

PPR 528

Official File Copy

AGENCY FOR INTERNATIONAL DEVELOPMENT

PROJECT DATA SHEET

1. TRANSACTION CODE

C A = Add
C = Change
D = Delete

Amendment Number
I

DOCUME
CODE
3

2. COUNTRY/ENTITY

MAURITANIA

3. PROJECT NUMBER

682-0214

4. BUREAU/OFFICE

AFRICA

06

5. PROJECT TITLE (maximum 40 characters)

RURAL ROADS IMPROVEMENT

6. PROJECT ASSISTANCE COMPLETION DATE (PACD)

MM DD YY
06 30 87

7. ESTIMATED DATE OF OBLIGATION
(Under "B" below, enter 1, 2, 3, or 4)

A. Initial FY 82 B. Quarter 4 C. Final FY 85

8. COSTS (\$000 OR EQUIVALENT \$1 =)

A. FUNDING SOURCE	FIRST FY 82			LIFE OF PROJECT		
	B. FX	C. L/C	D. Total	E. FX	F. L/C	G. Total
AID Appropriated Total	3384	333	3717	4958	333	5291
(Grant)	(3384)	(333)	(3717)	(4958)	(333)	(5291)
(Loan)	()	()	()	()	()	()
Other U.S.						
1. PL 480, Title II					1207	
2. Section 206					1300	
Host Country						
Other Donor(s) - UNSO				200		
TOTALS	3384	333	3717	5158	2840	7998

9. SCHEDULE OF AID FUNDING (\$000)

A. APPROPRIATION	B. PRIMARY PURPOSE CODE	C. PRIMARY TECH. CODE		D. OBLIGATIONS TO DATE		E. AMOUNT APPROVED THIS ACTION		F. LIFE OF PROJECT	
		1. Grant	2. Loan	1. Grant	2. Loan	1. Grant	2. Loan	1. Grant	2. Loan
(1) SH	130	821		4810		481		5291	
(2)									
(3)									
(4)									
TOTALS				4810		481		5291	

10. SECONDARY TECHNICAL CODES (maximum 6 codes of 3 positions each)

061

11. SECONDARY PURPOSE CODE

220

12. SPECIAL CONCERNS CODES (maximum 7 codes of 4 positions each)

A. Code BR BL BS
B. Amount

13. PROJECT PURPOSE (maximum 480 characters)

To facilitate access to markets and the means of moving social services and agricultural inputs into potentially high food production areas.

14. SCHEDULED EVALUATIONS

Interim MM YY MM YY Final MM YY
0 4 8 4 0 6 8 7

15. SOURCE/ORIGIN OF GOODS AND SERVICES

000 941 Local Other (Specify)

16. AMENDMENTS/NATURE OF CHANGE PROPOSED (This is page 1 of a 3 page PP Amendment)

- Additional funds are provided in order to:
 - Complete the road design and develop a highway maintenance plan; and
 - Supplement funds for technical assistance to allow continuation of the construction.
- The PACD is extended by 18 months.

17. APPROVED BY

Signature
Title Mission Director
Date Signed MM DD YY
018 310 8 14

18. DATE DOCUMENT RECEIVED IN AID/W, OR FOR AID/W DOCUMENTS, DATE OF DISTRIBUTION

MM DD YY

MAURITANIA RURAL ROADS IMPROVEMENT

PROJECT 682 - 0214

PROJECT PAPER SUPPLEMENT I

I. BACKGROUND

This project was authorized on September 14, 1982, and was fully obligated on September 30, 1982. Its outputs are to build an all-weather road from kilometer 70 south of M'Bout to Selibaby and Gouraye, and to improve an existing section of the national highway network from Kaedi to M'Bout (a total 209 kilometers for the project). The United Nations Sudan-Sahelian office financed construction of the first 70 kilometers from M'Bout towards Selibaby. Construction was carried out between June 1982 to May 1983. At completion the UN contractor turned over the road building equipment to the USAID technical assistance contractor - Morrison-Maierle, for use on the AID financed roads in this project. The AID experience since then indicates that the costs and time frame for achieving the project output will be much greater than estimated in the original Project Paper. A detailed discussion of the reasons for the revised estimates is given in the USAID's evaluation of this project (dated April 1984). A brief summary is given below.

