

CLASSIFICATION
PROJECT EVALUATION SUMMARY (PES) - PART I

Report Symbol U-247

1. PROJECT TITLE Equatorial Guinea Agricultural Development			2. PROJECT NUMBER 653-0001	3. MISSION/AID/W OFFICE USAID/Cameroon
4. EVALUATION NUMBER (Enter the number maintained by the reporting unit e.g., Country or AID/W Administrative Code, Fiscal Year, Serial No. beginning with No. 1 each FY)			<input checked="" type="checkbox"/> REGULAR EVALUATION <input type="checkbox"/> SPECIAL EVALUATION	
5. KEY PROJECT IMPLEMENTATION DATES			6. ESTIMATED PROJECT FUNDING	
A. First PIO-AG or Equivalent FY 12/50/80	B. Final Obligation Expected FY 12/82	C. Final Input Delivery FY 7/83	A. Total \$ 1,535,000 B. U.S. \$ 1,000,000	
7. PERIOD COVERED BY EVALUATION			Date of Evaluation Review	
From (month/yr.) Dec. 30, 1980			To (month/yr.) June, 1982	
8. ACTION DECISIONS APPROVED BY MISSION OR AID/W OFFICE DIRECTOR				

A. List decisions and/or unresolved issues; cite those items needing further study. (NOTE: Mission decisions which anticipate AID/W or regional office action should specify type of document, e.g., airgram, SPAR, PIO, which will present detailed request.)	B. NAME OF OFFICER RESPONSIBLE FOR ACTION	C. DATE ACTION TO BE COMPLETED
1. Baseline data must be collected on cooperatives' production of cocoa, coffee, and horticulture and estimates made as to increased production taken to market as a result of the use of the vehicles.	Edward Egbemba	September, 1982
2. Maintenance system must be strengthened; more Guineans should be trained as mechanics and drivers should be taught preventative maintenance, routine repairs, and better driving habits.	Edward Egbemba	December, 1982
3. Reliable supply of spare parts for vehicles must be established to assure their long-term effectiveness.	Edward Egbemba	March, 1983

9. INVENTORY OF DOCUMENTS TO BE REVISED PER ABOVE DECISIONS			10. ALTERNATIVE DECISIONS ON FUTURE OF PROJECT	
<input type="checkbox"/> Project Paper	<input checked="" type="checkbox"/> Implementation Plan (e.g., CPI Network)	<input type="checkbox"/> Other (Specify)	A. <input checked="" type="checkbox"/> Continue Project Without Change	
<input type="checkbox"/> Financial Plan	<input type="checkbox"/> PIO/T	_____	B. <input type="checkbox"/> Change Project Design and/or	
<input type="checkbox"/> Logical Framework	<input type="checkbox"/> PIO/C	<input type="checkbox"/> Other (Specify)	<input type="checkbox"/> Change Implementation Plan	
<input type="checkbox"/> Contract Agreement	<input type="checkbox"/> PIO/P	_____	C. <input type="checkbox"/> Discontinue Project	

11. MISSION OFFICER AND HOST COUNTRY OR OTHER RANKING PARTICIPANTS (Appropriate Names and Titles)		12. Mission/AID/W Office Director Approval	
Edward Egbemba, USAID/Cameroon Project Officer		Signature	
Randall Thompson, USAID/Cameroon Evaluation Officer		<i>Bernard Wilder</i>	
Sylvia Jackson, Financial Analyst		Typed Name	
Angel Alogo Nchama, Technical Director of Agriculture		Bernard Wilder	
		Date	
		8/17/82	

13. Summary and Recommendations

The Equatorial Guinea Agricultural Development project was designed to reactivate the stagnated economy of Equatorial Guinea by improving the productivity and income of small farmers. The project comprises two components. The first component has provided 23 vehicles to the Equatorial Guinean Ministry of Agriculture, Livestock, and Fisheries, (MINALF) who, in turn has sold them to already established cocoa, coffee, and horticulture cooperatives in Bioko and Rio Muni. The cooperatives were extended full credit for the vehicles purchased with loans repayable over a period of five years. Monies received by MINALF in repayment of the loans will be deposited in a Special Account to be used for financing cooperative investments to increase member productivity. The vehicles were critically needed to transport cooperative members' produce from their farms to the cooperatives and from there to market.

