

**PROJECT APPRAISAL REPORT (PAR)**  
 (U-446) See M.O. 1026.1

002 PAR	MO.	DAY	YR.	003 U.S. OBLIGATION SPAN	004 PROJECT TITLE
AS OF:	2	168		FY 65 Thru FY 69	DEVELOPMENT OF LAO NATIONAL ROAD SYSTEM - VIENTIANE-LUANG PRABANG ROAD
005 COOPERATING COUNTRY - REGION - AID/W OFFICE					
Laos					

**006 FUNDING TABLE**

AID DOLLAR FINANCING-OBLIGATIONS (\$000)	TOTAL	CONTRACT (NON-ADD)	PERSONNEL SERVICES			PARTICIPANTS		COMMODITIES		OTHER COSTS	
			AID	PASA	CONTRACT	DIR. PASA	CONTRACT	DIR. PASA	CONTRACT	DIR. PASA	CONTRACT
CUMULATIVE NET THRU ACTUAL YEAR (FY 1968)	4,812	(648)		(942)*	165	-	-	1,105	-	59	483
PROPOSED OPERATIONAL YEAR (FY 1969)	341	(169)		(270)*	12	-	-	150	-	22	157

CCC VALUE OF P.L. 480 COMMODITIES (\$000) → Thru Actual \*included in "General" Operational Year  
 --Year : project Program :

**007 IMPLEMENTING AGENCY TABLE**

If contractors or participating agencies are employed, enter the name and contract or PASA number of each in appropriate spaces below; in the case of voluntary agencies, enter name and registration number from M.O. 1551.1, Attachment A. Enter the appropriate descriptive code in columns b and c, using the coding guide provided below.

TYPE CODE b	TYPE CODE c	a. IMPLEMENTING AGENCY	TYPE CODE		d. CONTRACT/PASA/VOLAG NO.	e. LEAVE BLANK FOR AID/W USE
			b.	c.		
1. U.S. CONTRACTOR 2. LOCAL CONTRACTOR 3. THIRD COUNTRY CONTRACTOR 4. PARTICIPATING AGENCY 5. VOLUNTARY AGENCY 6. OTHER:	0. PARTICIPATING AGENCY 1. UNIVERSITY 2. NON-PROFIT INSTITUTION 3. ARCHITECTURAL & ENGINEERING 4. CONSTRUCTION 5. OTHER COMMERCIAL 6. INDIVIDUAL 7. OTHER:					
		1. Bureau of Public Roads	4	0	FE-5-00	
		2.				
		3.				

**PART I - PROJECT IMPACT**

**I-A. GENERAL NARRATIVE STATEMENT ON PROJECT EFFECTIVENESS, SIGNIFICANCE & EFFICIENCY.**

This summary narrative should begin with a brief (one or two paragraph) statement of the principal events in the history of the project since the last PAR. Following this should come a concise narrative statement which evaluates the overall efficiency, effectiveness and significance of the project from the standpoint of:

- (1) overall performance and effectiveness of project implementation in achieving stated project targets;
- (2) the contribution to achievement of sector and goal plans;
- (3) anticipated results compared to costs, i.e., efficiency in resource utilization;
- (4) the continued relevance, importance and significance of the project to country development and/or the furtherance of U.S. objectives.

Include in the above outline, as necessary and appropriate, significant remedial actions undertaken or planned. The narrative can best be done after the rest of PART I is completed. It should integrate the partial analyses in I-B and I-C into an overall balanced appraisal of the project's impact. The narrative can refer to other sections of the PAR which are pertinent. If the evaluation in the previous PAR has not significantly changed, or if the project is too new to have achieved significant results, this Part should so state.

008 NARRATIVE FOR PART I-A (Continue on form AID 1020-25 I as necessary):

There is no previous PAR for this project. There follows a brief summary of the history of the project from its beginning:

Rehabilitation of the Vientiane-Luang Prabang road was one of the specific projects listed for accomplishment by the Bureau of Public Roads (BPR) when the PASA was

MISSION DIRECTOR APPROVAL →	SIGNATURE <i>[Signature]</i>	DATE <i>[Date]</i>
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## PAR CONTINUATION SHEET

This sheet is to be used for any Narrative Sections for which sufficient space has not been provided on the form. Identify each narrative by its Part and Section Designation.

