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Washington, D.C.

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~~RETURN TO W. AFRICA FILES~~

CAMEROON - Loan 935/Credit 429 CM  
Vol. II



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**Archives**  
1381606  
R1981-015 Other #: 10795B  
Highway Project (02) - Cameroon - Credit 0429 - Loan 0935 - P000324 -  
Correspondence - Volume 2

This file is closed as of Dec 31, 74.

For further correspondence, please see VOL III.

RECORDS MANAGEMENT SECTION

Country CAMEROON	Loan # Credit # 935/429 Investment #	Project
<p style="text-align: center;">Title and Description</p> <p>Termes de References par le consultant charge de la mission de supervision des travaux de construction de la route Douala-Kekem (Pont du N, Kam, Douala-Loum, Loum-Kekem, Garoua Mora, Garoua-Figuil, Figuil-Maroua et Maroua-Mora. (xerox copy)</p>		
Document Date none	Prepared By ?	
Transmittal Letter No. Date	From No Letter-Copy Card for File <input checked="" type="checkbox"/>	Document # <b>121318</b>

Form No. 114  
(1-73)

le 26 décembre 1974

Son Excellence  
Monsieur Paul Tessa  
Ministre de l'Équipement de  
l'Habitat et des Domaines  
Yaoundé  
Cameroun

Objet: Prêt 935/Crédit 429-CM  
Deuxième Projet Routier

Monsieur le Ministre,

Nous tenons à vous remercier de l'accueil et de la coopération que les services de votre Ministère et de votre Gouvernement ont bien voulu réserver à Monsieur Byl durant son court séjour au Cameroun les 12 et 13 novembre dernier.

Monsieur Byl nous a rapporté que Monsieur le Directeur des Routes a notifié les entreprises le 6 novembre de l'attribution de tous les marchés relatifs à l'aménagement des routes Douala-Kekem, Bafoussam-Foumban et Garoua-Mora et qu'il comptait donner l'ordre de commencer les travaux de construction avant la fin du mois de novembre. La plupart des chantiers doivent donc déjà être en pleine activité ou le seront, nous l'espérons, avant la fin de l'année. Il nous apparaît pour cela important que vous procédiez à l'octroi des contrats de contrôle avec les consultants aussi vite que possible. Nous sommes d'accord avec la proposition que l'Administration retienne les services des consultants Gauff, Ingeroute et Lamarre-Valois pour tout sauf le contrôle géotechnique et passe un marché directement avec le Laboratoire des Travaux Publics du Cameroun pour ce contrôle. Toutefois, pour éviter des malentendus éventuels sur les responsabilités, nous suggérons que le personnel du Laboratoire affecté aux chantiers travaille selon les dispositions des consultants. Nous suggérons aussi, pour éviter des conflits d'intérêt, que les entrepreneurs puissent employer le Laboratoire seulement avec l'autorisation de l'Administration.

Les renseignements sur l'effet des augmentations des prix sur les coûts de construction dont nous disposons maintenant, ne nous permettent pas de faire une estimation suffisamment précise concernant le coût du projet. Nous vous serions donc reconnaissants de bien vouloir nous envoyer, chaque fois que des nouveaux bordereaux officiels de la Commission de Constatation des Prix seront disponibles, des mises à jour des coûts de construction. Monsieur le Directeur des Routes pourrait instruire les consultants qui lui prépareront ces mises à jour d'appliquer, en ce qui concerne les augmentations futures, la formule de révision de coûts employée par la Banque, ou s'ils ne l'appliquent pas, de nous en indiquer les raisons. Nous

Son Excellence Monsieur Paul Tessa

le 26 décembre 1974

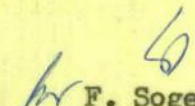
- 2 -

vous remettons ci-joint un exemplaire de cette formule à titre de référence.

En ce qui concerne l'étude d'entretien routier, nous avons envoyé un télégramme à Monsieur le Directeur des Routes le 16 novembre pour lui demander son évaluation détaillée des offres techniques qu'il a reçus et ses recommandations concernant le choix entre ces offres.

Il nous reste à attirer votre attention sur la question de l'assistance technique à votre Direction des Routes, et aux Ministères du Transport et du Plan. Monsieur Byl a transmis à Monsieur le Directeur des Routes des copies supplémentaires des curricula vitae des candidats dont nous avons déjà transmis une copie au Ministre du Plan en juin 1974. Nous espérons qu'il pourra trouver parmi ceux-ci les personnes qui lui conviennent ou qu'il pourra bientôt nous faire parvenir des curricula vitae de candidats de son choix.

Nous vous prions d'agréer, Monsieur le Ministre, l'expression de notre haute considération.

  
F. Soges  
Chef de la Division des Projets Routiers  
Bureau Régional de l'Afrique de l'Ouest

Pièce Jointe

c/w and cc: Mr. Erim  
copie: Monsieur René Esso  
Directeur des Routes  
Ministère de l'Equipement de l'Habitat et des Domaines

AByl: jh



EXCERPT FROM

REVISED INTERIM GUIDELINES ON TREATMENT OF PROJECT COST INCREASES

..... Unless a detailed analysis of expected specific price increases for a particular project indicates otherwise [and] in order to maintain reasonable consistency in price estimates used for various purposes, the price increases and contingency allowances [....] should be [....] as follows (annual percentage rates):

	<u>Equipment</u>	<u>Civil Works</u>
1973	20	24
1974	14	18
1975	11	15
1976-80	7.5	12

[....] the price escalation factors do not cover "special risks" that may be associated with the cost of the project.

At high rates of price increase, such as those indicated above, the total amounts allowed for price contingencies differ significantly depending on whether price increases are assumed, for the purpose of calculating price contingencies, to occur at the beginning of each year, at its end or more gradually, either on an average basis or on the basis of a detailed schedule of expenditures on the project during the year. It is recommended that as a general rule price contingencies for expenditures expected to be made in any particular year be calculated by compounding the estimated rates of price increase in prior years and one half the rate of price increase in the year concerned. For example, suppose that base estimates for equipment relate to the beginning of 1974 and expenditures are expected to be spread over three years, as follows:

1974	\$30
1975	50
1976	20
Total base estimate	<u>\$100</u>

price contingencies would then be calculated as follows (using the guidelines above):

$$1974 \quad 30 \times \left[ \left( 1 + \frac{0.14}{2} \right) - 1 \right] = 2.1$$

$$1975 \quad 50 \times \left[ \left\{ 1.14 \times \left( 1 + \frac{0.11}{2} \right) \right\} - 1 \right] = 10.0$$

$$1976 \quad 20 \times \left[ \left\{ 1.14 \times 1.11 \times \left( 1 + \frac{0.075}{2} \right) \right\} - 1 \right] = 6.2$$

Total price contingency: 18.3

i.e 18.3% of the basic estimate

This approach should normally provide a reasonable approximation of the effect of expected price increases on the cost of the project.



## OFFICE MEMORANDUM

TO: FILES  
FROM: M.C. Dick, WAPPR  
SUBJECT: CAMEROON: Second Highway Project  
Loan 935/Credit 429-CM

DATE: December 18, 1974

*Cameroon loan 935/CR 429 Adm*

1. I discussed a number of issues with Mr. Esso, Director of Roads, Ministry of Transport, as noted below. I also obtained an outline of the major items in the road program projected for the next few years, of relevance to the Transport Sector Strategy Paper now in the course of preparation.

Issues:-

2. (a) A copy of the latest price indices used in contracts was requested. This was obtained (held by Mr. Soges).
- (b) I advised that the Bank approved of Mr. Esso's proposal to ask for comparative costs to decide which consultants to appoint for the Highway Maintenance Study. This was welcomed by Mr. Esso.
- (c) Information was requested on the stage reached in appointment of supervision consultants for work already underway. Mr. Esso advised that the final price had not yet been agreed, but the consultants, already on site, had been asked to start work, with finalization of terms to be arrived at later.
- (d) Mr. Esso was advised that the contractors would require an official letter of authorization to proceed. He realized this.
- (e) Mr. Esso was advised that the Bank was anxious for the Technical Assistance posts included in the loan to be filled and would have no objection in principle to Mr. Esso's nominating candidates. Mr. Esso stated that the posts had not yet been filled, but only the curricula vitae of the proposed candidates were awaited, and when received the procedure previously agreed with Mr. Byl would be undertaken.
- (f) Mr. Esso was asked what, if any, change had been made in the technical standards for the 2nd project. He replied that it had, in fact, been decided not to make any alterations.

MCDick/jl

cc: Messrs. Brandreth, Soges (with attachment)

*Cameroon loan 935/cr 429 adm*

**OUTGOING WIRE**

TO: MONSIEUR RENE ESSO  
DIRECTEUR DES ROUTES  
MINEHDOM  
YAOUNDE

DATE: LE 16 DECEMBRE 1974

CLASS OF SERVICE: LT/1177  
(2844)

COUNTRY: CAMEROUN

TEXT:  
Cable No.: REFERENCE PRET 935-CM CREDIT 429-CM PROJET ROUTIER STOP SERIONS RECONNAISSANTS  
RECEVOIR PREMIERE CONVENANCE PRIMO VOTRE EVALUATION DETAILLEE OFFRES  
TECHNIQUES ETUDE ENTRETIEN ROUTIER SECUNDO VOTRE RECOMMANDATION SELECTION  
CONSULTANTS STOP VEUILLEZ BIEN ENVOYER REPONSE PAR TELEGRAMME SI BESOIN  
SUIVI PAR LETTRE STOP CONSIDERATION DISTINGUEE

SOGES

INTBAFRAD

**NOT TO BE TRANSMITTED**

AUTHORIZED BY:

F. Soges, Chief, WAPHW

NAME

DEPT.

SIGNATURE

(SIGNATURE OF INDIVIDUAL AUTHORIZED TO APPROVE)

REFERENCE:

Ln 935/Cr 429-CM

CLEARANCES AND COPY DISTRIBUTION:

Cleared with and cc: Messrs. Melegari,  
Steckhan

cc: Mr. Finne

AByl:mad *B*

For Use By Communications Section

**ORIGINAL (File Copy)**

(IMPORTANT: See Secretaries Guide for preparing form)

Checked for Dispatch: *[Signature]*

OPTIONAL FORM NO. 10 (REV. 5-22-64)

REFERENCE:  
SYMBOLS:  
DEPT:  
NUMBER:  
AUTHORIZED, BY:

DISPATCHED

DEC 16 6 07 PM 1974

COMMUNICATIONS SECTION  
L. SOBER, Chief, MVMH

BY: [Signature]  
CC: Mr. [Name]

CLASSIFIED BY: [Name] ON: [Date]  
DECLASSIFY ON: [Code]

NOT TO BE REPRODUCED

INTERNAL  
SOBER

TO: SAC, [Location] FROM: SAC, [Location]  
SUBJECT: [Subject]

FORM NO. 10

OPTIONAL FORM NO. 10

TO: SAC, [Location]  
FROM: SAC, [Location]

CLASSIFIED BY: [Name]  
DATE: [Date]

OPTIONAL FORM NO. 10

ORGANIZATION INTERNATIONAL DELEGATION	REORGANIZATION AND DELEGATION INTERNATIONAL BANK FOR	CORPORATION INTERNATIONAL FINANCE
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Handwritten notes and signatures at the bottom right of the page.

December 16, 1974

Mr. Roland F. Ehni  
Dipl.-Ing. Paul Pabst & Partner  
6600 Saarbrücken 1  
Postfach 710  
Federal Republic of Germany

Your ref. Eh/wie/4295

Dear Sir,

Thank you for your letter dated November 26 concerning the project for repair and maintenance of 950 km roads in rural areas in Cameroon. We have noted your interest and sent your documentation to our competent services.

However, as consultants are selected by the project executing agencies, I wish to refer you to the following authorities for all information regarding employment of consultants.

- (1) Son Excellence  
Le Docteur Maikano Abdoulaye  
Ministre du Plan et de l'Aménagement du Territoire  
Yaoundé, Cameroon
- (2) Monsieur René Esso  
Directeur des Routes  
Ministère de l'Équipement, de l'Habitat et des Domaines  
Yaoundé, Cameroon

Sincerely yours,

Isik Erim  
Loan Officer  
Country Programs Division  
Western Africa Regional Office

JPHalphen:mb *th*

## OUTGOING WIRE

*yellow*

TO: MONSIEUR RENE ESSO  
DIRECTEUR DES ROUTES  
MINENTOM  
YACOUNDE

DATE: LE 16 DECEMBRE 1974

CLASS OF  
SERVICE: LT (28)44

*Cameroon loan 935/Or 427*  
*Cameroon - 427 Adu*

COUNTRY: CAMEROUN

TEXT:  
Cable No.: REFERENCE PRET 935-CM CREDIT 429-CM PROJET ROUTIER STOP SERIONS RECONNAISSANTS  
RECEVOIR PREMIERE CONVENANCE PRIMO VOTRE EVALUATION DETAILLEE OFFRES  
TECHNIQUES ETUDE ENTRETIEN ROUTIER SECUNDO VOTRE RECOMMANDATION SELECTION  
CONSULTANTS STOP VEUILLEZ BIEN ENVOYER REPONSE PAR TELEGRAMME SI BESOIN  
SUIVI PAR LETTRE STOP CONSIDERATION DISTINGUEE

SOGES

INTBAFRAD

## NOT TO BE TRANSMITTED

## AUTHORIZED BY:

F. Soges, Chief, WAFHW

NAME

DEPT.

SIGNATURE

SIGNATURE OF INDIVIDUAL AUTHORIZED TO APPROVE:

REFERENCE:

In 935/Or 429-CM

ORIGINAL (File Copy)

(IMPORTANT: See Secretaries Guide for preparing form)

## CLEARANCES AND COPY DISTRIBUTION:

Cleared with and cc: Messrs. Melegari,  
Steckhan

cc: Mr. Finne

AByl:mad *AB*

For Use By Communications Section

Checked for Dispatch: \_\_\_\_\_

## OFFICE MEMORANDUM

TO: Mr. F. Soges, Chief, WAPHW

DATE: December 10, 1974

FROM: Adhemar Byl, Economist, WAPHW *AB.*SUBJECT: CAMEROON - Loan 935/Credit 429-CM  
Second Highway Project  
Short Supervision Mission  
Back-to-Office and Full Report*Cameroon loan 935/c 429 Order*

As agreed on November 1, 1974, I visited Cameroon on November 12 and 13, 1974 <sup>1/</sup> to make a short supervision of the Second Highway Project. Attached is my report which reveals no major unexpected items or issues except that cost estimates have increased further.

Cleared with and cc: Mr. Melegari, WAPHW

cc: Messrs. Thalwitz, Director, WAP  
Pouliquen, Asst. Director, WAP  
Rowe, Asst. Director, WAP  
King, Asst. to Director, WAP  
van der Tak, Director, VPSVP (3)  
Jaycox, Director, TRU (2)  
Bowron, PABP2  
Elliott, CTRAC  
Buhler, LEG  
Rychener, CTRDD  
de la Renaudiere, Director, WA2DR  
Steckhan, Chief, WA2DB  
Palein, WA2IB  
Denning, Program Coordinator, WANVP  
Reitter, Chief, WAFGA  
Mirza, Chief, WAFNG  
Wyss, Chief, WAFWA  
El Maaroufi, Chief, WAFUV  
Mrs. Saukel, WAPPR

Attachments - Supervision Summary and Annexes I-VII

AByl:mad

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<sup>1/</sup> Terms of Reference issued to Mr. Melegari dated October 22, 1974

IBRD AND IDA - SUPERVISION SUMMARY

Regional Office: Western Africa	Country: Cameroon	Project Name: Second Highway Project	Project No.: 3CAMTHO2	Loan <input checked="" type="checkbox"/> Credit <input checked="" type="checkbox"/> No.: 395/429-CM
Projects Dept./Div.: WAPHW	No. Code: 136/32	Projects Officer: M. Melegari	Loan Officer: M Palein	Board Date: 7/3/73
				Signing Date: 9/26/73

**SECTION 1: PERFORMANCE RATING**

STATUS: Problem Free - 1; Minor Problems - 2; Major Problems - 3  
 TREND: Improving - 1; Stationary - 2; Deteriorating - 3  
 TYPES OF PROBLEM: Financial - 1; Managerial - 2; Technical - 3; Political - 4; Other (explain) - 5  
 Designated a "problem project" in most recent SVP review: Yes - Y; No - N  N

	Last Summary	This Summary
3	3	3
2	2	2
1	1	1

**SECTION 2: SUMMARY PROJECT DESCRIPTION**

The project consists of (i) construction of the Garoua-Mora, Douala-Kekem, and Bafoussam (Pont du Noun)-Foumban roads; (ii) feasibility study of 400 km of forest roads; (iii) highway maintenance study; (iv) technical assistance to various Ministries.

**SECTION 3: PROJECT DATA (Do not advance FY time frame until after 3-month updating cycle which ends July 31.)**

Estimated/Actual As of:	Loan/Credit Effectiveness (Mo./Day/Yr.)	Project Completion (Mo./Yr.)	Loan/Credit Closing (Mo./Day/Yr.)	50% Loan/Credit 50%		Cumulative Disbursements Through Past FY 74 (\$xx.xm)	Current FY (\$xx.xm)	Next FY (\$xx.xm)
				Project Cost (\$xx.xm)	Amount (\$xx.xm)			
Beginning of FY*	12 27 73	6 77	6 30 78	70 5	48 0	0 5	8 5	23 5
Latest	12 20 73	6 78	6 30 78	91 5	48 0	0 0	8 5	23 5
			6 30 78	111 9	48 0	0 0	12 0	42 0

Legal closing date: \_\_\_\_\_ Disbursements to date: 0 0  
 As of date: 11.15.74

\* Use estimate which is "latest" at beginning of FY. A special beginning-of-FY estimate not required.

**SECTION 4: SUPERVISION SCHEDULE**

Ms. Return to HQ (Mo./Day/Yr.)	Final Rpt. Date (Mo./Day/Yr.)	Next Msn. Departure <u>2, 75</u>	Recommended interval between Missions (months) <u>6</u>	Time Expenditure (Optional) Projects (mw) _____ Programs (mw) _____
Latest <u>11, 18, 74</u>	<u>12, 19, 74 (O)*</u>	End of period covered by latest progress report <u>11, 18, 74</u>	FY Plan _____	
Previous <u>6, 11, 74</u>	<u>7, 23, 74 (FS)*</u>		FY to date _____	

\* Type of Report: FS = Full Supervision; CS = Combined Full/B-T-O; C = Completion; A = Appraisal; O = Other (explain in Section 5)

**SECTION 5: COMMENTS (Explain "other" in Section 1 and clarify, if necessary, the data contained in Sections 3 and 4.)**

O = Short Supervision

**SECTION 6: SUMMARY OF PROJECT STATUS, TREND, AND MAJOR PROBLEMS**

The total bid price for the construction of the three roads received in April 1974 was higher by about 35% than the appraisal estimate. During 1974, prices continued to increase rapidly and although no official indexes are available yet past March 1974, it is clear that these increases may well affect the contract prices by as much as 25 percent. On this basis, and in line with the latest Guidelines on Treatment of Project Cost Increase, the total project cost is now estimated at US\$112 million, compared to US\$70.5 million at appraisal. Mid-June 1974, the Government requested the Bank to finance part of the expected overrun and proposed awarding the construction contracts to the lowest bidders. The Bank approved the proposed contract awarding and agreed in principle to the financing of part of the cost overrun. The Government has awarded all contracts and construction is expected to start at the latest in January 1975. In the absence of recently published price indexes, it is impossible to determine exactly how much contract costs have increased already, and by how much they will increase further during construction. It is advisable to postpone a firm commitment on cost overrun financing until the amount of overruns can be determined more accurately, say in the second semester of FY1976 (see section 8 para. 3).

The Government has not made much progress in drawing up a program for the forest studies, but assured us that it will soon call the first meeting of the interagency task force set up for the purpose. The Government is evaluating technical proposals for the maintenance study from consultants, and is expected to send its recommendations to the Bank shortly. The Government is looking over the curricula vitae of the experts for technical assistance to the Ministries of Planning, Public Works, and Transport and is expected to let us know its view on this subject as soon as possible.

Preparing Officer: Adhemar Byl Initials: AB Date: 12/10/74

SUPERVISION SUMMARY

SECTION 7: ACTION TAKEN OR RECOMMENDED

1. I have already sent to the Director of Public Works an extra set of copies of the *curricula vitae* of candidates for technical assistance positions in the Ministries of Transport, Planning and Equipment (Section 8, para. 10).
2. The Highway Division should write to the Government stating that it can proceed with:
  - a) renegotiation and awarding of contracts for supervision of construction work (Section 8, para. 2); and
  - b) selection of a consulting firm to do the highway maintenance study (Section 8, para. 9).
3. In view of the still uncertain cost situation of the project, the Bank Group should consider postponing a decision on the amount of cost over-run to be financed by a supplementary loan (Section 8, para. 8).



SUPERVISION SUMMARY

SECTION 8: EXECUTION OF PROJECT

Construction Contracts

1. All construction contracts were awarded in November 1974 to four firms and all contracts have been signed by the Government<sup>1/</sup>. The contractors were asked by the Government on August 20, 1974 to start setting up their camps and prepare to start work and were served official notice of the approval of their contracts on November 6, 1974.

2. The contracts with the consultants, selected for construction supervision (Ingeroute for Douala-Kekem (Pont du N'Kam), Gauff for Bafoussam (Pont du Noun)-Foumban, Lammare-Valois for Garoua-Maroua-Mora), have not been signed, because the Government considers that the cost of those contracts is too high. The offers made by the consulting firms amount to US\$5 million equivalent (Annex III). The Government has invited the consultants for negotiations about the contracts as soon as possible. No negotiations have taken place, however. In the meantime, and in view of the high costs for geotechnic services in the consultants' contract offers, the Government has decided to suggest to the Bank Group that this element be taken out of the consultants' contracts and that the Laboratoire National des Travaux Publics take care of that task. The French Centre d'Etudes des Bâtiments et Travaux Publics would put the necessary personnel at the Government's disposition and this solution would be about 30% less expensive and equally good according to the Director of Public Works. It would have the additional advantage that this way, all the necessary equipment would be permanently at the Government's disposal, and the chances for training of local counterparts would be greater. The Government intends to send the consultants' contracts together with a contract for the Laboratoire National to the Bank Group for approval. We should inform the Government that it can proceed immediately with renegotiating and awarding the contracts to the consultants and the Laboratoire National without awaiting the Bank's approval.

Construction Schedules

3. The contractors were not yet officially told to start work; however, most of them are expected to start in December. In fact, some have already started topographic work and have completed or partially completed their camps. I advised the Director to serve notices to start work as soon as possible and was told that this would be done before November 20, 1974.

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<sup>1/</sup> Copies of the four contracts were given to me by the Director of Public Works. I deposited them in the Division file. Official copies will be sent to the Bank by the Minister of Planning.

4. The firm, Ways and Freitag, which has been contracted for the three sections of the Garoua-Maroua-Mora road (260 km, CFAF 5.9 billion), is the most advanced. The firm has a long association with Cameroon. However, the firm is responsible for three sections, two between Garoua and Maroua and one between Maroua and Mora, and intends to start work on December 1, 1974 only on two sections, namely from its camp in Maroua towards Garoua. The first section from Garoua towards Maroua will be started later. The Government extended the time period to complete the contract from 36 to 42 months without requiring that the price revision formula be blocked. This extension of time was given because initially the Government approved the contract only for two sections, as it feared not to have the money for all three. The firm accepted that the contract for the third section could be awarded up to July 1, 1976 and extension of time was apparently promised to make the firm accept this clause. In addition, the originally scheduled 36 months were judged rather short as they included three rainy seasons - the last months of the 36 months being in the rainy season. The period allotted effectively amounted therefore only to some 31 to 32 months.

5. The group of firms consisting of Mondelli-Itinera-Exarcos<sup>2/</sup> was awarded the first section of the Douala-Kekem (Pont du N'Kam) road, namely Douala-Loum (93 km, CFAF 4.4 billion). The camp is ready but no information is available on the construction schedule. The contractual delay of 30 months will be respected and the Government agreed to try to get the group's construction schedule as soon as possible.

6. The joint-venture Edok SA-Etersa was awarded the contract for the second section of Douala-Kekem (Pont du N'Kam) namely Loum-Pont du N'Kam (68 km, CFAF 3.3 billion). The firm has put up its base in Nkongsamba and has informed the Government that it intends to start with the Nkongsamba bypass. The construction is expected to be completed well within the 30-month period foreseen in the contract, but no details of the construction schedule were available. The Government agreed to try to get this information as soon as possible.

7. The contractor Held and Francke was awarded the contract for Bafoussam (Pont du Noun)-Foumban (50 km, CFAF 1.3 billion). In spite of the fact that this firm is new in the country and has to import all its equipment, which it is presently getting out of customs, the firm has chosen to construct the road in 20 months instead of the 24 months foreseen in the bidding documents.

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<sup>2/</sup> The Director of Public Works informed me that the Government had pre-qualified this group mainly because of the presence of the firm Itinera. Notwithstanding the fact that this firm will do almost 80% of the work, Mondelli operates as the leader and carries the main responsibility. The Director informed me that he had demanded that an engineer of Itinera be the responsible man on the site. He also told me that he would try to have the group make Itinera the leader and main legally responsible firm.

### Cost Estimates

8. Revised cost estimates are attached in Annex II. They are based on the contract documents updated for December 31, 1974 by an inflation factor of between 20 and 25 percent in the South and 23 to 28 percent in the North (Garoua-Mora) depending on the category of construction work and from thereon the application of the van der Tak formula for the construction period, which in all cases was assumed to start at the latest on January 1, 1975. I was unable to apply the price adjustment formula<sup>3/</sup> proper for 1974 as the latest price data from the "Commission de Constation des Prix" covered only the month of March. The substitute inflation factor which I used is based on Consultant Gauff's analysis of price increases in the country between January and September 1, 1974. Subject to the abovementioned qualifications, total cost of the project appears to have risen to US\$112 million. In other words, if we were ready to finance all foreign cost, as we accepted to do at appraisal with the then available cost estimates, we would need an additional loan or credit of US\$28 million. A firm decision on this matter can wait until the second half of FY1976 as it will take until the first semester of FY1977 before all of the already allotted US\$48 million loan/credit is disbursed (see Annex IV). By that time, we will also have a much firmer idea of the expected total project cost.

### Highway Maintenance Study: Technical Proposals

9. The Director of Public Works informed me that of the three technical proposals submitted (see Annex II para. 4 of Mr. Melegari's Supervision Report dated July 30, 1974)<sup>4/</sup> only two were acceptable and that it has proven impossible to select one of the two firms on technical grounds, the offers being judged equally valuable<sup>7/</sup>. The Government therefore plans to request that the Bank approve their requesting both firms to price their offer, so that they can then select the lowest bidder. Although it rated the BCEOM-Kampsax proposal slightly higher, the Government feels that BCEOM-Kampsax will form a team from people that are presently dispersed in Africa and around the world, whereas Harris can offer a complete team that will just have completed a similar assignment in Brazil. If our engineers also find both technical proposals acceptable, we should tell the Government to proceed as intended with a request for priced proposals without waiting for a formal reply to the request for approval which it intends to send to the Bank Group.

### Procuring of Technical Assistance Experts

10. The Director of Public Works informed me that none of the experts whose curricula vitae were handed over to the Government by the previous

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<sup>3/</sup> See Annex V.

<sup>4/</sup> See Annex VI.

supervision mission had so far been contacted by the Government (see Mr. Melegari's Supervision Report of July 30, 1974, Annex II, para. 5.1)<sup>5/</sup>. He requested that I send him an extra set of copies of those curricula and he informed me that he would send us soon for approval a curriculum vitae of one candidate, outside of those we gave him, whom he would want to select.

11. The Director of Public Works inquired unofficially if the Bank would agree to letting two instead of one technical assistant work for the Ministry of Equipment's Public Works Directorate and none for the Ministry of Planning. As this was not an official request and as I was unable to discuss this matter with officials in the Ministry of Planning, I suggest that we do not react to this proposal before we have received an official request.

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<sup>5/</sup> See Annex VI.

LIST OF ANNEXES

Annex I	Terms of Reference
Annex II	Cost Estimates
Annex III	Construction Supervision Contracts
Annex IV	Schedule of Disbursements
Annex V	Price Adjustment Formula
Annex VI	Extract of Mr. Melegari's Supervision Report of July 30, 1974
Annex VII	Draft Paragraph for President's Report

## OFFICE MEMORANDUM

Annex I

TO: Mr. M. Melegari, Engineer, WAPHW

FROM: F. Soges, Chief, WAPHW

SUBJECT: CAMEROON - Loan 935/Credit 429, Second Highway Project  
Short Supervision Mission  
Terms of Reference

---

DATE: October 22, 1974

1. On your way back to Washington from Congo, you will stop over in Yaoundé on about November 19 and 20, 1974 to:

- determine the amount of the awarded contracts for the road construction and the new construction schedule with the Government;
- briefly review the latest Government cost estimates of all project items, with a view to assessing the expected total cost of the project more precisely;
- check up on the progress made by the Government in evaluating the consultant's technical proposals for the maintenance study, and in procuring the expert services for technical assistance.