The second project component proposes to develop a Poultry Production Center at Basile to provide an immediate and significant supply of eggs and poultry meat to the population, and to serve as a training center for small farmer poultry producers.

The first component of the project is being implemented by the Directorate of Agriculture within MINALF. The second component is being implemented by the Directorate of Livestock within MINALF, in collaboration with the International Human Assistance Programs Inc. (IHAP), which has fielded a Poultry Advisor. The Project Grant Agreement was signed on January 13, 1981, and the PACD is June 30, 1983.

An evaluation of the project was conducted by the USAID project officer during June, 1982. Due to delays in initiating the poultry production activities, the poultry component was not evaluated. A condition precedent for the poultry component was the establishment of a reliable chicken feed supply system. Due to foreign exchange constraints, the MINALF only recently could obtain clearance to purchase the required feed. A Letter of Commitment to purchase feed was obtained from the Presidency, but there was a long delay in processing the Letter of Credit for foreign exchange through the banking system. As a consequence, the poultry component is behind schedule, but progress is being made. The poultry advisor has been on board for six months, all the equipment has been ordered, and all except the incubators has been received. Modifications to the buildings are being made to house the equipment. Furthermore 500 chicks have been received and are being raised to be sold as broilers.

The project officer found 20 of the 23 vehicles provided by the project to be in working order. Thirteen vehicles are located in Rio Muni, the mainland, and ten are located on Bioko, the island. According to the project officer, the vehicles have successfully reactivated the cooperatives and serve to provide transportation of produce from their members' fields to the cooperatives and from the cooperatives to the market. The response of the cooperatives to the vehicles is positive and member farmers assert that the amount of produce which has reached the market has increased significantly. However, the project officer was not able to obtain exact production or

marketing figures for coffee or horticulture produce due to poor record keeping by the cooperatives. Nonetheless, it is known that the production of cocoa increased from 5200 metric tons in 1980/81 to 9000 metric tons in 1981/82. While it is impossible to directly link this increase to the presence of vehicles, it is clear from interview data collected during the evaluation, that the vehicles had a large role to play in the increase. A data collection system will be implemented by September, 1982 to monitor the exact increases in production and amount marketed.

The major problem with the project to date has been the problem with institutionalizing a maintenance capacity for the cooperatives. A one month's course to train drivers and mechanics was carried out on the island and the mainland. Although this course significantly improved the ability to maintain vehicles, it is the unanimous opinion of the cooperative members that an improved maintenance capacity should be instituted. In addition, a reliable supply of spare parts must be assured; due to foreign exchange constraints, the GREG will need assistance in this task. There is some question as to the appropriateness of the type of vehicles purchased. The vehicles were selected because they were immediately available and because an immediate project impact was desired. Evidence indicates, however, that the vehicles can be used and maintained in the long run, in spite of their minor handicaps.

14. Evaluation Methodology:

This evaluation was conducted by the USAID/Cameroon project officer. The primary purpose of the evaluation was to determine whether the vehicles were being employed as anticipated by the project and whether the farmers reported increases in the amount of produce which was marketed. Since the vehicles had been in place less than one year at the time of the evaluation, increases in the production of cocoa, coffee, and horticulture which could be attributed to the presence of the vehicles was not expected. Consequently, a rigorous evaluation design which would attempt to link vehicles with production was not utilized. However, a sample of farmers was surveyed, and judgmental information regarding production was sought from them. In addition, cooperative and Ministry of Agriculture records were surveyed to determine whether there were increases in the amount of produce produced and marketed.

The project officer made two trips to Equatorial Guinea to conduct this evaluation. He interviewed a sample of farmers, cooperative workers, and Equatorial Guinea officials. He employed open-ended interviews so that he could obtain a better feel regarding the attitudes of vehicle users and also to better understand potential project problems. In addition, the project officer conducted a thorough review of the project files and interviewed individuals within USAID/Cameroon who had participated in the design of the project. The project officer was assisted by the USAID/Cameroon evaluation officer who helped the project officer draft the scope-of-work and address the issues.

Finally, a financial analyst conducted a financial evaluation of the project to determine whether disbursements were made in accordance with AID rules and procedures and were used efficiently.

Individuals involved in the evaluation included:

Edward Egbemba, Project Officer
Sylvia Jackson, Financial Analyst
Angel Alogo Nchama, Technical Director of Agriculture
Romualdo Lokuna Bioko, Chief of Cooperatives Service
Antonio Exposito, Spanish Technical Advisor
Jose Ochaga, Driver, Sacriba Cooperative
Randal Thompson, USAID/Cameroon Evaluation Officer.

