B. Project Purpose:

The purpose of STEP is to improve multi-modal transport management in the SADCC region. The goal of the project is to contribute to the reduction of transport costs constraining trade and export competitiveness by improving operational efficiency. This will be accomplished through provision of a more reliable and lower cost cargo transportation service in the SADCC region. SATCC (Southern African Transport and Communications Commission) will be responsible for facilitating overall strategy between transport modes and between SADCC countries, a role consistent with its current sector responsibilities for transport coordination and improved resource utilization.

Transportation/communications is the largest sector of SADCC concentration, representing 77% of the required financing of the \$8.5 billion SADCC Program of Action. The \$6.6 billion SATCC portfolio is comprised of capital investment projects, operational coordination and training elements. With the basic capital investment program in the transport sector either complete or under implementation, SATCC's focus has shifted to productivity improvements and the maximum utilization of existing infrastructure investments.

SARP accords strategic importance to the transport sector; as defined in the FY 1991-1995 Regional Development Strategy Statement for the Southern Africa Region, A.I.D. seeks to install capacity and improve efficiency in infrastructure that serves regional cooperation, provides access to regional and external markets and fosters economic growth.

STEP will contribute to the Agency goal under the DFA of sustainable, broad-based and market-oriented economic growth in Africa. The project will advance the DFA's objective of improving the management of African economies by redefining and reducing the role of the public sector and increasing its efficiency.

Target project beneficiaries will be: (a) the selected railways systems in the SADCC region; (b) commercial users of the railways; and (c) governments which derive savings from reduced costs of railway operations. The populations within the SADCC region will ultimately benefit through lower cost goods and for producers, possibly increased profits through reduced transport costs.

C. Project Description:

During the 1980s, several donors provided institutional support to SATCC to help it achieve its infrastructure development objectives. As a result, SATCC has well established organizational procedures and systems to identify and plan infrastructure investments, as well as to develop and monitor projects. What SATCC lacks is the capacity to carry out policy analysis and to facilitate and coordinate the implementation of necessary changes to increase operational efficiency.

Proposed project components will provide technical assistance to SATCC in policy analysis and implementation which will in turn impact national level policies. SATCC is uniquely positioned in its ability to advocate policy change, as its membership consists of transport/telecommunications ministers of member SADCC countries. The funding of a coordinator and functional specialists for the SATCC Policy Analysis Unit is envisioned. Below the level of SATCC, USAID will focus on operational efficiency interventions on the regional rail network, where the majority of USAID past investments have been made, and where, according to the SADCC Transport Investment Priority Assessment (STIPA) of August 1991, efficiency interventions have been identified. Four railroad-specific interventions will be targeted:

(1) strengthening Railway Managers' Working Group into an Association of SADCC Railways to act as an advocacy and service delivery organization to conduct research in such areas as design standards and standardization of regulations, provide a central clearing house for demurrage charges and wagon repair billing, and promote the harmonization of regional workshop facilities and training resources.

(2) a rolling stock information system (RSIS) is to be implemented under the auspices of the SADCC Association of Railways, and will serve as a region wide system for the exchange of information on the movement of shipments.

(3) train operations improvements will respond to need identified in a USAID feasibility study and will likely include a seminar on modern railway management in addition to other inputs such as training and equipment.

(4) transport training also to be implemented by the Association of SADCC Railways will include mid-level training rationalization and locomotive drivers' training, with the eventual establishment by the Association of a comprehensive locomotive drivers' training center.

(5) railway restructuring to assist regional railways to manage and operate their rail services on a commercially viable basis. Potential activities include assets appraisal and packaging; development of retrenchment plans; asset disposal assistance; etc.

A quick response fund will be built into the project to provide a mechanism to provide project resources to respond to unique opportunities with the scope and purpose of the project.

D. Design Schedule:

A PID will be developed in late FY 1992 and Project Paper in the first quarter of FY 1993 for obligation in the second quarter FY 1993. Under DOA 553, Mission requests delegation of authority to develop a PID and PP and authorize the project in the field.

