FINAL REPORT

RURAL ROADS II PROJECT (695-0112)

USAID Burundi
January 1988

Approved: [signature] Date: Feb. 6, 1989

Disapproved _____ Date: _____

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RURAL ROADS II PROJECT (698-0112)

Construction of 30km long Provincial Route 86 (RP 86)

Date of Initial Obligation:	August 23, 1983
PACD:	November 30, 1986
Authorized LOP Amount:	$1,087,000

1. Proj Description:

The primary Rural Roads II Project output was the upgrading of roughly 30 Kilometers of mountainous dirt track to all-weather standards using labor intensive construction methodology. The subject road, located in the Bururi Province, intersects with National Route 3, 75 km south of Bujumbura in Rumonge. Starting there, the road follows a crest ENE through the mountains to Muyama. RP 86 makes no river crossings.

2. Anticipated Project Outputs:

A. Completion of 30 kms of road rehabilitation.
B. Strengthing of the institutional capacity of the GRB Direction Generale des Routes (DGR) to support continued rural roads construction using labor intensive techniques.
C. Development of a trained cadre of skilled workers (foremen, masons, drivers, etc.) and administrative personnel for work on other road projects and in the private sector.
D. Study of the feasibility of additional road construction in other parts of Burundi.
E. Increase of the income levels among the families of the construction workers.
F. Increase in agricultural production and marketing at lower cost and with less waste.

3. Project Implementation:

Physical construction of RP 86 was carried out through the DGR division of Ministry of Public Works. IBRD funded the services of one full-time construction supervisor and one full-time mechanic. Peace Corps provided volunteers to support the construction supervisor and the mechanic for one year. The USAID General Development Office monitored all project activities and regulated disbursals, while a PSC provided regular construction oversight backstopped by the REDSO/ESA engineering staff.

4. Project Evaluation July 1985:

Evaluation determinations were generally positive in nature. The project objective which drew most scrutiny was the effort to strengthen DGR capacity to institutionalize labor intensive construction of rural roads. Evaluators determined that the DGR relied exclusively on expatriate technical assistance, and had made no effort to create a separate labor-intensive brigade for road construction.

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The training component of the project proved to be quantitatively very successful, providing varying levels of on-the-job and formalized training for approximately 2,200 skilled and unskilled workers. However, the project goal of establishing a cadre, or road construction labor-pool, for work on subsequent public and private sector projects was thought to be unattainable because of the fact that, in general, the roadworkers would not likely have the opportunity to move to other parts of the country in search of employment.

The evaluators determined that the improved road was associated with a general improvement in the socio-economic welfare of the population in the zone of influence. This finding was based upon increases in the availability and use of manufactured goods and staples, a reduction in mass transportation fares, and a general trend toward more positive attitudes concerning schooling, extension services and events occuring outside of the region.

The impact of the project in agricultural-economic terms was more difficult to assess due to a lack of consistent baseline data. Evaluators indicated, however, that the upgraded road facilitated the introduction of new varieties of agricultural seed, increased access to extension and education services and allowed for greater involvement with seed multiplication, reforestation and palm oil manufacturing projects on-going in nearby areas of the Bururi Province.

5. Project Response to Evaluation Recommendations:

A. Maintenence: Recommendations to reduce the eventual maintenance burden through road construction design elements were generally adhered to, e.g., regular clearing of the sidedrains; use of stone checks, stop logs and cascades to reduce drain erosion; inward sloping of the road surface, and regulation of culvert numbers and size to provide adequate, unobstructed cross drainage.

B. Dynamiting: Unforeseen areas of dense rock were removed through dynamiting. This additional project component was implemented through a private contractor. Some problems occurred in April 1986 when the contractor vacated the jobsite without having completed his work to the satisfaction of the PSC and REDSO inspectors. The DGR ordered the contractor to return to the site and rectify any problems and complete the removal of loose rock, which was done to the satisfaction of USAID by July 1986.

C. Equipment and Tools: Evaluation recommendations concerning maintenance of heavy equipment and an adequate spareparts inventory was respected by conducting a general assessment of the maintenence needs and ordering the necessary spare parts.

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6. Project Completion:

The original PACD of March 31, 1986 was extended until November 30, 1986 in order to allow for the satisfactory execution of the dynamiting contract, which was delayed because of problems during the adjudication proceedings; and to undertake additional preventitive maintenance measures to ensure the maximum lifetime of the road before major maintenance or reconstruction would once again be required.

These extra measures were performed in a timely manner and the project was satisfactorly completed as planned, November 30, 1986. Provincial Route 86 was officially inaugurated by the Minister of Public Works, the U.S. Ambassador and the USAID Representative in March of 1987. Final DGR accounting was received by the USAID finance office in July. Final reception of the dynamiting work and liquidation of the construction contract took place in November 1987.

7. REDSO Engineer Final Comments:

(To be completed by Carlos Crowe during Feb or March TDY.)

SEE ATTACHED FINAL REPORT, DECEMBER 8, 1988

Attatchment: Final Financial Report by Direction Genérale des Routes

Drafted by A/PROG TDriscoll

CC:
AID Rep DMiller
PROG CWickham
GDO JFord
PROC JDenakpo

wang c:/prog/rii/gen final

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B. Rural Roads II Project (698-0112)

As requested in a cable Bujumbura 04869 of November 21, 1988, I have reviewed the End of Project Report prepared by USAID'S Tom Driscoll in January of 1988.