15. External Factors:

There have been two external factors which have impinged upon the project and complicated its implementation:

First of all, the foreign exchange constraint on Equatorial Guinea has become more and more serious. Because of this constraint, the initiation of the rehabilitation of the Poultry Production Center was delayed. In addition, due to the difficulty in obtaining foreign exchange, the GREG could not purchase many of the inputs which it required for its cooperative rehabilitation program, such as fungicides, fertilizers, and hand tools. The foreign exchange constraint will also make it difficult in the future for the GREG to provide a continuous

supply of spare parts for the vehicles.

Secondly, sea transportation has proven to be more uncertain than anticipated. Many project inputs took longer to arrive than expected, which negatively affected the implementation schedule.

16. Inputs:

Vehicles

The 23 vehicles supplied to the cooperatives consist of 14 Stake Body GMC trucks, 6 Chrysler pickups, and 3 Ford pickups. They were procured with spare parts and tires. Because the vehicles were needed urgently in order for the project to have an immediate impact, their procurement was handled by SER/COM, who selected the vehicles most readily available. The vehicles were delivered only six months after the signing of the Project Agreement.

The actual distribution of the vehicles is as follows:

Mainland: 13

Mongo, Ebebinying, Nsie, Mongomo, Akouibe, Mbinig, Ebinayong, Ayene, Acurenam, Oveng, Nkomo, Bata.

Island: 10

Baney, Bososo, Bombe, Batate, Basakato, Belebu, Baho Grande, Basakato E., Las Palmas and Sacriba.

The project paper anticipated no vehicle maintenance problems because the cooperatives had previously owned and operated their own vehicles. As a consequence, vehicle maintenance was assigned as the responsibility of the individual cooperatives, and when the vehicles arrived they were distributed to the cooperatives without instructions given to the users as to their operation and maintenance. There were no vehicle manuals in Spanish to guide the users. As most of the vehicles are equipped with automatic transmission, drivers found them difficult to manipulate. Moreover, the lack of equipped garages posed a maintenance problem. Consequently, in March and April, 1982, a vehicle systems specialist working with USAID/Cameroon went to Equatorial Guinea to assess the maintenance situation. His report led to a contract between AID and Louis Berger for the services of a master mechanic to train drivers and mechanics in Equatorial Guinea. A one month course was given on the island and on the mainland to train drivers and mechanics how to operate and effectively utilize the vehicles. The course was funded by the African Manpower Development Project. The response to the course was very positive and all the participants asserted that such a course should be given again.

The three vehicles presently not working must be repaired as soon as possible. Of these, one pick-up needs a new engine, another needs a cabin and the third, a GMC truck needs replacement of the right front wheel.

Furthermore, the Equatorial Guinean market does not have an adequate supply of vehicle oils and spare parts for immediate maintenance problems. In the long term, this constraint will hamper the productive use of the vehicles.

Some drivers complained that the GMC Stake Body trucks were too large to manipulate on the narrow roads in Equatorial Guinea. Although these vehicles should probably not have been the preferred choice, they do in fact function on the terrain, and no threat to their long-term usefulness is anticipated.

Technical Assistance

The cooperative component of the project is being implemented by the Agriculture Division of the Ministry of Agriculture, Livestock and Fisheries (MINALF), who is providing technical assistance. The responsible person here is the technical director of Agriculture who currently is Mr. Angel Alogo Nchama. He works in close collaboration with Spanish technical advisors based in Malabo and Bata. The technical director is assisted in his functions by the Chief of the Cooperatives Service. The latter coordinates all cooperative activities, and reports to the technical director. At the time of this evaluation, this post was occupied by Mr. Romualdo Lokuna Bioko. He holds a Bachelor of Science Degree in Horticulture from Spain. At the local level, each cooperative society has a president and a secretary who are also responsible to the Chief of the Cooperative Service.

There have been initial problems establishing the efficacy of the cooperatives' administrative structure. In interviews with the Chief of the Cooperative Service and some cooperative members, the project officer was told that cooperatives presently do not make enough money to be able to pay the salaries of workers and that members are not being paid dividends. These individuals suggested that the cooperatives be provided management training and that they be given fiscal credit to cover immediate operational costs.