M.B.Ellis
06/15/92
npd92:0456M

FY 1994 Annual Budget Submission

FY 1994 New Project Narrative

Project Title : Kafue Rail Bridge
Project Number : 690-0253
Project Funding : FY94 Obligation: \$7.0 million
Life-of-Project : \$25 million
: Grant
Appropriation : DFA

A. Major Development Problems Addressed:

The Kafue Rail Bridge spans the Kafue River on the main railway line linking the Copperbelt region in the North of Zambia with Livingstone (on the Zimbabwe border) in the South of Zambia. The bridge is a key structure of the SADCC rail network. Heavy international and domestic rail traffic passes over the bridge. The rehabilitation of the bridge, or the construction of a new rail bridge was recommended (number 11) in the 1991 SADCC Transport Investment Prioritization Assessment (STIPA) report.

The original bridge, constructed in 1906, requires at a minimum, extensive rehabilitation due to excessive stress placed on components of the superstructure by current heavy load levels. Rehabilitation would ensure that the bridge remains operational in the near to medium term. Studies completed to date have, however, indicated that optimally a new bridge on a new alignment should be built, thus ensuring the security and continuity of this intra-regional traffic artery for over 100 years, the estimated life of a new bridge. Failure of the present structure would have a major adverse impact on intra-regional rail transport.

The Kafue Rail Bridge carries freight arriving through the Southern African ports of Durban, Port Elizabeth, East London and Beira to destinations in Zambia, Zaire, Tanzania and Malawi. Zaire, Tanzania and Zambia use this route for exports to Zimbabwe, Mozambique, Botswana, Swaziland, Lesotho and South Africa and via South African ports to international destinations.

A feasibility study to be carried out in June 1992 will assess the need to rehabilitate the existing structure or construct a new bridge in light of the current design standards, traffic levels, train speed restrictions and present intra-regional rail traffic flows.

B. Project Purpose:

The purpose of the Kafue Rail Bridge project is to improve the efficiency and security of the regional rail transportation system through rehabilitation or construction of a new bridge, as appropriate. This activity is consistent with

the 1991-1995 Regional Development Strategy Statement for the Southern Africa Region's principal objective in which A.I.D. seeks to install capacity and improve efficiency in infrastructure that serves regional cooperation, provides access to regional and external markets and fosters economic growth. This project will contribute to the Agency goal under the DFA of sustainable, broad-based and market-oriented economic growth in Africa, and supports SADCC's primary sectoral concentration in transportation. This project also advances the Agency's capital projects initiative.

Project beneficiaries include the shippers who use the Rail Bridge and ultimately the producers and consumers who use goods shipped across the Rail Bridge who benefit from more timely and reliable deliveries.

C. Project Description:

The project will consist of the rehabilitation of the existing Kafue Rail Bridge, or depending on the findings of the feasibility analysis, the construction of a new bridge.

The construction of a new bridge would provide for five simply supported steel superstructures, each span being eighty meters in length, on a 100 Kph operating speed alignment, approximately 250 meters upstream from the existing bridge. A new bridge would provide the following major improvements:

- a) increase the axle load from the present 17 tons to 25 tons;
- b) eliminate speed restrictions on the bridge thereby effecting considerable cost savings; and,
- c) remove the structure gauge restrictions.

Rehabilitation of the existing structure would ensure the safety of the bridge for a period of 15-20 years, and dependent on the extent of the rehabilitation would:

- a) replace existing structural support members; and,
- b) increase the strength of the structure to accommodate 25 ton axle loads.

The final decision on the rehabilitate versus rebuild decision will be based on studies carried out in 1981, 1989 and the soon to be conducted assessment. Project management will be handled by existing USAID/Zambia staff, with the assistance of existing SARP and REDSO engineering personnel.

D. Design Schedule:

A PID will be designed in the fourth quarter of 1992 for approval in October 1993. The PP design will ensue, with approval anticipated in December 1993 and authorization in February 1994. Mission requests delegation of authority to develop a PID and PP and authorize the project in the field.