concluded between AID and that agency on March 21, 1960. Due to the political unrest in Laos in 1960-61, it was not possible to contemplate implementation of any work until late in 1964, at which time a brief reconnaissance trip was made over the route to ascertain its condition and provide a basis for preliminary estimates. Following tentative approval of the project at the Mission level, BPR provided a team on TDY from Washington, D.C. to make a thorough investigation of the road and bridges and to prepare a detailed cost estimate and plan of work. This assignment was completed in April, 1965 and the project was included in the FY 1966 budget submission to AID/Washington for approval. Included in the plan of work was the proposal to acquire the full complement of equipment, camp buildings, and supplies and parts on hand from the Nam Ca Dinh project contractor, Grove-Jones.

The project was approved on the basis that it would be considered primarily a training facility to strengthen the capabilities of the RLG Ministry of Public Works, and funds were made available in FY 1966 to purchase the Grove-Jones equipment and camp, purchase necessary commodities, and expand the BPR complement to staff this large force account project. That portion of RIG-13 between Nam Lik, Km. 95 and the beginning of mountainous terrain at approximately Km. 248, was to be reconstructed to a width of 7 meters, surfaced to a depth of 15 cm. with granular material to provide an all-weather surface, and culverts and bridges improved as found necessary; principal stream crossings were to be bridged with Bailey-type structures. The mountainous section from Km. 248 to the end of the project at Xieng Ngeun was to be reconstructed to a width of 5 meters, with turn-outs for passing to be constructed where possible, 15 cm. of surfacing applied, and bridges and culverts repaired or replaced as on the southern section.

The Grove-Jones equipment was moved from the Nam Ca Dinh project to Vientiane in August and September by the contractor under an agreement concluded with the Mission, and was subsequently moved onto this project by USAID.

Work began on reconstruction of the Nam Lik bridge in October, 1965 from a small temporary camp south of the site. The structure was completed and dedicated early in January, 1966 and road reconstruction was begun from the first large camp which had been erected just north of the Nam Lik river.

Reconstruction in accordance with the prescribed criteria has continued since that time without significant problems. The base camp was moved successively to a site near Vang Vieng at Km. 156, to Muong Kassy at Km. 215, and thence to Sala Phou Khoun at Km. 257, just south of the intersection of RIG-7 with RIG-13. From this location, as of December 31, 1968, the camp will be moved to the last site at Kiou Kocham, Km. 315, from which base all remaining work will be completed.

(1) Over-all performance and effectiveness of project implementation is considered to be outstanding. The project goal of training 50 RLG personnel in road construction has been exceeded (see page 2) and there are the bonus benefits described below.

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(2) The contribution to achievement of sector and goal plans has been most impressive, there being decidedly visible improvements to the economy, security and stability of the areas through which reconstruction has been completed. See Item 011, page 5.

(3) The training benefits of the project are considerable and are described on page 2 and on page 5A.\* Also, the project has produced savings to both USAID and RLG programs through reduction of air transportation costs to the towns of Vang Vieng and Muong Kassy. Additional and larger savings will result when ground transportation is opened between Vientiane and Luang Prabang. The important bonus benefits of the project, however, stem from the political importance of connecting the political and commercial capitals of the country and accelerating the economic development of the areas traversed.

(4) This project will terminate in FY 1969 on schedule, as project objectives will be attained in June, 1969. Assistance to the RLG in the field of road maintenance will be given under Project 439-11-310-010, Development of Lao National Road System (General). The necessity for additional assistance in maintenance is explained in the comments for Item 094 on page 8.

\* If further details on the training aspects of this project are desired, please see: TOAID A-982, March 13, 1966; TOAID A-452, September 29, 1967; TOAID A-1229, May 31, 1969.