17. Outputs:

The output of the cooperative component of the project is:

Thirty-two cooperatives providing transportation services to their members.

These transportation services include moving the farmers' produce from their fields to the cooperatives, where processing facilities are located, and from the cooperatives to market.

The evaluation concluded that the project output has been achieved. The twenty-three vehicles are servicing all thirty-two cooperatives. The vehicles are being used as anticipated both to move produce from the fields to the cooperatives and from the cooperatives to the markets. In addition, the vehicles provide transportation services needed to transport agricultural inputs from Malabo and Bata to the cooperatives and from the cooperatives to members' fields. The vehicles also constitute the chief means of transport for cooperative workers.

One vehicle serves about three to four cooperatives in certain districts. Two potential problems were identified with the vehicles which should be investigated in the near future to assure the effective functioning of the transportation system. These include:

(1) There were complaints by some cooperatives that the vehicles were not equitably distributed. Some cooperatives claim that they are forced to share a vehicle with several other cooperatives and that vehicles are being expected to perform in excess of capacity. This is especially true of districts in which a vehicle is expected to serve more than three cooperatives. Such a distribution tends to create rivalry between cooperatives and competition for vehicles.

The project officer should review the vehicle distribution to determine whether it was carried out equitably.

(2) There were some complaints by cooperative workers that cooperative leaders or "bosses" utilize the vehicles for their own personal use, when they are urgently needed to transport produce and workers during the produce season. A control system must be established to assure that the vehicles are used only for their intended purpose.

Before the delivery of the vehicles, the farmers were at the mercy of the few remaining military trucks to haul their cocoa and coffee. A large part of their crop rotted in the fields. The farmers now report that they are indeed able to move their crops from the field to the cooperatives. However, experience with the project to date has uncovered a number of other constraints within the farming system which threaten the targeted increase in farmer productivity. These constraints exist in the realm of processing and marketing. Although, the coffee crop could be transported from the farmers' fields to the cooperatives, a great percentage of the crop was not marketed because coffee hulling machinery was not available to process all of the coffee produced. Moreover, farmers now claim that since the transportation constraint has been relieved that they could greatly improve their production if they had access to more hand tools. Hand tools are not fabricated within Equatorial Guinea and foreign exchange constraints prevent their importation. In addition, cocoa producers assert that black pod disease greatly threatens their crop and prevents them from taking full advantage of the available transportation. Farmers report that this fungus can destroy over fifty percent of their crop. Due to their foreign exchange problems, Equatorial Guinea cannot import an adequate supply of spare parts nor vehicle oils for the vehicles. Finally, cooperative workers report that their skills would be more effective if they had management training courses.

18. Purpose:

The purpose of the project is to increase the productivity of small farmers producing coffee, cocoa, and horticulture.

The project proposes to increase productivity to levels which existed before the Macias regime. The cooperatives being rehabilitated have existed for decades. They previously owned and operated their own vehicles, and enjoyed the prosperity akin to such agricultural organizations. Exports of cocoa and coffee in 1968, for instance, were estimated at 40,000 and 8,000 metric tons respectively. Ten years of chaotic rule under President Macias Nguema disrupted the proper functioning of this sphere of activity as it did to the rest of the economy. Consequently, cocoa and coffee exports dropped alarmingly to 5,000 metric tons and 500 metric tons respectively in 1980.

The new government in Equatorial Guinea decided that its highest priority program was the rehabilitation of cocoa, coffee, and horticulture production. The rehabilitation program involved spraying of the plantations with pesticides and fungicides, processing, drying, and cleaning of the beans. Assistance in these lines was being provided through the Equatorial Guinean credit bank and by Spanish technical aid. A major problem that remained was the lack of transportation for hauling produce from the farms to the processing facilities and then to the market at the ports. This was the problem which the 23 trucks provided under this project was intended to solve. The elimination of this bottleneck was then expected to increase farmer productivity.

Unfortunately a data collection system was not built into this project to track increases in production and attribute them to the vehicles. However, according to the Ministry of Agriculture, the increase in the production of cocoa has been dramatic. In 1980/81, GREG produced 5,200 metric tons of cocoa. In 1981/82, this amount had increased to 9,000 metric tons. This increase is substantial for only one season and illustrates the great potential which exists in Equatorial Guinea. Since the project had no controlled data collection system, we have no way of knowing whether the vehicles caused the increase, but evidence clearly indicates that the vehicles played a major role. Interviews of small farmers and MINALF officials afforded the consistent opinion that the vehicles were highly instrumental.