There are several contributing factors which require that the life of the project be extended and that the U.S. contribution be increased. The road building equipment turned over to the AID-financed contractor was in much worse condition than could be reasonably expected after one year of use. This delayed start-up of construction, increased the estimated equipment maintenance costs, and also required purchase of additional equipment. In addition, the UN road was heavily damaged by seasonal floods during the 1983 rainy season. Because this segment must be usable for the USAID contractor (Morrison-Maierle) to have access for carrying out his work, M-M has had to devote resources for unexpected road maintenance costs. Also, because the Project Paper specifications for the road design of the USAID-financed segments are the same as those of the 70 kilometer UN road, the USAID decided it would be prudent to make major design changes to reduce the potential for flood damage. Final cost estimates to complete construction of the total road (279 kilometers, including the UN portion) will be available only after M-M has been able to complete the road alignment on all segments, make the associated drainage surveys, and develop new design specifications with appropriate drainage structures. When this has been done and firm cost estimates are available, the USAID will revise the Project Paper and seek approval from AID/W to allocate the additional funding. Should optimum funding not be forthcoming, GIRM views will be requested on an action plan for road work priorities within the resources then available.

In the interim, bridge funding is necessary

- (a) to continue the T.A. Contractor's field work, including completion of the design specifications,
- (b) to provide project management services for controlling U.S. and GIRM interests, and
- (c) to develop a road maintenance plan for this project as required in the original project paper.

II. PROJECT MODIFICATIONS

This supplement provides an additional \$481,000, raising the total project amount to \$5,291,000. (No changes are made at this time in host country contributions.) The revised budget is given in Annex A (Project Financial Plan).

The new distribution of funds reduces the amounts presently allocated to POL, Local Personnel/Local Travel, and Contingencies to commitments already incurred through August 1984, and it re-allocates the balances to the Technical Assistance category. Thirty-seven thousand dollars is also transferred from the commodity category, leaving an unearmarked balance of approximately \$575,000 plus about \$200,000 in PIO/C 4-40020. The net increase for technical assistance and which remains available for bridge funding is

(\$481,000 new money)
(±50,000 unearmarked old money)
(±20,000 re-programmed)

These funds are to be used for the following purposes:

- A. Complete the road design and develop a highway maintenance plan \$150,000

This supplement provides funds to develop a plan for a low-cost maintenance system for the Kaedi-Gouraye road after its completion. A contract will be awarded to collect data on road maintenance costs, equipment and personnel resources which the GIRM will have available at the end of this project, various approaches which have been tested for carrying out rural road maintenance, and recurrent costs for keeping this road open and safe for traffic throughout the year. The Contractor will use this data to develop a road maintenance plan, including testing various alternatives, for GIRM and USAID consideration. It is expected that AID will participate in the maintenance phase in order to protect the investment made under the construction phase.

3

The balance of funds in this category are for completing the road design work, including especially radiers, culverts, and bridges. Revised cost estimates may permit modifications in design of various structures, e.g., a submersible bridge in lieu of a box culvert. Funds for design changes will be added to the T.A. contract for this purpose as changing conditions warrant.

- B. Supplement funds for Technical Assistance to allow continuation of the construction program \$331,000

The Technical Assistance Contractor (Morrison-Maierle) has a projected budget of approximately \$105,000/month. This supplement, including undisbursed amounts in the M-M contract, will permit a continuation of M-M's services through February 1985. It is expected that the USAID will have firm cost estimates by November 1984, and a second project supplement approved in early 1985. The bridge funding in PP Supplement I will sustain M-M's program with no curtailment until the second PP supplement has been approved.

Funds are also included in this supplement to finance the services of a project implementation officer for approximately one year. His duties will be to coordinate the activities of the U.S., UN, and GIRM; to ensure that inputs are made in a timely manner; that project execution proceeds in a logical and economical fashion; and that USAID and GIRM interests are protected. Reprogrammed unearmarked funds will complement the \$481,000 in new money allocated to these contract services.

4

PROJECT FINANCIAL PLAN
 PLAN FINANCIER DU PROJET
 ('000 DOLLARS U.S.)

PROJECT INPUTS INTRANTS DU PROJET	OBLIGATIONS ENGAGEMENTS				
	A.I.D.	C.S.A. T.A.2615 T.A.3616		GIRM GRIM	U.N. O.N.U.
1. U.S. Technical Assistance Assistance Technique Americaine	2,111			-	
2. Commodities Materiel	2,568			2,800 ^{1/}	
3. Petroleum, oil, lubricants (POL) Carubrants, lubrifiants	106 ^{2/}			-	
4. Local Personnel/Local Travel Personnel local/Deplacement local	433 ^{2/}			-	
5. Evaluation	60			-	
6. Contingencies Frais imprevus	13 ^{2/}			-	
7. Administrative costs Couts Administratifs	-			-	200
TOTALS	5,291	492	1,500	2,800	200

1/ Represents estimated value of equipment supplied by GIRM from stocks made available under the project UNSO/CILSS/MAU/401 and used Caterpillar equipment repaired under the project.

2/ Adjusted to reflect commitments through August 1984

BEST AVAILABLE DOCUMENT

62