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PART I-B - PROJECT EFFECTIVENESS

I-B-1 - OUTPUT REPORT AND FORECAST - (See detailed instructions)

DDE IO. D/W ISE VLY	2. This section is designed to record progress toward the achievement of each project output target which was scheduled in the PIP, Part II. Where progress toward a target is significantly greater or less than scheduled, describe reason(s) beneath the target.	ACTUAL AND PLANNED OUTPUTS (ALL DATA CUMULATIVE)				
		3 ACTUAL CUM. TO DATE	4. AS OF PRIOR JUNE 30		5. PLANNED BY NEXT JUNE 30	6. PROJECTED TOTAL FOR PROJECT LIFE
			a. PLANNED	b. ACTUAL		
	<p>There is no PIP for this project at present. However, the following elements would be suitable for the PIP, Part II:</p> <ol style="list-style-type: none"> <li>1. Reconstruct and rehabilitate the 275-km. portion of RIG-1<sub>B</sub> between the Nam Lik river, 95 kms. north of Vientiane, and Xieng Ngeun to make it an all-weather road.</li> <li>2. Strengthen the capability of the RLG to assume responsibility for building and maintaining a system of highways and feeder roads by providing on-the-job and structured training in all phases of the project for approximately 50 employees of the Ministry of Public Works.</li> <li>3. Assist the Lao economy by helping to create a pool of skilled and semi-skilled construction workers for use on other construction projects (including planned dam construction) as well as the simpler type of construction activity found in Lao towns and villages.</li> </ol> <p>(See page 3 for description of the training and the skills learned.)</p>	235 kms.	165 kms.	180 kms.	290 kms.*	290 kms.*
		<p>*It was necessary to reconstruct an additional 15 kms. of RIG-1<sub>B</sub> in order to reach the Nam Lik.</p>				
		<p>Number of Lao trained:</p>				
		149	50	97	152	152*
		<p>*Not all employees remained with the RLG, but some moved on to construction activity elsewhere.</p>				
		<p>Approximate figures:</p>				
		200	journeymen and near-journeymen			200
		80	semi-skilled			80

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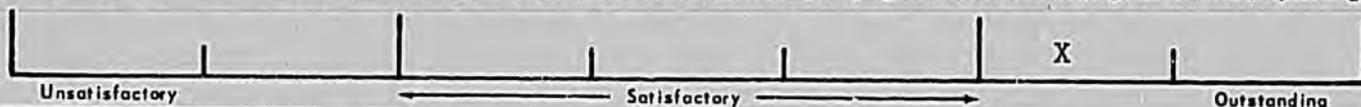
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## PART I-B -- Continued

010

## B.2 - OVERALL ACHIEVEMENT OF PROJECT TARGETS

Place an "X" within the bracket on the following seven-point scale that represents your judgment of the overall progress towards project targets:



## PART I-C - PROJECT SIGNIFICANCE

011

## C.1 - RELATION TO SECTOR AND PROGRAM GOALS (See detailed instructions M.O. 1026.1)

This section is designed to indicate the potential and actual impact of the project on relevant sector and program goals. List the goals in col. b and rate potential and actual project impact in cols. c and d.

a. CODE NO. (AID/W USE ONLY)	SCALE FOR COLUMN c: 3= Very Important; 2= Important; 1= Secondary Importance SCALE FOR COLUMN d: 3= Superior/Outstanding; 2= Adequate/Satisfactory/Good; 1= Unsatisfactory/Marginal	c. POTENTIAL IMPACT ON EACH GOAL IF PROJECT ACHIEVES TARGETS	d. ACTUAL IMPACT ON GOAL TO DATE RELATIVE TO PROGRESS EXPECTED AT THIS STAGE
b.	SECTOR AND PROGRAM GOALS (LIST ONLY THOSE ON WHICH THE PROJECT HAS A SIGNIFICANT EFFECT)		
(1)	To strengthen the RLG through the training of numerous Lao nationals in new skills.	2	2
(2)	To contribute to the economy, security and stability of the country by restoring ground transportation between the two capitals of Laos.	3	3
(3)	To contribute to RLG and USAID programs by assuring adequate and reliable ground transportation is available from Vientiane to Luang Prabang.	2	2
(4)			

For goals where column c. is rated 3 or 2 and column d. is rated 1, explain in the space for narrative. The narrative should also indicate the extent to which the potential impacts rated 3 or 2 in column c. are dependent on factors external to the achievement of the project targets, i.e., is there a substantial risk of the anticipated impact being forestalled by factors not involved in the achievement of project targets. If possible and relevant, it also would be useful to mention in the narrative your reading of any current indicators that longer-term purposes, beyond scheduled project targets, are likely or unlikely to be achieved. Each explanatory note must be identified by the number of the entry (col. b) to which it pertains.