2. Upon your return to Washington you will write a brief on your mission.

Cleared with and cc: Mr. Palein

cc: Messrs. Thalwitz, Director, WAP  
Pouliquen, Asst. Director, WAP  
Rowe, Asst. Director, WAP  
King, Asst. to Director, WAP  
Jaycox, Director, TRP  
van der Tak, Director, VPSVP  
Bowron, PABP2  
Buhler, LEG  
Rychener/Elliott, CTRAC  
de la Renaudiere, Director, WA2DR  
Steckhan, Chief, WA2DB  
Denning, Program Coordinator, WANVP  
Reitter, Ghana  
Mirza, Nigeria  
Wyss, RMWA  
El Maaroufi, Upper Volta  
Kaden, WAPHW  
Gyamfi, WAPHW  
Byl, WAPHW  
Mrs. Saukel, WAPPR

CAMEROON - Second Highway Project - Cost Estimates  
at a raisal and as of December 31, 1974

( in US\$ Thousand Equivalent )

	APPRAISAL			CONTRACT	December 31, 1974			APPRAISAL	Dec. 1974
	Local	Foreign	Total	Total	Local	Foreign	Total	Foreign exchange in %	
<b>I. Reconstruction of Roads</b>									
a) Garoua-Mora	6,987	14,711	21,698	24,646	10,364	22,023	31,107		68
b) Douala-Pont du N'Kam (Kekem)	7,516	15,824	23,340	31,639	12,540	26,646	39,186		68
c) Pont du Noun-Foumban	1,594	3,354	4,948	5,242	2,080	4,419	6,499		68
Subtotal I 1/	<u>16,097</u>	<u>33,889</u>	<u>49,986</u>	<u>61,527</u>	<u>24,984</u>	<u>53,088</u>	<u>76,792</u>	<u>67.8</u>	<u>68</u>
<b>II. Consulting Services</b>									
a) Supervision of construction 1/	1,187	2,768	3,955	5,000	2,000	3,000	5,000	70.0	60
b) Technical assistance to formulate forestry policy	25	75	100	n.a.	25	75	100	75.0	75
c) Feasibility study of forestry feeder roads	87	263	350	n.a.	87	263	350	75.0	75
d) Road maintenance study	75	225	300	n.a.	75	225	300	75.0	75
e) Technical assistance and studies on transport plan- ning and coordination	112	338	450	n.a.	112	338	450	75.0	75
Subtotal II	<u>1,486</u>	<u>3,669</u>	<u>5,155</u>	<u>n.a.</u>	<u>2,299</u>	<u>3,901</u>	<u>6,200</u>	<u>71.0</u>	<u>63</u>
<b>III. Contingencies</b>									
a) Physical overrun on Cate- gory I 2/	1,987	4,181	6,168	n.a.	3,125	6,642	9,635	67.8	68
b) Prices variation on Cate- gories I, II & III (a) 3/	2,935	6,261	9,196	n.a.	6,282	13,349	19,311	68.1	68
Subtotal III	<u>4,922</u>	<u>10,442</u>	<u>15,364</u>	<u>n.a.</u>	<u>9,407</u>	<u>19,991</u>	<u>28,946</u>	<u>68.0</u>	<u>68</u>
TOTAL	<u>22,505</u>	<u>48,000</u>	<u>70,505</u>	<u>n.a.</u>	<u>36,689</u>	<u>76,281</u>	<u>111,938</u>	<u>68.1</u>	<u>68</u>
(rounded)	<u>23,000</u>	<u>48,000</u>	<u>71,000</u>	<u>n.a.</u>	<u>36,000</u>	<u>76,000</u>	<u>112,000</u>		

1/ For details see Annex III. The supervision contract price is still a bid price which will be further negotiated.

2/ 15% for Douala-Kekem and 10% for the other roads

3/ Contract prices have been increased by 20 to 28 percent depending on the category and the region of the country for 1974. For 1975 and onwards we applied the van der Tak formula for I and 15% for II and IIIa.

Contrats de Contrôle

	Total de l'offre <u>hors taxes</u> y compris travaux géotechniques	Offres des travaux géotechniques <u>hors taxes</u>	Offre des travaux géotechniques - Laboratoires du Cameroon
	CONSULTANTS		LTPC toutes taxes comprises
DOUALA - KEKEM .....	487.850.782 FCFA * 62% devises	132.000.000 FCFA	106.000.000 FCFA 60% devises
GAROUA - MORA .....	629.960.465 FCFA * 60% devises	167.500.000 FCFA	134.000.000 FCFA 60% devises
PONT du NOUN - FOUMBAN ..... (Gauff)	140.484.510 FCFA * 60% devises	39.200.000 FCFA	31.320.000 FCFA 60% devises
<b>T O T A L</b> .....	1.258.295.757 FCFA - 338.700.000 <u>919.595.757 = US\$ 3.9 million</u>	338.700.000 FCFA US\$ 1.423.109	271.320.000 = US\$1.1 million

\* Offres restant à négocier



CAMEROON

LOAN 935/CREDIT 429-CM: SECOND HIGHWAY PROJECT

SCHEDULE OF DISBURSEMENTS  
as of November 15, 1974

IBRD FISCAL YEAR AND SEMESTER	ACCUMULATED DISBURSEMENTS US\$xx.xm EQUIVALENT				ACTUAL DISBURSEMENTS AS A PERCENTAGE OF APPRAISAL ESTIMATE OR NEW ESTIMATE OF DISBURSEMENTS AS A PERCENTAGE OF APPRAISAL ESTIMATE
	ACTUAL TOTAL DISBURSEMENTS	APPRAISAL ESTIMATE	LATEST REVISED ESTIMATE (7/1/74)	NEW DISBURSEMENT ESTIMATE (11/15/74) <sup>1/</sup>	
<u>FY74</u>					
1st		0.2			
2nd		0.5			
<u>FY75</u>					
1st		3.0	3.0	0	0
2nd		8.5	8.5	12.0	14.0
<u>FY76</u>					
1st		15.5	15.5	33.0	210
2nd		23.5	23.5	42.0	180
<u>FY77</u>					
1st		31.5	31.5	48.0	150
2nd		39.5	39.5		
<u>FY78</u>					
1st		44.0	44.0		
2nd		48.0	48.0		
	Closing Date:	6/30/78	6/30/78	6/30/79	

<sup>1/</sup> Under the assumption that the Gank Group continues to disburse at the rate of 68% of total project cost, as agreed at appraisal, as long as no definite decision has been made on the amount of cost overruns to be financed from Bank Group funds.

Cameroon Second Highway ProjectPrice Adjustment FormulaExtract from Marché no. 026/BIRD-AID 174-75

1°) - Pour les prix relatifs aux ouvrages d'art  
le coefficient sera le suivant :

$$K 1 = (0,15 + 0,10 \frac{S}{S_0} + 0,10 \frac{M}{M_0} + 0,05 \frac{G}{G_0} + 0,35 \frac{A}{A_0} + 0,15 \frac{I}{I_0} + 0,10 \frac{C}{C_0})$$

2°) - Pour les autres prix, le coefficient sera le suivant :

$$K 2 = (0,15 + 0,20 \frac{S}{S_0} + 0,20 \frac{M}{M_0} + 0,15 \frac{G}{G_0} + 0,10 \frac{C}{C_0} + 0,10 \frac{B}{B_0} + 0,10 \frac{I}{I_0})$$

Les paramètres de référence sont ceux de la Commission de Constatation des Prix de Douala. Ceux affectés de l'indice zéro correspondant à la date définie dans le premier alinéa du présent article. Ceux sans indice correspondent au mois d'exécution des travaux.

La spécification des paramètres est la suivante :

A = prix de la tonne de fer à béton en magasin à Douala

B = prix de la tonne de bitume en magasin à Douala

S = indice chef de chantier Européen 2ème zone.

M = indice "Moyenne F. R. T équipe Route Terrassement"  
2ème zone.

G = prix de gros du litre gas-oil 2ème zone.

C = prix de la tonne de ciment en magasin à Douala

I = indice des prix industriels.

Le seuil de révision est fixé à 3 %.

La marge neutralisée est fixée à 2 %.

La formule cessera d'être appliquée à la fin du délai contractuel si elle est en hausse, elle continuera à l'être si elle est en baisse.

Les coefficients K seront calculés avec quatre décimales et arrondis à la troisième.

En cas de variation des taxes, il en sera tenu compte lors du règlement des travaux.

Toutes justifications devront être fournies par les entrepreneurs.

Extract of Mr. Melegari's Full Supervision Report of July 30, 1974

CAMEROON

In. 935/Cr. 429-CM: Second Highway Project

4. Execution of Item C

The Government had invited five consulting firms for the maintenance study. On June 6, 1974, L. Berger and Setec jointly submitted a common technical proposal, as did BCEOM and Kampsax; Harris, Inc., submitted their own proposal. The Government is evaluating these technical proposals and is expected to send its recommendations to the Bank shortly.

5. Execution of Item D

5.1 Since the UNDP representative had confirmed the financing of two experts for the Ministry of Transport, a previous Bank mission had agreed with the Government that, of the three experts provided for under the project, one would be assigned to the Ministry of Planning (MOP), one to the Ministry of Public Works (MPW), and the last to the Ministry of Transport (MOT). During our mission we gave the Government the curricula vitae of the candidates for these positions we had been able to choose with the help of our Personnel Department. We discussed the main points of the Terms of Reference of these experts with the Government, but we could not set any employment schedule because the Government had not yet finished looking over these curricula vitae before we left Cameroon. The Government promised us it would let us know its view about this subject, as well as about the two UNDP experts, by end of August.

5.2 The three Ministries, MOP, MPW, and MOT, have sufficient counterpart and supporting staff for the five experts. However, two of the designated counterparts for the MOT experts will soon leave for one year of overseas training under UNDP fellowships. The third counterpart has already undergone this training and is available in Cameroon. To ensure that the maximum benefit is derived from the experts' services, we agreed with MOT that the arrival of the experts be scheduled to coincide with the availability of their counterparts. Accordingly, the experts' team leader is scheduled to arrive as soon as he can be recruited; the MOT undertook to submit by end August, for the Bank's concurrence, a proposal for the arrival of the remaining two experts. The Bank's letter of July 23, 1974 confirmed the above decisions and requested from the Government its prompt action on the experts, including a proposal on their recruitment schedule.

5.3 Given the number of Government departments involved in the selection process and the usual difficulty experienced in recruiting good experts for such services, it is important that the Bank follow this project component closely in order to avoid unnecessary delays.

CAMEROON

In. 935/Gr. 429-CM: Second Highway Project

DRAFT PARAGRAPH FOR PRESIDENT'S REPORT

Because of inflation, bids for the construction of the three roads were 35% higher than the appraisal estimates and because of the price escalation clause, costs are continuing to climb upward. The Government has awarded construction contracts for all roads at the original bid price. On the basis of estimates of actual 1974 inflation rates and of the latest guidelines on Treatment of Project Cost Increases, the total cost of the project is now estimated at US\$112 million with a foreign cost component of US\$76 million. The Bank Group is considering increasing its contribution.

I. Coast - Highway 5  
all. Volta - Road Namkang  
Cameroon - lower 935/CA 489  
Salem

OUTGOING WIRE

TO: WYSS  
INTBAFRAD

DATE: December 5, 1974

ABIDJAN

CLASS OF  
SERVICE: LT (2844)

COUNTRY: IVORY COAST

TEXT:

699  
Cable No.: REJRCAB DECEMBER 2 IVC FIFTH HIGHWAY PROJECT STOP UNDERSTAND FROM THALWITZ  
DELAPIERRE SENT ME DETAILED LETTER ON NOVEMBER 11 CONCERNING DESIGN  
PROBLEMS ABIDJAN-AGBOVILLE STOP LETTER NOT RECEIVED WASHINGTON WOULD  
APPRECIATE YOUR SENDING COPY STOP

REJRCAB DECEMBER 3 UPPER VOLTA RURAL ROAD PROJECT STOP PROCEDURE PROPOSED  
CONVENIENT STOP

REJURLET NOVEMBER 26 TO MONSIEUR ESSO YAOUNDE STOP WONDER WHY ECONOMIC  
ANALYSIS RELATED TO ROAD COMPONENT OUEST BENOUE IS NOT INCLUDED IN ROAD  
MAINTENANCE AND BETTERMENT STUDY UNDER SECOND HIGHWAY PROJECT STOP  
WOULD APPRECIATE DELAPIERRE COULD CLARIFY POINT REGARDS

SOGES

NOT TO BE TRANSMITTED

AUTHORIZED BY:

NAME F. Soges, Chief

DEPT. WAPHW

SIGNATURE *[Signature]*  
(SIGNATURE OF INDIVIDUAL AUTHORIZED TO APPROVE)

REFERENCE: IVC 5th Highway Project  
UV Rural Road Project  
Ln935/ ORIGINAL (The Copy) (Cameroon)

(IMPORTANT: See Secretaries Guide for preparing form)

FSoges:ds  
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cc: Messrs. van Gigh  
Bazin  
Gue  
Steckhan  
Fellinghauer  
Gyanfi  
Melegari

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Cameroon loan 935/a 429  
09

Country CAMEROON	Loan # 935/ Credit # 429 Investment #	Project
Title and Description		
Form No. 114 (1-73)	a) Amenagement de la route Douala-Kekem Pont du N'kam Lot No. 2 Marche No. 026 (dated Aug. 1974) Entreprise: EDOK S.A. - ETER S.A.	
	b) Route Douala-Kekem Marche No. 025 (lot No. 1) entreprise: groupement Mondelli-Itinera-Exarco. (dated Nov. 1974)	
Document Date as above	Prepared By Ministere de l'Equipement	
Transmittal Letter No.	From	Document #
Date	No Letter-Copy Card for File <input type="checkbox"/>	51725

Cameroon loan 935/429  
Adm

Form No. 114 (1-73)	Country CAMEROON	Loan # 935/429 Credit # Investment #	Project
	Title and Description Amenagement de la route Pont du Noun-Foumban Marche No. 027 (entreprise: Held & Francke Bauakti- engesellschaft)		
Document Date	Nov./74	Prepared By	Ministere de l'Equipement
Transmittal Letter No. Date		From No Letter-Copy Card for File <input type="checkbox"/>	Document # 51726

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*Steckhan*

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ITT WA B440406  
NOV 20, 1974  
ITT 25 :

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Distribution: Mr. De La Renaudiere  
Mr. Steckhan

*2*

*Cameroon loan 935/cr 429 Admin*

ZCZC AWA867 VIA ITT FWB562 FWB562 ZWG259 KNF253 YDE135  
UIWA CY KNYA 055  
YAOUNDERP 55/54 19 1550

*1: E Nov 25*

*Mr. Steckhan  
Information.*

*Div. Files*

ETAT  
MINPAT  
A  
INBAFRAD AMBASSADE DU CAMEROUN A  
WASHINGTON

278/ATTN DE LA RENAUDIÈRE RÉFÉRENCE VOTRE TELEX DU 26 OCTOBRE 1974  
CONCERNANT FINANCEMENT SUPPLÉMENTAIRE DU PROJET ROUTIER BIRD II  
MARQUONS NOTRE SATISFACTION POUR CETTE NOUVELLE ATTITUDE DE LA  
BANQUE ACCORD POUR VISITE DE MR MELAGARI POUR 19 ET 20 NOVEMBRE  
STO P HAUTE CONSIDÉRATION

COL 278T 26 1974 19 20 ETAT



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1) ~~Mr. Hatph...~~  
Information

2) ~~File Cam RDT~~

Cameroon loc. 935/0.429 Adm

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1974 NOV 21  
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UIWA CF KNYA 055  
YAOUNDREP 55/54 19 1550

Distribution: Mr. De La Renaudiere  
Mr. Steckhan  
Mr. Soges

November 19, 1974

ETAT  
MINPAT  
A INBAFRAD AMBASSADE DU CAMEROUN A  
WASHINGTON

278/ATTN DE LA RENAUDIÈRE RÉFÉRENCE VOTRE TELEX DU 26 OCTOBRE 1974  
CONCERNANT FINANCEMENT SUPPLÉMENTAIRE DU PROJET ROUTIER BIRD II  
MARQUONS NOTRE SATISFACTION POUR CETTE NOUVELLE ATTITUDE DE LA  
BANQUE ACCORD POUR VISITE DE MR MELAGARI POUR 19 ET 20  
NOVEMBRE STOP HAUTE CONSIDÉRATION

COL 278/ATTN 26 1974 19 20

OUTGOING WIRE

u Cameroon: Ports II  
u Cameroon: Loan 1038 Adm.  
✓ Cameroon: Loan 935 / CR. 429 Adm.  
DATE: November 15, 1974

TO: M. MUFTI  
UNDEVPRO  
YAOUNDE

CLASS OF  
SERVICE: TELEX OR LT

WV1

COUNTRY: CAMEROON

TEXT:  
Cable No.:

PRIMO INFORMING YOU ARRIVAL FOLLOWING MISSIONS STOP NOVEMBER 18-20  
VAN GIGCH AND BALLESTEROS RE SUPERVISION COCOA AND LIVESTOCK PROJECTS STOP  
NOVEMBER 23 - DECEMBER 18 LOSSON LEDUC WINSTON ~~RE APPRAISAL~~ AND SELF  
RUBBER STOP NOVEMBER 24 - DECEMBER 3 MEIMARIS RE SEMRY SUPERVISION STOP  
SECUNDO REURCAB NOVEMBER 11 AND CAMEROON FORESTRY STOP BANKS APRIL 12-29  
MISSION TO CAMEROON WAS PART OF A REGIONAL FORESTRY SECTOR STUDY FOR WEST  
AFRICA WITH MAIN OBJECTIVE OF COLLECTING AVAILABLE INFORMATION TO DEVELOP  
A BANK STRATEGY FOR FORESTRY SECTOR AND RELATED PROJECTS IN REGION STOP MISSION  
WILL NOT RECOMMEND SPECIFIC COUNTRY PROGRAMS AND DATA COLLECTED BY MISSION IS  
STILL UNDER REVIEW STOP REPORT NOT EXPECTED TO BE READY FOR ABOUT FIVE MONTHS  
STOP AN EARLY CONCLUSION OF THE MISSION IS THAT GOVERNMENT FOREST SERVICES  
THROUGHOUT REGION REQUIRE STRENGTHENING AND MEASURES ARE REQUIRED TO INCREASE  
LOCAL PROCESSING TO ENABLE TIMBER PRODUCING COUNTRIES TO MAXIMIZE THEIR RETURNS  
FROM FOREST RESOURCES STOP REGRET UNABLE PROVIDE ANY REPORT STOP CONCERNING  
INFRASTRUCTURE GOVERNMENT IS PREPARING FEASIBILITY STUDIES FOR BANK AND OTHER  
DONORS FOR DOUALA PORT EXPANSION PROJECT DOUALA-YAOUNDE RAILWAY REALIGNMENT

(continues)

NOT TO BE TRANSMITTED

AUTHORIZED BY:

NAME

DEPT.

SIGNATURE

(SIGNATURE OF INDIVIDUAL AUTHORIZED TO APPROVE)

REFERENCE:

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Checked for Dispatch:

**OUTGOING WIRE**

TO: M: MUFTI  
UNDEVPRO  
YAOUNDE

DATE: November 15, 1974 *WWI*

CLASS OF  
SERVICE: TELEX (Ext. 5296)

COUNTRY: CAMEROON

TEXT: PAGE 2  
Cable No.:

PROJECT AND HIGHWAY MAINTENANCE AND FEEDER ROADS PROJECT REGARDS

PALEIN  
INTBAFRAD

**NOT TO BE TRANSMITTED**

AUTHORIZED BY:

NAME Michel Palein

DEPT. WA2DB

SIGNATURE *Michel Palein*  
(SIGNATURE OF INDIVIDUAL AUTHORIZED TO APPROVE)

REFERENCE: MPalein:ar

**ORIGINAL (File Copy)**

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Cleared with & cc: Mr. Cole  
cc: Messrs. Meimaris, Leduc

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Checked for Dispatch: *[Signature]*



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<b>File Title</b> Highway Project (02) - Cameroon - Loan 0935 - Credit 0429 - P000324 - Correspondence - Volume 2		<b>Barcode No.</b>  1381606		
<b>Document Date</b> November 14, 1974	<b>Document Type</b> Letter			
<b>Correspondents / Participants</b> To: Monsieur le Chef de la IIIème, Division des Routes, Département des Projets de Transport, Banque Mondiale From: Dr. Maikano Abdoulaye, République Unie du Cameroon, Ministère du Plan				
<b>Subject / Title</b> Pret 935 CM - Credit 429 CM - Deuxième projet routier- Consultation relative a l'étude d'entretien du réseau routier de la R.U.C.				
<b>Exception(s)</b> Information Provided by Member Countries or Third Parties in Confidence				
<b>Additional Comments</b>		The item(s) identified above has/have been removed in accordance with The World Bank Policy on Access to Information or other disclosure policies of the World Bank Group.		
		<table border="1"><tr><td><b>Withdrawn by</b> Shiri Alon</td><td><b>Date</b> October 27, 2017</td></tr></table>	<b>Withdrawn by</b> Shiri Alon	<b>Date</b> October 27, 2017
<b>Withdrawn by</b> Shiri Alon	<b>Date</b> October 27, 2017			

248423A IBRD UR

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*Cameroon loan 935/6427*  
*Adm*

FROM:YAOUNDE

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TELEX NO 269T DU 11 NOVEMBRE 1974

1974 NOV 11 PM 12:10

DE MINPAT A INTBAFRD

COMMUNICATIONS  
SECTION

ATTENTION MONSIEUR PALEIN

Distribution: Mr. Steckhan  
Mr. Soges

KXKXK

*CAD-RD2*

REFERENCE VOTRE TELEX DU 2 NOVEMBRE RELATIF VISITE MONSIEUR BYL

STOP

HONNEUR VOUS MARQUER MON ACCORD VISITE MONSIEUR BYL DOUZE ET  
QUATORZE NOVEMBRE POUR EXAMINER AVEC NOUS CALENDRIER CONSTRUCTION  
ET PREVISIONS COUT SECOND PROJET ROUTIER STOP

HAUTE CONSIDERATION STOP ET FIN

LE MINISTRE DU PLAN ET DE L AMENAGEMENT DU TERRITOIRE

DR. MAIKANO ABDOULA YE

⊕

248423A IBRD UR

MINPAT 8268KN

Cameroon: Loan 935/CR.429 Adm

Form No. 27  
(3-70)

INTERNATIONAL DEVELOPMENT  
ASSOCIATION

INTERNATIONAL BANK FOR  
RECONSTRUCTION AND DEVELOPMENT

INTERNATIONAL FINANCE  
CORPORATION

**OUTGOING WIRE**

TO: EXCELLENCE  
DR MAIKANO ABDOULAYE  
MINPAT  
YAOUNDE

DATE: November 7, 1974

CLASS OF SERVICE: *LT* (Ext. 5296)

COUNTRY: CAMEROUN

TEXT:  
Cable No.: HONNEUR VOUS INFORMER AVONS RECU 61.320,85 DOLLARS SUR PRET 935 CM  
ANNONCES VOTELEX 2 NOVEMBRE STOP REMERCIEMENT ET HAUTE CONSIDERATION

PALEIN  
INTBAFRAD

**NOT TO BE TRANSMITTED**

AUTHORIZED BY:

NAME Rainer B. Steckhan

DEPT. Western Africa CPII Div. 2 B

SIGNATURE *Rainer B. Steckhan*  
(SIGNATURE OF INDIVIDUAL AUTHORIZED TO APPROVE)

REFERENCE: MPalein:ar 935-CM

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Cameroon! Loan P 32/CR.429

Form No. 32  
D-32

INTERNATIONAL DEVELOPMENT  
ASSOCIATION

INTERNATIONAL BANK FOR  
RECONSTRUCTION AND DEVELOPMENT

INTERNATIONAL FINANCE  
CORPORATION

OUTGOING WIRE

*16 Nov*

DATE November 2, 1974

CLASS OF SERVICE  
PT (Int. 2500)

TO: M. KOUSSEROU  
DR MAIKANO ANGOULAYE  
MINIPAT  
YAKOUNDE

COUNTRY: CAMEROON

TEXT: Cable No.

ANNONCES VOTRES 2 NOVEMBRE STOP IMMEDIATEMENT ET HAUTE CONSIDERATION  
HOMMEUR VOUS INFERMER AVOUS RECU 62.320,82 DOLLARS SUR VOTRE 205 CM

PALEIN  
INTBAMBAD

NOT TO BE TRANSMITTED

CLEARANCES AND COPY DISTRIBUTION  
Cleared with & cc: Mr. Barria

COMMUNICATIONS SECTION

NOV 8 8 55 AM 1974

DISPATCHED

NAME: Walter B. Woodman

DEPT: Western Africa Office

SIGNATURE: *Walter B. Woodman*

32-01

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*Handwritten initials*

(IMPORTANT: See Secretary's Guide for preparing form)

INCOMING CABLE

CAD-RDZ

RECEIVED

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INTBAFRAD WSH

WU WSH

Distribution: Mr. de la Renaudiere  
Mr. Steckhan  
Nov 6 4 45 PM 1974  
COMMUNICATIONS SECTION

TLXA140 WAC127(1422)(1-146795G310)PD 11/06/74 1422

ICS IPMIIHA IISS

IISS FM FCH 06 1422

PMS WASH DC

FCA078 VIA FRENCHFUF1000 KNF158 YDE207

UIWA CO KNYA 086

YAOUNDE 86/84 6 1545 STC-ZCD

BANQUE MONDIALE 1818 STREET D.C

WASHINGTON

DE MINPAT A BANQUE MONDIALE

ATTENTION DE LA RENAUDIÈRE

5015 MINPAT/PROG

HONNEUR VOUS ACCUSER RECEPTION VOTRE TELEX DU

25 OCTOBRE 1974 RELATIF VOTRE DECISION FAVORABLE EN

CE QUI CONCERNE NOTRE DEMANDE SUPPLEMENTAIRE

POUR DEPASSEMENT SUR PROGRAMME ROUTIER STOP

GOUVERNEMENT CAMEROUNAIS APPRECIÉ HAUTEMENT

COMPREHENSION BANQUE A SON EGARD ET VOUS PRIE

ACCEPTER SA PLUS VIVE RECONNAISSANCE STOP

DISPOSITIONS NECESSAIRES SERONT PRISES POUR ACCUEILLIR

MISSION MALAGARI 19 ET 20 NOVEMBRE 1974

STOP ET FIN

COPIE A AMBACAM WASHINGTON POUR INFORMATION

COL 1818 5015 MINPAT/PROG 26 1974 19 20 1974

NNN

*1/ Mr. Palein  
but knows I assume  
that Byl is coming  
2) Div files*



OUTGOING WIRE

TO: BOOK OF TWO  
M. MELEGARI MONSIEUR ESSO DATE: NOVEMBER 5, 1974  
HOTEL DE LA PLAGE DIRECTEUR DES ROUTES  
COTONOU MINEHDOM CLASS OF  
CAMEROON YAOUNDE SERVICE: LT (2844)

COUNTRY: DAHOMEY CAMEROUN

*RC*

TEXT:  
Cable No.: AVONS CABLE MINISTRE PLAN COMME SUIV CITATION ETANT DONNE  
IMPOSSIBILITE VISITE M MELEGARI 19 NOVEMBRE POUR EXAMINER AVEC  
MINPAT ET MINEHDOM CALENDRIER CONSTRUCTION ET PREVISIONS COUT  
SECOND PROJET ROUTIER PROPOSONS EN LIEU ET PLACE VISITE M BYL  
DOUZE AU QUATORZE NOVEMBRE FIN CITATION MEILLEURS SENTIMENTS

SOGES  
INTBAFRAD

NOT TO BE TRANSMITTED

AUTHORIZED BY:

NAME F. Soges, Chief

DEPT. WAPHW

SIGNATURE *F. Soges*  
(SIGNATURE OF INDIVIDUAL AUTHORIZED TO APPROVE)

REFERENCE: ~~XXXXXXXXXXXXXXXXXXXX~~  
CAMEROUN - In935/CR429-CM  
ORIGINAL (File Copy)

(IMPORTANT: See Secretaries Guide for preparing form)

MPalein:ds  
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cc: Mr. Byl

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NOV 22 1974  
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Служба связи

ОКРЕСНИЙ (или Сельский) КОММУНИКАЦИОННЫЙ РАЙОН - П. 0322/04150-01

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Nov 5 5 13 PM 1974

COMMUNICATIONS SECTION

СС: М. В. В. А. Т.

СЛУЖБЫ И КОДЫ ДИСТРИБУЦИИ

NOT TO BE REWRITTEN

ИЗВЕЩЕНИЕ  
20022

ДОКЛАД В СЛУЖБУ ПОДЛЕЖИТ БЫТЬ СКАЗАН ИЛИ НАПИСАН  
ВТОРОЙ БУКВЫ НАЗНАЧЕНИЯ В ИМЯ ЕСТЬ БУКВА АЗБУКИ И БУК  
НАЗНАЧЕНИЯ В НАЗНАЧЕНИИ СЛУЖБЫ КОММУНИКАЦИОННОЙ РАЙОННОЙ СЛУЖБЫ  
ИММОБИЛЬНЫЕ АЗБУКИ И НАЗНАЧЕНИЯ ТЭ ПОДЛЕЖИТ БУКВА НАЗНАЧЕНИЯ

СЛОВА ИЛИ  
ТЕКСТ: ВАЖНО СЛУЖБЕ НАЗНАЧЕНИЯ БУКВА СЛУЖБЫ СЛУЖБЫ СЛУЖБЫ

СОДЕРЖАНИЕ: ДУХОВИКА СЛУЖБЫ КОММУНИКАЦИОННОЙ

25

ДУХОВИКА  
КОЛОМОН  
НОМЕР ДИ РА БУКВА  
10: М. В. В. А. Т.  
BOOK OF LMO

ЛУЖБЫ  
НАЗНАЧЕНИЯ  
ДИСТРИКТОВ ИЛИ НАЗНАЧЕНИЯ  
НОМЕРИ ИЛИ СЛУЖБЫ

СЛУЖБА  
КЛАСС  
ДАТА: НОЯБРЬ 2 1974

НАЗНАЧЕНИЯ  
СЛУЖБЫ  
СЛУЖБЫ

ОТХОДИТ МИБЕ

СЛУЖБЫ ИЛИ СЛУЖБЫ

КОММУНИКАЦИОННАЯ СЛУЖБА КОММУНИКАЦИОННАЯ СЛУЖБА КОММУНИКАЦИОННАЯ СЛУЖБА	КОММУНИКАЦИОННАЯ СЛУЖБА ИЛИ СЛУЖБЫ КОММУНИКАЦИОННАЯ СЛУЖБА ИЛИ СЛУЖБЫ КОММУНИКАЦИОННАЯ СЛУЖБА ИЛИ СЛУЖБЫ	КОММУНИКАЦИОННАЯ СЛУЖБА ИЛИ СЛУЖБЫ КОММУНИКАЦИОННАЯ СЛУЖБА ИЛИ СЛУЖБЫ КОММУНИКАЦИОННАЯ СЛУЖБА ИЛИ СЛУЖБЫ
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МИБА РСН. 50/229 ПНОЛ (КОММУНИКАЦИОННАЯ)

INCOMING TELEX

FROM: YAOUNDE

TELEX NO 261T DU 2 NOVEMBRE 1974

Distribution:

Mr. Steckham

DE MINPAT A INTEEE INTBAFRAD

*CAN - LATE Payment*

NOV 11 11 11 AM 1974  
COMMUNICATIONS SECTION  
RECEIVED

ATTENTION MONSIEUR STECKHAN

SUITE VOTREEEE TELEX DU 22, HONNEUR VUEE VOUS INFORMER AVONS REGLE

A CE JOUR 61 320,85 DOLLARS US SOIT DIFFERENCE NOTRE DEBIT A LA BANQUE

DE 90 000 DOLLARS PRET N0935 CM ET LE TROP PERCU DE LA R U C

DE 28 679,15 DOLLARS STOP

BIEN VOULOIR B NOUS AVISER DES RECEPTION STOP

HAUTE CONSIDERATION STOP ET FIN

LE MINISTRE DU PLAN ET DE L AMENAGEMENT DU TERRITOIRE :

DR. MAIKANO ABDOULAYE

Cameroon: Loan 935/CR.429 Adm.