The project officer was unable to obtain production figures for coffee or horticulture. However, again, interviews made it clear that both farmers and MINALF officials feel that the vehicles are playing a major role in rehabilitating productive capacity.

19. Goal: Not pertinent at this time.

20. Beneficiaries:

The direct beneficiaries of this project are the 2,500 small farmer cooperative members and their families who suffered great losses during the Macias regime. The production of cocoa, coffee, and vegetables is an activity in which the whole family participates and hence its revitalization will bring benefits to women as well as to men.

The indirect beneficiary of this project is the Government of Equatorial Guinea who will increase its foreign exchange earnings as a result of the increased production of coffee and cocoa.

21. Unplanned Effects:

1. The vehicles provided were primarily meant to transport small farmer cooperative members' crops from the fields to the cooperative processing facilities, and from there to the ports. Due however to acute shortage of transport in certain areas, the vehicles are sometimes being used to transport cooperative workers and farmers. Although they were not meant for latter purpose, they have somehow improved communication in these areas. The disadvantage here is that the drivers may be tempted to convert the vehicles into taxis during their leisure hours.
2. A vehicle maintenance course was organized by AID to improve the skill of cooperative drivers and mechanics. During this course some MONALF drivers and mechanics also got trained although the course was not primarily intended for them. This has increased the labor force of persons who can efficiently operate and maintain American type vehicles in particular and all other vehicles equipped with automatic transmission.

22. Lessons Learned:

1. Maintenance capability should be researched more carefully during project design in order to assure that target users have necessary skills to utilize and maintain vehicles.
2. A data collection system for tracking production increases and for attributing them to project interventions should be included in all projects.

23. Special Comments:

Financial Evaluation

The objective of the financial evaluation was to analyze the financial status of the project by determining whether disbursements were in accordance with AID authorizing documents and whether project funds disbursed were used efficiently. During this review, an effort was made to identify problem areas, and to identify questions that needed to be addressed in the next evaluation. The financial evaluation covers both the cooperative component and the poultry production component of the project.

The project paper, project grant agreement, contracts, and PILs were reviewed to obtain pertinent financial data and a revised budget. A checklist was also prepared for the interview of the project officer. Schedules of project inputs and project outputs facilitated the financial review. Disbursements to date were compared to budgeted amounts for each component of the project.

As of June 30, 1982, the total amount appropriated for the life of the project has been fully earmarked and disbursements of \$731,000 have been made. One contract with IHAP Inc. for the amount of \$393,000, was made for the technical assistance portion of the grant. Approximately \$145,000 has been disbursed to date. (See Schedule A.). This amount represents 37% of the contract amount. The contract is a 30 month contract where the technical advisor was scheduled to arrive June of 1981. The contractor arrived December of 1981, therefore disbursements represent a 7 month period. Per the contract, 63% of scheduled expenses should occur during the first 12 months of the project. The major problems noted were the delays in the short-term consultancies, the training for the general manager and the purchases of day old chicks. Per discussions with the project officer, the major bottleneck is the building repairs for the center which have not been completed in accordance with scheduled activity. Therefore, the short-term consultancy and the purchase of more chicks are now estimated to begin within 4 to 6 months, if the repairs have been completed.

All the available funds for the purchase of commodities have been utilized. The 23 vehicles and auto parts have been purchased in accordance with the budget plan. However, the budget did not specify the type and quantity of parts to be purchased; therefore, the parts purchased were those necessary to take care of the immediate needs of the vehicles. After the TDY of a mechanic specialist, a detailed list of additional parts required for longer term maintenance and use was developed. As of now, funding for the additional parts is not available in the original \$1,000,000 appropriation.

The GREG's contribution to project inputs is proceeding as planned. The Ministry of Agriculture is currently paying the salaries of the personnel employed and the project officer has received notice that the first shipment of 14 tons of poultry feed was sent July 10, 1982.

At this time, it is too early to measure most of the project outputs; however, Schedule B is included to show the data that will be expected to be available for the next evaluation. This data needs to be provided if we are to measure the effectiveness of funds used.