012 NARRATIVE FOR PART I-C.1 (Continue on form AID 1020-25 I):

(1) The many Lao nationals employed on the project have all gained skills that will enable them to contribute to the development of the country. Village residents having knowledge only of farming and hunting have been trained to operate equipment units; they have learned to mix and place concrete; to cut, bend, place and tie reinforcing steel; to wire buildings and install plumbing. The workers trained on this project will form a pool of labor available for future construction projects that would otherwise import such skills.

Approximately 50 American and TCN instructors give the training. This training is on-the-job training for men already qualified as journeymen workers. Other trainees, however, receive planned training with lessons and demonstrations. This structured training and closely controlled work experience prepares the trainees to move into journeyman slots. Ninety of the "graduates" of the structured training program have moved into journeyman slots as there is fairly constant attrition in the journeyman category as favorable employment opportunities occur elsewhere.

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Examples of on-the-job training for RLG personnel are:

- project management
- highway construction superintendent
- bridge construction superintendent
- engineer instrumentation (also structured training)
- draftsmen (also structured training)
- construction foremen
- laboratory technician (also structured training)

Structured training is given for the following positions:

- automotive electrician
- bridge erector
- heavy duty driver
- engineering aides
- lubrication men
- automotive mechanics
- mechanical equipment maintenance
- machinist
- welders
- construction equipment operators
- stock control clerks and other clerical

There is training for 90 days or more in the following skills capable of producing semi-skilled workers:

- carpentry
- concrete placement
- plumbing
- electrical installation
- reinforcing steel assembly
- surveying (rod & line man)
- bridge and culvert assembly
- food preparation

(2) The reopening and improvement of this route to permit all-weather use has already produced benefits readily noticeable in the communities along the road that were previously inaccessible. Regular bus and truck schedules have been established from Vientiane; village stores are stocked with commodities not formerly available; irrigation projects have been completed to increase agricultural production, and movement of troops to assist in security measures has been facilitated. Government officials have been able to visit the areas and provide information on government activities and goals.

(3) RLG and USAID programs in almost every field of endeavor require reliable transportation of people and/or commodities. Completion of this project will permit access into progressive agricultural areas for resettlement of refugees, and will provide assured ground transportation to the royal capital.

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## PART I-C - Continued

## C.2 - GENERAL QUESTIONS

These questions concern developments since the prior PAR. For each question place "Y" for Yes, "N" for No, or "NA" for Not Applicable in the right hand column. For each question where "Y" is entered, explain briefly in the space below the table.	MARK IN THIS COL.
013 Have there been any significant, unusual or unanticipated results not covered so far in this PAR?	N
014 Have means, conditions or activities other than project measures had a substantial effect on project output or accomplishments?	N
015 Have any problems arisen as the result of advice or action or major contributions to the project by another donor?	N
016 If the answer to 014 or 015 is yes, or for any other reason, is the project now less necessary, unnecessary or subject to modification or earlier termination?	N
017 Have any important lessons, positive or negative, emerged which might have broad applicability?	N
018 Has this project revealed any requirement for research or new technical aids on which AID/W should take the initiative?	N
019 Do any aspects of the project lend themselves to publicity in newspapers, magazines, television or films in the United States?	Y
020 Has there been a lack of effective cooperating country media coverage? (Make sure AID/W has copies of existing coverage.)	N
021 <u>NARRATIVE FOR PART I-C.2</u> Identify each explanatory note by the number of the entry to which it pertains. (Continue on form AID 1020-25 I as necessary):	

019 - Some sections of the project provide opportunities for dramatic road construction photographs. Restoration of traffic between the two capital cities of Laos and its effect on the economy, unification and security of the country provides opportunity for feature articles.

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## PART II - IMPLEMENTATION REPORT

## II-A - STATUS OF SCHEDULE

022 A-1 - INDIVIDUAL ACTIONS (See detailed instructions M.O. 1026.1). This is a listing of major actions or steps which were scheduled for physical start or continuing implementation in the reporting period as reflected in the Project Implementation Plan, Part I.