Form No. 27  
(3-70)

INTERNATIONAL DEVELOPMENT  
ASSOCIATION

INTERNATIONAL BANK FOR  
RECONSTRUCTION AND DEVELOPMENT

INTERNATIONAL FINANCE  
CORPORATION

**OUTGOING WIRE**

TO: EXCELLENCE  
DR MAIKANO ABDOULAYE  
MINPAT  
YAOUNDE

DATE: November 1st, 1974

CLASS OF (Ext. 5296)  
SERVICE: LT

COUNTRY: CAMEROUN

TEXT:  
Cable No.: REF NOTCAB 25 OCTOBRE STOP ETANT DONNE IMPOSSIBILITE VISITE M MELEGARI  
19 NOVEMBRE POUR EXAMINER AVEC MINPAT ET MINEHDOM CALENDRIER CONSTRUCTION  
ET PREVISIONS COUT SECOND PROJET ROUTIER PROPOSONS EN LIEU ET PLACE VISITE  
M BYL DOUZE AU QUATORZE NOVEMBRE STOP HAUTE CONSIDERATION

PALEIN  
INTBAFRAD

**NOT TO BE TRANSMITTED**

AUTHORIZED BY:

NAME Michel Palein, Acting Division Chief

DEPT. Western Africa CPII Div. 2 B

SIGNATURE *Michel Palein*  
(SIGNATURE OF INDIVIDUAL AUTHORIZED TO APPROVE)

REFERENCE: MPalein:ar

CLEARANCES AND COPY DISTRIBUTION:

Cleared with and cc: Mr. Byl  
cc: Mr. Soges

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(IMPORTANT: See Secretaries Guide for preparing form)

Checked for Dispatch: *[Signature]*

DISPATCHED  
Nov 1 6 54 PM 1974  
COMMUNICATIONS SECTION

FOR THE BY COMMUNICATIONS SECTION

CO: MR. ROGER  
CO: MR. PAJ

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UNRECORDED  
INDEXED

IN THE EVENT OF AN EMERGENCY SITUATION SUCH AS A NATURAL DISASTER  
OR OTHER UNUSUAL CIRCUMSTANCES WHICH MAY PREVENT THE NORMAL  
OPERATION OF THE TELEPHONE SYSTEMS THE FOLLOWING ALTERNATE  
COMMUNICATIONS PROCEDURES SHOULD BE OBSERVED

IF YOU ARE IN AN AREA WHERE TELEPHONE SERVICE IS UNAVAILABLE  
DURING SUCH A SITUATION YOU SHOULD CONTACT THE FOLLOWING  
ALTERNATE COMMUNICATIONS PROCEDURES

COMMUNICATIONS SECTION

TELEPHONE  
SERVICE  
IS AVAILABLE  
EXCEPT

CLASS OF (2423 2323)

DATE: November 1st 1974

ORIGINAL MIB

INFORMATION DEVELOPMENT COMMUNICATIONS SECTION	REPRODUCTION AND DEVELOPMENT COMMUNICATIONS SECTION	INFORMATION DEVELOPMENT COMMUNICATIONS SECTION
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MBA 154 12/23/74

*Cameroon - from 935/G.429/ol*

**OUTGOING WIRE**

TO: EXCELLENCE  
DR MAIKAN ABDOULAYE  
MINPAT  
YAOUNDE

DATE: October 25, 1974

CLASS OF *TELEX* *REN*  
SERVICE: *ET* (Ext. 5296)

COUNTRY: CAMEROON

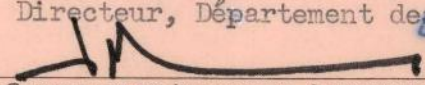
TEXT:  
Cable No.: REF PRET 935-CM CREDIT 429-CM SECOND PROJET ROUTIER STOP SUITE NOS DISCUSSIONS  
REUNION ANNUELLE AVONS REEXAMINE NOTRE POSITION ET COMPTE TENU ARGUMENTS AVANCES  
PAR VOTRE DELEGATION EN FAVEUR ACHEVEMENT IMMEDIAT ENSEMBLE PROJET AVONS DECIDE  
DE SOUMETTRE A NOTRE CONSEIL AUSSI RAPIDEMENT QUE POSSIBLE PROPOSITION DE  
FINANCEMENT SUPPLEMENTAIRE PAR PRET BANQUE ET CREDIT ASSOCIATION DE MONTANT TOTAL  
SIX MILLIONS DOLLARS COMME PARTICIPATION DEPASSEMENT COUT ~~XXXX~~ DANS MESURE OU  
GOUVERNEMENT CAMEROUNAIS EST PRET ASSUMER TOTALE RESPONSABILITE POUR FINANCEMENT  
RESTE DU DEPASSEMENT **STOP** ~~XXXX~~ PROPOSONS COURTE VISITE M MELEGARI 19 ET 20 NOVEMBRE  
POUR EXAMINER AVEC MINPAT ET MINEHDOM CALENDRIER CONSTRUCTION ET PREVISIONS DE  
COUT STOP HAUTE CONSIDERATION

DE LA RENAUDIÈRE  
INTBAFRAD

**NOT TO BE TRANSMITTED**

AUTHORIZED BY:

NAME X. de la Renaudière  
Western Africa  
DEPT. Directeur, Département des Programmes

SIGNATURE   
(SIGNATURE OF INDIVIDUAL AUTHORIZED TO APPROVE)

REFERENCE: MPalein:ar


CLEARANCES AND COPY DISTRIBUTION:

Cleared with & cc: Mr. Soges, Steckhan  
cc: Messrs. Melegari, Gyamfi  
cc: Mr. Kochman  
Embassy

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(IMPORTANT: See Secretaries Guide for preparing form)

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*001 52 11 10 12 14*  
*RECEIVED*

DISPATCHED  
 Oct 25 11 18 PM 1974  
 COMMUNICATIONS SECTION  
 NOT TO BE DECLASSIFIED

cc: Mr. [illegible]  
 cc: [illegible]  
 cc: Mr. [illegible]

[illegible]  
 DE TV [illegible]

[Faint, mostly illegible typed text, possibly a report or memo.]

[illegible] NO  
 [illegible]

[illegible]

[illegible]  
 [illegible]  
 [illegible]

[illegible] ( [illegible] )  
 CLASS OF [illegible]  
 DATE [illegible]

ORIGINE MISE

ASSOCIATION INTERNATIONAL DEVELOPMENT (3-2) 1974 10 25	RECONSTRUCTION AND DEVELOPMENT INTERNATIONAL BANK FOR [illegible]	CORPORATION INTERNATIONAL FINANCE [illegible]
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[Handwritten notes or signatures at the bottom of the page.]

## OFFICE MEMORANDUM

TO: Mr. M. Melegari, Engineer, WAPHW

FROM: F. Soges, Chief, WAPHW

SUBJECT: CAMEROON - Loan 935/Credit 429, Second Highway Project  
Short Supervision Mission  
Terms of Reference

---

DATE: October 22, 1974

1. On your way back to Washington from Congo, you will stop over in Yaoundé on about November 19 and 20, 1974 to:

- determine the amount of the awarded contracts for the road construction and the new construction schedule with the Government;
- briefly review the latest Government cost estimates of all project items, with a view to assessing the expected total cost of the project more precisely;
- check up on the progress made by the Government in evaluating the consultant's technical proposals for the maintenance study, and in procuring the expert services for technical assistance.

2. Upon your return to Washington you will write a brief on your mission.

Cleared with and cc: Mr. Palein

cc: Messrs. Thalwitz, Director, WAP  
Pouliquen, Asst. Director, WAP  
Rowe, Asst. Director, WAP  
King, Asst. to Director, WAP  
Jaycox, Director, TRP  
van der Tak, Director, VPSVP  
Bowron, PABP2  
Buhler, LEG  
Rychener/Elliott, CTRAC  
de la Renaudiere, Director, WA2DR  
Steckhan, Chief, WA2DB  
Denning, Program Coordinator, WANVP  
Reitter, Ghana  
Mirza, Nigeria  
Wyss, RMWA  
El Maaroufi, Upper Volta  
Kaden, WAPHW  
Gyamfi, WAPHW  
Byl, WAPHW  
Mrs. Saukel, WAPPR



*Cameroon - Loan 886 Ad  
✓ Cameroon - Loan 935 / 1stly*

INTERNATIONAL DEVELOPMENT  
ASSOCIATION

INTERNATIONAL BANK FOR  
RECONSTRUCTION AND DEVELOPMENT

INTERNATIONAL FINANCE  
CORPORATION

OUTGOING WIRE

TO: MONSIEUR NAH  
SECRETARE GENERAL  
MINPAT

DATE: OCTOBER 21, 1974

YAOUNDE

CLASS OF  
SERVICE: NLT (3681)

COUNTRY: CAMEROON

TEXT:  
Cable No.:

REF VOTCAL 21 HONNEUR VOUS INFORMER VENONS RECEVOIR COMPLEMENT 5.568,75  
DOLLARS AU TITRE PRET 886 CM STOP A CE JOUR 90.000 DOLLARS DES 15 OCTOBRE  
AU TITRE PRET 935 CM NON ENCORE RECUS STOP TENONS ANCIEN TROP PERCU DE  
28.679,15 DOLLARS A DISPOSITION GOUVERNEMENT STOP RECONNAISSANTS INSTRUCTIONS  
GOUVERNEMENT STOP HAUTE CONSIDERATION

STECKHAN  
INTBAFRAD

NOT TO BE TRANSMITTED

AUTHORIZED BY

NAME: Eainer B. Steckhan, Chief  
Country Programs Division  
DEPT: Western Africa Regional Office

SIGNATURE: *Eainer B. Steckhan*  
(Type name of individual authorized to authorize)

REFERENCE: Molelath

CLEARANCES AND COPY DISTRIBUTION:

cc: Mr. Kochman  
Embassy of Cameroon  
cc: Mr. Bararia (Treasury's)

For Use By Communications Section

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Cameroun - Loan 935 / a. 419 dol.

INCOMING TELEX  
RECEIVED

OCT 21 11 23 AM 1974  
COMMUNICATIONS  
SECTION

Distribution:

Mr. Mr. Steckhan

440402 ITTW UI

From: Cameroun

TELEX N. 255T DU 21 OCTOBRE 1974

DE MINPAT A INDEVAS WASHINGTON  
ATTENTION DE MONSIEUR STECKHAN STOP

CAN-LP

HONNEUR VOUS FAIR CONNAITRE QUE AMBACAM WASHINGTON VIENT DE ME  
SAISIR AU SUJET PAIEMENT ECHEANCE 90 000 DOLLARS PRET N. 935.  
VOUS PRIE BIEN VOULOIR ME DONNER PRECISIONS A CE SUJET POUR QUE  
LE REGLEMENT SOIT ORDONNE MEILLEURS DELAIS STOP  
ATTENDONS VOTRE CABLE STOP HAUTE CONSIDERATION STOP ET FIN  
POUR LE MINISTRE DU PLAN ET DE L'AMENAGEMENT DU TERRITOIRE  
ET PAR DELEGATION LE SECRETAIRE GENERAL:

ROBERT NAAH

440402 ITTW UI

MINPAT 8268KN (Telex Nr.)

## OFFICE MEMORANDUM

TO: Files

FROM: Michel Palein *MP*

SUBJECT: ANNUAL MEETING - with Cameroon Delegation on  
October 2 (in Mr. de la Renaudière's office)

DATE: October 17, 1974

*Cameroon - Loan 935/G. 429 Ad.*  
*Cameroon - Ports (2)*  
*Cameroon - Loan 1038 Ad.*  
*Cameroon - Loan 663 Ad.*  
*Cameroon - G. 161 Ad.*

1. On October 2, 1974, members of the Cameroon delegation to the Annual Meeting met representatives of the Bank. Mr. de la Renaudière chaired the meeting and Mr. Bello, alternate Governor of the Bank, headed the Cameroonian group. Other persons present were:

For Cameroon: Mr. Yondo, Alternate IMF Governor  
Mr. Tchoungui, Ambassador  
Mr. Assiga, Ministry of Plan

For the Bank: Mr. Steckhan, Soges, van Gigch,  
Wyss, Johnson, Ballesteros, Nespoulous-  
Neuville, Hubert, Popiel, Bloom and myself.

Supplementary financing

2. The Bank had received requests from Cameroon for assistance in financing cost overruns.
3. The Bank said that the expected cost overrun on the Second Highway project was the largest and asked whether Government would accept to rephrase the construction program, in which case the Bank Group would consider some supplementary financing.
4. The Cameroon delegation explained that Government wished to see the end of its program of high priority trunk road construction. This served the region as well as Cameroon, and formed a whole from which it made little sense to extract parts for later financing. In the present context of inflation, delaying works could only lead to even higher costs. Government, therefore, had decided against a reduction.
5. In reply to the Bank's warning that its offer to consider supplementary financing was tied to such a reduction, Mr. Bello said that Government understood the need for restraint but preferred to defer other investments in the sector. He confirmed that Government accepted Bank's recommendation to scale down the first tranche of Douala Port investments, and agreed to a phased approach for the Douala - Yaoundé railway realignment.
6. Turning to the cost overrun experienced on the First Highway project (estimated at US\$ 5 million of which about US\$ 2 million were due to currency realignment), the Bank enquired whether this was something the Government could finance. The Cameroon delegates replied that the IBRD should participate in the financing because it had agreed to the changes in design standards that were made. The Bank explained that it feared that frequent overrun financing could gradually lead to loose project administration. It might be easier for us to finance a higher proportion of future project costs than to provide systematic additional financing. In the end, the Bank reserved its position on this question.

7. The meeting agreed that the next supervision mission would assess the effects of dollar fluctuations on the financing of the First Education project.

8. It was agreed that the Bank would inform the Government of its final position regarding the matter of supplemental financing for the above projects.

9. Progress on the preparation of the Douala port and railway realignment projects was discussed. Terms of reference for the determination of a scaled down first-phase project had been proposed by the Bank which hoped the project could be appraised in the first part of next year. Close supervision of the consultants work was necessary if this target was to be met. The delegation said that while Government agreed to the proposed phased approach for the railways it wished that the Bank adopted a more sympathetic approach to the railway problems, and also made its intentions clearer. Since the Bank was preparing terms of reference for supplemental studies, there will be soon an opportunity for clarifying positions or for determining what basic data were lacking.

Cleared with and cc: Messrs. de la Renaudière, Steckhan  
cc: Messrs. Brandreth, Lethem, Soges

File: Annual Meeting, EDI, RD2, PT2, RW3

MPalein:ar

Cameroon: Loan 886 Adm  
✓ Cameroon: Loan 935/CR, 429 Adm

OUTGOING WIRE

TO: EXCELLENCE DR. MAIKANO ABDOULAYE  
MINPAT  
YAOUNDE

DATE: October 17, 1974

CLASS OF SERVICE: ~~MF~~ - 5296

*RUT*

COUNTRY: CAMEROON

TEXT:  
Cable No.: HONNEUR VOUS INFORMER AVONS RECU AUJOURDHUI 806,25 DOLLARS US AU TITRE PRET 886-CM CEPENDANT N'AVONS PAS RECU COMPLEMENT 5.568,75 DOLLARS US AU TITRE PRET 886-CM ET 90.000 DOLLARS US AU TITRE PRET 935-CM TOUS DEUX NOTIFIES 20 SEPTEMBRE ET ECHUS 15 OCTOBRE STOP RECONNAISSANTS ASSURIEZ VIREMENTS MEILLEURS DELAIS STOP AVONS PRIS NOTE VOTRE CABLE 3 OCTOBRE NOUS DONNANT ACCORD POUR QUE NOUS UTILISIONS TROP PERCU DE 28.679,15 DOLLARS POUR REMBOURSER EN PARTIE LES SOMMES PRECEDENTES STOP RECONNAISSANTS NOUS INFORMER DES QUE POSSIBLE SUITE DONNEE A PROPOSITION OUVERTURE COMPTE SPECIAL A WASHINGTON STOP HAUTE CONSIDERATION

STECKHAN  
INTBAFRAD

Summary Translation - Not to be Transmitted

Payments due October 15 on Loans 886 and 935-CM not fully received. Have taken note your authorization to use surplus on earlier payments to recover part of these amounts. Please inform us soonest steps taken to open Washington Bank account.

NOT TO BE TRANSMITTED

AUTHORIZED BY:  
NAME: Michel Palein  
DEPT: Western Africa - Programs II B  
SIGNATURE: \_\_\_\_\_  
(SIGNATURE OF INDIVIDUAL AUTHORIZED TO APPROVE)  
REFERENCE: MPalein:lmm 886, 935-CM, L. Payments

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Cleared with and cc: Mr. Bararia  
cc: Messrs. Watanabe, Davies, Davis  
cc: Mr. Kochman  
Embassy

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(IMPORTANT: See Secretaries Guide for preparing form)

For Use By Communications Section

Checked for Dispatch: *WW*

✓ Cameroon: Loan 935/CR. 429 Adm.  
« Cameroon: Ports II  
« Cameroon: Liaison (Railways III )  
« Cameroon: Loan 1038 Adm.

Mr. J. Burke Knapp

October 16, 1974

Xavier de la Renaudière, Acting Regional Vice President, WA

CAMEROON: Second Highway Project - Cost Overruns

1. Last July you approved a recommendation that the Bank Group participate in the financing of anticipated cost overruns on the above-mentioned project, and that at the appropriate time the Executive Directors be requested to approve supplementary financing amounting to US\$6 million (\$3 million IBRD loan and \$3 million IDA credit) on condition that the project would be scaled down and that the Government would finance the balance of the overruns (based on a reduced project) amounting to approximately another US\$6 million. At that time we reported to you that there were indications that the Government might agree to postpone the reconstruction of a 100 km road section representing about 40 percent of anticipated cost overruns. (For ease of reference, I attach a copy of Mr. Thalwitz's memorandum to you dated August 9, 1974.)
2. We advised the Government not to award project contracts until after a review of investment priorities, cost and available external and local resources in the sector. However, during a recent mission to Cameroon it was learnt that the Government had already approved the award of all contracts with minor reductions in the works resulting in savings of CFAF 400 million (US\$1.6 million) and that the successful contractors had been instructed to commence work immediately. This was subsequently confirmed in discussions with the Cameroonian delegation during the Annual Meeting. It appears that the Government is firmly of the view that the project should be implemented in its entirety in view of the priority which it attaches to this project, a substantial portion of which is part of the all-important Transcameroon route, and the fear that further delay in awarding contracts would most likely have led to even higher cost overruns which it would be even more difficult to cover.
3. However, the Government agrees with our advice on the need to relate proposed investments in the transportation sector to the availability of local as well as external resources. It has accepted the principle of a review of the two other major projects within the sector, viz. the Second (Douala) Port and the Third Railway Projects (for which the Government is also seeking Bank financing). Thus, following last July's discussions with prospective co-donors, the Government agreed to a reduction in the size of the Port Project so that total investments would be in the region of US\$50 million (excluding price contingencies) which is substantially less than the Government's proposals of US\$75 million which would have been difficult to justify. Similarly, reversing its earlier position, the Government has

Mr. J. Burke Knapp

October 16, 1974

agreed to implement the US\$150 million Douala-Yaoundé Railway Realignment Project in phases and World Bank participation in such project will depend on completion of a road/rail study which the Government has agreed to undertake as part of the Second Railway Project.

4. On that basis, we consider that there is a case for Bank Group participation in the financing of the road project's overruns. It certainly makes sense to give priority to the completion of this project over new ones. Moreover, after reviewing possibilities of eliminating some road sections, there is a risk of reducing the economic benefits to be derived from the rest of the investment. Therefore I think that we should agree to provide the \$6 million package of Bank/IDA lending you approved in August with the Government increasing its contribution from US\$6 million to US\$14 million.

CVB:mas

Cleared with and cc: Mr. Chaufournier, Mr. Thalwits,  
Mr. Brandreth, Messrs. Soges/Melegari  
cc: Messrs. Johnson, Rychener, Bühler, Palein

## Cameroon: Ports II

« Cameroon: Loan 687 Adm.

« Cameroon: Loan 663/CR. 180 Adm.

« Cameroon: Loan 935/CR. 429 Adm.

« Cameroon: Loan 1038 Adm.

October 11, 1974

Mr. Xavier de la Renaudière

Michel Palein

### CAMEROON - Projects for Kuwait Development Fund

1. The following are Cameroon projects which might be considered for financing with the KDF.

#### Douala Port Project

2. Douala port, at the ocean end of the Transcameroon railway, handles the bulk of Cameroon's import and export traffic. It also handles a good deal of the traffic to and from landlocked Chad. At present, the port handles about 1.8 million tons of timber and general cargo, and is close to saturation. At the same time, the demand for traffic is increasing rapidly. Saturation of the port is a major constraint for Cameroon's development, particularly for timber exploitation.

3. The project would be the first phase of a longer term plan for development of Douala port. It would mainly comprise the following:

- a) creation of log stacking yard and basin;
- b) construction of new deepwater berths for general cargo;
- c) development of fishing berths and relocation of workshop facilities;
- d) dredging in the Wouri estuary to extend and deepen the existing entrance channel, and to create basins for timber vessels and fishing crafts.

4. The project is being prepared by French and German consultants under the supervision of the National Ports Authority. Co-donor meetings were held in November 1973 and July 1974. A synthesis of the studies is expected by year's end. Project cost would be of the order of US\$ 50 million at 1974 prices.

5. Apart from the World Bank Group, USAID, Canada, France, Germany, AFDB and EDF/EIB have expressed interest in financing the project. The Bank Group hopes to appraise the project in June 1975 after completion of detailed engineering.

#### Douala-Yaoundé Railway Realignment Project

6. The technical characteristics of the existing Douala-Yaoundé section (about 300 km) of the Transcameroon railway (about 900 km) are inadequate, causing important operating losses to the railways, and delays and other inconveniences to railway users. Saturation of the line is expected within a few years. The project would bring the characteristics of the Douala-Yaoundé section in line with those of the recent extensions of the railway: Yaoundé-Belabo and Belabo-Ngaoundéré. The line would be re-aligned and shortened, and its capacity improved. This would remove a major obstacle to Cameroon's economic expansion as well as cheapen transport costs for landlocked Chad. The cost is estimated at \$110-120 million without contingencies.



7. A first feasibility study has been prepared for Regifercam (Cameroon's Railway Authority) by consultants financed under the Bank's First Railway Loan (1970).

8. In July 1974, Government convened a meeting of potential donors including EDF/EIB, several European Common Market countries, Canada, USAID and the World Bank Group. At that meeting certain donors agreed to finance the realignment of a first section (Otélé-Yaoundé) and a modern telecommunication network for the line.

Highway Projects:

9. In 1970, the World Bank Group financed construction of the Tiko-Victoria and Ngaoundéré-Garoua roads. In 1974, it financed a second project involving construction of the Garoua-Mora, Douala-Kekem and Bafoussam-Foumban roads.

10. In 1973, however, a 60-km section of the Ngaoundéré-Garoua road broke down, and had to be reconstructed. In 1974, analysis of the bids received for the second project indicated that the cost estimates would be largely exceeded. As a result of these events, which occurred beyond Government's control, cost overruns of about US\$6 million on the first project, and about US\$20 million on the second project, are expected.

11. The World Bank Group is currently considering whether or not it could provide supplemental financing to cover part of these cost overruns. Regardless of the World Bank's decision, additional external funds may be required to cover the overruns.

  
MPalein:ar

Mr. Rainer B. Steckhan

September 20, 1974

Michel Palein (through C.V.B. Munthali)

CAMEROON - Second Highway Project

During my recent Cameroon visit I had several sessions with Planning Minister, Dr. Maikano, and his staff, and also with the Vice-Minister of Equipment, his Secretary General and staff.

1. Government has approved the award of all the bids, with minor reductions in the characteristics of certain road sections resulting in savings of approximately CFAF 400 million. The successful bidders were notified by letter on August 20, and instructed to commence work immediately. All contracts have been signed by the contractors (but not yet by Government pending action by "Commission des Marchés").
2. I told Government that it should have done so in close consultation with the Bank, and only after we had agreed on a revised financing plan. I expressed surprise that Government could have launched the total project without prior discussions with us of its financial implications for the overall public investment program, which was the purpose of my visit.
3. I expressed doubts that the new cost estimate prepared by MINEHDOM represented a realistic evaluation of the financial burden for the Government. In fact a discrepancy of the order of over CFAF 5 billion existed between MINEHDOM's estimate and that at my disposal (see Annex I). MINEHDOM granted that in the estimate presented to MINPAT, they had omitted consultants services other than for construction supervision. The other major discrepancy was for physical and price contingencies. For the former, they have assumed a flat 10 percent. They estimate the latter's probable impact at CFAF 800 million, as against CFAF 4.3 billion resulting from the application of van der Tak's instructions.
4. Although I agreed that we may have somewhat overestimated the play of the price variation clauses, I was not able to reconcile their estimates with ours. Consequently, I took excerpts of the indexation formulae specified in the contracts for review by our specialists at headquarters (Annex 2).
5. I explained that in order to present a request for supplemental financing to our Board, we will need to have both a commitment by Government that it will be able to allocate sufficient funds for its contribution, to be estimated on the basis of agreed cost figures (between CFAF 5 and 9 billion) and a determination that, despite the cost increase, the project remained of first priority in its entirety.
6. It was agreed that the matter should be further discussed during the Annual Meeting.

Annexes

cc: Messrs. Soges, Kaden, Melegari  
MPalein:ar

CAMEROON - Second Highway ProjectNew Cost Estimates

(CFAF billions)

	<u>MINEHDOM</u>	<u>Bank</u>	<u>Minimax Agreed</u>
<u>Construction Cost</u>			
1. Contracts amount	14.7	15.1	14.7
2. Physical contingencies	1.5 <u>1/</u>	1.9 <u>2/</u>	1.5
3. Price variations	<u>.8 <u>3/</u></u>	<u>4.3</u>	<u>1.7 <u>4/</u></u>
Sub-Total	17.0 <u>5/</u>	21.3	17.9
4. Supervision	-	1.2	.8 <u>6/</u>
5. Other consultant services	<u>-</u>	<u>.3</u>	<u>.3</u>
Total Cost	17.0 =====	22.8 =====	19.0 =====
<u>Resources</u>			
Loan 935/Credit 429	12.0	12.0	12.0
Supplemental Bank Loan	1.5	1.5	1.5
Government Contribution	<u>3.5</u>	<u>9.3</u>	<u>5.5</u>
Total Resources	17.0 =====	22.8 =====	19.0 =====

- 
- 1/ 10 percent  
2/ 15 percent for Douala-Kekem, 10 percent otherwise  
3/ 5 percent of 1  
4/ 10 percent of 1 + 2 + 4  
5/ Original estimate presented by MINEHDOM to MINPAT  
6/ Calculated on a man-month basis

L'Entrepreneur sera tenu de fournir à l'Administration, une attestation de sa Compagnie d'Assurances, certifiant qu'il a souscrit une police globale de chantier dans les formes précitées. Cette attestation sera jointe au premier décompte.

Article 16 - REVISION DES PRIX

Les prix du bordereau sont ceux de la soumission et sont basés sur les conditions économiques en vigueur, le premier janvier 1974 pour les deux tranches.

En cas de variation dans les prix homologués, les montants des décomptes seront multipliés par les coefficients ci-dessous:

- 1. Pour les prix relatifs aux ouvrages d'art le coefficient sera le suivant:

$$K 1 = (0,15 + 0,10 \frac{S}{S_0} + 0,10 \frac{M}{M_0} + 0,05 \frac{G}{G_0} + 0,35 \frac{A}{A_0} + 0,15 \frac{I}{I_0} + 0,10 \frac{C}{C_0})$$

- 2. Pour les autres prix, le coefficient sera le suivant:

$$K 2 = (0,15 + 0,20 \frac{S}{S_0} + 0,20 \frac{M}{M_0} + 0,15 \frac{G}{G_0} + 0,10 \frac{C}{C_0} + 0,10 \frac{B}{B_0} + 0,10 \frac{Y}{Y_0})$$

Les paramètres de référence sont ceux de la Commission de Constatation des Prix de Douala. Ceux affectés de l'indice zéro correspondant à la date définie dans le premier alinéa du présent article. Ceux sans indice correspondent au mois d'exécution des travaux.

La spécification des paramètres est la suivante:

A = prix de la tonne de fer à béton en magasin, y compris droits d'entrée, taxe sur chiffre d'affaires et taxes complémentaires à Douala.

S = indice chef de chantier Européen 2ème zone

M = indice "Moyenne E.R.T. équipe Route Terrassement" 2ème zone

G = prix de gros du litre gas-oil Garoua

C = prix de la tonne de ciment à Douala en magasin, ~~y compris droit d'entrée.~~

I = indice des prix industriels

B = indice des prix de la tonne de bitume 400/600 au magasin Douala y compris droit d'entrée, taxes de transaction à l'importation

Le seuil de révision est fixé à 3 %.

La marge neutralisée est fixée à 2 %.

La formule cessera d'être appliquée à la fin du délai contractuel si elle est en hausse, elle continuera à l'être si elle est en baisse.

Les coefficients K seront calculés avec quatre décimales et arrondis à la troisième.

En cas de variation des taxes, il en sera tenu compte lors du règlement des travaux.

Toutes justifications devront être fournies par l'entrepreneur.

440098 IBRD UI

INCOMING TELEX Cameroon - Lomé 935/G, 429 Adol.

SETECSA 68930F (TELEX NUMBER)

FROM PARIS

Distribution

Mr. Steckhan ✓

TELEX NO 186

*P. a. m file.  
en 9/24*

Mr. Soges

JE VOUS SERAIS RECONNAISSANT DE M'INDIQUER DATE ARRIVEE DES DEUX EXEMPLAIRES DE NOTRE PROPOSITION CONCERNANT L'ENTRETIEN DU RESEAU ROUTIER AU CAMEROUN QUE NOUS VOUS AVONS ENVOYES LE SIX JUIN. NOTRE PROPOSITION N'ETANT PAS ARRIVEE A YAOUNDE NOUS DESIRONS PROUVER A LA COMMISSION NATIONALE DES MARCHES QUE L'EXEMPLAIRE QUI A ETE REMIS ULTERIEUREMENT EST BIEN CONFORME A LA PROPOSITION QUI VOUS A ETE ENVOYEE.

*Franky  
05/24  
R/S*

LAFARGE - SETEC INTERNATIONAL

Mr. Muntali Mr. Steckhan

*What is this?*

*Please see attached cable from Mr. Maden en. 9/23/74*

*R/S 9/20*

440098 IBRD UI

SETECSA 68930F

M

Cameroon: Loan 935/CR.429 Adm.