0456M:06/04/92

FY 1993 ANNUAL BUDGET SUBMISSION

FY 1993 NEW PROJECT NARRATIVE

Project Title : Sorghum and Millet Research and Training
Amendment

Project No : 690-0224

Project Funding : FY 93 Obligation \$4.0 million
: FY 94 Obligation \$2.0 million

Life-of-Project : \$41.112 million
: Grant

Appropriation Account : DFA

The Mission would like to amend the existing project, which was originally obligated on September 15, 1983. The amendment would approve a Project Paper Supplement justifying an additional \$10.0 million for a new life-of-project funding level of \$41.112 million. The original project purpose will be maintained. The amendment will exceed the authority delegated to the Mission Director under DOA 551, as it will extend activity past the maximum ten year life of the project and will result in total LOP funding of more than \$30 million dollars. The Mission will request adhoc delegation of authority to the Mission Director to approve the amendment which will extend the PACD past ten years and will result in LOP funding of over \$30 million, and ad hoc delegation of authority to approve the Project Paper Supplement in the field.

A. Major Development Problems Addressed:

To date, A.I.D. has authorized \$29.950 million for the establishment of a sorghum and millet improvement program in the SADCC region. The Mission in consultation with AID/W is currently processing an amendment to the project to add \$1.162 million, bringing the Life-of-Project funding through FY 1992 to \$31.12 million. The project has been instrumental in creating a regional multi-disciplinary network of scientists, in providing assistance to national agricultural research systems, and in conducting field/laboratory research on sorghum, millet and forage crops improvement. The program has continued to place emphasis on consumption and utilization aspects of sorghum and millet and on implementing training plans. The long-term training target of 110 BS, MS, and Ph.D's is nearly achieved. Inter-regional training, short courses, workshops, technical in-service training, and conferences have benefited over 200 regional participants from the 10 SADCC countries. Considerable progress has been made in sorghum and millet research in the region. The impact of this research on end users, consumers and producers, is expected to be significant during the next phase of the work. Several thousand farmers in Namibia and Zambia are using improved varieties or hybrids of sorghum and pearl millet. In other countries of the region such cultivars are in the advanced testing stage. Other accomplishments are summarized below:

Development of new and improved varieties of sorghum and millet - The program maintains 12,500 sorghum and 9,500 millet accessions. SADCC/ICRISAT Program support to the national programs have released some three hybrids and sixteen varieties for multiplication.

Development of grain processing technologies for rural and large-scale industrial uses: The program has initiated grain quality evaluation of varieties of sorghum and millet from Botswana, Lesotho, Zambia and Zimbabwe. The program has also investigated processing technology for village use.

Development of capacity and strengthening national research programs on sorghum and millet - The project has provided advanced degree training and specialized disciplinary training for national agricultural research systems. Consequently national programs are continuing to develop greater capacities in their own right.

Increase in the production of sorghum and millet with good consumer acceptance, local adaptation, and pest resistance - The project continues to focus special attention on market research and utilization/consumption issues. With the completion of the food technology laboratories, greater emphasis is now being placed on the development of varieties and hybrid with desired consumer and market characteristics. These activities must be continued in order to come up with more marketable varieties.

A mid-term donor review of the project was conducted in October 1991. This aimed at laying the foundation for the follow-on project initiative and assisting in reformulating the goals of Phase III of the project. The review team was impressed by the substantial progress which the Sorghum and Millet Improvement Project has made since its inception in 1984. In terms of the purpose of the project, i.e. the improvement of food security, incomes and productivity of low resources farm families in the semi-arid region of Southern Africa, the review team asserted that, the Sorghum and Millet Improvement Program has developed varieties and hybrids for sorghum and millet which have potential to significantly reduce or eliminate grain deficits in these areas over the next decade.

The team was optimistic about SMIP's future. The team's scenario analysis gave a 15% rate of return for the program and asserts that opportunities for higher returns exist due to structural adjustment programs that continue to provide improved incentives for agriculture. The review endorses the continuation of SMIP through Phase III.

B. Project Purpose:

The project purpose is to establish a sorghum and millet improvement program through national agricultural research programs for the Southern Africa region, and to develop new and improved varieties which result in increased production and consumption of these two crops.

This project is in line with the DFA strategic objective of increasing the potential for long-term increases in productivity through accelerated agricultural technology development and transfer. It also advances the Southern Africa Regional Program's strategic objective of strengthening the potential for sustainable regional food security through increased agricultural productivity and improved income. Project beneficiaries include research scientists and consumers of sorghum and millet, especially those in drought prone areas.