PIP ITEM NO.	MAJOR ACTIONS OR STEPS; CAUSES AND RESULTS OF DELAYS; REMEDIAL STEPS	(b) STATUS - PLACE AN "X" IN, ONE COLUMN		
		(1) BEHIND SCHEDULE	(2) ON SCHEDULE	(3) AHEAD OF SCHEDULE
1.	Mobilize necessary personnel, equipment, supplies and materials.		Completed	
2.	Transport the above to beginning of project at Nam Lik and erect construction camp.		Completed	
3.	Regrade and widen existing roadway between Nam Lik and Vang Vieng, replacing damaged and/or rotten bridges with Bailey bridges as required, install culverts as required and place 15 cm. granular surfacing.		Completed	
4.	Move construction camp to Vang Vieng and transfer maintenance of completed section to RLG.		Completed	
5.	Reconstruct existing roadway between Vang Vieng and Muong Kassy as in 3 above.		Completed	
6.	Move construction camp to Muong Kassy and transfer maintenance of completed section to RLG.		Completed	
7.	Reconstruct existing roadway between Muong Kassy and Phou Khoun as in 3 above.		Completed	
8.	Move construction camp to Phou Khoun.		Completed	
9.	Reconstruct existing roadway between Phou Khoun and Kiou Kocham as in 3 above.		Completed	
10.	Move construction camp to Kiou Kocham.		Completed	
11.	Reconstruct existing roadway between Kiou Kocham and the end of the project at Xieng Ngeun as in 3 above.			X
12.	Maintain mountain section between Muong Kassy and Xieng Ngeun during first rainy season after completion (1969) to determine slide areas and check adequacy of drainage.		(See 14 below)	
13.	Demobilize project and reassign personnel and equipment.		In planning	
14.	Transfer completed project to RLG for maintenance, with assistance to be provided the RLG Highway Department under project "Development of Lao National Road System (General)."		In planning	
			(See comment for Item 094 on page 8)	

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PART II - Continued

023 II-A.2 - OVERALL TIMELINESS

In general, project implementation is (place an "X" in one block):

(a) On schedule	
(b) Ahead of schedule	X
(c) Behind schedule	
(1) AID/W Program Approval	
(2) Implementing Agency (Contractor/Participating Agency/Voluntary Agency)	
(3) Technicians	
(4) Participants	
(5) Commodities (non-FFF)	
(6) Cooperating Country	
(7) Commodities (FFF)	
(8) Other (specify):	

BLOCK (c): If marked, place an "X" in any of the blocks one thru eight that apply. This is limited to key aspects of implementation, e.g., timely delivery of commodities, return of participants to assume their project responsibilities, cooperating country funding, arrival of technicians.

II-B - RESOURCE INPUTS

This section appraises the effectiveness of U.S. resource inputs. There follow illustrative lists of factors, grouped under Implementing Agency, Participant Training and Commodities, that might influence the effectiveness of each of these types of project resources. In the blocks after only those factors which significantly affect project accomplishments, write the letter P if effect is positive or satisfactory, or the letter N if effect is negative or less than satisfactory.

1. FACTORS-IMPLEMENTING AGENCY (Contract/Participating Agency/Voluntary Agency)

024 IF NO IMPLEMENTING AGENCY IN THIS PROJECT. PLACE AN "X" IN THIS BLOCK:		032 Quality, comprehensiveness and candor of required reports	
		033 Promptness of required reports	
025 Adequacy of technical knowledge	P	034 Adherence to work schedule	P
026 Understanding of project purposes		035 Working relations with Americans	P
027 Project planning and management	P	036 Working relations with cooperating country nationals	P
028 Ability to adapt technical knowledge to local situation	P	037 Adaptation to local working and living environment	P
029 Effective use of participant training element		038 Home office backstopping and substantive interest	
030 Ability to train and utilize local staff		039 Timely recruiting of qualified technicians	P
031 Adherence to AID administrative and other requirements		040 Other (describe):	

2. FACTORS-PARTICIPANT TRAINING

041 IF NO PARTICIPANT ELEMENT IN PROJECT. PLACE AN "X" IN THIS BLOCK:	X	TRAINING UTILIZATION AND FOLLOW UP	
PREDEPARTURE		052 Appropriateness of original selection	
042 English language ability		053 Relevance of training for present project purposes	
043 Availability of host country funding		054 Appropriateness of post-training placement	
044 Host country operational considerations (e.g., selection procedures)		055 Utility of training regardless of changes in project	
045 Technical/professional qualifications		056 Ability to get meritorious ideas accepted by supervisors	
046 Quality of technical orientation		057 Adequacy of performance	
047 Quality of general orientation		058 Continuance on project	
048 Participants' collaboration in planning content of program		059 Availability of necessary facilities and equipment	
049 Collaboration by participants' supervisors in planning training		060 Mission or contractor follow-up activity	
050 Participants' availability for training		061 Other (describe):	
051 Other (describe):			