In conclusion, the funds disbursed to date appear to have been used appropriately and efficiently. The most significant deviation from the financial plan originally proposed is basically due to delays in repairing the buildings. These delays appear to be a combination of many factors, one being difficulty in having goods delivered to the project site by boat, which was the preferred method of transportation.

As a result of this review, the following recommendations are being proposed:

- A. To satisfy the desire for financial autonomy for the PPC, high consideration should be given to providing the necessary training and assistance to the PPC manager for setting up and maintaining a simple but adequate accounting system.
- B. In accordance with AID policy and procedures, the revenue generated from sales by the PPC will be classified as a counterpart fund and will require a separate bank account. That is, grant funds and revenue generated funds should be maintained in different accounts with appropriate supporting documents and record keeping maintained for each. An agreement between the GREG and USAID for the use of these funds and the procedures to be followed to obtain USAID's approval prior of disbursements should be made in advance of any receipts of cash generated from sales by PPC.
- C. At this stage of the project, it is too early to measure the effect of the project on small farmers. However, the project manager should consider discussing with the PPC manager the data which will be necessary starting with the initial purchase of chicks by the small farmers. The project manager and the PPC manager should determine the easiest method of acquiring a reasonable estimate of the cost and revenue generated by a sufficient number of the small farmers. It would be better to attempt to keep accounting data on a preselected group of small farmers than to rely solely on interviews with small farmers. This would not be a horrendous task. Something similar to account receivable cards or inventory cards could be used. Since the PPC would be working very closely with the farmers and all purchases of chicks would be from the PPC, it would be relatively easy to make notations of cost and the number of chicks sold by those farmers preselected for monitoring. The better the estimates of changes in small farmer income the more effectively we will be able to determine the effect of this project.

SCHEDULE A

Project 653-0001 Inputs - USAID

Description/Reference	Budget per ProAg	Revised Budget as	Earmarked Amount	Disbursements as of 6/30/82	Commitment Reservation	Comments
TECHNICAL ASSISTANCE:	\$163,000	\$393,000	393,000	144,800		
PIO/T10010 HIAP, Inc.						
- advisor			(132,300)	(30,000*)		for 6 months of a 30 month contract
- short-term consultancy			(32,300)	-		center is not ready for consultant.
- training			(9,000)	-		general manager has not been selected
- equipment supplies			(130,000)	(88,000*)		partial purchase
- motorbikes and spare parts			(9,000)	-		waiting on geographic origin waiver
- FOL/gas - day old chicks			(10,000) (15,000)	(10,000*) (1,800*)		only 500 have been purchase to date, originally expected to purchase 5000, PPC can not accomodate more than 500 at this time.
- library			(1,213)	-		repairs on building have not been completed.
TRAINING:	5,000	-0-	-			
COMMODITIES:	783,000	599,000	583,348			
a. poultry equipment supplies	(118,000)	(-0-)	-			

SCHEDULE A-2

b. Vehicles	(665,000)	(599,000)				
- PIL 1-14 trucks and parts				(483,711)		
- PIL 2-6 Dodge trucks and parts				(57,482)		
- PIL 3-3 Ford truck and parts				(36,211)		
- PIOC 10026 N auto and parts				(5,944)		
- PIOC 1034 gasoline engine					13,000	item has been received but not paid for as of 6/30/82.
Other: (Contingencies)	49,000	8,000	8,000			
- PIL 5-Mechanic Specialist TDY				3,218		
TOTALS	\$1,000,000	1,000,000	1,000,000	731,366	13,000	

Key - (Sub-components)

* Amounts are estimated per discussions with project officer. Advice of charge has not been received by the Controller's Office.

Interview Checklist for project manager

Project Outputs	Project totals to date	Comments
<p>I. 32 cooperatives providing transportation services</p> <ul style="list-style-type: none">A. 14 trucks and spare partsB. 9 pick ups <p>II. Functioning Poultry Production Center at Basilé producing eggs and poultry meat and providing training extension and marketing services.</p> <ul style="list-style-type: none">A. Eggs - Budget amount FY 82 408,000 Budget amount FY 83 408,000B. Chickens - Budget amount FY 82 - 6,357 Budget amount FY 83 - 8,357C. 15 extension agents in trainingD. Poultry Production Center Staff trained - general manager and assistant managerE. Short-term training for PPC manager No. of classes attended by PPC managerF. Facilities repairedG. 96 farmers trainedH. 150 small farmers receiving regular visits by extension agents.		