Form No. 27  
(3-70)

INTERNATIONAL DEVELOPMENT  
ASSOCIATION

INTERNATIONAL BANK FOR  
RECONSTRUCTION AND DEVELOPMENT

INTERNATIONAL FINANCE  
CORPORATION

**OUTGOING WIRE**

TO: LAFARGE  
SETECSA 68930F  
PARIS

DATE:

CLASS OF  
SERVICE: TLX (2844)

COUNTRY: FRANCE

TEXT:  
Cable No.:

REFERENCE VOTRE TELEX NO 186 AVONS RECU UN EXEMPLAIRE EN ANGLAIS ET UN EN  
FRANCAIS VOTRE PROPOSITION INTITULE CAMEROUN ETUDE ENTRETIEN ROUTIER JUIN  
TAMPONNE  
1974 STOP CONFIRMONS QUE NOTRE SECTION COMMUNICATION A ~~RECU~~ LE DIX JUIN  
1974 NOTRE EXEMPLAIRE FRANCAIS CONSIDERATION DISTINGUEE

KADEN  
INTBAFRAD

**NOT TO BE TRANSMITTED**

AUTHORIZED BY:

NAME H. Kaden

DEPT. Acting Division Chief, WAPHW

SIGNATURE   
(SIGNATURE OF INDIVIDUAL AUTHORIZED TO APPROVE)

REFERENCE: CAMEROON: Preparation of Road Highway Project  
Ln. 935/CR.429  
**ORIGINAL (File Copy)**

(IMPORTANT: See Secretaries Guide for preparing form)

CLEARANCES AND COPY DISTRIBUTION:  
AByl:mcd

cc: Messrs. Erim  
Melegari

For Use By Communications Section

Checked for Dispatch:

RECEIVED

FERCAM 5607KN REGUFERCAM DOUALA A BIRD WASHINGTON

(Telex NO.)

LE 17/7/74 . FOR STECKHAN

Distribution:Mr. Steckhan  
Mr. Soges  
Mr. Brandreth

ROADS TWO GOVERNMENT COMMITED FOR ENTIRE PROJECT WITH

ONLY MINOR REDUCTIONS IN CHARACTERISTICS STOP

ARRIVING WASHINGTON WEDNESDAY EIGHTEEN TW 803 REGARDS

PALEIN

M



TLX0817/140

248423B IBRD UR

TELEX NO 231T DU 14 SEPTEMBRE 1974

DE MINPAT A BANQUE MONDIALE WASHINGTON

ATTENTION MONSIEUR STECKHAN

EN RAISON DIFFERENCE CONSIDERABLE ENTRE NOS ESTIMATIONS ET CELLES  
DU GOUVERNEMENT CONCERNANT COUT SECOND PROJET ROUTIER

AI ACCEPTE DEMANDE MINISTRE PROLONGER MON SEJOUR YAOUNDE JUSQU'A  
LUNDI SOIT STOP

SUR RECOMMANDATION MINISTRE EQUIPEMENT

INCOMING TELEX From: Yaounde

RECEIVED

*called Ida  
9/16 em*

Distribution:

Mr. ~~Steckhan~~ ✓

Mr. Elliott

Mr. Kaden

Mr. Muntz

1974 SEP 14 PM 2: 01

COMMUNICATIONS  
SECTION

ADJUDICATAIRES ONT ETE NOTIFIES PAR LETTRE'EE LETTRES 20 AOUT POUR  
TOTALITE DES LOTS DE L'-E L'APPEL D'OFFRES STOP

SELON GOUVERNEMENT MONTANT TOTAL DES MARCHES 14,7 MILLIARDS IMPREVUS  
PHYSIQUES 1,5 VARIATIONS PRIX 0,8 SELON CHIFFRES A MA DISPOSITION  
MONTANTS RESPECTIFS CORRESPONDANTS SONT 15,1 MILLIARDS 1,9 MILLIARDS  
4,3 MILLIARDS ET COMPTE TENU SUPERVISION ET ETUDES CONTRIBUTION  
TOTALE GOUVERNEMENT S'ELEVERAIT A MINIMUM 8. OU 9 MILLIARDS CONTRE  
CINQ MILLIARDS ENVISAGES PAR GOUVERNEMENT STOP

AMITIES PALEIN UNDP ~~XXXXXXXXXX~~

BIEN VOULOIR LIRE PREMIER PARAGRAPHE :

EBE EN RAISON DIFFERENCE CONSIDERABLE ENTRE NOS ESTIMATIONS  
ET CELLES DU GOUVERNEMENT CONCERNANT COUT SECOND PROJET ROUTIER  
NOTAMMENT SUR CLAUSES VARIATION PRIX.

⊕

248423B IBRD UR

MINPAT 8268KN (Telex NO.)



# Record Removal Notice



<b>File Title</b> Highway Project (02) - Cameroon - Loan 0935 - Credit 0429 - P000324 - Correspondence - Volume 2		<b>Barcode No.</b>  1381606		
<b>Document Date</b> September 11, 1974	<b>Document Type</b> Memorandum			
<b>Correspondents / Participants</b> To: Mr. Rainer R. Buhler, Legal Department From: Jackson D. Elliott, Controller's Department				
<b>Subject / Title</b> Loan No. 935 CM				
<b>Exception(s)</b> Attorney-Client Privilege				
<b>Additional Comments</b>		The item(s) identified above has/have been removed in accordance with The World Bank Policy on Access to Information or other disclosure policies of the World Bank Group.		
		<table border="1"><tr><td><b>Withdrawn by</b> Shiri Alon</td><td><b>Date</b> October 27, 2017</td></tr></table>	<b>Withdrawn by</b> Shiri Alon	<b>Date</b> October 27, 2017
<b>Withdrawn by</b> Shiri Alon	<b>Date</b> October 27, 2017			

Mr. Michel Palein

Rainer B. Steckhan

✓ Cameroon: terms of ref.  
" Cameroon: Loan 935/CR 429 Adm.  
" Cameroon: Loan 983 Adm.  
" Cameroon: Railways II  
" Cameroon: Liaison September 5, 1974  
" Equit. Guinea: Terms of Ref.  
" Equit. Guinea: CR 1362 Adm.

CAMEROON/EQUATORIAL GUINEA - Terms of Reference

1. On or about September 5, 1974 you should proceed to Equatorial Guinea and Cameroon. You should return on or about September 18.
2. In Equatorial Guinea (September 9-12) you should join Mr. Jovanovic who will be supervising the Highway Project and participate in final discussions with the authorities. You should also seek an opportunity to discuss general matters with the Government.
3. In Cameroon (September 6-8 and 13-16), you should:
  - (i) inquire about the state of readiness of Government proposals for a reduced construction program and a revised financing plan for the Second Highway Project; and advise HQ on arrangements to be made for review of these proposals;
  - (ii) discuss steps to be taken by the Government to ensure effectiveness of the Livestock and Second Railway Projects; and
  - (iii) discuss other project and general matters with the authorities, including the proposal to set up a special account in the USA to accelerate Cameroon's repayments on Bank loans and IDA credits.

MPalein:lma

Cleared with and cc: Messrs. Brandreth, Kaden, van Gigh  
cc: Messrs. Johnson, Jovanovic

INCOMING TELEX From Yaounde

✓ Cameroon: Loan 935/CR. 429 Adm.  
" Cameroon: Railways (2)  
" Cameroon: Loan 983 Adm.

Distribution:

TELEX NO 216T DU 4 SEPTEMBRE 1974

Mr. Steckhan

DE MINPAT A INTBAFRAD WASHINGTON

Mr. Brandreth

Mr. Van Gigch

ATTENTION MR STECKHAN

REFERENCE VOTRE TELEX DU 30 AOUT ET NOTRE TELEX DU 31 AOUT 1974

A - HONNEUR VOUS MARQUE MON ACCORD POUR VISITE DE MR PALEIN

LE 12 SEPTEMBRE STOP

- DETAIL PROPOSITIONS CONCERNANT PROGRAMME ROUTIER BIRD II

SERA DISCUTE A L OCCASION DE CETTE VISITE STOP

C - CONCERNANT SECOND PROJET FECROVIAIRE, POUVOIRS DONNES PAR  
GOUVERNEMENT A NOTRE AMBASSADEUR A WASHINGTON POUR SIGNATURE  
ACCORD DE GARANTIE, PRENONS DISPOSITIONS POUR MISE EN VIGUEUR  
RAPIDE DU PRET STOP

- CONCERNANT PRET ELEVAGE, DOCUMENTS REMIS A NOTRE AMBASSADEUR  
STOP

HAUTE CONSIDERATION STOP ET FIN

LE MINISTRE DU PLAN ET DE L AMENAGEMENT DU TERRITOIRE

DR. MAIKANO ~~ABDOULEE~~ ABDOULAYE000000000000

AS RECEIVED

SEP 11 8 51 AM 1974  
COMMUNICATIONS/  
SECTION

DISPATCHED

⊕

440098 IBRD UI

MINPAT 8268KN (Telex No.)

T

✓ Cameroun: Loan 935/CR. 429 Adm.  
c. Wahoma; CR. 415 Adm.

Le 3 septembre 1974

Monsieur Yves Beauregard  
Président  
Lamarre Valois International Limitée  
615 Rue Belmont  
Montréal  
Canada

Objet: Votre lettre du 14 août 1974 ✓

Monsieur le Président,

Nous avons l'honneur d'accuser réception des exemplaires d'une note sur les priorités de construction de la route Garoua-Marcoua-Nora au Cameroun et d'un exemplaire du brouillon de votre rapport final sur le projet quadriennal d'entretien routier au Tchad.

Nous vous prions d'agréer, Monsieur le Président, l'expression de notre considération distinguée.

*for* F. Soges  
Chef de la Division des Projets Routiers  
Bureau Régional de l'Afrique de l'Ouest

*Mad*  
MMelegari mad

TELEX N. 214T DU 31 AOUT 1974

TELEX FROM YAOUNDE

Cameroun: Loan 935 / CR. 429 Adm.

Distribution: Mr. de la Renaudiere  
Mr. Steckhan

MINISTERE DU PLAN A INTDAPRAD ~~WASHINGTON~~

LEMINISTRE  
SECTION

ATTENTION MONSIEUR DE LA RENAUDIÈRE

REFERENCE : VOTRE TELEX DU 20 AOUT 1974 CONCERNANT PRET 935  
CREDIT 429 ET VOTRE CABLE DU 27 JUIN, VOTRE LETTRE  
DU 23 JUILLET AINSI QU'ENTRETIENS AVEC MONSIEUR STECKHAN STOP

HONNEUR VOUS MARQUER MON ACCORD POUR VISITE MONSIEUR PALEIN AU  
CAMEROUN DEBUT SEPTEMBRE AFIN DISCUTER DETAIL PROPOSITIONS  
REDUCTION PROGRAMME CONSTRUCTION RELATIF AU SECR. SECOND PROJET  
ROUTIER AVEC LES AUTORITES CAMEROUNAISES STOP

HAUTE CONSIDERATION STOP ET FIN

POUR LE MINISTRE DU PLAN ET DE L'AMENAGEMENT DU TERRITOIRE  
ET PAR DELEGATION, LE SECRETAIRE GENERAL :

ROBERT NAAM

??????????????

REPUBLIQUE UNIE DU CAMEROUN

Paix — Travail — Patrie

Ministère du Plan  
et de l'Aménagement du Territoire R<sup>U</sup>

DIRECTION DE LA PROGRAMMATION n. u.

3914

N° /MINPAT/PROG/F4.-

OFFICIAL DOCUMENTS

SEP 6 - 1974  
UNITED REPUBLIC OF CAMEROON

Peace — Work — Fatherland

Ministry of Planning  
and Territorial Development

DIRECTION OF PROGRAMMING

Yaoundé, le  
Yaounde, the

29 AOUT 1974

CAMEROON - LOAN 935/FCM Adm

Réf. :

Le Ministre du Plan et de l'Aménagement du Territoire  
The Minister of Planning and Territorial Development

Objet : Prêt n° 935 CM - Versement  
Subject : au titre du service du Prêt  
en monnaies diverses.-

à Monsieur le Directeur de la Banque Internationale  
to pour la Reconstruction et le Développement  
1818 H Street N W Washington  
D C 20433 - U S A -

Monsieur,

En accusant réception de votre lettre en date du 15 Juillet 1974  
relative à l'objet sus-indiqué,

J'ai l'honneur de vous tenir ci-joint, après l'avoir daté et signé  
le deuxième exemplaire de la lettre d'accord modèle.

Veillez agréer, Monsieur le Directeur, l'assurance de ma considération  
distinguée. /-ds

- Soges
- Bah
- Bonhomme
- Byl
- Fellinghauer
- Gyamfi
- Jevanovic
- Kaden
- Melegari
- Parker
- Staffini
- Spier



D<sup>r</sup> MAIKANO ABDOULAYE



**OUTGOING WIRE**

✓ Cameroon: Loan 935 / 429 Adm.  
" Cameroon: Railways (2)  
" Cameroon: Loan 983 Adm.  
" Cameroon: Cocoa

TO: EXCELLENCE  
DR MAIKANO ABDOULAYE  
MINPAT  
YAOUNDE

DATE: 29 AOUT 1974

CLASS OF  
SERVICE:

LT *uluo* *RCA*  
Ext. 2637

COUNTRY: CAMEROUN

TEXT:  
Cable No.:

HONNEUR VOUS PROPOSER VISITE M. PALEIN DOUZE SEPTEMBRE POUR  
DISCUSSION PROJETS EN COURS STOP CONCERNANT FINANCEMENT SUPPLEMENTAIRE  
SECOND PROJET ROUTIER ET NOTGAB 19 AOUT RECONNAISSANT NOUS INDIQUER  
REACTION DE PRINCIPE DU GOUVERNEMENT ET QUAND PENSEZ ETRE EN  
MESURE PROPOSER PROGRAMME CONSTRUCTION ET PLAN FINANCEMENT REVISES STOP  
CONCERNANT SECOND PROJET FERROVIAIRE POURRONS PROCEDER SIGNATURE  
ACCORDS ET DOCUMENTS AFFERENTS DES RECEPTION POUVOIRS DONNES PAR  
GOUVERNEMENT CONFORMEMENT AIDEMEMOIRE 15 MAI ET POURRONS ENSUITE  
NOTIFIER MISE EN VIGUEUR DES RECEPTION DOCUMENTS DECRIITS SECTION IV  
DUDIT AIDEMEMOIRE STOP ESPERONS POURREZ REMETTRE A AMBASSADEUR  
DOCUMENTS MENTIONNES NOTGAB 13 AOUT POUR <sup>PERMETTRE</sup> MISE EN VIGUEUR PROJET  
ELEVAGE AVANT NOUVELLE DATE LIMITE 30 SEPTEMBRE STOP PRESENTATION  
PROJET CACAO A NOTRE CONSEIL PREVUE DEBUT SEPTEMBRE STOP HAUTE CONSIDERATION

STECKHAN

**NOT TO BE TRANSMITTED**

AUTHORIZED BY:

NAME Rainer B. Steckhan

DEPT. Western Africa II/B

SIGNATURE *Rainer B. Steckhan*  
(SIGNATURE OF INDIVIDUAL AUTHORIZED TO APPROVE)

REFERENCE: MPalein:cm

CLEARANCES AND COPY DISTRIBUTION:

cleared with and cc: Messrs. Kaden  
Buhler  
cc: Messrs. Brandreth, Crowe, Melegari, Erim  
cc: Mr. Kochman  
cc: Embassy

For Use By Communications Section

**ORIGINAL (File Copy)**

(IMPORTANT: See Secretaries Guide for preparing form)

Checked for Dispatch: *[Signature]*

INTERNATIONAL DEVELOPMENT ASSOCIATION

INTERNATIONAL BANK FOR RECONSTRUCTION AND DEVELOPMENT

INTERNATIONAL FINANCE CORPORATION

OUTGOING WIRE

TO: ENSEMBLAGE  
DR MAIKANO ABDOULAYE  
CAMBODIA

DATE: 29 AOUT 1971  
CLASS OF SERVICE: LT

COUNTRY: CAMBODIA

Ref. 2837

TEXT: Cable No.:

PROJET GAGAO A NOTRE CONSEIL PREVUE DEBUT SEPTEMBRE SOUS HAUTE CONSIDERATION  
BLEVAIS AVANT NOUVELLE DATE LIMITE 30 SEPTEMBRE STOP PRESENTATION  
DOCUMENTS MENTIONNES NOTAS 13 AOUT POUR MISE EN VIGUEUR PROJET  
INDIT ALIEMMOIRE STOP ESPERONS POURREZ RUMETRE A AMBASSADEUR  
NOTIFIER MISE EN VIGUEUR DES RECEPTION DOCUMENTS BECHTS SECTION IV  
GOUVERNEMENT COMPROMENT ALIEMMOIRE 15 MAI ET POURREZ INSULTE  
ACCORDS ET DOCUMENTS APPERTS DES RECEPTION POUVOIRS DONNES PAR  
CONCOMENTANT SECOND PROJET FERROVIAIRE POURREZ PROCHER SIGNATURE  
MESURE PROPOSER PROGRAMME CONSTRUCTION ET PLAN FINANCEMENT REVISES STOP  
REACTION DE PRINCIPLE DU GOUVERNEMENT ET QUAND PENSEZ ETRE EN  
SECOND PROJET ROUTIER ET NOTAS 13 AOUT RECONNAISSANT NOUS INDIGUER  
DISCUSSION PROJETS EN COURS STOP CONCOMENTANT FINANCEMENT SUPPLEMENTAIRE  
HONNEUR VOUS PROPOSER VISITE M. PALMIN DOURS SEPTEMBRE POUR

STOCKHOLM

NOT TO BE TRANSMITTED

ARRANGES AND COPY DISTRIBUTION

AUTHORIZATION AND COPY DISTRIBUTION

cc: Messrs. Kaden  
cc: Mr. Kocman  
cc: Brodsky  
cc: Mr. Kocman  
cc: Brodsky  
cc: Messrs. Bramstedt, Grove, Melgaard, Rasmussen  
cc: Messrs. Kaden

NAME: Robert E. Steedman  
DEPT: Western Africa Division  
SIGNATURE: [Signature]  
REFERENCE: [Reference]

DISPATCHED

ORIGINAL (file copy)

Cameroon: Loan 935/CR.429 Adm.

Form No. 27  
(3-70)

INTERNATIONAL DEVELOPMENT  
ASSOCIATION

INTERNATIONAL BANK FOR  
RECONSTRUCTION AND DEVELOPMENT

INTERNATIONAL FINANCE  
CORPORATION

**OUTGOING WIRE**

TO: EXCELLENCE  
DR MAIKANO ABDOULAYE  
MINPAT  
YAOUNDE

DATE: August 19, 1974 <sup>20 days</sup>

CLASS OF  
SERVICE: LT <sup>Tele</sup>  
Ext. ~~5702~~ 2661 <sup>1ff</sup>

COUNTRY: CAMEROON

TEXT: REF PRET 935 CREDIT 429 NOTCAB 27 JUIN NOTLET 23 JUILLET ET ENTRETIENS  
Cable No.: M. STECKHAN STOP BANQUE POURRAIT CONSIDERER PARTICIPATION DEPASSEMENT  
COUT SECOND PROJET ROUTIER DANS LE CADRE D'UNE REDUCTION DU PROGRAMME  
DE CONSTRUCTION STOP CE FINANCEMENT SUPPLEMENTAIRE SERAIT PROPOSE A  
NOTRE CONSEIL EN TEMPS OPPORTUN POUR EVITER INTERRUPTION DES TRAVAUX  
CORRESPONDANT AU PROJET REMANIE MAIS NE POURRAIT DEPASSER EQUIVALENT DE  
SIX MILLIONS DOLLARS STOP CONVIENDRAIT QUE GOUVERNEMENT PREPARE IMMEDIATEMENT  
UNE OU PLUSIEURS SUGGESTIONS PERMETTANT DE DEFINIR PROGRAMME REDUIT ET  
ESTIMER SON COUT COMPTE COMPLETEMENT TENU JEU PREVISIBLE CLAUSES VARIATION  
PRIX SUR OFFRES RECUES ET INDIQUANT COMMENT CAMEROUN FERAIT FACE BESOINS  
FINANCEMENT EN SUS FINANCEMENT BANQUE STOP POUR DISCUTER DETAIL CES  
PROPOSITIONS AVEC AUTORITES CAMEROUNAISES VOUS PROPOSONS QUE M. PALEIN  
SE RENDE CAMEROUN DEBUT SEPTEMBRE STOP HAUTE CONSIDERATION

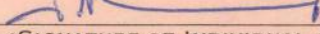
DE LA RENAUDIÈRE  
INTBAFRAD

**NOT TO BE TRANSMITTED**

AUTHORIZED BY:

NAME X. de la Renaudière

DEPT. Western Africa Country Programs II

SIGNATURE   
(SIGNATURE OF INDIVIDUAL AUTHORIZED TO APPROVE)

REFERENCE: MPalein:ar

CLEARANCES AND COPY DISTRIBUTION:

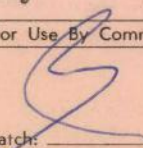
Cleared with & cc: Mr. Soges  
cc: Messrs. Melegari, Gyamfi, Erim,  
Bthler, Moussu-Rizan

cc: Mr. Kochman  
Embassy

For Use By Communications Section

**ORIGINAL (File Copy)**

(IMPORTANT: See Secretaries Guide for preparing form)

Checked for Dispatch: 

ОКОНЧАТ (MIB CODE)

RECEIVED  
SIGNATURE  
DATE  
NAME  
UNIDENTIFIED

cc: [Handwritten initials]  
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Aug 20 1230

COMMUNICATIONS  
NOT TO BE REVEALED

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СЕРИЯ ИЛИ  
ТЕКСТ

СЕРИЯ ИЛИ

СОПЛИКА: СУБВОСОН

СОПЛИКА:

КОНТАКТ  
АДРЕС  
ДЕ НАУКА И ВОДОУСТА  
ИЛИ  
ДИСТАНЦИЯ

ИЛИ  
СЕРВИС ИЛИ  
КЛАСС ОФ  
ДАТЕ ИЛИ  
ИЛИ

ОПТИКОМ МИБЕ

ASSOCIATION	RECONSTRUCTION AND DEVELOPMENT	ASSOCIATION	ASSOCIATION
INTERNATIONAL DEVELOPMENT	INTERNATIONAL BANK FOR	INTERNATIONAL FINANCE	

Handwritten notes at the bottom of the page.

BOOK OF TWO

**OUTGOING WIRE**

TO: EXCELLENCE M. RENE ESSO  
M. PAUL TESSA DIRECTEUR DES ROUTES  
MINISTRE DE L'EQUIPEMENT MINERDOM  
YAOUNDE YAOUNDE

DATE: August 19, 1974

CLASS OF LT /ITT  
SERVICE: EXT. 5702

COUNTRY: CAMEROUN CAMEROUN

TEXT: REF PRET 935 CREDIT 429 SECOND PROJET ROUTIER HONNEUR VOUS INFORMER AVONS  
Cable No.: CABLE MINISTRE PLAN CITATION REF NOTCAB 27 JUIN NOTLET 23 JUILLET ET  
ENTRETIENS M. STECKHAN STOP BANQUE POURRAIT CONSIDERER PARTICIPATION  
DEPASSEMENT COUT SECOND PROJET ROUTIER DANS LE CADRE D'UNE REDUCTION DU  
PROGRAMME DE CONSTRUCTION STOP CE FINANCEMENT SUPPLEMENTAIRE SERAIT PROPOSE  
A NOTRE CONSEIL EN TEMPS OPPORTUN POUR EVITER INTERRUPTION DES TRAVAUX  
CORRESPONDANT AU PROJET REMANIE MAIS NE POURRAIT DEPASSER EQUIVALENT DE SIX  
MILLIONS DOLLARS STOP CONVIENDRAIT QUE GOUVERNEMENT PREPARE IMMEDIATEMENT  
UNE OU PLUSIEURS SUGGESTIONS PERMETTANT DE DEFINIR PROGRAMME REDUIT ET  
ESTIMER SON COUT COMPTE COMPLETEMENT TENU JEU PREVISIBLE CLAUSES VARIATION  
PRIX SUR OFFRES RECUES ET INDIQUANT COMMENT CAMEROUN FERAIT FACE BESOINS  
FINANCEMENT EN SUS FINANCEMENT BANQUE STOP POUR DISCUTER DETAIL CES PROPOSITIONS  
AVEC ~~AUTORITES~~ AUTORITES CAMEROUNAISES VOUS PROPOSONS QUE M. PALEIN SE RENDE  
CAMEROUN DEBUT SEPTEMBRE FIN CITATION HAUTE CONSIDERATION

PALEIN  
INTBAFRAD

**NOT TO BE TRANSMITTED**

AUTHORIZED BY:

NAME Michel Palein

DEPT. Western Africa CP II Div. 2 B

SIGNATURE *Michel Palein*  
(SIGNATURE OF INDIVIDUAL AUTHORIZED TO APPROVE)

REFERENCE: MPalein:ar

CLEARANCES AND COPY DISTRIBUTION:

cc: Messrs. Soges, Melegari, Gyamfi

For Use By Communications Section

**ORIGINAL (File Copy)**

(IMPORTANT: See Secretaries Guide for preparing form)

Checked for Dispatch: *[Signature]*

ORIGINANT (MISE CODE)  
MISE EN SCIENCE  
SIGNATURE  
OBJET  
LIVRE  
ANNEXES

CC: MESSIA, FORT, MESSIA, ...  
SERVICES AND CODE DIGRESSION  
NOT TO BE MISREAD

*despatched  
of Aug. 19*

DISPATCHED  
BY

CYBERNETIC RESEARCH CENTER FOR SECURITY AND DEFENSE  
THE RESEARCH CENTER HAS BEEN ESTABLISHED UNDER THE  
DIRECTORSHIP OF THE DIRECTOR OF THE CENTER FOR  
RESEARCH AND DEVELOPMENT IN THE FIELD OF SECURITY  
AND DEFENSE. THE CENTER WILL BE RESPONSIBLE FOR  
THE RESEARCH AND DEVELOPMENT OF NEW TECHNOLOGIES  
AND METHODS FOR THE PROTECTION OF NATIONAL  
SECURITY AND DEFENSE. THE CENTER WILL BE  
RESponsible FOR THE RESEARCH AND DEVELOPMENT  
OF NEW TECHNOLOGIES AND METHODS FOR THE  
PROTECTION OF NATIONAL SECURITY AND DEFENSE.  
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AND METHODS FOR THE PROTECTION OF NATIONAL  
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METHODS FOR THE PROTECTION OF NATIONAL  
SECURITY AND DEFENSE.

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MINISTERE DE L'INDUSTRIE  
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EXEMPTION

MISCELLANEOUS  
MINISTERE DE L'INDUSTRIE  
N° 12345  
EXEMPTION

SERVICE EXL. 2108  
CLASS OF PL  
DATE: 1957-08-19

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ASSOCIATION  
INTERNATIONAL DE RECHERCHE  
RECOMMENDATION AND RELATIONS  
INTERNATIONAL DE RECHERCHE  
CORRELATION  
INTERNATIONAL DE RECHERCHE

MIBS 24-50/259 MOD: 1001000

SOCIETE DE RECHERCHE OPERATIONNELLE  
ET D'ECONOMIE APPLIQUEE S.A.

SORCA

*copy made*  
*AUG 21 1974 (5)*  
*La Couronne - Louvain 935/4.1129 Ad*

LEVARD SAINT MICHEL 109 - 111 — 1040 BRUXELLES — TEL. 02/36.80.50 — TELEX 24.654

MEMBRE DE "RESEARCH AND DEVELOPMENT" A.S.B.L.

Réf. : 00.46 - JW/CB

Bruxelles, le 14 août 1974.

*Two of these two letters  
to be filed in the D.F.  
The documents to be filed -  
C.F.*

*Memo to Staffini  
(2) Meligari*

Monsieur SOGES  
Division Chief Highways Projects  
Regional Operations West Africa  
Office B 310  
I.B.R.D.  
1818 H Street  
USA - N.W., WASHINGTON D.C. 20433.

Cher Monsieur,

A la suite des contacts pris en juillet dernier par la SORCA avec la BIRD, nous vous précisons notre très vif intérêt pour les projets routiers qui sont actuellement en préparation au Cameroun et en Côte d'Ivoire.

Des premiers contacts ont été pris avec les Ambassades de ces deux pays à Bruxelles et un courant de correspondance s'amorce avec les deux gouvernements intéressés ainsi qu'avec les représentants locaux des Nations-Unies et les Ambassades belges.

Nous sommes évidemment prêts à nous rendre sur place pour faire toutes les démarches nécessaires.

./..

- Spier
- Staffini
- Parker
- Meligari
- Kadon
- Jovanovic
- Gyanfi
- Fellinghauer
- Byl
- Bonhomme
- Bah
- Soges

TO MR. FINNE

Vous trouverez ci-joint la copie d'une lettre que j'envoie à Monsieur BONI, une documentation de base sur la SORCA, quelques articles susceptibles de vous intéresser, les curriculum vitae de certains de nos spécialistes en transports et nos principales références en études routières. Je vous en souhaite bonne réception.

Veillez agréer, Cher Monsieur, l'expression de nos sentiments distingués.

WANTY, Jacques  
Président.



Annexes.



REF. : 00.46 - JW/CB

Bruxelles, le 14 août 1974.

Monsieur BONI,  
Directeur Général des Routes  
- DIRECTION DES TRAVAUX PUBLICS -  
ABIDJAN (Côte d'Ivoire).

Monsieur le Directeur Général,

Nous avons, à l'occasion d'un récent voyage à la BIRD à Washington, pris connaissance des importants projets de développement routier de votre pays.

La SORCA, Société belge au sujet de laquelle je vous transmets par le même courrier quelque documentation, possède une vaste expérience des études routières en Afrique tropicale. Vous trouverez ci-joint nos principales références à ce sujet, ainsi que des curriculum vitae d'experts et quelques documents techniques qu'il nous est déontologiquement possible de diffuser.

La SORCA serait très intéressée à participer à vos études de développement routier et nous pensons pouvoir y rendre de grands services, étant donné notre totale objectivité et notre large connaissance pratique de l'économie de la plupart des pays d'Afrique.

./..

INCOMING UNIT UNIT  
1974 AUG 30 14 18 00  
RECEIVED

Nous sommes, bien entendu, prêts à envoyer une délégation à Abidjan pour discuter avec vous de ces problèmes.

De toutes façons un de mes collègues - un français - d'un centre d'études économétriques que je préside à Paris se trouve actuellement en poste à Abidjan, où il enseigne l'informatique, à l'université. Il s'appelle Vincent NETTER et, dès le mois de septembre, il se permettra de prendre contact avec vous.

Dans l'attente de votre réponse je vous prie d'agréer, Monsieur le Directeur, l'expression de mes sentiments distingués.

