

SPM/021/0057/5

31.10.82

SCHOOL BUILDING PROJECT
PROGRESS REPORT
OCTOBER 31, 1982

1. PROGRESS OF INDIVIDUAL OBJECTS

a) Objects Completed January - November 1982

- Unit 2, including houses, kitchen not yet in use
- 16 semi-detached houses in Tabora
- 3 mothers' hostels in Tabora
- 5 houses near Ilala
- 2 single flats at Kliptown
- garment factory
- extension to mechanical and welding workshops
- Dennis house
- classroom blocks 9 and 10
- cattle kraal and staff house at kraal
- "Havana" renovation - temporary laboratory, site office
- renovations to Carpentry Workshop

b) Objects to be Completed by December 1982

- Unit 3
- electrical house in Tabora
- 2 houses near Ilala
- small mechanical spare parts store
- Finance Office extension (including Director's Office)
- machine yard at new farm complex
- farm office at new farm complex

c) Objects to be Completed in 1983

- Medical Centre
- Children's Centre plus six children's residences
- laboratory blocks
- Teachers' Block
- communal block in Tabora (kitchen, dining hall, social hall)
- 14 houses near Ilala
- Unit 4
- upgrading of Unit 1
- permanent electrical supply to the whole complex

d) Objects to Begin in 1983

- classroom blocks 7 and 8
- library
- 3 hostels in Tabora
- 5 semi-detached houses in Tabora
- dairy building
- animal feed mixing station
- mechanical workshop
- permanent water supply and reservoir
- sewage system

2. BUILDING MATERIALS - LOCAL AND IMPORTED

1982 has been our most successful year on the building site. By the end of the year, we will have completed and handed over 56 individual buildings. It is true that some are pretty small, like the mechanical spare parts store, but some are huge buildings like the classrooms, the dormitory blocks, community blocks, the machine yard, etc.

This has been possible in spite of the difficulties the site has experienced in obtaining local and imported materials. Inasmuch as 1982 has been our most successful year, it has also been our most difficult year as far as building materials are concerned.

Locally-produced materials have become almost unobtainable on the open market. Even reliable Government-owned firms have gone over to selling only to middlemen. We are forced to buy locally-produced materials at prices up to five times the normal price. This has naturally stretched our finances to the limit.

The unfortunate part is that most of these materials have been ordered abroad and would certainly have saved us thousands, yes even millions, if they had arrived in time.

Our buyers abroad are Danchurchaid, which is part of the World Lutheran Church. Their priorities, unfortunately, are determined by political events. We unofficially hear that at the present moment they are concentrating all their energies on Poland: firstly, to assist in the anti-government activities by sending food, clothing, etc., and secondly in competition with the Catholic Church. It is obvious, then, that everything else becomes secondary.

Apart from these reasons quoted above, an organisation like Danchurchaid, which has its own projects in many countries, will naturally give its own projects priority.

We feel it is time the Movement should seriously consider setting up its own International Purchasing Department. This won't solve our present material problems but it will certainly benefit Dakawa and all the other projects the Movement is still going to set up. It will also benefit the running of Somafco when it is complete.

The problems we are having with materials, the Supplies Department are having with food. In other words, such a department would benefit the whole movement because we are sure these problems we are facing in Tanzania are common to all the countries in Africa where we have a presence.

SIDA has shown a keen interest in helping to set up such a department. We feel the Movement should take advantage of this offer.

3. TRANSPORT AND BUILDING EQUIPMENT

a) Transport

Our transport position is, to say the least, pathetic. Of the ten trucks we have, only four are on the road and two of them are without windscreens and are not completely road-worthy. They can only be used internally at Mazimbu. The other two, that is the 30 ton Volvo and a 10 ton Mercedes Benz, must service the site with cement, timber, clear the docks, and still service Supplies with charcoal, monthly supplies deliveries, plus the farm with animal feeds from Dar es Salaam.

We are now again forced to hire outside contractors to help bridge this gap. This is not only becoming expensive but also becoming very difficult because of the shortages of spares, tires and fuel.

Most of our trucks are old and should be replaced. Apart from this problem we are faced by the general problem of the shortages of tires, spares and fuel.

This is compounded by the fact that of the ten trucks we have, only three are of the same make and model. For the rest we have four different makes divided into five Mercedes Benz (three different models), three Toyotas (three different models), one Volvo and one Gras (USSR).

The tire factory has been forced to close because of the shortages of raw materials. There is no indication when it will be opened again. We are convinced that it is closed indefinitely. One truck tire now sells on the black market for at least 10,000/- and a tube at 2000/-.