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## PART II-B - Continued

## 3. FACTORS-COMMODITIES

PLACE AN "X" IN APPROPRIATE BLOCK:	062 FFF	063 NON-FFF	064 NO COMMODITY ELEMENT		
			X		072 Control measures against damage and deterioration in shipment.
065 Timeliness of AID/W program approval (i.e., PIO/C, Transfer Authorization).					073 Control measures against deterioration in storage.
066 Quality of commodities, adherence to specifications, marking.				P	074 Readiness and availability of facilities.
067 Timeliness in procurement or reconditioning.				P	075 Appropriateness of use of commodities.
068 Timeliness of shipment to port of entry.				P	076 Maintenance and spares support.
069 Adequacy of port and inland storage facilities.					077 Adequacy of property records, accounting and controls.
070 Timeliness of shipment from port to site.				P	078 Other (Describe):
071 Control measures against loss and theft.					

Indicate in a concise narrative statement (under the heading a. Overall Implementation Performance, below) your summary appraisal of the status of project implementation, covering both significant achievements and problem areas. This should include any comments about the adequacy of provision of direct hire technicians as well as an overall appraisal of the comments provided under the three headings (b, c & d) which follow. For projects which include a dollar input for generation of local currency to meet local cost requirements, indicate the status of that input (see Detailed Instructions).

Discuss separately (under separate headings b, c & d) the status of Implementing Agency Actions, Participants and Commodities. Where above listed factors are causing significant problems (marked N), describe briefly in the appropriate narrative section: (1) the cause and source of the problem, (2) the consequences of not correcting it, and (3) what corrective action has been taken, called for, or planned by the Mission. Identify each factor discussed by its number.

079 NARRATIVE FOR PART II-B: (After narrative section a. Overall Implementation Performance, below, follow, on form AID 1020-25 I as needed, with the following narrative section headings: b. Implementing Agency, c. Participants, d. Commodities. List all narrative section headings in order. For any headings which are not applicable, mark them as such and follow immediately below with the next narrative section heading.)

a. Overall Implementation Performance.

Project implementation has been highly satisfactory. The work has been performed efficiently and skillfully, and the project will be completed within the originally scheduled time frame and at less than the estimated cost. Competent technicians in adequate numbers have been provided by the implementing agency, BPR, necessary commodities have reached the project in a timely manner, and training of Lao nationals, one of the prime goals of the project has produced better than anticipated results.

(b) Implementing Agency: BPR has made adequate provision for competent technicians and for the necessary logistical support to assure completion of the project goals as planned.

(c) Participants: There is no participant element in this project.

(d) Commodities: There have been few problems with commodities on this project. The bulk of the heavy equipment parts and major supplies such as culvert pipe, cable, iron and steel, and all new equipment units are purchased through BPR channels. Common-use items such as cement, reinforcing steel, POL, emergency off-shore procurements, are handled through USAID channels. Performance in both areas has been satisfactory.

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## PART III - ROLE OF THE COOPERATING COUNTRY

The following list of illustrative items are to be considered by the evaluator. In the block after only those items which significantly affect project effectiveness, write the letter P if the effect of the item is positive or satisfactory, or the letter N if the effect of the item is negative or less than satisfactory.

## SPECIFIC OPERATIONAL FACTORS:

080	Coordination and cooperation within and between ministries.	
081	Coordination and cooperation of LDC gov't. with public and private institutions and private enterprise.	
082	Availability of reliable data for project planning, control and evaluation.	
083	Competence and/or continuity in executive leadership of project.	
084	Host country project funding.	
085	Legislative changes relevant to project purposes.	
086	Existence and adequacy of a project-related LDC organization.	
087	Resolution of procedural and bureaucratic problems.	
088	Availability of LDC physical resource inputs and/or supporting services and facilities.	I
089	Maintenance of facilities and equipment.	
090	Resolution of tribal, class or caste problems.	
091	Receptivity to change and innovation.	
092	Political conditions specific to project.	
093	Capacity to transform ideas into actions, i.e., ability to implement project plans.	
094	Intent and/or capacity to sustain and expand the impact of the project after U.S. inputs are terminated.	N
095	Extent of LDC efforts to widen the dissemination of project benefits and services.	
096	Utilization of trained manpower (e.g., participants, counterpart technicians) in project operations.	
097	Enforcement of relevant procedures (e.g., newly established tax collection and audit system).	
098	Other:	
HOST COUNTRY COUNTERPART TECHNICIAN FACTORS:		
099	Level of technical education and/or technical experience.	
100	Planning and management skills.	
101	Amount of technician man years available.	
102	Continuity of staff.	
103	Willingness to work in rural areas.	
104	Pay and allowances.	
105	Other:	