WANTY, Jacques  
Président.

Annexes.

✓ Cameroon: Loan 935/CR. 429 Adm. Central Files  
cc Dahomey: CR. 415 Adm.

AUG 22 1974

LAMARRE VALOIS  
INTERNATIONAL  
LIMITÉE



CONSULTANTS

GRUPE LAVALIN  
615, RUE BELMONT, MONTRÉAL, CANADA H3B 2L9  
75, RUE ALBERT, OTTAWA, CANADA K1P 5E7  
13 BIS, RUE LAFFITTE, PARIS IX, FRANCE  
B. P. 11043 DAKAR, SÉNÉGAL  
B. P. 566, BANGKOK, THAILAND

CÂBLE: LAVALIN  
TÉLEX:  
LAVALIN MTL 01-26401

14 août, 1974.

Monsieur Maurizio Melegari,  
Banque Mondiale,  
1818 "H" Street N.W.,  
Washington D.C. 20433

Cher monsieur Melegari,

Tel que convenu ce jour, lors de notre conversation téléphonique,  
nous vous transmettons officieusement:

- 1. 2 exemplaires d'une note sur les priorités de construction de la route Garoua-Maroua-Mora au Cameroun. *not att.*
- 2. 1 exemplaire du brouillon de notre rapport final sur le projet quadriennal d'Entretien Routier au Dahomey. Je vous en souhaite une bonne réception et espère avoir le plaisir de vous voir prochainement. *not att.*

Sincèrement,

LAMARRE VALOIS INTERNATIONAL LIMITEE

YVES BEAUREGARD, président

YB/el

pièces jointes.

- Soges
- Bah
- Benhomme
- Byl
- Fellinghauer
- Gyamfi
- Jovanovic
- Kaden
- Melegari
- Parker
- Staffini
- Spier

## OFFICE MEMORANDUM

Cameron: Loan 935/r. 429  
Adm. ✓

TO: Mr. J. Burke Knapp

DATE: August 9, 1974

FROM: W. Thalwitz *W*SUBJECT: CAMEROON - Second Highway Project -  
Potential Cost Overrun*OK for Bank Group  
contribution of  
\$6 million**Trans 12 56-50  
is a copy  
loan 86*

1. Following our discussion of August 7, I am summarizing the case for Bank participation in the potential cost-overrun on the Second Highway Project - Cameroon.
2. The project was appraised in early 1973 and a US\$24 million loan and a US\$24 million credit were approved by the Board in early July 1973. Government undertook to contribute an estimated US\$16 million (excluding taxes of US\$7 million) to the US\$64 million project. The bulk of the project consists of the construction, improvement or rehabilitation of almost 500 km of paved roads. Most of these roads are part of the Trans-cameroon road/rail/port network which links Chad and the North of Cameroon with the sea. The cost of road construction was estimated at the time of negotiations (May 1973) at about US\$45 million, excluding contingencies, and US\$59 million including contingencies. Government advised us recently that the lowest bids for these roads amount to a total of US\$56 million, which is within the original estimate, including contingencies. However, the contract documents contain a price escalation clause which with the price inflation assumed in the guidelines issued by Mr. van der Tak, may increase the final cost (excluding taxes) of construction to as much as US\$78 million or almost US\$20 million in excess of the amounts available for the second highway project. In the absence of supplementary outside financing, and should these price increases materialize, the Government may have to more than double its net contribution to up to about US\$35 million.
3. The bids for these roads expired originally on July 1, and following our discussions with you in late June we advised the Government by cable to award contracts for those road sections which had the highest priority and the cost of which (including future price escalation), did not exceed the loan/credit and available local resources. As far as the remaining sections of the project were concerned we advised the Government to seek an extension of the validity of the bids for a sufficiently long period to allow a review of investment priorities, cost and available external and local resources in this sector.
4. In response to our advice, the Government seems to have found an informal way of holding the successful bidders to their bids beyond July 1. Moreover, there is an indication that the Government may postpone reconstruction of a 100 km road section (corresponding to about 40 percent of the foreseeable cost overrun) by a few years thus deleting it from the Second Highway Project. Supplementary external finance will still be

required even after reducing the US\$20 million cost overrun to about US\$12 million in this way. Given Cameroon's tight budgetary and reserve position, even a (reduced) overrun of US\$12 million would present a serious financing problem for the Government and endanger the execution of this project which despite the potential cost increase remains urgent and justified.

5. Additional Bank financing for the (reduced) Second Highway Project would not only help overcome the transport bottleneck of the Cameroonian economy but also provide drought stricken landlocked Chad with better access to the sea. Moreover, a supplemental loan would be in line with our stated objective of transferring more resources to Cameroon at a time of tight budgets, increasing balance of payments deficits and low reserves. With this objective in mind our lending program for Cameroon for the next five years totals nearly US\$300 million or US\$60 million a year on average. However, as it stands now, due to delays in project preparation the combined total for FY 75 and FY 76 is not likely to exceed US\$60 million (without a supplemental loan for the Second Highway Project).

6. The Government is under mounting pressure to award the contracts. Despite the fact that a delay in the award of what appear to be reasonable bids may possibly lead to further increases, the Government may be reluctant to award the contracts without an indication of Bank support. In these circumstances we would like to tell the Government that we will consider the possibility of supplementary financing, if and when needed, provided the Government takes action to reduce the project.

7. Do you concur?

RBStechhan:mb

Cleared with and cc: Mr. Brandreth  
Mr. Melegari

cc: Messrs. de la Renaudière  
Palein  
Erim o.r.  
Bazin

## OFFICE MEMORANDUM

Eq. Guinea: CR. 362 Adm.

Mali: Cr. 384 Adm.

TO: Files

FROM: Donald King (WAPDR)

DATE: August 7, 1974

« Senegal: Loan 835/CR. 314 Adm.

« Chad: CR. 309 Adm.

✓ « Cameroon: Loan 935/CR. 429 Adm.

« Sierra Leone: CR. 253 Adm.

« BA &amp; P:

SUBJECT: Problem Projects Review of July 18, 1974

The following are the main comments made during the review of the Region's problem projects with Messrs. Knapp, Baum and Cargill on July 18, 1974.

Equatorial Guinea: Credit 362, Highway Project

In response to Mr. Knapp's concern about the lack of progress and of disbursements, Mr. Chauffournier said that the project had been mounted with the realization that this was a very difficult country for the Bank to work in. It had been foreseen that the associated UNDP technical assistance would have to achieve reasonable progress before IDA-financed highway maintenance (and procurement of maintenance equipment) went forward. In fact the Credit's lack of progress was in part a reflection that UNDP had experienced difficulty. Mr. Knapp agreed that we had to proceed realistically. He requested that before the Region took any action, such as the approval of contracts, which would lead to disbursements he should be informed.

Mali: Credit 384, Second Railway Project

It was noted that while the borrower and the Bank had agreed to reduce the scope of the project to offset the prospective cost overrun, nonetheless, the project items which had been thus removed from the Bank's list of goods were important to the future economic operation of the railroad, and the borrower was looking for finance to reinstate them. Mr. Baum said that reducing the project content of a railroad project might have a worse impact than doing so in a highway project where the deletion of one road might not affect the economics of others in the project. A railway project generally had to be viewed as an entity. Mr. Thalwitz emphasized that the borrower would like to obtain supplementary financing from the Bank, an initiative the Region strongly supports.

Senegal: Loan/Credit 835/314, Second Railway Project

The serious financial problem of the railway was noted, it being explained that lacking sufficient funds the railroad could not acquire the additional rolling stock and spare parts it needs, and yet without these additional facilities its revenues are reduced. The Region's staff said it may be necessary to restructure the loan to make money available for spare parts. However vital as this was, this course would reduce the money available for other purposes hardly less important. Mr. Knapp referred to the program loan under consideration for Senegal which may help the government provide counterpart finance to the railroad and strengthen the implementation of our project.

Chad: Credit 309, Livestock Development Project

Mr. Knapp expressed concern over the statement in the problem project report that funds for physical maintenance of the project might not be available after project completion. Mr. Knapp thought that a sort of amortization fund might be set-up by one of the project donors to provide for maintenance over the life of the project. Messrs. Chauffournier and Thalwitz said that Sahelian countries such as Chad are so poor that there can be no certainty that resources will be available for project maintenance purposes following completion of a project unless aid donors earmark funds. Mr. Knapp asked whether a solution might be to ask the French, as the main donor, to give priority to maintenance in the allocation of their funds. Mr. de la Renaudiere said that the strained relationship between Chad and France made this doubtful. Mr. Knapp suggested that in view of the limited time for problem projects discussion, discussion of the Chad problem should be put off to another occasion.

Cost Overrun

In the brief discussion of the information concerning cost overruns Mr. Chauffournier emphasized that some of the overruns reported were for projects for which, notwithstanding that bids have not been received, it was considered advisable to take into account the additional costs likely to result from escalation provisions. For this purpose the information on prospective price increases contained in the CPS memorandum of March 29, 1974, had been employed. If in fact price increases of these dimensions did occur some sectors would be particularly hard hit, highways for example. Some borrowers would not have in prospect the funds to meet eventual overruns but nevertheless would have to award contracts within several months. A number of highway projects faced this problem and it was important to do something about this problem. Mr. Knapp mentioned the Cameroon Highway Project as a case in point, where an indicated overrun of \$14 million, compared with the loan/credit amount of \$28 million is foreseen.

Mr. Knapp questioned whether the smallness of some of the overruns warranted supplemental financing, quoting the \$200,000 overrun on the Sierra Leone Cr. 253 Education Project. The Region staff noted this was a matter of degree; that while it was a small amount it loomed large in the current Sierra Leone scene. He pointed out that the project was well on the road to completion and could not be cut back, that it was one of the education projects in which the country concerned was doing a good job--and that the Government did not have the funds to cover the overrun. Therefore despite the small size of the overrun Bank supplemental assistance appeared warranted.

Mr. Thalwitz noted that projects which might face overruns arising from price escalation but on which no action was necessary during the next year were not included in the list of overruns. A large number of agriculture

August 7, 1974

projects were in this category inasmuch as funds were committed on a year-by-year basis. It would be not until towards the end of the project that an overrun would necessarily have to be faced--by which time project revenues might have increased to compensate for the cost overrun; moreover there would be the possibility that the scope of the project might be reduced.

DKing:ev

cc: Messrs. Knapp, Senior Vice President, Operations  
Baum, Vice President, Projects Staff  
Cargill, Vice President, Finance  
\* Armstrong, Supervision Adviser  
Chaufournier, Vice President, Western Africa Region  
Wright, Director, Western Africa Programs I  
de la Renaudiere, Director, Western Africa Programs II  
Thalwitz, Director, Western Africa Projects  
Pouliquen, Assistant Director, WAP  
Rowe, Assistant Director, WAP



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FERCAM 5607KN (Telex No.)

m: Dovala

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August 7, 1974

NO 4325 7/8/74 ATTENTION M STECKQAN PRIERE M'INFORMER SI  
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INCOMING TELETYPE

✓ Cameroon; Loan 687 Adm.  
 Cameroon; Loan 935/CR.429 Adm.

Distribution

Mr. Steckhan

Mr. Brandreth

Aug 7 10 30 AM '74  
 SECTION

## OFFICE MEMORANDUM

TO: Mr. F. Soges, Chief, WAPHW

DATE: July 30, 1974

FROM: M. Melegari, Engineer and P. Gyamfi, Economist, WAPHW

SUBJECT: CAMEROON: Loan 663/Credit 180-CM - First Highway Project  
Loan 935/Credit 429-CM - Second Highway Project  
Supervision Mission  
Full Report

In accordance with our Terms of Reference dated May 8, 1974 we visited Cameroon from May 20 to 30, 1974 to supervise the above projects. Please find attached our Full Supervision Reports.

## Attachments

MMelegari/PGyamfi:ds

filed July 23, 1974

cc: Messrs. Thalwitz, Director, WAP  
Pouliquen, Assistant Director, WAP  
Rowe, Assistant Director, WAP  
King, Assistant to Director, WAP  
van der Tak, Director, VPSVP (3)  
Jaycox, Director, TRP (2)  
Bowron, PABP2  
Buhler, LEG  
Moussu-Rizan, CTRDD  
de la Renaudiere, Director, WA2  
Steckhan, Chief, WA2DB  
Erim, WA2DB  
J. Elliott, CTRAC  
Gillette, WANVP  
Wyss, WAFWA  
Reitter, WAFGH  
Mirza, WAFNG  
Kaden, WAPHW  
Byl, WAPHW  
Mrs. Saukel, WAPHW

IBRD AND IDA - SUPERVISION SUMMARY

Cameroon; Loan 663/CR.180 Adm.  
✓ Cameroon; Loan 935/CR.429 Adm.  
Page 1 of 2

Regional Office: <b>Western Africa</b>	Country: <b>CAMEROON</b>	Project Name: <b>First Highway Project</b>	Project No.: <b>3CAMTH02</b>	Loan/Credit No.: <b>Ln663/CR180-CM</b>
Board Date: <b>2-10-70</b>	Signing Date: <b>3-27-70</b>	Projects Dept./Div.: <b>WAPHW</b>	Code: <b>136/32</b>	Projects Officer: <b>MMelegari</b>
			Loan Officer: <b>I Erim</b>	

SECTION 1: PERFORMANCE RATING

STATUS: Problem Free - 1; Minor Problems - 2; Major Problems - 3  
 TREND: Improving - 1; Stationary - 2; Deteriorating - 3  
 TYPES OF PROBLEM: Financial - 1; Managerial - 2; Technical - 3; Political - 4; Other (explain) - 5  
 Designated a "problem project" in most recent SVP review: Yes - Y; No - N  N

Last Summary		This Summary	
3		1	
2		1	
1	3		

SECTION 2: SUMMARY PROJECT DESCRIPTION

The project consists of (i) construction of the Tiko-Victoria (22 km) and N'Gaoundere-Garoua (250 km) roads and (ii) consultants services for supervision of the construction work, and (iii) feasibility studies and detailed engineering of the Garoua-Mora (254 km) and Douala-Pont du N'Kam (180 km) roads.

SECTION 3: PROJECT DATA (Do not advance FY time frame until after 3-month updating cycle which ends July 31.)

Estimated/Actual	Loan/Credit Effectiveness (Mo./Day/Yr.)	Project Completion (Mo./Yr.)	Loan/Credit Closing (Mo./Day/Yr.)	Project Cost (\$xx.xm)	Loan/Credit Amount (\$xx.xm)	Loan and Credit Disbursements/Through		
						Past FY (\$xx.xm)	Current FY (\$xx.xm)	Next FY (\$xx.xm)
Signing	6.1.70	6.73	12.31.73	25.1	19.0	19.0	-	-
Beginning of FY*		6.75	12.31.75	30.2	19.0		18.0	19.0
Latest	7.16.70	6.75	12.31.75	30.2	19.0	15.5	18.0	19.0
Date of latest: <u>7.1.74</u> Legal closing date: <u>12.31.75</u>						Disbursements to date: <u>15.5</u> As of date: <u>7.1.74</u>		

\* Use estimate which is "latest" at beginning of FY. A special beginning-of-FY estimate not required.

SECTION 4: SUPERVISION SCHEDULE

Msn. Return to HQ (Mo./Day/Yr.)	Final Rpt. Date (Mo./Day/Yr.)	Next Msn. Departure	Time Expenditure (Optional)
Latest <u>6.11.74</u>	<u>7.12.74 (FS)*</u>	<u>12.74</u>	Projects Programs
Previous <u>1.7.74</u>	<u>2.15.74 (FS)*</u>	Recommended interval between Missions (months) <u>6</u>	(mw) (mw)
* Type of Report: FS = Full Supervision; CS = Combined Full/B-T-O; C = Completion; A = Appraisal; O = Other (explain in Section 5)		End of period covered by latest progress report <u>5.30.74</u>	FY Plan _____ FY to date _____

SECTION 5: COMMENTS (Explain "other" in Section 1 and clarify, if necessary, the data contained in Sections 3 and 4.)

The amount of Credit 180-CM of US\$7.0 million was fully disbursed by December 15, 1973 and before Credit 180-CM was punctually closed on December 31, 1973. The project then began being financed by Loan 663-CM, for which closing date was first put off to 12-31-74 and then to 12-31-75.

SECTION 6: SUMMARY OF PROJECT STATUS, TREND, AND MAJOR PROBLEMS

The Tiko-Victoria road was completed in April 1973, and the first section of the N'Gaoundere-Garoua road in March 1974. The other two sections of the N'Gaoundere-Garoua road are still being built; all failures which occurred during the past rainy season have been repaired, and 110 km, out of 178 km, are finished. The crucial test for the entire road will be the present rainy season. Since the design was improved, the amount of work has increased; therefore, the date for completion is being put off from May 1974 to June 1975. Supervision of work is now being carried out correctly (See Annex II, paras 2.1-2.3).

The feasibility study and detailed engineering of the Garoua-Mora and Douala-Pont du N'Kam roads were completed in 1973 (See Annex II, para 3.1).

A cost overrun of about US\$7.1 million is expected; the contractor for the second and third section of the N'Gaoundere-Garoua road will bear US\$2.0 million, and the Government the remaining US\$5.1 million (See Annex II, paras 2.2, 2.3, 3.1 and Annex III).

Section 7: Actions Taken or Recommended

- The Bank has written the Government to confirm the mission's findings.
- Since the project cost has increased, but the amount of the Loan and Credit will not change, the percentage of the Bank Group financing will soon have to be reduced accordingly (see Annex II - para 4).
- A mission of one engineer should supervise the project in December 1974.

CAMEROON  
Ln. 663/Cr. 180-CM: 1st Highway Project

List of Annexes

- ANNEX I - Terms of Reference of the Mission
- ANNEX II - Execution of the Project
- ANNEX III - Project Status and Cost Estimates
- ANNEX IV - Schedule of Disbursements
- ANNEX V - Draft paragraph for President's Reports

## OFFICE MEMORANDUM

TO: Messrs. M. Melegari, Engineer, and  
P. Gyamfi, Economist, WAPHW

DATE: May 8, 1974

FROM: F. Soges, Chief, WAPHW

SUBJECT: CAMEROON: Loan 663/Credit 180-CM - First Highway Project  
Loan 935/Credit 429-CM - Second Highway Project  
Supervision Mission  
Terms of Reference

---

1. From about May 20 - 30, 1974, you will visit Cameroon to supervise the above projects. You will review with the Government, and if necessary with the consultants, the overall status of the projects, covering in particular the following points:

First Highway Project - Construction of the N'Gaoundere-Garoua Road

- determine the progress in constructing the road and repairing damaged sections, and how implementation of the understandings reached between the Government, contractors and consultants concerning these repairs is working out (see Annex II - para 2.1);
- assess the performance of contractors and consultants (see Annex II - paras 2.1 and 2.3);
- review the financial situation of the project; estimate cost overruns, and determine their implication on financing (see Annex II - paras 2.2, 2.3 and 3.1 and Annex III);
- investigate the reasons for the delays in Government's making payments to contractors and consultants, in both local and foreign currencies, and discuss means to expedite processing of these payments (see Annex II - para 2.4);
- review the latest progress reports, and reiterate the necessity for their prompt transmission to the Bank (see Annex II - para 2.4).

Second Highway Project

- review the bid evaluation report for the road construction, and in the light of the outcome of bidding assess the project's financial situation;
- revise, if necessary, the project execution schedule;
- review, and if possible approve, the consultants' contract for construction supervision;

- determine the progress in securing consultants' services for the highway maintenance study, and press for an early start of the study with a view to completing it in the first quarter of 1975;
- determine the progress made in organizing the inter-ministerial task force for drawing up a program for the forest studies and determine the likely timing of the studies;
- finalize the terms of reference and employment schedule of the three experts to be assigned to the Departments of Programming, Roads, and Transport, and discuss with the Government the curricula-vitae of the candidates we are suggesting.
- discuss the plans and schedule for UNDP technical assistance to the Ministry of Transport, including the recruitment of counterpart and supporting local staff.

2. Sector Work

- discuss the transport investments underway and planned, and the general needs of the sector;
- ascertain the characteristics of the proposed improvement of the Yaounde-Edea road, and the status of plans for construction.

3. From Cameroon, Mr. Melegari will proceed to CAR and Mr. Gyamfi to the Ivory Coast under separate Terms of Reference.

4. Upon your return to Washington, you will submit a Back-to-Office Report followed by a Full Report.

Cleared with and cc: Mr. Erim, WA2DB

cc: Messrs. Thalwitz, Director, WAPDR (3)  
Pouliquen, Assistant Director, WAPDR  
Rowe, Assistant Director, WAPDR  
King, Assistant to Director, WAPDR  
van der Tak, Director, VPSVP  
Jaycox, Director, TRP  
Bowron, PABP2  
Buhler, LEG  
Rychener, CTRDD  
de la Renaudiere, Director, WA2DR  
Steckhan, Division Chief, WA2DB  
Brandreth, Division Chief, WAPPR  
Kaden, WAPHW  
Wyss, Chief, WAFWA

Mrs. Saukel

Execution of the Project

1. Main Project Items

- A. Construction of the N'Gaoundere-Garoua (250 km) and Tiko-Victoria (22 km) roads, and supervision of work.
- B. Feasibility studies and detailed engineering for improvement of the Garoua-Mora (254 km) and Douala-Pont du N'Kam (180 km) roads.

2. Execution of Item A

2.1 The Government awarded contracts for the construction of the two roads and for the supervision of work in December 1971. In April 1973, the contractor Razel-Sofra TP completed the work on the Tiko-Victoria road, and in March 1974 the contractor GTE-Citroa completed work on the first section of the N'Gaoundere-Garoua road. Both of these contractors worked correctly and the Government issued a Certificate of Completion for both roads. At the end of May 1974, the contractor Sofra TP-Colas was still working on the two other sections of the N'Gaoundere-Garoua road; it had almost finished repairing the stretches, where failures had occurred during the past rainy season, and had completed the work on about 110 km, out of 178 km. This contractor had greatly improved the quality of his work and is now working correctly. The crucial test however, for the entire road, will be the present rainy season. Since the Government decided to improve the design, following the occurrence of failures, the amount of work has increased. Therefore, the Government is extending the time for completion of the work from 30 to 43 months; the new completion date will be end June, 1975.

2.2 On the basis of consultants' data, we estimated an increase in the construction cost of about US\$4.8 million above the appraisal estimate (see Annex III). Of this amount, 40% is for currency realignment, 45% for inflation, and 15% for quantity increase.

2.3 In December 1971, the Government awarded a contract for the supervision of the work to the consultants SCET-DIWI. Due to inadequate management the consultants had not properly supervised the work but, after failure occurred on the N'Gaoundere-Garoua road, they replaced their site engineer, and began supervising correctly. Since the work will last longer than planned, the consultants' contract will have to be extended. We estimated an increase in the supervision cost of about US\$385,000, above the appraisal estimate (see Annex III). Of this amount, 37% is for currency realignment, 31% for inflation, and 32% for quantity variation.

2.4 The Government has processed payments in both local and foreign currencies to the contractors and consultants very slowly, because the payment documentation has to pass through several Government agencies who do nothing but repeat the same auditing operations. Since all, but the last, certificates of payment are based on provisional bills of quantities, and therefore subject to be revised, we suggested to the Government that the contractors and consultants should be paid, both in local and foreign currencies, soon after the



Highway Department (HWD) has finished auditing these certificates. Other agencies could audit later and report possible errors to HWD, who would make the necessary corrections on the next certificate of payment.

2.5 We looked over the latest progress reports with HWD and the consultants. We also talked over the best way to have these reports transmitted to us promptly. We agreed that HWD would send them to us directly, instead of through the Programming Department.

3. Execution of Item B

3.1 In December 1971, the Government awarded a contract for this study to the consultants Ingeroute-Lamarre Valois. The consultants completed the feasibility studies in August 1972, and the detailed engineering, as well as the bidding documents, in December 1973. The cost of this study was US\$1.28 million, US\$100,000 lower than the appraisal estimate (see Annex III). The engineering served as basis for the appraisal of part of the Second Highway Project.

4. Reduction of the Bank-financing percentage

4.1 According to the Government's letter of June 12, 1974, the Government will bear the entire cost overrun of the project. Therefore, since the Bank Group will not increase the amounts of the Loan and Credit, we recommend that the percentage of its financing be reduced accordingly.

CAMEROON

In. 663/Cr. 180-CM: 1st Highway Project

Project Status and Cost Estimates  
as of July 1, 1974

Project Items	Executed by	Completion date		Total Cost Estimates (US\$'000)			% Bank Contribution	% of Completion
		Contract	Forecast or Actual	Appraisal <sup>1/</sup>	Original Contract <sup>2/</sup>	Latest <sup>1/</sup>		
<b>I. Construction of the:</b>								
a) Tiko-Victoria Road (22 km)	RAZEL-SOFRATP-FOUGEROLLE	5-10-73	April 1973	3,500	3,750	4,040	74	100
b) N'Gaoundere-Garoua Road								
- 1st section (71km)	GTE-CITROA	10-10-73	3-30-74	4,920	5,520	6,800	74	100
- 2nd and 3rd section (179 km)	SOFRATP-FOUGE - ROLLE-COLAS	5-10-74	6-30-75	12,370	9,560	14,765	74	65
<b>II. Consultants Services for:</b>								
a) Construction Supervision	SCET-DIWI	6-10-74	7-31-75	1,515	1,190	1,900	74	75
b) Feasibility Studies and detailed engineering of Douala-Pont du Noun and Garoua-Mora Roads	INGERROUTE-LAMARRE-VALOIS			1,380	1,230	1,280	74	100
<b>III. Refunding of Engineering Credit S-3CM</b>	-	-	-	550	550	550	100	100
<b>IV. Interest during construction</b>	-	-	-	865	865	865	100	55
<b>TOTAL</b>				25,100	22,665	30,200 <sup>3/</sup>		
						25,100		
						5,100 <sup>4/</sup>		
<b>Estimated Overrun</b>								

<sup>1/</sup> Including contingencies.

<sup>2/</sup> Excluding contingencies.

<sup>3/</sup> This figure does not include US\$2.0 million, cost of repairing the failures which occurred on sections 2 and 3 of the N'Gaoundere-Garoua road, because the contractor will bear it entirely.

<sup>4/</sup> Of this overrun, about 40% is due to currency realignment, 45% to inflation, and 15% to quantity increase.

## SCHEDULE OF DISBURSEMENTS

as of July 1, 1974

CAMEROON

Ln. 663/Cr. 180-QM: 1st Highway Project.

IBRD FISCAL YEAR AND SEMESTER	ACCUMULATED DISBURSEMENTS US\$xx.xm EQUIVALENT								ACTUAL DISBURSEMENTS AS A PERCENTAGE OF APPRAISAL ESTIMATE OR NEW ESTIMATE OF DISBURSEMENTS AS A PERCENTAGE OF APPRAISAL ESTIMATE	
	ACTUAL TOTAL DISBURSEMENTS		APPRAISAL ESTIMATE		LATEST REVISED ESTIMATE (on 12-31-73)		NEW DISBURSEMENT ESTIMATE (7-1-74)		Credit %	Loan
	Credit	Loan	Credit	Loan	Credit	Loan	Credit	Loan		
1970										
1st										
2nd	0.0	- 0.0	0.6	- 0.0					-	-
1971										
1st	0.5	- 0.0								
2nd	0.5	- 0.1	6.1	- 0.1					8	100
1972										
1st	0.5	- 0.1								
2nd	2.8	- 0.1	7.0	- 6.0					40	2
1973										
1st	5.6	- 0.2								
2nd	7.0	- 3.1	7.0	- 12.0					100	26
1974										
1st	7.0	- 6.8	7.0	- 12.0					100	57
2nd	7.0	- 8.5	7.0	- 12.0	7.0	- 9.5			100	71
1975										
1st			7.0	- 12.0	7.0	- 12.0	7.0	- 10.0	100	83
2nd			7.0	- 12.0			7.0	- 11.0	100	92
1976										
1st			7.0	- 12.0			7.0	- 12.0	100	100
	Closing Date:		12-31-73		12-31-74		12-31-75			

1. Disbursements have not been, and are still not being made, according to the appraisal estimate, mainly because the Government awarded all contracts almost one year later than expected.

2. The new disbursement estimate is based on the assumption that the percentage of the Bank-Group financing will be reduced to reflect the new proportion between the increased total cost of the project and the unchanged amounts of the Loan and Credit.

CAMEROON

Ln. 663/Cr. 180-CM: 1st Highway Project

Draft Paragraph for President's Reports

The Tiko-Victoria road was completed satisfactorily in April 1973. The first section of the N'Gaoundere-Garoua road was completed in March 1974, but the other two sections will not be finished before June 1975, i.e., one year behind schedule. At present, the contractor has finished repairing all failures which occurred during the last rainy season, and has completed 110 km out of 178 km. The Government will bear an estimated US\$5.1 million overrun, of which 40% is due to currency realignment, 45% to inflation, and 15% to quantity increase.

Regional Office: <b>Western Africa</b>	Country: <b>CAMEROON</b>	Project Name: <b>Second Highway Project</b>	Project No.: <b>3GAMTHO3</b>	Loan/Credit No.: <b>In935/Cr429-CM</b>
Board Date: <b>7-3-73</b>	Signing Date: <b>9-26-73</b>	Projects Dept./Div.: <b>WAPHW</b>	Code: <b>136/32</b>	Projects Officer: <b>MMelegari</b>
			Loan Officer: <b>I Erim</b>	

**SECTION 1: PERFORMANCE RATING**

STATUS: Problem Free - 1; Minor Problems - 2; Major Problems - 3

TREND: Improving - 1; Stationary - 2; Deteriorating - 3

TYPES OF PROBLEM: Financial - 1; Managerial - 2; Technical - 3; Political - 4; Other (explain) - 5

Designated a "problem project" in most recent SVP review: Yes - Y; No - N  N

Last Summary		This Summary	
-		3	
-		2	
-		1	

**SECTION 2: SUMMARY PROJECT DESCRIPTION**

The project mainly consists of (i) construction of the Garoua-Mora, Douala-Pont du N'Kam, and Pont du Noun-Foumban roads; (ii) feasibility study of 400 km of forest roads; (iii) highway maintenance study; (iv) technical assistance to various Ministries (for more details see Annex II, para 1).