We have to sit down and find ways to overcome these problems together. We at Somafco certainly are in no position to solve them alone.

b) Building Equipment

The building equipment section is in an even worse position than the transport. Of the nine concrete mixers we have, only one mixer is working and this one is centrally situated; this means it is stationary. All the others are out of order and we cannot obtain their spare parts.

Our dumpers are all out of order and their spare parts are also unobtainable. On some parts of the site we have resorted to mixing concrete by hand, which is not only labour-intensive and slow, but also reduces the quality of the concrete by at least 40%. Or we are forced to ferry by wheelbarrow over long distances, when we can use the stationary mixer. This also reduces the quality.

At least six months ago we sent some money to our Rome Office to purchase some spare parts for our Italian-made machines. The money was acknowledged personally by Comrade Tammy when he attended the Youth Conference. He personally saw our machinery which was standing. Until now we have heard nothing from him, in spite of the numerous telexes we have sent him.

This situation is caused by the decision of the UNDP to cut their contributions to the liberation movements. The UNDP contributions have always been used mostly to purchase transport and building equipment. In fact, our building programme was designed in anticipation of the transport and building equipment we thought we would buy from UNDP funds.

4. BRIDGE

Our bridge was washed away in May 1981 and unfortunately is still not rebuilt because there are still no funds available.

Last year we managed to build a wooden bridge which has a limited carrying capacity. This has served us well and has saved us a considerable amount of money in wear and tear and fuel. But this wooden structure, which is built very primitively, is slowly reaching the end of its lifespan. This became very obvious last month when the river suddenly rose. Fortunately, it did not rise over the bridge; if it had, we would have no bridge now.

The Organisation must find the money to rebuild this bridge. Upgrading an alternative route will cost almost as much as rebuilding the bridge.

5. SEWAGE

The sewage position has reached crisis level. We now have eleven septic tanks which are perpetually overflowing. Some we can no longer empty because there is hardly a tanker in town which is still serviceable. We are now just leading the overflow into the fields.

We are faced with two problems, now that the summer is here. First, when it rains all this dirt is washed into the river

and we pump it up and drink it; and secondly, with the heat these pools of stagnant water, although covered by grass and weeds, are the breeding grounds for mosquitos and flies. The danger of epidemics breaking out at Somafo this summer are very real. I don't think I need stress the urgency of this project.

6. DOMESTIC WATER SUPPLY

At long last the Morogoro Water Department has given us a quotation for the supply line from the Morogoro water supply.

This project, for very obvious reasons, should also be given the priority it deserves.

7. DAKAWA

Dakawa has stagnated. There is nothing happening and one wonders whether any cultivating will take place this season. The cultivating season is upon us and Dakawa still has no farming equipment.

The proposition has been made that DAPP set up a designing team to start seriously with the planning of Dakawa, but there is still no response from DAPP.

Independently of this request, we also made a verbal request to Comrade Lindiwe for an architect when she last visited Mazimbu. She has since responded and has asked us for a job description.

We are also expecting two water engineers and one road engineer from Sweden in December or early January for a period of three months, to do a feasibility study on the water situation and also to draw up a feeder road plan.

It is necessary now at this stage to start identifying projects and submit them for funding. It would be necessary to set up a project advisory committee consisting of the Director, somebody from Agriculture and the Project Manager. This Committee would work closely with the project team that the Treasurer General is setting up.

It is also our view that this project team should be based, for very obvious reasons, at Somafo. Firstly, the biggest proportion of the projects will come from Somafo and Dakawa. Secondly, Somafo has all the necessary technical personnel who will be in a position to give all the necessary technical inputs that such a project team needs.

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If we want to swiftly overcome some of the problems mentioned (for example, transport, spares, tires, building equipment), it will be necessary to get this project team off the ground as soon as possible. If this cannot be done, then I can only recommend that we should review our building programme and cut it by at least 40%.

This statement is not said lightly, but is a real reflection of the position we are in. We can perhaps keep the pace for another six months, but if by then we don't get any inputs of transport, spares, tires and building equipment, things will practically grind to a halt.

At the present we cannot even continue with the renovations at Dakawa because of the lack of transport and building equipment.

The last point is, what we don't build this year will cost at least 50% more next year. Any cuts in the building programme are only going to compound our problems. We should mobilise all our energies to keep the programme intact because if we manage next year we will have broken the camel's back.

Amandla!

Oswald Dennis
Project Manager

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