C. Project Description

The SADCC/ICRISAT Sorghum and Millet Improvement Program was authorized in 1983. The project was first evaluated in August 1986 and then in October 1991. Total contributions to SMIP by all the major donors over the ten-year life of project are USAID (\$29.95 million), CIDA (\$7 million), GTZ (\$3.2 million) and SADCC (\$300,000). Respective donor support to the project is divided as follows -

- a) USAID - crop breeding, economics station development (Matopos), long-term training administration/management.
- b) CIDA - agronomy, food technology, assistance to national agricultural research systems, in-serving training and long-term training.
- c) GTZ - entomology/pathology, training.

The Project's objective is to strengthen national research capability through the provision of three major inputs: research, education and training and service. Through the regional centre at Matopos, the project has conducted several activities in sorghum and millet research. The Sorghum and Millet Improvement Program is coordinated by the Southern African Centre for cooperation in Agricultural Research (SACCAR), established by SADCC in 1984 to coordinate all agricultural research and training in the region. SACCAR reviews activities annually. Mission management of the project is through the General Development Office and does not require any additional resources.

Important in phase II (1988-93) of the project has been the development of varieties and hybrids of sorghum and millet which have potential to significantly reduce or eliminate grain deficits in semi-arid parts of Southern Africa over the next decade. Development of improved varieties of sorghum and millet will continue in phase III but on a reduced scale. In Phase III, efforts will be focused on capitalizing on progress to date, mainly through greater efforts to move improved varieties to farmers. This will be partly accomplished by gradually transforming the relationship between SADCC/ICRISAT and National Agricultural Research systems to one in which National Agricultural Research Systems take the lead role. Thus there will be a shift of emphasis toward collaborative research and backstopping for NARs tailored to their individual needs and capacities.

Phase III program activities will be guided by:

- a) Reducing the scale of operations to conform to resources available and to pursue a more sustainable program;
- b) Enhancing the impact of improved technologies for sorghum and millet for low-resource producers and consumers in marginal, drier areas of the region; and,
- c) Shifting the emphasis toward collaborative research.

D. Design Schedule:

The Project Paper Supplement will be reviewed, approved and authorized in the field by USAID/SARP by October 1, 1992 for obligation in the first quarter of FY 1993. Project design will be undertaken in Mid August 1992. Mission requests ad hoc delegation of authority to authorize Project Paper Supplement in the field.

0456M:06/08/92

SOUTHERN AFRICA REGION (SARAC (699))
FY 1994 ANNUAL BUDGET SUBMISSION

AFRICA BUREAU
TABLE VIA AFR LCCXP ACTION PLAN
(Sub-items)
FY 1991 ACTUAL

TARGET	ESF	DFA	FL480
1 1 ECONOMIC STABILITY	0 0	0 0	0 0
1 2 REDUCED GOVERNMENT INVOLVEMENT	0 0	0 0	0 0
1 3 KEY PUBLIC SERVICES FAMILY PLANNING	0 0	0 0	0 0
CHILD SURVIVAL	0 0	0 0	0 0
OTHER HEALTH	0 0	0 0	0 0
BASIC EDUCATION	0 0	0 0	0 0
TRANSF INFSTRU	0 0	0 0	0 0
2 1 COMMODITY MARKETS	0 0	0 0	0 0
2 2 FACTOR MARKETS	0 0	0 0	0 0
3 1 NATURAL RESOURCE MGT	0 0	0 0	0 0
3 2 AGRIC TECHNOLOGY DEVEL	0 0	0 0	0 0
3 3 JOB SKILLS & PRODUCTIVITY	0 0	0 0	0 0
4 1 REDUCE INSTABILITY	0 0	0 0	0 0
4 2 FAMINE PREVALENCE	0 0	0 0	0 0
4 3 FOOD & INCOME	0 0	0 0	0 0
4 4 AGRIC PRODUCTION & UTIL	0 0	0 0	0 0
FY TOTALS	0 0	0 0	0 0