**SECTION 3: PROJECT DATA (Do not advance FY time frame until after 3-month updating cycle which ends July 31.)**

Estimated/Actual of:	Loan/Credit Effectiveness (Mo./Day/Yr.)	Project Completion (Mo./Yr.)	Loan/Credit Closing (Mo./Day/Yr.)	Project Cost (\$xx.xm)	Loan/Credit Amount		Cumulative Disbursements Through		
					50%	50%	Past FY 74 (\$xx.xm)	Current FY (\$xx.xm)	Next FY (\$xx.xm)
Signing	<u>12.27.73</u>	<u>6.77</u>	<u>6.30.78</u>	<u>70.5</u>	<u>48.0</u>	-	<u>8.5</u>	<u>23.5</u>	
Beginning of FY*		<u>12.77</u>	<u>6.30.78</u>	<u>91.5</u>	<u>48.0</u>	-	<u>12.0</u>	<u>23.5</u>	
Latest	<u>12.20.73</u>	<u>12.77</u>	<u>6.30.78</u>	<u>91.5</u>	<u>48.0</u>	-	<u>12.0</u>	<u>23.5</u>	

Date of latest: 7.1.74 Legal closing date: 6.30.78

Disbursements to date: \_\_\_\_\_ As of date: 7.1.74

\* Use estimate which is "latest" at beginning of FY. A special beginning-of-FY estimate not required.

**SECTION 4: SUPERVISION SCHEDULE**

Msn. Return to HQ (Mo./Day/Yr.)	Final Rpt. Date (Mo./Day/Yr.)	Next Msn. Departure Recommended interval between Missions (months)	Time Expenditure (Optional) Projects Programs (mw) (mw)
Latest <u>6.11.74</u>	<u>7.12.74 (FS)*</u>	<u>6</u>	FY Plan _____
Previous <u>1.7.74</u>	<u>2.15.74 (FS)*</u>	End of period covered by latest progress report _____	FY to date _____

\* Type of Report: FS = Full Supervision; CS = Combined Full/B-T-O; C = Completion; A = Appraisal; O = Other (explain in Section 5)

**SECTION 5: COMMENTS (Explain "other" in Section 1 and clarify, if necessary, the data contained in Sections 3 and 4.)**

The closing date of Credit 429-CM is 6-30-77 and that of Loan 935-CM is 6-30-78

**SECTION 6: SUMMARY OF PROJECT STATUS, TREND, AND MAJOR PROBLEMS**

The total bid price for the construction of the three roads was higher by about 35% than the appraisal estimate. On this basis, and in line with the latest Guidelines on Treatment of Project Cost Increase, the total project cost was estimated at CFAF 22.7 billion, compared to appraisal CFAF 15.5 billion. Mid-June 1974, the Government requested the Bank to finance part of the expected overrun and proposed awarding the construction contracts to the lowest bidders. The Bank approved the proposed contract awarding, but since it had not been able to decide on supplementary financing before July 1, 1974, the expiration date of the bids, it suggested that the Government award only priority contracts, for which the global financing was secured, and explore the bidders' willingness to prolong the validity of their bids. The Bank has not yet received the Government's reaction (see Annex II paras 2.1, 2.2 and 2.3). The Government has not made any progress in drawing up a program for the forest studies, but it assured us that it will soon call the first meeting of the interagency task force set up for the purpose (see Annex II, para 3). The Government is evaluating technical proposals for the maintenance study from three consultants, and is expected to send its recommendations to the Bank shortly (see Annex II, para 4). The Government is looking over the curricula vitae of the experts for technical assistance to the Ministries of Planning, Public Works, and Transport. It is expected to let us know its view on this subject by end of August (see paras 5.1 and 5.2).

Supervision Summary

Section 7: Actions Taken or Recommended

- The Bank has already written the Government to confirm the mission's findings.
- A mission of one engineer and one economist should supervise the project in December 1974.

CAMEROON

Loan 935/Credit 429-CM: 2nd Highway Project

LIST OF ANNEXES

- ANNEX I - Terms of Reference of the Mission
- ANNEX II - Execution of the Project
- ANNEX III - Project Status and Cost Estimates
- ANNEX IV - Schedule of Disbursements
- ANNEX V - Transport Sector Investments
- ANNEX VI - Status of Highway Investments
- ANNEX VII - Characteristics of the Improvement of the Yaounde-Edea Road (179 km)
- ANNEX VIII - Draft Paragraph for President's Report

## OFFICE MEMORANDUM

TO: Messrs. M. Melegari, Engineer, and  
P. Gyamfi, Economist, WAPHW

FROM: F. Soges, Chief, WAPHW

SUBJECT: CAMEROON: Loan 663/Credit 180-CM - First Highway Project  
Loan 935/Credit 429-CM - Second Highway Project  
Supervision Mission  
Terms of Reference

---

DATE: May 8, 1974

1. From about May 20 - 30, 1974, you will visit Cameroon to supervise the above projects. You will review with the Government, and if necessary with the consultants, the overall status of the projects, covering in particular the following points:

First Highway Project - Construction of the N'Gaoundere-Garoua Road

- determine the progress in constructing the road and repairing damaged sections, and how implementation of the understandings reached between the Government, contractors and consultants concerning these repairs is working out;
- assess the performance of contractors and consultants;
- review the financial situation of the project; estimate cost overruns, and determine their implication on financing;
- investigate the reasons for the delays in Government's making payments to contractors and consultants, in both local and foreign currencies, and discuss means to expedite processing of these payments;
- review the latest progress reports, and reiterate the necessity for their prompt transmission to the Bank.

Second Highway Project

- review the bid evaluation report for the road construction, and in the light of the outcome of bidding assess the project's financial situation (see Annex II, paras 2.1, 2.2 and 2.3);
- revise, if necessary, the project execution schedule (see Annex I, para 2.4);
- review, and if possible approve, the consultants' contract for construction supervision (see Annex II, para 2.5);



- determine the progress in securing consultants' services for the highway maintenance study, and press for an early start of the study with a view to completing it in the first quarter of 1975 (see Annex II, para 4.1);
- determine the progress made in organizing the inter-ministerial task force for drawing up a program for the forest studies and determine the likely timing of the studies (see Annex II, para 3.1);
- finalize the terms of reference and employment schedule of the three experts to be assigned to the Departments of Programming, Roads, and Transport, and discuss with the Government the curricula-vitae of the candidates we are suggesting (see Annex II, paras 5.1 and 5.2);
- discuss the plans and schedule for UNDP technical assistance to the Ministry of Transport, including the recruitment of counterpart and supporting local staff (see Annex II paras 5.1 and 5.2).

2. Sector Work

- discuss the transport investments underway and planned, and the general needs of the sector (see Annexes V and VI);
- ascertain the characteristics of the proposed improvement of the Yaounde-Edea road, and the status of plans for construction (see Annex VII).

3. From Cameroon, Mr. Melegari will proceed to CAR and Mr. Gyamfi to the Ivory Coast under separate Terms of Reference.

4. Upon your return to Washington, you will submit a Back-to-Office Report followed by a Full Report.

Cleared with and cc: Mr. Erin, WA2DB

cc: Messrs. Thalwitz, Director, WAPDR (3)  
Pouliquen, Assistant Director, WAPDR  
Rowe, Assistant Director, WAPDR  
King, Assistant to Director, WAPDR  
van der Tak, Director, VPSVP  
Jaycox, Director, TRP  
Bowron, PABP2  
Buhler, LEG  
Rychener, CIRDD  
de la Renaudiere, Director, WA2DR  
Steckhan, Division Chief, WA2DB  
Brandreth, Division Chief, WAPPR  
Kaden, WAPHW  
Wyss, Chief, WAFWA

Mrs. Saukel

Execution of the Project

1. Main Project Items:

- A. Construction of the Garoua-Mora (260 km), Douala-Pont du N'Kam (161 km), and Pont du Noun-Foumban (50 km) roads, and supervision of the work.
- B. Technical assistance to the Ministry of Agriculture, and feasibility study of about 400 km of forest feeder roads.
- C. Study on highway maintenance and betterment of feeder roads.
- D. Technical assistance to the Ministries of Planning, Public Works, and Transports.

2. Execution of Item A

2.1 On April 4, 1974, the Government opened the bids and commissioned their evaluation to the consultants. However, even from just a preliminary examination, the total lowest bid price overran the appraisal estimate by about 30%, as expected because of the emergency crisis, and consequent exceptional inflation. During our mission we reviewed consultants' evaluation reports and agreed with the Government that it would select the contractors, to be proposed for awarding, on the basis of these reports. Since the consultants had confirmed the overrun, and the Government was much concerned about its financing, we also agreed that the Government request Bank contribution.

2.2 Therefore, mid-June, after our return to Washington, the Government wrote the Bank <sup>1/</sup> requesting to finance part of the expected CFAF 6.0 billion overrun, and proposing to award the contracts to the lowest bidders as follows:

- a CFAF 6.2 billion <sup>2/</sup> contract for the three sections of the Garoua-Mora road to the contractor Ways and Freytag;
- a CFAF 4.4 billion <sup>3/</sup> contract for the first section (93 km) of the Douala-Pont du N'Kam road to the joint-venture Mondelli-Itinera-Exarcos;
- a CFAF 3.2 billion <sup>4/</sup> contract for the second section (68 km) of the Douala-Pont du N'Kam road to the joint-venture Edok S.A.-Etersa;
- a CFAF 1.2 billion <sup>5/</sup> contract for the Pont du Noun-Foumban road to the contractor Held and Francke.

<sup>1/</sup> See the Government's letters of June 12 and 14, 1974  
<sup>2/</sup> US\$25.3 million  
<sup>3/</sup> US\$17.9 million  
<sup>4/</sup> US\$13.2 million  
<sup>5/</sup> US\$5.1 million

The total CFAF amount of these proposed contracts was higher by 35% than the appraisal estimate <sup>6/</sup>. The total cost of the project based on contract price, the latest Interim Guidelines on Treatment of Project Cost Increases, and the present rate of exchange, is estimated at CFAF 22.7 billion <sup>7/</sup> of which CFAF 15.4 billion <sup>8/</sup> was the foreign cost, and CFAF 7.3 billion <sup>9/</sup> the local one. Compared to the appraisal estimate, the total overrun was CFAF 7.2 billion <sup>10/</sup>, the foreign cost overrun was CFAF 4.9 billion <sup>11/</sup>, and the local cost overrun CFAF 2.3 billion <sup>12/</sup>.

2.3 At the end of June, 1974, the Bank cabled the Government <sup>13/</sup> approving the proposed contract awarding, but suggesting that, since the Bank could not decide yet on supplementary financing, the Government should award only priority contracts, within the ceiling of the global financing secured, and should explore the bidders' willingness to prolong the validity of their bids beyond July 1, 1974. The Government has not yet replied.

2.4 Because of this uncertain situation we have not been able to revise the project-execution schedule. If the Government is able to award all the contracts by next October, the Pont du Noun-Foumban road should be finished by December 1976, the Douala-Pont du N'Kam road by June 1977, and the Garoua-Mora road by December 1977, six months later than forecast.

2.5 We agreed with the Government that the same consultants who did the feasibility studies and detailed engineering would supervise the works. We also agreed on the final version of the consultants' contract. The Government will defer the awarding of these supervision contracts, until it has decided on the awarding of construction contracts.

### 3. Execution of Item B

Since many Government agencies were not familiar with the forest aspects of the Second Highway Project, and interagency coordination needed to be improved, the Government had agreed with a previous Bank mission to set up an interagency task force. We learned that, though the Government had set up this force, the representatives of the Government agencies had never met and no progress had been made in drawing up a program for the forest studies. The General Secretary of the Ministry of Planning assured us that his Ministry would take the leadership of this task force, and would soon call the first meeting.

<sup>6/</sup> The same bid price, in US dollar equivalent, was higher by only 23% because the rate of exchange between the two currencies had changed from US\$1 = CFAF 220 at appraisal to the current value of US\$1 = CFAF 245. For the same reasons, the overruns in dollars are smaller than in CFAF.

<sup>7/</sup> US\$92.5 million

<sup>8/</sup> US\$63 million

<sup>9/</sup> US\$29.8 million

<sup>10/</sup> US\$22 million

<sup>11/</sup> US\$15 million

<sup>12/</sup> US\$7 million

<sup>13/</sup> See the Bank's cables of June 25 and 27, 1974

4. Execution of Item C

The Government had invited five consulting firms for the maintenance study. On June 6, 1974, L. Berger and Setec jointly submitted a common technical proposal, as did BCEOM and Kampsax; Harris, Inc., submitted their own proposal. The Government is evaluating these technical proposals and is expected to send its recommendations to the Bank shortly.

5. Execution of Item D

5.1 Since the UNDP representative had confirmed the financing of two experts for the Ministry of Transport, a previous Bank mission had agreed with the Government that, of the three experts provided for under the project, one would be assigned to the Ministry of Planning (MOP), one to the Ministry of Public Works (MPW), and the last to the Ministry of Transport (MOT). During our mission we gave the Government the curricula vitae of the candidates for these positions we had been able to choose with the help of our Personnel Department. We discussed the main points of the Terms of Reference of these experts with the Government, but we could not set any employment schedule because the Government had not yet finished looking over these curricula vitae before we left Cameroon. The Government promised us it would let us know its view about this subject, as well as about the two UNDP experts, by end of August.

5.2 The three Ministries, MOP, MPW, and MOT, have sufficient counterpart and supporting staff for the five experts. However, two of the designated counterparts for the MOT experts will soon leave for one year of overseas training under UNDP fellowships. The third counterpart has already undergone this training and is available in Cameroon. To ensure that the maximum benefit is derived from the experts' services, we agreed with MOT that the arrival of the experts be scheduled to coincide with the availability of their counterparts. Accordingly, the experts' team leader is scheduled to arrive as soon as he can be recruited; the MOT undertook to submit by end August, for the Bank's concurrence, a proposal for the arrival of the remaining two experts. The Bank's letter of July 23, 1974 confirmed the above decisions and requested from the Government its prompt action on the experts, including a proposal on their recruitment schedule.

5.3 Given the number of Government departments involved in the selection process and the usual difficulty experienced in recruiting good experts for such services, it is important that the Bank follow this project component closely in order to avoid unnecessary delays.

CAMEROON:

In.935/Cr.429-CM - Second Highway Project

**Project Status and Cost Estimates**

as of July 1, 1974

Project Items	Executed by	Completion date		Total Cost Estimates (US\$'000)			% Bank Contribution	% of Completion
		Contract	Forecast or Actual	Appraisal <sup>1/</sup>	Original Contract <sup>2/</sup>	Latest <sup>1/</sup>		
<b>I. Reconstruction of the following roads:</b>								
) Garoua-Mora (260 km)				27,448	25,273	35,585	68	0
) Douala-Pont du Nkam (161 km)				30,867	31,102	44,350	68	0
) Pont du Noun-Foumban (50 km)				6,260	5,122	6,760	68	0
<b>II. Consultants' Services</b>								
) Supervision of work				4,548	-	4,695	70	0
) Technical Assistance (forest policy)				115	-	70	75	0
) Feasibility Study of forest roads				404	-	300	75	0
) Road Maintenance Study				345	-	340	75	0
) Technical Assistance to various Ministries				518	-	450	75	0
<b>Total</b>				<b>70,505</b>		<b>92,550</b>		
<b>Estimated Overrun</b>						<b>70,505</b>		
						<b>22,045</b>		
/ Including Contingencies								
/ Excluding Contingencies								

SCHEDULE OF DISBURSEMENTS  
as of July 1, 1974

CAMEROON

Ln. 935/Gr. 429-CM: 2nd Highway Project

FISCAL YEAR AND SEMESTER	ACCUMULATED DISBURSEMENTS US\$xx.xm EQUIVALENT								ACTUAL DISBURSEMENTS AS A PERCENTAGE OF APPRAISAL ESTIMATE OR NEW ESTIMATE OF DISBURSEMENTS AS A PERCENTAGE OF APPRAISAL ESTIMATE	
	ACTUAL TOTAL DISBURSEMENTS		APPRAISAL ESTIMATE		LATEST REVISED ESTIMATE (on 12-31-73)		NEW DISBURSEMENT ESTIMATE (7-1-74)		Credit %	Loan
	Credit	Loan	Credit	Loan	Credit	Loan	Credit	Loan		
1974 1st 2nd			0.2 - 0.7 -	0.0 0.0						
1975 1st 2nd	no disbursement yet		3.0 - 8.5 -	0.0 0.0	3.0 - 8.5 -	0.0 0.0	9.0 - 12.0 -	0.0 0.0	300 140	- -
1976 1st 2nd			15.5 - 23.5 -	0.0 0.0	15.5 - 23.5 -	0.0 0.0	15.5 - 23.5 -	0.0 0.0	100 100	- -
1977 1st 2nd			24.0 - 24.0 -	7.5 15.5	24.0 - 24.0 -	7.5 15.5	24.0 - 24.0 -	7.5 15.5	100 100	100 100
1978 1st 2nd			24.0 - 24.0 -	20.0 24.0	24.0 - 24.0 -	20.0 24.0	24.0 - 24.0 -	20.0 24.0	100 100	100 100
	Closing Date:		6-30-78				6-30-78			

Transport Sector Investments

Transport sector investments underway and planned for the balance of the 1971-1975 Plan period have been confined to those included in the Plan. Future port and railway development is being presently discussed between the Government and the Bank. There has been considerable slippage in highway investments due mostly to delays in preparing projects and in securing financing for construction works. It is expected that many of the road projects provided for in the current plan (see Annex VI) will be included in the next plan.

The 1976-1980 Five Plan is under preparation. Part of the services to be performed by the technical assistance team to the Ministry of Transport will be to assist the Government in determining the transport investments to be included in the Plan.

CAMEROONLoan 935/Credit 429-CM: 2nd Highway ProjectDraft Paragraph for President's Report

Because of inflation, bids for the construction of the three roads were 35% higher than the appraisal estimates. On this basis, and according to the latest Guidelines on Treatment of Project Cost Increase, the cost of the project was estimated at CFAF 22.7 billion, compared to that at appraisal of CFAF 15.5 billion. Since the Bank could not decide on whether to finance the foreign component of this overrun before the expiration of the bids, it cabled the Government suggesting (i) awarding only priority contracts for a total amount within the available funds, (ii) exploring the bidders' willingness to prolong the validity of their bids, (iii) reviewing the priorities of investments. The Government has not yet answered this cable.



STATUS OF HIGHWAY INVESTMENTS

<u>Road Section</u>	<u>Total Cost (CFAF billion)</u>	<u>Source of Financing</u>	<u>Status of Implementation</u>
Magada-Bonghor	-	NSAID	Studies
Baffoussam-Mbouda- Bameda	2-2.5	FED	Construction
Bameda-Mamfe	-	BAD	Studies
Banga-Kumba	0.70	FED	Construction
Douala-Edea-Kribi	-	Germany	Studies
Mdong-Dehang	-	-	-
Foumban-Tibati	-	Germany	Studies
Tibati-Ngaoundere	5.0	Italy	Studies
Bentoua-Batouri	-	-	-
Mondou-Gidjiba	-	FED	Studies
Naza-Maltam (30 km)	-	Germany	Studies
Yaoundé-Bafoussam	-	FED will finance 100 km out of 300 km. Project is good but not in present form	Studies
Pont du Kam-Pont	-	-	-
Yaoundé-Edea	6.0	Russian or French Company	Study
Younadé-Kribi	5.0	Prefinanced by Italian Company	

Railways Bank Second Railway Project

Ports Nothing being done

Characteristics of the Improvement of the Yaounde-Edea Road (179 km)

In January 1974, the Highway Department of the Ministry of Public Works described the work to be done on this road, and wrote the Terms of Reference for its feasibility study and detailed engineering. According to these documents:

- this road carried about 900 vehicles per day, of which 154 were trucks over four tons, in 1972. It was at little above natural surface level, with curb radius often under 500 m, grades up to 11%, exceptionally 14%. The roadway was from six to eight meters wide, unpaved except on steep grades (11 km), and between N'Kolbisson and Yaounde (13 km) where six meter pavements were provided. Average operating speed was lower than 60 km per hour.
- the new road would follow quite closely the existing road, the road bed would systematically be raised from the present ground line, the minimum curb radius would be 500 m, the maximum grade 8%. The roadway would be ten meters wide, paved on seven meters. The road would be designed for a maximum axle load of 13 ton. Culverts and bridges would be rebuilt whenever necessary. The cost of this new road was estimated at CFAF 5.5 billion (US\$22 million).
- During our mission we learned that the Government had not yet decided on whether to start the study of this improvement.

Cameroon: Loan 663 / CR. 180 Adm.  
✓ ce Cameroon: Loan 935 / CR. 429 Adm.

Le 23 juillet 1974.

Son Excellence  
Docteur Maikano Abdoulaye  
Ministre du Plan et de  
l'Aménagement du Territoire  
Yaoundé  
Cameroun

Objet: Prêt no 663/Crédit no 180-CM  
Prêt no 935/Crédit no 429-CM  
Projets Routiers

Monsieur le Ministre,

Nous tenons à vous remercier de l'accueil et de la coopération que les services de votre gouvernement ont bien voulu réserver à M. Melegari et Gyanti, et à moi-même lors de notre dernier séjour au Cameroun. Ainsi nous avons pu faire le point de la situation des deux projets cités en référence et nous souhaiterions vous faire part ci-après des conclusions les plus importantes de notre mission.

En ce qui concerne le premier projet routier, nous avons constaté que votre gouvernement a déployé des efforts considérables pour résoudre les problèmes liés à la construction de la route N°Yaoundé-Garoua. Nous notons avec plaisir les progrès obtenus et la décision du gouvernement, mentionnée dans votre lettre du 12 juin 1974, de prendre à sa charge les coûts supplémentaires découlant de la solution de ces problèmes.

En ce qui concerne les dépassements de coût prévus au deuxième projet routier, nous vous confirmons notre télégramme du 27 juin. Nous espérons que depuis vous avez pu procéder à l'attribution de marchés pour la construction des routes et que vous nous tiendrez au courant de la situation. La participation éventuelle de la Banque au financement de dépassements est à l'étude.

Nous venons de recevoir copie des offres faites par les consultants pour l'étude de l'entretien routier. Nous espérons recevoir sous peu votre avis sur ces offres ainsi que vos recommandations quant à l'attribution du contrat, de sorte que cette importante étude puisse démarrer sans retard.

En ce qui concerne l'assistance technique, les curricula vitae des candidats ont été remis aux services de votre ministère par M. Palein et ensuite par notre mission en vue d'aider votre gouvernement à effectuer son choix. Nous espérons que vos services et ceux des Ministères des Transports et de l'Équipement ont achevé l'examen de ces documents et nous souhaiterions connaître bientôt les noms des experts choisis.

Notre mission n'a pas pu enregistrer aucun progrès dans le démarrage de l'étude sur la politique forestière. Nous croyons comprendre que le groupe de travail interministériel établi par votre gouvernement suite à la suggestion de M. Doyen ne s'est pas encore réuni. Étant donné l'importance que revêt cette étude, nous vous serions reconnaissants de faire le nécessaire pour que le groupe de travail soit convoqué en vue de décider d'une part, de l'orientation de l'étude et d'examiner, d'autre part, le mandat des consultants figurant dans la lettre annexe à l'accord de crédit de développement no 429-OM. Nous désirons mentionner ici le lien qui devra exister entre l'étude sur la politique forestière, et celle sur la faisabilité des routes forestières comprises dans le projet.

Nous envoyons copie de la présente à Son Excellence Paul Tessa, Ministre de l'Équipement.

Veuillez agréer, Monsieur le Ministre, l'assurance de notre haute considération.

F. Soges  
Chef de la Division des Projets Routiers  
Bureau Régional de l'Afrique de l'Ouest

PGyamfi  
F.Soges:mcd *l.*

Cleared with and cc: Mr. Munthali

cc: Mr. Steckhan

✓ Cameroon; Loan 935/CR. 429 Adm.  
cc Cameroon; CR. 161 Adm.  
cc Cameroon; CR. 320 Adm.

cc Cameroon; CR. 100 Adm.  
cc Cameroon; Loan 687 Adm.

**OUTGOING WIRE**

TO:

AKWAPAL  
DOUALA

LT/MT

BOOK OF TWO

NGANN YONN  
DIROPORT

TELEX NO. 5270

DOUALA

DATE: JULY 22, 1974

CLASS OF  
SERVICE: LT

COUNTRY:

CAMEROUN

CVI

TEXT:

Cable No.:

POUR MONSIEUR STECKHAN DE LA BANQUE MONDIALE STOP PRIMO RE ROAD PROJECT  
NO NEW DEVELOPMENT SINCE OUR CABLE TO GOVERNMENT OF JULY 27 STOP SHALL  
TRY CABLE YOU FURTHER INFORMATION BANK POSITION BEFORE AUGUST 1 SECUNDO  
OUTSTANDING SERVICE CHARGE PAYMENTS POSITION IS FOLLOWING 21,966 US DOLLARS  
UNDER CREDIT 161-CM EDUCATION PROJECT 758 US DOLLARS UNDER CREDIT 320-CM  
SECOND EDUCATION PROJECT PAYABLE SINCE JUNE 15 1974 AND 40,000 US DOLLARS  
UNDER CREDIT 100-CM CAMDEV PROJECT PAYABLE JULY ONE STOP ON LOAN 687-CM  
RAILWAY PROJECT OUT OF SERVICE CHARGE OF 168,058 US DOLLARS EQUIVALENT  
115,318 US DOLLARS EQUIVALENT HAS BEEN RECEIVED LEAVING UNPAID BALANCE  
OF 5,010 US DOLLARS EQUIVALENT IN NETHERLANDS GUILDERS, 12,815 US DOLLARS  
EQUIVALENT IN POUNDS STERLING AND 34,915 US DOLLARS EQUIVALENT IN JAPANESE  
YEN STOP

DELA RENAUDIÈRE

**NOT TO BE TRANSMITTED**

AUTHORIZED BY:

NAME

Xavier de la Renaudière  
Director

DEPT.

Western Africa - Country Programs II

SIGNATURE

(SIGNATURE OF INDIVIDUAL AUTHORIZED TO APPROVE)

REFERENCE:

CVBMunthali:aws

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DEPT. ADMINISTRATION

THE STATE

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INTERNATIONAL TELECOMMUNICATIONS

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*Cameroon - Issue 935/2.4.29 Ad*

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1974 SEP 17 PM 12:49

LE 17/7/74 . FOR STECKHAN

COMMUNICATIONS SECTION

Distribution:

Mr. Steckhan  
Mr. Soges  
Mr. Brandreth

ROADS TWO GOVERNMENT COMMITED FOR ENTIRE PROJECT WITH

ONLY MINOR REDUCTIONS IN CHARACTERISTICS STOP

ARRIVING WASHINGTON WEDNESDAY EIGHTEEN TW 803 REGARDS

PALEIN

M

- ✓ Cameroon: CR. 161 Adm.
- ✓ Cameroon Loan 935/R. 429 Adm.
- Chad: CR. 489 Adm.
- Chad: CR. 309 Adm.
- Congo: CR. 237 Adm.
- Mr. J. Burke Knapp, Senior Vice President, Ops. email: July 16, 1974
- CR. 277 Adm.
- Mali: CR. 321 Adm.
- Mali: CR. 383 Adm.
- Mali: CR. 384 Adm.
- Dahomey: CR. 415 Adm.
- Ghana: CR. 438 Adm.
- Ivory Coast: Loan 667 Adm.
- Ivory Coast: Loan 837 Adm.
- Ivory Coast: CR. 406 Adm.
- Nigeria: Loan 922 Adm.
- Senegal: CR. 253 Adm.
- Senegal: Loan 866 Adm.
- Senegal: CR. 366 Adm.
- S. Leone: CR. 176 Adm.
- S. Leone: Loan 710/18 Adm.
- Togo: CR. 450 Adm.

Roger Chaufourrier, Vice President, WAN

Cost Overruns

Attached is a set of tables of cost overruns on projects in the West Africa Region. Additional requirements for Bank Group finance in the form of supplementary Loans/Credits or by inclusion in new projects would total about US\$12.0 million Bank and US\$35.0 million IDA. These are of course tentative figures roughly worked out by our project staff during the last week.

You will notice that we have in a number of cases tried to quantify the expected effect of inflation (with rates as per memo by Mr. van der Tak of March 29, 1974) after contract award. This is justified particularly in francophone countries where escalation clauses are widely used.

The attached tables exclude projects that can be reduced in scope if inflation continues during implementation. This applies particularly to agriculture projects that constitute the first phase of an ongoing program with additional Bank Group assistance foreseen after 1975.

ATTACHMENTS

In CR (Education)

TABLE

Attachments

WPTHalwitz/jab

SERIAL

- c.c. Messrs. Baum
- de la Renaudiere
- Wright
- Pouliquen
- Rowe
- King
- Gillette

TABLE

In CR (Education)

ATTACHMENTS



CAUSES AND TREATMENT OF COST OVER-RUN

Country: Cameroon

Project: Second Highway Project

Orig. Loan

935/429-CA - Amount \$m 24 + 24 = 48

Signing Date: 9-26-73

Estimated Project Cost (\$m.)

	<u>Original</u>	<u>Present</u>	<u>Over-run</u>
Foreign Exchange	48.0 (68%)	63.0	14.5
Local Currency	23.0 (32%)	29.0	6.5
Total	<u>71.0</u>	<u>92.0</u>	<u>21.0</u>

Causes of Over-run <sup>1/</sup>

Currency adjustments

Price inflation 100%

Physical

Other (specify)

Proposed Solution(s)Reduction of or economies  
in project <sup>2/</sup>

Contribution by Government

External financing (other)

Include in new Bank

Loan (Credit)

Increase original Loan  
Amount

by \$m 14.0, to maintain 68% Bank Group share.

Comment (including justification for Bank Group financing if proposed)

The project consists of (a) construction of three roads, (b) preinvestment studies, and (c) technical assistance. The lowest bids for construction exceeded original estimates by about 16%. Since the bidding documents provide for a price-escalation formula, the above overrun has been calculated on the basis of the lowest bids and of the latest guidelines on price contingencies. Assuming that the contracts will be awarded before the end of this year, currently available funds will be exhausted by about the end of 1976. However, an indication of the Bank's willingness to maintain its share in financing the cost overrun would be urgent because the Government may be reluctant to award contracts without some form of assurance of financing. The Government applied to the Bank for supplementary funds to help in financing cost overruns if and when that should arise. The Bank advised the Government that it could not make a decision on this matter immediately and suggested to the Government to award bids within the existing financial envelope. The validity of the bids expired on July 2 and we have no information whether the Government made any awarding. All components of the project are of high priority in the country's development program and any cutback in the project scope would be economically undesirable and, most likely, politically unacceptable. At the time of very tight budgets, increasing deficits of the balance of payments, and low reserves for the next two years, the Government cannot assume alone the cost overrun of the project and its request to the Bank for support is justified.

<sup>1/</sup> If an amount or percentage (of the over-run) can be attributed to a particular cause, please enter.

<sup>2/</sup> Includes reduction in time period which Loan (Credit) was expected to cover, e.g. in case of DFC or agricultural credit loans.

