



Laying the Foundation for Peace

Manowa-Sandaru Road Project **Update - February 20, 2010**

The TPF Executive Director traveled to Sierra Leone on Feb 1 and arrived in Freetown early on Feb 3.

At 6:30 AM the team departed for Sandaru with a planned stop in Kenema to meet with the regional SLRA Director, Albert Monseray. Progress to date, problems, and planned solutions were discussed. After resolving some logistics for the Sandaru campsite, we continued the journey. We knew the Phase I clearing had reached the Penguia Chiefdom zone on the road way and the machinery had performed well along the way.



The road at Woroma



A glimpse of the road entering Woroma, the first village in Penguia Chiefdom



The very challenging Sengema Hill



Women approaching the Sengema hill



Paramount Chief Jibilla of Penguia and a Sengema elder discuss the work on the hill with Fred Leigh and TT De Abreu.

The Chief observed that only the D7 dozer is working and the D6 dozer ran out of fuel. He indicated that fuel resupply issues may slow the work toward Sandaru, and that he was not satisfied with the rate of progress toward Sandaru. This was a short meeting with the Chief and we agreed to meet the following morning to continue our discussion and address Taia LLC issues as well.



“An “Old Ma” was watching the dozer working and turned toward me clapping her hands and smiling. But she wanted to pose for this photo.” – Fred Leigh

As we continued toward Sandaru, we could see that there had been less than one KM of clearing progress. There was not enough machinery working in Penguia. We had been told that a D8 dozer would be brought to the area to speed up the work, but it had not arrived. We later learned that the D8 was diverted to the Kenema-Pendembu road project because of the President’s coming to launch that initiative on Feb 5.



Road to Sandaru



A typical area where concrete culverts will be installed in Phase II



Some areas will require double culverts.



Double culvert Area

After meeting with the Paramount Chief on Feb 4, we traveled to Lalehun just across from the border with Guinea. This village, seven miles from Sandaru, is not along the Manowa-Sandaru Road. Most of the commercial activity of the village is across the river into Guinea. Some of the children walk this road daily for schools in Sandaru.



Fred Leigh meets with the Lalehun Section Chief Morris. He expressed great appreciation for the Manowa-Sandaru road project and hoped that his road to Sandaru would someday be repaired. Pictured as well are Lucy Jbilla, the TPF Liaison Representative, and District Councilor Daniel who lives in Lalehun.

We spent the night in Sandaru camp and held a meeting with the TPF Public Information Committee that helps us keep the people informed and provides information on concerns.



Fred Leigh and TT De Abreu with TPF Public Information Committee

After the meeting on Feb 5, we traveled to Kailahun, the District Capital. We had been invited to the reception for the President by the District Chairman, Tom Nyuma. This was the first visit of the President to Kailahun District, a stronghold of the opposition political party.



Manowa-Sandaru Road



“Ditching” by local labor in the Manowa zone. Ditching is currently being done along the entire road way and is a principal source for wages by the local people. SLRA pays by the meters of work accomplished by the individuals.

We returned to Sandaru from Kailahun late on Feb 6. The following morning we met with the Paramount Chief Jibilla to discuss the planned agenda for the TPF Director’s meeting with the SLRA Director of Maintenance in Freetown. The major issues for that meeting were: the behind schedule performance--- the clearing was not 85% complete as had been projected by Mr Suaray; there was not enough equipment working in the Penguia Chiefdom; and yet SLRA wanted a timely release of the tranche for Phase II which starts the culvert and bridge work and continues ditching. On the way we met with Mr. Suaray and discussed the performance issues. He acknowledged the problems and said he would be in Penguia for the next two weeks to supervise the work. He also said the D8 dozer was coming up.

In the meeting on Feb 8, the issues and performance problems were discussed. The TPF Director stated conditions for release of the second tranche as follows:

1. By Feb 13 there must be 10KM of progress toward Sandaru.

2. This level of progress will be confirmed in a conference call with PC Jibilla on Feb 15 and information from the TPF Liaison Representative.
3. When Phase II begins with culvert work in the Manowa zone, construction of the concrete bridges in the Penguia zone must start at the same time.
4. Since Phase II work will cause temporary closures, by-passes will be made when possible and SLRA must have a communications plan to keep people informed of the disruptions.
5. SLRA will provide TPF with a report every two weeks citing progress, problems and proposed solutions, and projections of progress in the next two weeks.
6. If 1 and 2 are satisfied, TPF will authorize release of the second tranche.

The Director of Maintenance agreed to all of the above and gave a report on Feb 12 that was confirmed on Feb 15. He also made us aware of the impact of GOSL new 15% tax on Goods and Services that affects the Phase II and III budgets. The tax became effective on Jan 1, 2010.

On Feb 16 we authorized release of the second tranche for Phase II.

The following pictures reflect the work accomplished between Feb 8 and 15:



The road from Sengema to Sandaru



On the way to Sandaru



Cleared to Sandaru



Entering Sandaru



Heavy Dozer in Sandaru