At the outset, I would like to clarify my position regarding the text of the above cable. The cables implies that I failed to accomplish this task during previous TDY's to Burundi and that USAID is delinquent in submitting this report to AID/W partly because my inputs to the report have not yet been provided.

I would like to explain that the first time I became aware of such request for inputs into the report was through the above cable received in Nairobi on or about November 24, 1988. While USAID was aware of the report and the inputs required from REDSO/ENG, I personally had not been asked to make any contributions to the report since it was drafted in January of this year. I only knew of the request when the cable was sent to Nairobi in November 1988.

Regarding the report as prepared, I would suggest to USAID to include the following paragraph under item 7 of the report :

REDSO regional engineers monitored the construction activities under the project at regular intervals during the life of the project. At these times work progress was measured against projections and work quality was either accepted or rejected. Also recommendations were made to the GOB and USAID in those areas where work progress, quality and institutionalization of labor intensive techniques could be enhanced.

At the completion of the 33 month effort, which some outsiders could consider it as too long for a 30 kilometer road reconstruction, the project, however, can be considered successful. The institution base for this type of labor intensive approach to road construction takes time to get established and Burundi was no exception. However, the GOB through this project, has experienced this methodology and had this project been extended, that institution base would have been there today. As a result of this project, it is quite likely that the GOB will react quickly to the next opportunity that an external fund support agency shows interest in funding a labor based activity.

At a final cost of U.S.$931,000 which includes labor, dynamiting, materials, P.O.L., T.A. and miscellaneous costs, the average cost per kilometer was U.S.$31,033. This unit cost can be considered reasonable for the level of work that went into rehabilitating this mountaineous road.

REPUBLIQUE DU BURUNDI

Ministere des Travaux Publiques
de l'Energie et des Mines

Direction Générale des Routes

Projet RP 66 (Rural Route I)

AID Project No. 695-0112

RAPPORT DE REALISATION FINANCIERE DU PROJET
SITUATION DU 1/11 AU 30/11/1986 : *Tableau Final*

ARTICLES BUDGETAIRES APPROUVES AU PROJET	Montants des articles Budgétaires 1		Versements en Francs Burundi			Estimation pour 90 jours suivants 5
	en US $	en Fr.Bu	2 Cumulatif antérieur	3 Période actuelle	4 Cumulatif en Fr.Bu.	
ain-d'oeuvre locale	368.000	42.320.000	43.054.665	609.840	43.664.505	-
ynamitage	180.000	20.700.000	19.588.923	-	19.588.923	-
atériaux	90.000	10.350.000	8.757.711	265.003	9.022.714	-
Outils Divers	30.000	3.450.000	3.285.916	162.000	3.447.916	-
Pièces de rechange	55.000	6.325.000	6.641.063	1.260.146	7.901.209	-
Produits petroliers	115.000	13.225.000	13.684.001	247.500	13.931.501	-
Rénovation de logement Corps de la Paix	1.000	115.000	61.838	-	61.838	-
Assistance Technique	92.000	10.580.000	11.280.000	-	11.280.000	-
. Local Currency Account	931.000	107.065.000	106.354.117	2.544.489	108.898.606	-

Versements estimés à ce jour (col.4 et 5)	108.898.606
Avances en espèces recues à ce jour	108.766.151
Avances en espèces demandée	132.455

Visa du Conducteur responsable

Visa du Chef de Division R.D

Je certifie que les documents et pièces justificatives (factures, rapports, documents d'inventaire et de propriété) sont classés au Ministère des T.P.E.M. et sont à la disposition des délégués du Gouvernment des Etats-Unis désirant consulter ces derniers.

Basé sur les rapports d'avancement, j'ai déterminé que l'avance demandé pour la période est proportionnelle aux frais encourus durant la période.

Signature : *Le Fonctionnaire Dirigeant*

Nom : *Ir.NIZIGAMA Boniface.-*

Titre : *Conseiller à la D.T.E.R*

Date : *Le 08 Juillet 1987*

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REPUBLIQUE DU BURUNDI
MINISTERE DES TRAVAUX PUBLICS,
DE L'ENERGIE ET DES MINES
DIRECTION GENERALE DES ROUTE
DEPARTEMENT
TECHNIQUE DE L'EXPLOITAION
PROJET DE RECONSTRUCTION R.P.86

NOTE EXPLICATIVE DU TABLEAU FINAL

La Main d'oeuvre locale à ce jour : 43.664.505 F.Bu. Ce montant a été majoré par les travaux de finissage du projet.

D'où, le montant reçue à ce jour est dépassé de 132.455 F.Bu. Ce montant devra donc être versé par l'U.S.A.I.D, afin de rembourser le compte des Brigades Mécanisées qui a payé la main d'oeuvre de la R.P.86 pour les mois d'Octobre et Novembre 86.
Le compte N° 1101/288 de l'U.S.A.I.D accusait un solde de 91.226 F.Bu alors que nous devrions sortir un montant supérieur.

Nous vous signalons en outre que nous avons pu liquidés toutes les dernières factures de la R.P.86.-

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