INTERNATIONAL BANK FOR RECONSTRUCTION AND DEVELOPMENT

1818 H Street, N.W., Washington, D. C. 20433, U.S.A.  
Ann Code 202 - Telephone - EXecutive 3-6360 - Cable Address - INTBAFRAD

OFFICIAL DOCUMENTS

le 15 juillet 1974

C  
O  
P

YAR AVION

Ministere du Plan et de l'Amenagement  
du Territoire  
B. P. 1046  
Yaounde, United Republic of Cameroon

Réf: Prêt No <sup>935 CM</sup>  
Versements dus en diverses devises au titre du service du prêt

Messieurs,

Conformément aux dispositions de la Section 4.05 des Conditions générales applicables à l'Accord de prêt relatif au prêt sous rubrique, j'ai l'honneur de vous faire savoir que la Banque Internationale pour la Reconstruction et le Développement acceptera, jusqu'à nouvel ordre, que lui soient versés des dollars des Etats-Unis, des francs français et des livres sterling, et qu'elle tâchera de se procurer pour votre compte en sa qualité d'agent les devises effectivement payables à la Banque au titre du prêt.

Au cas où cette proposition vous agréerait pour le prêt mentionné ci-dessus, nos extraits de compte relatifs aux versements à venir comporteront le montant échu, dans chaque devise, ainsi que la contre-valeur de ces montants en dollars EU, en francs français, ou en livres sterling. Dès réception des dollars, des francs ou des livres, la Banque achètera les devises nécessaires au taux le plus favorable qu'elle pourra obtenir au moment de l'opération. Or, étant donné les fluctuations du taux de change, il ne sera pas possible de déterminer à l'avance les montants exacts en dollars, en francs, ou en livres, nécessaires à l'achat des devises payables à la Banque. En conséquence, les montants en dollars, en francs, ou en livres réclamés par la Banque pourront se révéler supérieurs ou inférieurs au montant nécessaire à l'achat des devises correspondantes. Si la différence est minime, elle sera reportée à la prochaine date d'échéance. Si, par contre, la différence est sensible, la Banque vous remboursera l'excédent sur simple demande de votre part, ou, dans le cas contraire, vous invitera à lui faire parvenir la différence aussitôt que possible.

La réception par la Banque desdites sommes en dollars, en francs ou en livres ne libérera pas pour autant l'emprunteur de ses obligations découlant de l'Accord de prêt. Lesdites obligations ne seront en effet considérées comme remplies qu'une fois que la Banque se sera procuré les devises qui lui sont dues. C'est pourquoi il incombe à tout emprunteur qui désire accepter cette offre de faire parvenir les montants en dollars, en francs ou en livres sterling à la Banque au moins cinq jours ouvrables avant la date normale d'échéance du prêt. Ce dernier point revêt une importance d'autant plus grande que certains montants échus doivent être versés à des tiers auxquels la Banque a cédé des portions de prêt

Au cas où vous désireriez que la Banque agisse pour votre compte en qualité d'agent, conformément aux dispositions ci-dessus, nous vous serions obligés de bien vouloir nous retourner la copie de la présente, que nous vous faisons parvenir ci-joint, après l'avoir dûment signée, en nous indiquant si vous avez l'intention d'utiliser des dollars, des francs ou des livres sterling.

Veuillez agréer, Messieurs, l'expression de nos sentiments distingués.



Victor C. Chang  
Contrôleur financier adjoint

Pièce jointe

Nous acceptons les dispositions ci-dessus et vous informons que nous fournirons à l'avenir à la Banque Internationale pour la Reconstruction et le Développement des ~~dollars EU~~ francs français / ~~livres sterling~~\*, afin que celle-ci, agissant pour notre compte en qualité d'agent, essaie de se procurer les devises qui lui sont dues en vertu du prêt ci-dessus, et les affecte au remboursement dudit prêt.

Date: le 29 aout 1974



  
M. MAKANO ABDOULAYE

Représentant autorisé

\* Nous vous prions de vous assurer que les devises non choisies ont bien été biffées de l'autorisation ci-dessus et que le signataire est dûment autorisé. Les personnes autorisées à signer les demandes de tirages ne sont pas nécessairement autorisées à signer ce type de document.

Cameroon - Loan 935 / A. 429 Ad.

AIR MAIL

July 15, 1974

Ministere du Plan et de l'Amenagement  
Du Territoire  
B. P. 1046  
Yaounde, United Republic of Cameroon

Re: Loan No. 935 CM  
Loan Service Payments Due in Various Currencies

Gentlemen:

In accordance with Section 4.05 of the General Conditions applicable to the Loan Agreement of the above-mentioned Loan the International Bank for Reconstruction and Development will, until further notice, accept U.S. dollars, French francs or Pounds sterling and attempt, as your agent, to acquire the currencies actually payable to the Bank under the Loan.

In case you accept this offer for the above-mentioned Loan, our Summary Statement of Account requesting payments in the future will show the amount due in each currency and the estimated U.S. dollar, French franc or Pound sterling equivalent. Upon receipt of the dollars, francs or sterling, the Bank will purchase the required currencies at the best rate it can obtain at the time of purchase. Consequently, as market rates fluctuate, it will not be possible to determine in advance the exact amount of dollars, francs or sterling required to purchase the currencies due to the Bank. Therefore, the amount of dollars, francs or sterling requested by the Bank may be more or less than the amount necessary to purchase the required currencies. Any minor difference will be carried forward to the next payment date. If the difference is significant the Bank will refund the overage to you upon request or ask you to transmit the shortage to the Bank as soon as possible.

Receipt by the Bank of such dollars, francs or sterling will not constitute fulfillment by the borrower of its payment obligations under the Loan Agreement. Such payment obligations will be fulfilled only when the Bank has acquired the necessary currencies due to the Bank. Therefore, any borrower who wishes to accept this offer must transmit the dollars, francs or sterling to the Bank at least five working days in advance of the regular payment date of the loan. This is particularly important as some of the amounts due must be paid to others who have purchased parts of loans from the Bank.

2/cont'd

Re: Loan No. 935 CM

- 2 -

July 15, 1974

If you wish the Bank to act as your agent in accordance with the foregoing will you please sign and return to us the enclosed copy of this letter, indicating whether you will use dollars, francs or sterling for that purpose.

Sincerely yours,

Victor E. Chang  
Deputy Controller

Enclosure

We wish to accept the above arrangement and will in the future furnish U.S. dollars/French francs/Pounds sterling\* to the International Bank for Reconstruction and Development so that it may, as our agent, attempt to acquire the currencies due under the above Loan and apply them to the payments thereof.

Date \_\_\_\_\_

By \_\_\_\_\_  
Authorized Representative\*

\* Please ensure that the currencies not chosen are crossed out from the above authorization and the person signing is duly authorized for this purpose. Those persons authorized for signing withdrawal applications are not necessarily authorized for signing this type of document.

PAR AVION

Le 15 juillet 1974

Ministère du Plan et de l'Aménagement  
du Territoire  
B. P. 1046  
Yaounde, United Republic of Cameroon

Réf: Prêt No 935 CM  
Versements dus en diverses devises au titre du service du prêt

Messieurs,

Conformément aux dispositions de la Section 4.05 des Conditions générales applicables à l'Accord de prêt relatif au prêt sous rubrique, j'ai l'honneur de vous faire savoir que la Banque Internationale pour la Reconstruction et le Développement acceptera, jusqu'à nouvel ordre, que lui soient versés des dollars des Etats-Unis, des francs français et des livres sterling, et qu'elle tâchera de se procurer pour votre compte en sa qualité d'agent les devises effectivement payables à la Banque au titre du prêt.

Au cas où cette proposition vous agréerait pour le prêt mentionné ci-dessus, nos extraits de compte relatifs aux versements à venir comporteront le montant échu, dans chaque devise, ainsi que la contre-valeur de ces montants en dollars EU, en francs français, ou en livres sterling. Dès réception des dollars, des francs ou des livres, la Banque achètera les devises nécessaires au taux le plus favorable qu'elle pourra obtenir au moment de l'opération. Or, étant donné les fluctuations du taux de change, il ne sera pas possible de déterminer à l'avance les montants exacts en dollars, en francs, ou en livres, nécessaires à l'achat des devises payables à la Banque. En conséquence, les montants en dollars, en francs, ou en livres réclamés par la Banque pourront se révéler supérieurs ou inférieurs au montant nécessaire à l'achat des devises correspondantes. Si la différence est minime, elle sera reportée à la prochaine date d'échéance. Si, par contre, la différence est sensible, la Banque vous remboursera l'excédent sur simple demande de votre part, ou, dans le cas contraire, vous invitera à lui faire parvenir la différence aussitôt que possible.

La réception par la Banque desdites sommes en dollars, en francs ou en livres ne libérera pas pour autant l'emprunteur de ses obligations découlant de l'Accord de prêt. Lesdites obligations ne seront en effet considérées comme remplies qu'une fois que la Banque se sera procuré les devises qui lui sont dues. C'est pourquoi il incombe à tout emprunteur qui désire accepter cette offre de faire parvenir les montants en dollars, en francs ou en livres sterling à la Banque au moins cinq jours ouvrables avant la date normale d'échéance du prêt. Ce dernier point revêt une importance d'autant plus grande que certains montants échus doivent être versés à des tiers auxquels la Banque a cédé des portions de prêts.

Au cas où vous désireriez que la Banque agisse pour votre compte en qualité d'agent, conformément aux dispositions ci-dessus, nous vous serions obligés de bien vouloir nous retourner la copie de la présente, que nous vous faisons parvenir ci-joint, après l'avoir dûment signée, en nous indiquant si vous avez l'intention d'utiliser des dollars, des francs ou des livres sterling.

Veuillez agréer, Messieurs, l'expression de nos sentiments distingués.

Victor C. Chang  
Contrôleur financier adjoint

Pièce jointe

Nous acceptons les dispositions ci-dessus et vous informons que nous fournirons à l'avenir à la Banque Internationale pour la Reconstruction et le Développement des dollars EU/francs français/livres sterling\*, afin que celle-ci, agissant pour notre compte en qualité d'agent, essaie de se procurer les devises qui lui sont dues en vertu du prêt ci-dessus, et les affecte au remboursement dudit prêt.

Date: \_\_\_\_\_

\_\_\_\_\_  
Représentant autorisé

\* Nous vous prions de vous assurer que les devises non choisies ont bien été biffées de l'autorisation ci-dessus et que le signataire est dûment autorisé. Les personnes autorisées à signer les demandes de tirages ne sont pas nécessairement autorisées à signer ce type de document.

Cameroon - Ann 935/Ad 29 Ad

July 15, 1974

AIR MAIL

Ministere du Plan et l'Amenagement  
du Territoire  
B. P. 1046  
Yaounde, United Republic of Cameroon

Re: Loan No. 935 CM  
Loan Service Payments Due in Various Currencies

Gentlemen:

We refer to your letter numbered 2994/MINPAT/PROG/F4 of June 27, 1974 concerning the above-mentioned subject.

Unfortunately you failed either to sign the form letter or to signify the currency to be used for the purchase of the various currencies due. Please sign and date the second copy of the enclosed form letter agreement and return it to us.

Sincerely yours,



Victor C. Chang  
Deputy Controller

Enclosure:

cc: Mr. Davies/Mr. Gray  
Mr. Elliott  
Mr. Kenney

BVogel/enh  
File - Loan Documents 935 CM



Le 12 juillet 1974

Ministère du Plan et de  
l'aménagement du territoire  
Boîte postale 1046  
Yaoundé, République unie du Cameroun

Réf: Prêt No 935 CM  
Versements au titre du service du prêt en  
monnaies diverses

Messieurs,

Nous nous référons à votre lettre No 2994/MINPAT/PROG/Fl  
du 27 juin dernier relative à la question susmentionnée.

Malheureusement, vous avez oublié d'une part, de signer  
la lettre modèle et, d'autre part, d'indiquer la devise à utiliser  
pour l'achat des différentes monnaies dues. Nous vous serions obligés  
de bien vouloir signer et dater le deuxième exemplaire de la lettre  
d'accord modèle ci-joint et nous le retourner.

Veillez agréer, Messieurs, l'assurance de notre considé-  
ration distinguée.

Victor C. Chang  
Contrôleur financier adjoint

Pièce jointe

cc: M. Davies/M. Gray  
M. Elliott  
M. Kenney

BVogel/enh  
File - Loan Documents 935 CM

Mr. Xavier de la Renaudière

July 1, 1974

Rainer B. Steckhan

CAMEROON - Second Highway Project - the case for a supplementary loan

1. This is to bring you up-to-date on developments regarding this project. Following Mr. Chauffournier's memorandum to Mr. Knapp, dated June 20, and requesting permission to indicate to the Government that the Bank will consider the possibility of supplementary financing if and when needed (copy of which is attached in Annex I), Mr. Knapp met on June 27 with Mr. Chauffournier and myself to explain the present position. This position is reflected in my cable (copy of which is attached in Annex II), dated June 27, to the Minister of Planning.
2. Despite the present "neutral" stand of the Bank, I strongly feel that we should pursue further the need for a supplementary loan. The next occasion will be the July 18 Problem Project Review. If you agree, we could make our case for a supplementary loan with the following arguments (which I have cleared in substance with Messrs. Chauffournier and Thalwitz):
  - a) the cost overrun caused by exceptional world-wide inflationary pressure is outside Government control since the economic return is likely to remain high; the project remains urgent and of higher priority than other highway projects in 5 year program, which could be defined if the shortfall on domestic and foreign assistance actually materializes;
  - b) at a time of very tight budgets, increasing balance of payments deficits (deteriorating terms of trade) and low reserves for the next two years, Government is unable to contribute more to investment projects. Moreover, our contribution would be in line with our stated desire to help in the resource transfer in the meantime;
  - c) A supplemental loan would be fairly quick disbursing and this type of assistance is highly desirable at a time of acute resource constraint in Cameroon;
  - d) transportation is the bottleneck to economic expansion and chunky investments are urgently required to realize the potential (in cocoa, coffee, timber) of Cameroon's slack economy;
  - e) the improvement of the Transcameroon road is also in the interest of drought stricken landlocked Chad since it will provide Chad with faster and more cost efficient access to the sea;

July 1, 1974

- f) Cameroon with a present debt service ratio of 8% could absorb further Bank assistance;
- g) to split up the Second Highway project makes neither economic nor political sense and the Government is most reluctant, in a tribally divided country, to postpone one or the other road section of what is a regionally carefully balanced package of road sections;
- h) after a successful FY 74 (Bank Group lending to Cameroon in FY 74 totalled more than US\$76 million) two meager years are ahead (estimated FY 75 Lending = US\$10 million, FY 76 = US\$40 million) due to delay in project preparation, while overall net lending program for next 5 years planned at US\$60 million per year. Thus, a supplemental loan would assure a more even flow of resources;
- i) if Bank objection to cost overrun financing is "laxity in project management" (Mr. Knapp in June 17 meeting with Operational Vice-Presidents) this does not apply here since the reasons for cost overruns are outside Government control. In fact, cost estimates and contingencies were adequate at time of appraisal;
- j) Bank is slowly becoming a minority of one in its rigid attitude against financing of cost overruns. Such rigidity exposes it to increased criticism from recipients and may possibly endanger the support we are getting from African countries in competing with other multilateral aid organisations in replenishing its soft funds, particularly FED which takes a much more liberal attitude in financing cost overruns. While logic and consistency does not always prevail it would be hard for Executive Directors who represent countries supporting FED policy, to take a different line when IBRD is concerned;
- k) while we shall encourage the cameroonian Government to explore possibilities of financing from countries whose nationals were successful bidders, in the case of Cameroon, these countries are also quite extended with their own programs and are facing problems similar to ours.

3. In conclusion I feel the case for a supplementary loan is essentially based on the impossibility to cover through "new" project lending, urgent and increased public investment needs, especially in infrastructure at the time of reduced growth of public savings, low reserves and higher plans of payments, current account deficits than anticipated last year.

cc: Parsons: Thelwite, Loges, Polcin de  
RB Stecker on: can *RB*

Cameroon Loan 935/a 429

June/1974

Form No. 114 (1-73)	Country CAMEROON	Loan # 935/ Credit # 429 Investment #	Project
	Title and Description Proposal for Consulting Services for Highway Maintenance Project from BCEOM/ KAMPSAX		
Document Date	June 1974	Prepared By	BCEOM / KAMPSAX
Transmittal Letter No.		From	
Date		No Letter-Copy Card for File <input checked="" type="checkbox"/>	Document # 120835

WORLD BANK GROUP

INCOMING MAIL ROUTING SLIP

DATE:

JUL 04 1974

Mr. Adler	E624	Mr. Knapp	E1227
Mr. Aldewereld	E1236	Mr. Knox	A813
Mr. Alter	A908	Mr. Lejeune	A1013
Mr. Bart	F718	Mr. McNamara	E1227
Mr. Baum	E1023	Mr. Muller	N436
Mr. Bell	A1136	Mr. Nurick	E915
Mr. Benjenk	E723	Mr. Paijmans	D1032
Mr. Broches	E923	Mr. Rayfield	N434
Mr. Cargill	A513	Mr. de la Renaudiere	C302
Mr. Cauas	N234	Sir Denis Rickett	E1204
Mr. Chadenet	E1204	Mr. Rotberg	E427
Mr. V. C. Chang	E516	Mr. Thalwitz	A210
Mr. Chaufournier	A313	Mr. Tims	D428
Mr. Chenery	E1239	Mr. Twining	N635
Mr. Wm. Clark	E823	Mr. van der Tak	E1023
Mr. Clarke	D1029	Mr. Votaw	C702
Mr. Damry	A1219	Mr. Wapenhans	A712
Mr. D. A. de Silva	N635	Mr. Weiner	A507
Mr. Diamond	A613	Mr. Wiese	A837
Mr. Fowler	A1219	Mr. Willoughby	G1050
<del>Mr. Gabriel</del>	<del>E516</del>	Mr. Wright	A307
Mr. Goodman	C602	<del>Mr. Davies</del>	<del>E510</del>
Mr. Goreux	N235		
Mr. Graves	E1039		
Mr. Gulhati	D530		
Mr. Hittmair	E427		
Mr. Hoffman	E823		
Mrs. Hughes	D529		
Mr. Husain	C1001		
Mr. Kirmani	A1042		

*They didn't  
go to Carter  
but are accepting  
our offer. G*

Republique Unie du Cameroun  
Paix - Travail - Patrie

*Out*  
*KK*

Ministère du Plan  
et de l'Aménagement  
du Territoire <sup>AN</sup>

N° 2994 /MINPAT/PROG/F4.

Yaoundé, le 27 JUN 1974

Le Ministre

Objet : Versements dus en  
diverses devises au  
titre du service du  
prêt n° 935 CM.-

Monsieur,

En accusant réception de votre lettre en date du 17 Mai 1974 relative à l'objet sus-indiqué, j'ai l'honneur de vous faire savoir que j'accepte votre proposition selon laquelle la Banque agirait pour le compte du Gouvernement Camerounais en qualité d'Agent pour l'achat des devises nécessaires au service du prêt concerné. En conséquence je vous retourne ci-joint l'acceptation dûment signée.

Toutefois je vous demanderais de bien vouloir reverser automatiquement les excédents de change au montant du prêt et d'y prélever les pertes de change consécutifs aux opérations.

Je vous prie d'agréer, Monsieur, l'expression de mes sentiments distingués.

P.J. : 1.-

Mr. GEORG Gabriel  
Banque Internationale pour la  
Reconstruction et le Développement  
1818 H STREET N.W.  
WASHINGTON DC 20433 USA



*MAIKANO*  
D. MAIKANO ABDOULAYE

RECEIVED

1974 L-4 PM 5:43

DEPARTMENT OF DEFENSE

COMMUNICATIONS SECTION



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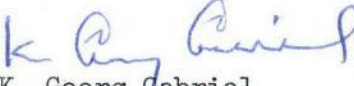
Re: Loan No. 935 CM

- 2 -

May 17, 1974

If you wish the Bank to act as your agent in accordance with the foregoing will you please sign and return to us the enclosed copy of this letter, indicating whether you will use dollars, francs or sterling for that purpose.

Sincerely yours,

  
K. Georg Gabriel  
Controller

Enclosure

We wish to accept the above arrangement and will in the future furnish U.S. dollars/~~Foreign~~ French francs/Pounds sterling\* to the International Bank for Reconstruction and Development so that it may, as our agent, attempt to acquire the currencies due under the above Loan and apply them to the payments thereof.

Date \_\_\_\_\_

By \_\_\_\_\_  
Authorized Representative\*

\* Please ensure that the currencies not chosen are crossed out from the above authorization and the person signing is duly authorized for this purpose. Those persons authorized for signing withdrawal applications are not necessarily authorized for signing this type of document.



*Cameroun - loan 935/G.429 Ad.*

**OUTGOING WIRE**

TO: EXCELLENCE  
DR MAIKANO ABDOULAYE  
MINPAT  
YAOUNDE

DATE: 27  
~~XX~~ JUN 1974

CLASS OF  
SERVICE: TELEX No. 8268 KN  
*or Full Rate*

COUNTRY: CAMEROUN

TEXT:  
Cable No.:

REFERENCE PRET 935/CREDIT 429 DEUXIEME PROJET ROUTIER ET VOIET 2709 DU 12 JUN  
HONNEUR VOUS INFORMER AVONS IMMEDIATEMENT SAISI NOTRE DIRECTION DE VOTRE DEMANDE ~~PARTE~~  
PARTICIPATION FINANCEMENT DEPASSEMENT EVENTUEL COUT PROJET STOP INCIDENCE  
AUGMENTATIONS RECENTES ET FUTURES SUR COUTS D'INVESTISSEMENT ET BESOINS  
FINANCEMENTS PAYS EN VOIE DEVELOPPEMENT ACTUELLEMENT EN COURS D'ETUDE A LA  
BANQUE STOP MALHEUREUSEMENT PENSONS QU'IL NE SERA PAS POSSIBLE VOUS DONNER  
INDICATION ~~POSITIVE OU NEGATIVE~~ AVANT DATE EXPIRATION VALIDITE DES OFFRES STOP  
PAR TELEGRAMME DU 25 JUN VOUS AVONS COMMUNIQUE N'AVONS AUCUNE OBJECTION  
ADJUDICATAIRES PROPOSES STOP SUGGERONS QUE VOUS CONSIDERIEZ PASSER MARCHES POUR  
LES COMPOSANTES DU PROJET AUXQUELLES VOUS ATTACHEZ LA PLUS HAUTE PRIORITE ET  
DONT LE COUT GLOBAL, COMPTE TENU AUGMENTATIONS PRIX FUTURES, RESTERAIT  
CONTENU DANS LIMITES RESSOURCES DISPONIBLES ACTUELLEMENT Y COMPRIS TOUTE  
CONTRIBUTION QUE GOUVERNEMENT S'ESTIME EN MESURE DE FAIRE STOP SUGGERONS EGALEMENT  
QUE GOUVERNEMENT EXPLORER POSSIBILITE OBTENIR PROLONGATION DELAI DE VALIDITE OFFRES  
RESTANTES POUR UNE PERIODE SUFFISANTE POUR VOUS PERMETTRE REVOIR VOS PRIORITES  
INVESTISSEMENT, ESTIMATION DE COUTS ET RESSOURCES DOMESTIQUES ET EXTERIEURES -

**NOT TO BE TRANSMITTED**

AUTHORIZED BY:

NAME **R** Rainer B. Steckhan

DEPT. Western Africa II-B

SIGNATURE *Rainer B. Steckhan*  
(SIGNATURE OF INDIVIDUAL AUTHORIZED TO APPROVE)

REFERENCE: RBSteckhan/FSoges/MPalein:cm

CLEARANCES AND COPY DISTRIBUTION:

cleared in substance and cc:  
Mr. Chauffournier  
cleared with and cc: Messrs. Thalwitz,  
Pouliquen, Soges  
cc: Messrs. Erim, Melegari  
cc: Mr. Westebbe

For Use By Communications Section

**ORIGINAL (File Copy)**

(IMPORTANT: See Secretaries Guide for preparing form)

Checked for Dispatch: \_\_\_\_\_

ORGANISATION INTERNATIONALE DE LA RADIO-ET TELEVISION

DISPATCHED  
 JUN 27 10 13 PM 1974  
 COMMUNICATIONS

cc: Mr. ...  
 cc: Messrs. ...  
 cc: Messrs. ...  
 cc: Messrs. ...

NOT TO BE REPRODUCED

L'ORGANISATION INTERNATIONALE DE LA RADIO-ET TELEVISION (UIT) a pour but de promouvoir la coopération internationale dans le domaine des radiocommunications. Elle agit en faveur de l'établissement d'un régime international de radiocommunications qui soit basé sur l'équité et la coopération mutuelle. Elle organise des conférences internationales pour l'étude des problèmes de radiocommunications et pour l'établissement de conventions internationales. Elle publie des revues et des bulletins et elle organise des cours et des séminaires. Elle est représentée dans tous les pays du monde par des bureaux nationaux. Elle est financée par des contributions volontaires de ses membres et par des subventions de la Commission internationale des télécommunications de l'Assemblée générale des Nations Unies.

Service No. 1EX1

Service No. 1EX1

COMMUNICATIONS SECTION

COMMUNICATIONS SECTION

31 JUL 1974

DEPARTMENT  
 OF  
 TELECOMMUNICATIONS  
 INTERNATIONAL ORGANIZATION

SERVICE  
 CLASS OF  
 DATE  
 JUL 1974

ORGANISATION INTERNATIONALE

INTERNATIONAL TELECOMMUNICATIONS ORGANIZATION	INTERNATIONAL TELECOMMUNICATIONS ORGANIZATION	INTERNATIONAL TELECOMMUNICATIONS ORGANIZATION
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**OUTGOING WIRE**

TO: EXC. DR. MAIKANO ABDOULAYE  
MINPAT - YAOUNDE - CAMEROUN

DATE: 27 JUN 1974

---PAGE 2 ---  
+++++

CLASS OF SERVICE: TELEX No. 8268 KN

COUNTRY:

TEXT:  
Cable No.:

DISPONIBLES STOP VOUS TIENDRONS AU COURANT SUITE DONNEE PAR DIRECTION A  
VOTRE DEMANDE STOP HAUTE CONSIDERATION

STECKHAN  
INTBAFRAD

**NOT TO BE TRANSMITTED**

AUTHORIZED BY:

NAME

DEPT.

SIGNATURE

(SIGNATURE OF INDIVIDUAL AUTHORIZED TO APPROVE)

REFERENCE:

CLEARANCES AND COPY DISTRIBUTION:

For Use By Communications Section

**ORIGINAL (File Copy)**

(IMPORTANT: See Secretaries Guide for preparing form)

Checked for Dispatch: \_\_\_\_\_

INTERNATIONAL DEVELOPMENT ASSOCIATION

RECONSTRUCTION AND DEVELOPMENT CORPORATION

INTERNATIONAL FINANCE CORPORATION

OUTGOING WIRE

TO: MR. DE WARE AND ASSOCIATES  
MINIAT - YAOUDE - DAMROU

DATE: 27 JUN 1974

---PAGE 2 ---

CLASS OF SERVICE  
TELEX NO. 8888

COUNTRY:

COUNTRY:

TEXT:  
Cable No.:

TEXT:  
Cable No.:

DISPENSEZ STOP VOUS TENDRONS AU COURANT SUIVE DONNEE PAR DIRECTEUR A  
VOTRE BUREAU STOP MERCI CONSIDERATION

STICHOIAN  
INTABAD

NOT TO BE TRANSMITTED

COMMUNICATIONS  
JUN 27 10 13 PM 1974

DISPATCHED

*Revised*

*[Handwritten signature]*

For Use by Communications Section

ORIGINAL (File Copy)

INCOMING TELEEX

Cameroon: Loan 935/CP.429 Adm. JUN 26 1974

RECEIVED

JUNE 26, 1974

JUN 26 2 38 PM 1974

COMMUNICATIONS SECTION

INTBAFRAD WASHINGTON

INTBAFRAD ABIDJAN

Distribution:

Mr. Soges  
Mr. Steckhan  
Messrs. Pouliquen/Thalwitz  
Mr. de la Renaudiere

348 FOR SOGES COPY STECKHAN

Please discuss

REF CAMEROON PREPARATION OF RURAL ROAD PROGRAM IN NORTHERN CAMEROON AND OUR DISCUSSIONS EARLY JUNE STOP HAVE CABLED TO MINISTRY OF PLAN AND MINISTRY OF EQUIPMENT THAT DELAPIERRE WILL ARRIVE YAOUNDE JULY 2 FOR TEN DAYS TO VISIT REGION COMMA DRAFT TOR OF STUDY AND DISCUSS ARRANGEMENTS FOR EXECUTION BY SAME CONSULTANT WHO WIL

WILL CARRY OUT HIGHWAY MAINTANANCE STUDY REGARDS

SCHULTE

<input type="checkbox"/> Soges	<input type="checkbox"/> Bah	<input type="checkbox"/> Bonhomme	<input type="checkbox"/> Fellinghauss	<input type="checkbox"/> Gyamfi	<input type="checkbox"/> Jovanovic	<input type="checkbox"/> Kaden	<input checked="" type="checkbox"/> <del>Legard</del>	<input type="checkbox"/> Parker	<input type="checkbox"/> Staffini	<input checked="" type="checkbox"/> <del>BYK</del>	<input checked="" type="checkbox"/> SPIERD
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Z\*

INCOMING CABLE

*Commissaire - Loui 935/G. 429 Ad.*

INTBAFRAD WSH

RECEIVED

WU WSH

TLXAO66 WAE129(1107)(1-1020976177)PD 06/26/74 1047

JUN 26 1 03 PM 1974

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COMMUNICATIONS SECTION

IISS FM ITT 26 1047

PMS WASHINGTON DC

Distribution

AWL448 VIA ITT FWB535 KNF198 YDE 174

- Mr. Soges
- Messrs. Pouliquen/Thalwitz
- Mr. de la Renaudiere
- Mr. Steckhan

UINX CY KNYA 093

YAOUNDE 93/88 26 0900 - June 26, 1974

ETAT

MINEHDOM YAOUNDE

A

INTBAFRAD

WASHINGTONDC

NO 0386/TO/DIROUTES REFERENCE APPEL D OFFRE DEUXIEME BIRD STOP  
 SELON INFORMATIONS RECUES 23 JUIN DOSSIER ADMINISTRATIF REMIS  
 BIRD STOP VOS CONFIRMONS TOUTEFOIS PROPOSITIONS DU GOUVERNEMENT  
 POUR ADJUDICATION PRIMO DOUALA-KEKEM LOT 1 GROUPEMENT MONDELL I  
 LOT 2 GROUPEMENT EDOK-ETER SECUNDO GAROUA-MORA LOTS ABC  
 ENTREPRISE WAYSS ET FREYTAG TERTIO PONT DU NOUN-FOUMBAN ENTREPRISE  
 HELD ET FRANCKE STOP OFFRE STRABAG NON RETENUE LOT 1 DOUALA-  
 KEKEM ENTREPRENEUR AYANT EXIGE AUSSI ADJUDICATION LOT 2 STOP  
 ATTENDONS AVIS BIRD APR RETOUR DE TELEX STOP  
 HAUTE CONSIDERATION STOP. ET FIN

COL ETAT NO 0386/TO/DIROUTES 23 1 2.1 2

*Cameroon - Loan 935/G.429 dol*

**OUTGOING WIRE**

TO: SON EXCELLENCE  
MAIKANO ABDOULAYE  
MINPAT

DATE: LE 25 JUIIN 1974

YAOUNDE

CLASS OF  
SERVICE: LT

COUNTRY: CAMEROUN

TEXT:  
Cable No.: REFERENCE PRET 935/CREDIT 429-CM STOP VOTRE LETTRE NO 2782 DU QUATORZE JUIIN  
CONCERNANT APPEL D'OFFRES CONSTRUCTION TROIS ROUTES STOP HONNEUR VOUS  
COMMUNIQUER N'AVONS AUCUNE OBJECTION ADJUDICATAIRES PROPOSES STOP HAUTE  
CONSIDERATION

SOGES

INTBAFRAD

**NOT TO BE TRANSMITTED**

AUTHORIZED BY:

F. Soges  
Chief, WAPHW

NAME

DEPT.