SOUTHERN AFRICA REGION (SARAF) (2000)
 FY 1994 ANNUAL BUDGET SUBMISSION

AFRICA BUREAU
 TABLE VIA AFR LEXX ACTION PLAN
 (\$100,000s)
 FY 1997 ESTIMATE

TARGET	ESF	DFA	FL480
1 1 ECONOMIC STABILITY	0 0	0 0	0 0
1 2 REDUCED GOVERNMENT INVOLVEMENT	0 0	0 0	0 0
1 3 KEY PUBLIC SERVICES FAMILY PLANNING	0 0	0 0	0 0
CHILD SURVIVAL	0 0	0 0	0 0
OTHER HEALTH	0 0	0 0	0 0
BASIC EDUCATION	0 0	0 0	0 0
TRANSP INFSTRU	0 0	0 0	0 0
2 1 COMMODITY MARKETS	0 0	0 0	0 0
2 2 FACTOR MARKETS	0 0	0 0	0 0
3 1 NATURAL RESOURCE MGT	0 0	0 0	0 0
3 2 AGRIC TECHNOLOGY DEVEL	0 0	0 0	0 0
3 3 JOB SKILLS & PRODUCTIVITY	0 0	0 0	0 0
4 1 REDUCE INSTABILITY	0 0	0 0	0 0
4 2 FAMINE PREPAREDNESS	0 0	0 0	0 0
4 3 FOOD & INCOME	0 0	0 0	0 0
4 4 AGRIC PRODUCTION & UTIL	0 0	0 0	0 0
FY TOTALS	0 0	0 0	0 0

SOUTHERN AFRICA REGION (SARAC) (1993)
 FY 1994 ANNUAL BUDGET SUBMISSION

AFRICA BUREAU
 TABLE VIA AFR LCCX ACTION PLAN
 (\$thousands)
 FY 1993 PLANNED

TARGET	ESF	DFA	PL480
1 1 ECONOMIC STABILITY	0.0	0.0	0.0
1 2 REDUCED GOVERNMENT INVOLVEMENT	0.0	0.0	0.0
1 3 KEY PUBLIC SERVICES FAMILY PLANNING	0.0	0.0	0.0
CHILD SURVIVAL	0.0	0.0	0.0
OTHER HEALTH	0.0	0.0	0.0
BASIC EDUCATION	0.0	0.0	0.0
TRANSP INFSTRU	0.0	0.0	0.0
2 1 COMMODITY MARKETS	0.0	0.0	0.0
2 2 FACTOR MARKETS	0.0	0.0	0.0
3 1 NATURAL RESOURCE MGT	0.0	0.0	0.0
3 2 AGRIC TECHNOLOGY DEVEL	0.0	0.0	0.0
3 3 JOB SKILLS & PRODUCTIVITY	0.0	0.0	0.0
4 1 REDUCE INSTABILITY	0.0	0.0	0.0
4 2 FAMINE PREPAREDNESS	0.0	0.0	0.0
4 3 FOOD & INCOME	0.0	0.0	0.0
4 4 AGRIC PRODUCTION & UTIL	0.0	0.0	0.0
FY TOTALS	0.0	0.0	0.0

SOUTHERN AFRICA REGION USARAC (699)
FY 1994 ANNUAL BUDGET SUBMISSION

AFRICA BURKAO
TABLE VIA AFR LCCX ACTION PLAN
(\$ thousands)
FY 1994 PROPOSED

TARGET	ESF	DFA	PL400
1 1 ECONOMIC STABILITY	0.0	0.0	0.0
1 2 REDUCED GOVERNMENT INVOLVEMENT	0.0	0.0	0.0
1 3 KEY PUBLIC SERVICES FAMILY PLANNING	0.0	0.0	0.0
CHILD SURVIVAL	0.0	0.0	0.0
OTHER HEALTH	0.0	0.0	0.0
BASIC EDUCATION	0.0	0.0	0.0
TRANSP INFSTRU	0.0	0.0	0.0
2 1 COMMODITY MARKETS	0.0	0.0	0.0
2 2 FACTOR MARKETS	0.0	0.0	0.0
3 1 NATURAL RESOURCE MGT	0.0	0.0	0.0
3 2 AGRIC TECHNOLOGY DKVEL	0.0	0.0	0.0
3 3 JOB SKILLS & PRODUCTIVITY	0.0	0.0	0.0
4 1 REDUCE INSTABILITY	0.0	0.0	0.0
4 2 FAMINE PREPAREDNESS	0.0	0.0	0.0
4 3 FOOD & INCOME	0.0	0.0	0.0
4 4 AGRIC PRODUCTION & UTIL	0.0	0.0	0.0
FY TOTAL:	0.0	0.0	0.0