In the space below for narrative provide a succinct discussion and overall appraisal of the quality of country performance related to this project, particularly over the past year. Consider important trends and prospects. See Detailed Instructions for an illustrative list of considerations to be covered.

For only those items marked N include brief statements covering the nature of the problem, its impact on the achievement of project targets (i.e., its importance) and the nature and cost of corrective action taken or planned. Identify each explanatory note.

106 NARRATIVE FOR PART III (Continue on form AID 1020-25 I): The host country has had no role in the actual operation of this project. It is U.S.-supervised construction, a project intended primarily to serve as a training facility for Lao nationals. The LDC has provided necessary rights-of-way, aggregate sources, and raw timber when required. No LDC funds have been requested or utilized on the project.

094 - Additional equipment must be provided the RLG to properly maintain this facility when completed, and further training in maintenance of mountain roads will be necessary as the Lao have had no experience in such activities. It is expected that maintenance demands will be unusually heavy during the first rainy season because of the particularly difficult terrain traversed. Major slides are expected due to the combination of tropical rains and the unsettled soils condition. The exact drainage patterns were difficult to predict during the construction phase as there is a serious lack of rainfall information in the mountainous areas. Some rather major repair work is anticipated as a result of slides and washouts which sufficient Lao technicians have not previously experienced. The 27-km. Luang Prabang-Xieng Ngeun road provides an example of the difficulties that can be expected. During the first rainy season after its completion (major improvements to an existing road), there were 27 slides after one series of heavy rains in 1965.

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## PART IV -- PROGRAMMING IMPLICATIONS

## IV-A -- EFFECT ON PURPOSE AND DESIGN

Indicate in a brief narrative whether the Mission experience to date with this project and/or changing country circumstances call for some adjustment in project purposes or design, and why, and the approximate cost implications. Cover any of the following considerations or others that may be relevant. (See Detailed Instructions for additional illustrative considerations.) Relevant experience or country situations that were described earlier can simply be referenced. The spelling out of specific changes should be left to the appropriate programming documents, but a brief indication of the type of change contemplated should be given here to clarify the need for change. For example, changes might be indicated if they would:

1. better achieve program/project purposes;
2. address more critical or higher priority purposes within a goal plan;
3. produce desired results at less cost;
4. give more assurance of lasting institutional development upon U.S. withdrawal.

107 NARRATIVE FOR PART IV-A (Continue on form AID 1020-25 I):

Mission experience to date with this project does not indicate any need for adjustment in project purpose or design. It is a straight forward construction project that is accomplishing its goals of providing a training facility and at the same time producing an infrastructure that will contribute directly to the economy and unification of the country.

## IV-B -- PROPOSED ACTION

108 This project should be (Place an "X" in appropriate block(s)):

- |  |   |
|--|---|
| 1. Continued as presently scheduled in PIP.  |   |
| 2. Continued with minor changes in the PIP, made at Mission level (not requiring submission of an amended PIP to AID/W).             |   |
| 3. Continued with significant changes in the PIP (but not sufficient to require a revised PROP). A formally revised PIP will follow. |   |
| 4. Extended beyond its present schedule to (Date): Mo. ___ Day ___ Yr. ___. Explain in narrative, PROP will follow.                  |   |
| 5. Substantively revised. PROP will follow.  |   |
| 6. Evaluated in depth to determine its effectiveness, future scope, and duration.  |   |
| 7. Discontinued earlier than presently scheduled. Date recommended for termination: Mo. ___ Day ___ Yr. ___                          |   |
| 8. Other. Explain in narrative.  | X |

109 NARRATIVE FOR PART IV-B:

Terminate as project will accomplish objective in June, 1969.

UNCLASSIFIED

SECURITY CLASSIFICATION