TABLE VII - SCHEDULE OF EVALUATIONS COMPLETED AND PLANNED
BY 1992, 1993 AND BY 1994

USAID/ SARP or AID/W Office _____

Evaluation Officer MARGOT REEGLSON, OLS

Title: PROGRAM OFFICER

Evaluation Activities (1)	Date of Evaluation (2)	Date Sent to AID/W (3)	FACD (4)	Funding Level (5)
690-0207 FOOD SECURITY	1/93	3/93	3/92	\$ 60,000
690-0215 SADC TECH SUP.	9/92	12/92	9/93	\$100,000
690-0224 ICRISAT	10/91	12/91	9/93	\$ 60,000
690-0225 SACCAR	7/94	9/94	4/95	\$ 25,000
690-T-601 LESOTHO I./STOCK POLICY REFORM	5/92	8/92	5/93	\$ 35,000
690-0237 MALAWI N. CORR.		NONE		
690-0240 TAZARA	4/92 2/94	6/92 6/94	8/94 8/94	\$ 50,000 \$ 50,000
690-0247 RRS-MALAWI	12/92	3/93	4/96	\$150,000
RRS-MOZAMBIQUE	12/91	2/92	4/96	\$150,000
RRS-MOZAMBIQUE	11/94	2/95	4/96	\$150,000
690-0251 HRM-BOTSWANA	12/93	2/94	8/95	\$ 45,000
HRM-ZAMBIA	2/93	5/93	8/95	\$ 50,000
HRM-ZIMBABWE	2/93	5/93	8/95	\$ 50,000
690-0254 KAFUE-LUSAKA RD	5/93 5/94	8/93 8/94	12/94 12/94	\$ 25,000 \$ 40,000
690-0255 NACALA CORRIDOR	8/94	10/94	9/98	\$ 60,000
690-0256 STEP	6/94	8/94	3/97	\$ 60,000
690-0269 SAARFA	8/93	10/93	7/95	\$ 30,000
690-0270 REG. DROUGHT	11/92	1/93	5/94	\$ 30,000
690-0271 REG. BUSINESS ADVISORY SERVICES	6/94	8/94	9/98	\$ 50,000

**SOUTHERN AFRICA REGIONAL PROGRAM
RESEARCH NARRATIVE**

Agricultural research comprises a large part of the Southern Africa Regional Program's activities in the agricultural sector. These activities have been designed as part of the Regional Program's strategic objective of increasing the potential of sustainable food security through increased agricultural productivity and increased income. Initial efforts have focused on basic food crops research but over time, will examine export and cash crops. SACCAR, the Southern Africa Center for the Coordination of Agricultural Research, based in Botswana, continues to offer excellent leadership in the planning of research. This agricultural research includes research on sorghum and millet improvement (the ICRISAT project), the newly initiated CIMMYT project for maize and wheat improvement, and the Southern Africa Root Crops Network to focus research on roots and tubers. All these activities will work through the National Agricultural Research Centers in the region, with agricultural research management training to be coordinated through the extension of the ISNAR project. The Natural Resources Management project, which also supports the regional strategic objective of achieving sustainable food security, includes environmental research along with social science research. This research concentrates on community-level adaptation of natural resources management activities.

The SARP's activities in the transport sector have in the past concentrated on building infrastructure. With the increasing emphasis on effecting efficiencies in infrastructure utilization, greater use of SARP resources for operational research will be undertaken. As part of the SADCC Transport Efficiency Project (STEP), a limited amount of operational research will be undertaken as part of the development of a rolling stock information system to improve the operations of the region's railways. In addition, the Regional Transport Advisor, currently funded through an OYB Transfer to the African Development Support Project, spends a great deal of his time in developmental and operational research relating to transport systems.

Other research activities will include a limited amount of market research to be conducted as part of the Regional Business Advisory Services Project, a new activity to be initiated in FY 1993, and development research related to regional economic linkages, to commence in FY 1994. Finally, Project Development and Support resources will fund social science research, especially economic research, demographic, developmental and operational research to support project activities.