SIGNATURE

*[Handwritten signature]*  
(SIGNATURE OF INDIVIDUAL AUTHORIZED TO APPROVE)

REFERENCE:

Loan 935/Credit 429-CM

CLEARANCES AND COPY DISTRIBUTION:

Cleared with and cc: Mr. Erim

MMelegari:mad

For Use By Communications Section

**ORIGINAL (File Copy)**

(IMPORTANT: See Secretaries Guide for preparing form)

Checked for Dispatch:

Le 24 juin 1974

Lamarre Valois International  
615 Rue Belmont  
Montreal  
Canada

Objet: Votre lettre du 6 juin 1974

Messieurs,

Nous vous remercions pour la copie du rapport d'analyse de l'appel d'offres pour la construction de la route Caroua-Mora que vous avez bien voulu nous transmettre.

Veillez agréer, Messieurs, l'expression de nos sentiments très distingués.

*F.*  
F. Soges

Chef de la Division des Projets Routiers  
Bureau Régional de l'Afrique de l'Ouest

cc: Mr. Erim

*d.*  
MMelegari:mad



June 20, 1974

Mr. J. Burke Knapp

Roger Chaufournier

CAMEROON - Second Highway Project - Potential cost overrun

1. This is to alert you to a case of potential cost overrun on the Second Highway Project in Cameroon (Loan No. 935-CM, Credit No. 429-CM).
2. While I appreciate that you wish to have a more comprehensive picture of the effect of the recent dramatic price inflation on our projects, before deciding the Bank's general posture on cost overruns, I feel that the Cameroon case requires early and special attention. This case is urgent since the validity of the bids on this Project will expire on July 1 and I would like to take advantage of the presence in Washington this week of a high level Government delegation from Cameroon, which is negotiating a cocoa project, to give an indication - although no commitment - of the Bank's attitude in this respect.
3. The project was appraised in early 1973, and a US\$24 million loan and a US\$24 million credit were approved by the Board in early July 1973. Government undertook to contribute an estimated US\$22 million (including taxes) to the US\$70 million project. The bulk of the project consists of the construction of almost 500 km of paved roads. The cost of this construction was estimated at the time of negotiations (May 1973) at about \$50 million excluding contingencies, and US\$64 including contingencies. A recent supervision mission which returned to Washington around mid June reports that the lowest bids for these roads amount to a total of \$58 million, which is well within the original estimate including contingencies. However, the contract documents contain a price escalation clause, which with the price inflation assumed in the guidelines issued by Mr. Van der Tak may increase the final cost (including taxes) to as much as \$85 million, or more than \$20 million in excess of the amounts available in the second highway loan/credit. In the absence of supplementary outside financing and should these price increases materialize, the Government may have to almost double its contribution to up to US\$43 million.
4. Given Cameroon's tight budgetary position such an overrun would present a serious financing problem for the Government and endanger the execution of this project which despite the potential cost increase remains urgent and justified. Despite the fact that a delay in the award of what appear to be reasonable bids may possibly lead to further increases, the Government may be reluctant to award the contracts on July 1 (the expiration date) without an indication of Bank support in this situation. As far as the Bank is concerned it raises the more general question

June 20, 1974

of whether we should encourage our borrowers to award contracts in the face of such financial uncertainties, if we are unwilling to consider supplemental financing in order to help them overcome these difficulties.

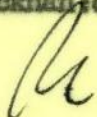
5. Hence, I would like to tell the Government that we will consider the possibility of supplementary financing, if and when needed.

6. Do you concur?

cleared with and cc: Messrs. Thalwitz  
Soges/Melegari  
Palein

cc: Messrs. Baum  
John Adler  
de la Renaudière o.r.

RBSteckhan:cm



*Commission - Loan 935/G.429 Ad*

*Yellow -*

*Central*



INTERNATIONAL BANK FOR RECONSTRUCTION AND DEVELOPMENT  
Cable Address - INTBAFRAD



INTERNATIONAL DEVELOPMENT ASSOCIATION  
Cable Address - INDEVAS

1818 H Street, N.W., Washington, D. C. 20433, U.S.A.  
Area Code 202 • Telephone - EXecutive 3 6360

June 20, 1974

Mr. Michel J. Lipton  
Senior Vice President  
Frederic R. Harris, Inc.  
300 E. 42nd Street  
New York, New York 10017

Ref. United Republic of Cameroon  
Highway Maintenance Study

Dear Mr. Lipton:

This will acknowledge receipt of two copies, one in French and one in English, of your offer of services for referenced maintenance study.

Yours sincerely,

*F. Soges*

F. Soges  
Chief, Highways Division  
Western Africa Regional Office

*Yellow copy*

Cameroon - Loan 935/G. 429 Ad.

Form No. 27  
(3-70)

INTERNATIONAL DEVELOPMENT  
ASSOCIATION

INTERNATIONAL BANK FOR  
RECONSTRUCTION AND DEVELOPMENT

INTERNATIONAL FINANCE  
CORPORATION

**OUTGOING WIRE**

BOOK OF TWO CABLES

TO: M. ESSO  
DIRECTEUR DES ROUTES  
MINISTERE DE L'EQUIPEMENT  
DE L'HABITAT ET DES DOMAINES  
YAOUNDE

M. ASSIGA  
DIRECTEUR DE LA  
PROGRAMMATION  
MINISTERE DU PLAN  
YAOUNDE

DATE: JUNE 19, 1974

CLASS OF  
SERVICE: LT

COUNTRY: CAMEROUN

CAMEROUN

TEXT:

Cable No.:

REFERENCE PRET 935/CREDIT 429 CM APPEL D'OFFRES CONSTRUCTION ROUTES STOP  
N'AVONS PAS ENCORE RECU RAPPORT ADMINISTRATION EVALUATION OFFRES ET SES  
PROPOSITIONS ADJUDICATION MARCHES STOP DESIRONS ATTIRER A NOUVEAU VOTRE  
ATTENTION QUE <sup>SUIVANT</sup>ARTICLES ~~SUIVANT~~ ONZE DES PRESCRIPTIONS APPLICABLES AUX  
OFFRES ET DIX MODIFIE RECTIFICATIF SOUMISSIONNAIRES RESTENT ENGAGES  
PAR LEURS OFFRES SEULEMENT JUSQU'A DIXSEPT HEURES PREMIER JUILLET  
PROCHAIN STOP RECONNAISSANTS BIEN VOULOIR NOUS TELEGRAPHIER POINT  
SITUATION STOP CONSIDERATION DISTINGUEE

SOGES

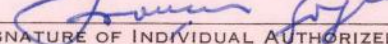
INTBAFRAD

**NOT TO BE TRANSMITTED**

AUTHORIZED BY:

NAME F. Soges, Division Chief

DEPT. WAPHW

SIGNATURE   
(SIGNATURE OF INDIVIDUAL AUTHORIZED TO APPROVE)

REFERENCE: CAMEROON: Loan 935/Credit 429

**ORIGINAL (File Copy)**

(IMPORTANT: See Secretaries Guide for preparing form)

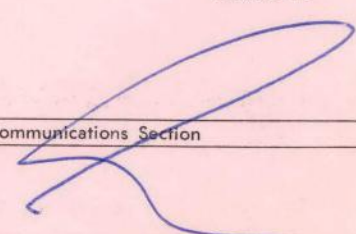
CLEARANCES AND COPY DISTRIBUTION:

MMelegari:mcd

Cleared with and cc: Messrs. Steckhan  
Palein

CC: Mr. Gyamfi

For Use By Communications Section

Checked for Dispatch: 

INTERNATIONAL DEVELOPMENT  
ASSOCIATION

INTERNATIONAL BANK FOR  
RECONSTRUCTION AND DEVELOPMENT

INTERNATIONAL FINANCE  
CORPORATION

OUTGOING WIRE

BOOK OF TWO CAMES

TO  
M. MOORE  
DIRECTOR DES ROUTES  
MINISTRE DE L'AMENAGEMENT  
DE L'AMENAGEMENT ET DES BÂTIMENTS  
YAOUNDE  
CAMEROON

M. AFRICA  
DIRECTOR DE LA  
PROGRAMMATION  
MINISTRE DU PLAN  
YAOUNDE  
CAMEROON

DATE  
JUNE 19, 1974

CLASS OF  
SERVICE

TEXT  
Cable No.

RESUME DE LA SITUATION DES ROUTES  
N'AVANT PAS MOINS QUE LE RAPPORT D'ADMINISTRATION  
PROPOSITIONS ADJUDICATION MARCHES STOP  
ATTENTION DES ROUTES  
OPRES ET DE LA MOULIN RECHERCHER  
PAR LAUS OFFRES EQUIPEMENT  
PROGAIN STOP RECOMMENCEMENT  
SITUATION STOP CONSIDERATION

SOUS

INTERVAL

NOT TO BE TRANSMITTED

AUTHORIZED BY

NAME

DEPT

SIGNATURE

REFERENCE

f. Jones, Division Chief  
JUN 20 3 20 PM 1974

WAIRIN

DISPATCHED

CAMEROON: Loan 935 Credit 139

ORIGINAL (File Copy)

(IMPORTANT: See Secretariat Guide for preparing form)

CLEARANCE AND COPY DISTRIBUTION

Checked with and cc: Messrs. Stedman  
Palmer

OO: Mr. Gymlif

For use by Communications Section

Checked for Dispatch

LF/JP.-



**BCEOM**

Mission de Réorganisation  
de l'Entretien Routier en  
République Populaire du Congo

boîte postale 38  
BRAZZAVILLE

Tél. 47-34 - 24-36 poste 37

N°74/ERC-671.-

*copy made*  
Conversion - bon 935/429 Ad JUN 21 1974

Brazzaville, le 15 Juin 1974

Le Chef de Mission B.C.E.O.M. P/I.

- BRAZZAVILLE -

à

Monsieur OURSIN  
Chef de la Division Transport  
Région de l'Afrique Occidentale  
Association Internationale de  
Développement  
1813 H. Street - N.W.

- WASHINGTON - DC. 20.433

(U. S. A. -

Objet : Relevé des travaux d'entretien  
routier effectués au cours du 4e  
Trimestre 1973.-

- Soges
- Bah
- Benhomme
- Fellinghauer
- Gyamfi
- Ivanovic
- Radon
- Telogari
- Parker
- Staffini

J'ai l'honneur de vous faire parvenir, ci-joint, en double exemplaires, le relevé des travaux d'entretien routier effectués au cours du 4e trimestre 1973.

Veillez agréer, Monsieur, l'expression de mes sentiments les meilleurs.

*Not Att.*

**B.C.E.O.M.**  
Mission  
au  
Congo  
Le Chef de Mission

**L. FREIXANET.-**

JUN 21 74

Braxaville le 12 Juin 1974

Le Chef de Mission B.C.E.O.M. P/I.

- BRAZAVILLE -

Monseigneur OUBIN  
Chef de la Division Transport  
Région de l'Afrique Occidentale  
Association Internationale de  
Développement  
1813 N. Street -- N.W.  
-- WASHINGTON -- DC. 20.433  
(U. S. A. --



Braxaville

Objet : Relevé des travaux d'entretien  
effectués au cours du 1er  
trimestre 1973.

BRZAVILLE

1974-06-21

Objet : Relevé des travaux d'entretien  
effectués au cours du 1er  
trimestre 1973.

Les meilleurs  
Veuillez agréer, Monseigneur, l'expression de nos sentiments  
exemplaires, le relevé des travaux d'entretien effectués au  
cours du 1er trimestre 1973.

Les meilleurs  
Veuillez agréer, Monseigneur, l'expression de nos sentiments



Signature  
I. WIZIKAMET  
B.C.E.O.M.

RECEIVED  
1974 JUN 20 PM 10:47  
COMMUNICATIONS  
SECTION

République Unie du Cameroun  
Paix - Travail - Patrie

Ministère du Plan  
et de l'Aménagement  
du Territoire **RT**

**=2782**  
N° ...../MINPAT/PROG/  
F2.-

Yaoundé, le **14 JUIN 1974**

Le Ministre

**Objet** : Accord de crédit n° 429 CM

**Réf.** : Appel d'offres pour exécution  
IIème programme routier BIRD

*NOT A*

Monsieur le Chef du Département,

J'ai l'honneur de vous proposer, en accord avec le rapport technique ci-joint, de la commission de dépouillement des offres concernant les travaux de construction des Routes Douala-Kekem, Garoua-Mora et Pont du Noun-Foumban, objet du IIème Programme routier BIRD, les adjudicataires ci-dessous désignés dont les propositions ont été jugées les plus intéressantes pour l'Administration. Il s'agit de :

Route Douala Kekem

Lot 1 : groupement Mondelli-Itinera-Exarcos

Lot 2 : groupement EDOK-S.A. ETERSA ✓

Route Garoua-Mora

Lots A. B - et C. Entreprise WAYSS et FREYTAG →

Route Pont du Noun-Foumban

Lot unique : Entreprise HELD et FRANCKE

Tous les soumissionnaires ont levé leurs réserves conformément à la réglementation de la BIRD à l'exception de l'Entreprise STRABAG qui n'a pas cru devoir lever les siennes, dans le cas où il ne serait pas adjudicataire de deux lots. C'est ainsi que, bien que moins disante pour le lot 1 de la route Douala-Kekem, elle a vu son offre écartée en faveur du groupement MONDELLI-ITINERA-EXARCOS immédiatement moins disant.

Monsieur le Chef du Département des Projets  
de Transport (IIè Division des Routes)  
1818 H Street, N.W., WASHINGTON, D.C.  
20433 - U S A -

- Soges
- Bah
- Bonhomme
- Fellinghauer
- Gyamfi
- Jovanovic
- Kaden
- Melegari
- Parker
- Staffini
- 
-





*NOT A*

Vous trouverez ci-annexé, le rapport technique des offres et le compte rendu des réunions tenues avec les soumissionnaires jugés les plus intéressants en vue d'aboutir à un choix objectif et équitable.

Veillez agréer, Monsieur le Chef du Département, les assurances de ma considération distinguée./-



**D<sup>r</sup> MAIKANO ABDOULAYE**

*yellow*  
*Cameroon - see 935/6.429 Adm.*

## OFFICE MEMORANDUM

TO: Mr. Hans Wyss, Chief, PMWA

DATE: June 14, 1974

FROM: F. Soges, Chief, WAPHW

SUBJECT: CAMEROON - West Bénoué Agricultural Development Project

1. In your memo of May 22, 1974, you propose entrusting the preparation of the road/bridge component of this project to the consultants who will be assigned to the highway maintenance study under the Cameroon Second Highway Project. For proper coordination, however, I think it would be better to include West Bénoué road/bridge component in the broader feeder road study we are planning for northern Cameroon. As agreed with Mr. Schulte and Mr. Delapierre, during my last visit to Abidjan, the latter would have responsibility for identifying and preparing the northern Cameroon feeder road program.

2. Therefore, I propose that for the moment the highway maintenance study proceeds as originally conceived and according to consultants' proposals already received. You probably know that we are currently reviewing the financial situation of the Second Highway Project, and will examine the possibility of financing the feeder road study under it as an extension of the Highway Maintenance Study.

cc: Messrs. Thalwitz  
de la Renaudiere  
Pouliquen  
Steckhan  
van Gigch  
Schulte  
Delapierre  
Melegari

FSoges:ds

Central files.  
Cameroon - No 663/h.180 Adm  
Vc. Cameroon - No 935/h.429 Adm.

République Unie du Cameroun

*Paix - Travail - Patrie*

2709

N° ...../MINPAT/PROG.-

Ministère du Plan  
et de l'Aménagement  
du Territoire <sup>RTT</sup>

Yaoundé, le 12 JUIN 1974

Le Ministre

OBJET : Premier et Deuxième Projets  
Routiers BIRD-CAMEROUN.

Monsieur le Chef de Division,

J'ai l'honneur de vous faire connaître qu'à la suite de la récente mission effectuée au Cameroun du 22 au 30 Mai 1974 par les experts de la BIRD MM. SOGES, MELEGARI et GIYAMFI, la situation financière des premier et deuxième projets routiers BIRD-CAMEROUN se présente comme suit :

1°/- PREMIER PROJET ROUTIER BIRD-CAMEROUN (Routes Ngaoundéré - Garoua et Tiko - Victoria).

La route Tiko - Victoria est terminée ; les réparations sont achevées sur les zones dégradées de la route Ngaoundéré - Garoua ; la responsabilité des dégradations étant revenue à l'Entrepreneur, l'Administration n'a eu à prendre à son compte aucune des dépenses y afférentes.

Cependant, en raison des diverses améliorations (par exemple, l'augmentation du volume des travaux) apportées au projet d'exécution pour se garantir, sur les tronçons non encore exécutés, contre des dégâts similaires à ceux survenus sur les tronçons déjà exécutés, l'achèvement du projet entraînera un dépassement estimé actuellement à environ 1,5 à 2 milliards de francs CFA.

.../...

MONSIEUR LE CHEF DE LA DIVISION DES PROGRAMMES  
POUR LA REGION DE L'AFRIQUE DE L'OUEST  
(Attention Mr. STECKHAN)

Le Gouvernement camerounais a déjà pris toutes les dispositions nécessaires pour supporter ce dépassement sur ses ressources propres. En conséquence, aucun concours ne sera demandé à la BIRD, à cet effet.

2°/- DEUXIEME PROJET ROUTIER BIRD-CAMEROUN (route Douala - Kekem, Pont du Noun-Foumba et route Garoua-Dora).

Les appels d'offres ont été reçus, dépouillés et examinés avec la participation active de M. MELEGARI de la BIRD. Les soumissions des Entrepreneurs les moins-disants pour les solutions les moins chères accusent un dépassement d'environ 6 milliards de francs CFA par rapport aux estimations du rapport d'évaluation de la BIRD. Vous constaterez que les raisons de ce dépassement - incidence de la crise de l'énergie, augmentation des prix d'environ 15 à 20 % par an, augmentation des imprévus, etc... - ont été imprévisibles et indépendantes de notre volonté commune.

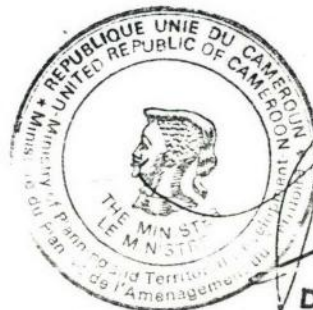
Les négociations avec les entrepreneurs soumissionnaires pour un éventuel abattement de leurs offres ne donneront certainement aucun résultat appréciable. Par ailleurs, ces offres ne seront plus valables après le 1er Juillet 1974.

En ce qui nous concerne, le choix des adjudataires ne peut pas avoir lieu avant que tout le financement soit assuré.

En conséquence, je vous serais reconnaissant de bien vouloir soumettre aux hautes autorités de la Banque la requête du Gouvernement camerounais pour le financement, à l'aide d'un complément au prêt initial, du dépassement de 6 milliards de francs CFA constaté.

Je vous prie de bien vouloir me faire connaître par câble la position de la Banque sur cette requête afin de me permettre de vous proposer les adjudicataires retenus dans les délais de validité des offres reçues.

En vous remerciant de toute la compréhension dont vous ferez preuve pour assurer l'aboutissement heureux de ce projet, je vous prie d'agréer, Monsieur le Chef de Division, l'expression de ma haute considération *MA*



*MA*  
D<sup>r</sup> MAIKANO ABDOULAYE

Cameroun - L. 935/6.429 Ad.

JUN 11 1974

LAMARRE VALOIS  
INTERNATIONAL  
LIMITÉE



CONSULTANTS

GRUPE LAVALIN  
615, RUE BELMONT, MONTRÉAL, CANADA H3B 2L9  
75, RUE ALBERT, OTTAWA, CANADA K1P 5E7  
13 BIS, RUE LAFFITTE, PARIS IX, FRANCE  
B. P. 11043 DAKAR, SÉNÉGAL  
B. P. 566, BANGKOK, THAÏLAND

CÂBLE: LAVALIN  
TÉLEX:  
LAVALIN MTL 01-26401

6 juin 1974

Monsieur Maurizio Melegari  
Banque Mondiale pour la  
Reconstruction et le Développement  
1818 H Street, N.W.  
Washington, D.C. 20433  
U.S.A.

Doc. # 51097

Objet: Appel d'offres: route Garoua-Mora

Cher monsieur,

Pour faire suite à la demande que vous avez formulée à M. Bernard Sarvonat, nous vous transmettons sous ce pli un exemplaire de notre rapport sur l'appel d'offres pour la construction de la route Garoua-Mora.

Nous avons, outre la correction de quelques erreurs de dactylographie, apporté deux changements à ce document:

- 1° Un paragraphe a été ajouté à l'article 4 du résumé du rapport dans lequel est introduite une comparaison des prix si l'Administration décidait de ne réaliser les travaux que pour les lots "B" et "C". Vous noterez à ce sujet que la différence pour ces deux lots entre COGEFAR et Wayss & Freytag n'est que de 11.3% si la variante graves-ciment est adoptée, ou de 11.7% si le projet de l'Administration est exécuté.

Si l'on tient compte en outre des taux de change pratiqués le jour de l'ouverture des offres, ces différences sont réduites à environ 8.5%.

- 2° Vous vous souviendrez que nous avons fait de nombreuses tentatives pour que nous soient confirmés les taux de change stipulés par les entreprises pour la part des

.../2






.../2

Monsieur Maurizio Melegari - 6 juin 1974

travaux devant être payés en devises étrangères. N'ayant pas reçu de réponse au moment de la production du rapport, nous nous sommes fiés à la mémoire de notre ingénieur qui avait l'impression que la société Mondelli-Itinera-Exarcos n'avait pas stipulé ses taux de change. Comme nous avons des raisons de croire que tel n'est pas le cas, nous avons enlevé à l'article 5 du résumé la phrase à l'effet que les taux de change n'avaient pas été stipulés par l'entreprise.

Veillez croire, Cher monsieur, à l'assurance de nos sentiments distingués.

LAMARRE VALOIS INTERNATIONAL LIMITEE

  
André Gagnon, Ing., M.Sc.

AG/fbd

Pièce jointe



## OFFICE MEMORANDUM

Cameroon - Loan 663/Credit 180 Adm.  
Cameroon - Loan 935/Credit 429 Adm.

TO: Mr. F. Soges, Division Chief, WAPHW

DATE: June 5, 1974

FROM: M. Melegari and P. Gyamfi, WAPHW

SUBJECT: CAMEROON - Loan 663/Credit 180-CM: First Highway Project  
Loan 935/Credit 429-CM: Second Highway Project  
Supervision Mission  
Back-to-Office Report

In accordance with our Terms of Reference dated May 8, 1974 we visited Cameroon from May 20 to 30, 1974 to supervise the above projects.

Loan 663/Credit 180-CM: First Highway Project

1. The project consists of the construction of the Tiko-Victoria and N'Gaoundere-Garoua roads.
2. The Tiko-Victoria road was completed in April 1973. The N'Gaoundere-Garoua road is under construction; the contractor will finish repairing the damaged sections (60 km) by June 1974, and is expected to complete all works by June 1975. The performance of both the contractor and consultants has improved since the last supervision mission in December 1973.
3. Present estimates indicate that there will be an increase of about CFAF 1.5 billion due to improvements in design and higher than anticipated price escalation.

Loan 935/Credit 429-CM: Second Highway Project

4. The project consists of the construction of three road sections (485 km), studies in road maintenance and forest road feasibility, and technical assistance.
5. Bids for all construction work have been received and analyzed by consultants; on this basis the Government is selecting contractors, and will soon submit to the Bank its recommendations for awards.
6. Technical proposals from consultants for the road maintenance study have been invited; the study is expected to start not later than December 1974. The Government is selecting the technical assistance experts on the basis of the list with curricula-vitae provided by the Bank.
7. Revised estimates of total project cost, based on bid results and expected price escalation according to the latest Bank guidelines, indicate an increase of about CFAF 6 billion (from CFAF 14 billion at appraisal to CFAF 20 billion).

Principal Issue

8. The total cost increase of about CFAF 7.5 billion <sup>1/</sup> for both

1/ At current rate of exchange about US\$31.5 million with an approximate foreign exchange component of about US\$21.5 million.

projects, if borne entirely by the Government, would more than double the amount of its contribution to project costs. The Government has therefore indicated its intention to request urgently supplementary financing from the Bank Group. The mission considers that this issue requires immediate attention.

cc: Messrs. Thalwitz, Director, WAP  
Pouliquen, Assistant Director, WAP  
Rowe, Assistant Director, WAP  
King, Assistant to Director, WAP  
van der Tak, Director, VPSVP (3)  
Jaycox, Director, TRP (2)  
Bowron, PABP2  
Buhler, LEG  
Moussu-Rizan, CTRDD  
de la Renaudiere, Director, WA2  
Steckhan, Chief, WA2DB  
J. Elliott, CTRAC  
Gillette, WANVP  
Wyss, WAFWA  
Reitter, WAFGH  
Mirza, WAFNG  
Kaden, WAPHW  
Jovanovic, WAPHW  
Mrs. Saukel, WAPHW

Cameroon - Loan 935/G. 429 Ad.

JUN 4 1974



**HARRIS**

Frederic R. Harris, Inc., Consulting Engineers, 300 E. 42nd St., New York, N.Y. 10017 212-986-2700 Cable Harkob Telex 224136

International Bank for  
Reconstruction and Development,  
West Africa Regional Office,  
Transport Division,  
1818 H Street N.W.,  
WASHINGTON, D.C. 20043  
U.S.A.

May 31, 1974.

Ref. : United Republic of Cameroon  
Highway Maintenance Study

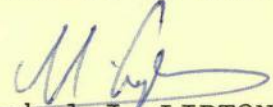
Gentlemen :

Following the instructions received with the Ministry of  
Equipment, Housing and Lands letter of March 29, 1974,  
we are pleased to send you today, under separate cover,  
one copy in English and one copy in French of our offer  
of services for the maintenance study to be undertaken  
in Cameroon under the auspices of IBRD.

- Soges
- Bah
- Bonhomme
- Fellinghauer
- Gyamfi
- Jovanovic
- Kaden
- Melegari
- Parker
- Staffini
- 
- 

Very Truly yours,

FREDERIC R. HARRIS, INC.

  
Michel J. LIPTON,  
Senior Vice President.

SEARCHED  
SERIALIZED  
INDEXED  
FILED  
JUN 10 1974  
FBI - NEW YORK

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SENIOR LIAISON OFFICER  
MICHAEL J. GIBSON

FREDERIC B. HUBBIS, INC.

1000 15th St, N.W.

In Cameroon under the auspices of IBRD  
of relations for the maintenance agreed to be undertaken  
one copy to the other and one copy in French of one other  
me via Bureau to send for copy, since various copies  
whenever, however, and some letter of March 30, 1974  
following the instructions received with the Ministry of

Gentlemen :

Ministry Maintenance Study  
Ref. : Dated Report of Cameroon

D.S.A.  
WASHINGTON, D.C. 20043  
1015 N. 24th St N.W.  
Telephone Division  
New York Regional Office  
Economic Relations and Development  
International Bank for

1974 JUN 3

1000 15th St, N.W. Washington, D.C. 20043



Handwritten notes and signatures at the bottom of the page.

AIR MAIL

May 17, 1974

Ministere du Plan et de  
l'Amenagement du Territoire  
Yaounde  
United Republic of Cameroon

Re: Loan No. 935 GM  
Loan Service Payments Due in Various Currencies

Gentlemen:

In accordance with Section 4.05 of the General Conditions applicable to the Loan Agreement of the above-mentioned Loan the International Bank for Reconstruction and Development will, until further notice, accept U.S. dollars, ~~Foreign~~ French francs or Pounds sterling and attempt, as your agent, to acquire the currencies actually payable to the Bank under the Loan.

In case you accept this offer for the above-mentioned Loan, our Summary Statement of Account requesting payments in the future will show the amount due in each currency and the estimated U.S. dollar, ~~Foreign~~ French franc or Pound sterling equivalent. Upon receipt of the dollars, francs or sterling, the Bank will purchase the required currencies at the best rate it can obtain at the time of purchase. Consequently, as market rates fluctuate, it will not be possible to determine in advance the exact amount of dollars, francs or sterling required to purchase the currencies due to the Bank. Therefore, the amount of dollars, francs or sterling requested by the Bank may be more or less than the amount necessary to purchase the required currencies. Any minor difference will be carried forward to the next payment date. If the difference is significant the Bank will refund the overage to you upon request or ask you to transmit the shortage to the Bank as soon as possible.

Receipt by the Bank of such dollars, francs or sterling will not constitute fulfillment by the borrower of its payment obligations under the Loan Agreement. Such payment obligations will be fulfilled only when the Bank has acquired the necessary currencies due to the Bank. Therefore, any borrower who wishes to accept this offer must transmit the dollars, francs or sterling to the Bank at least five working days in advance of the regular payment date of the loan. This is particularly important as some of the amounts due must be paid to others who have purchased parts of loans from the Bank.

Re: Loan No. 935 GM

- 2 -

May 17, 1974

If you wish the Bank to act as your agent in accordance with the foregoing will you please sign and return to us the enclosed copy of this letter, indicating whether you will use dollars, francs or sterling for that purpose.

Sincerely yours,

  
K. Georg Gabriel  
Controller

Enclosure

We wish to accept the above arrangement and will in the future furnish U.S. dollars/~~Foreign~~ French francs/Pounds sterling\* to the International Bank for Reconstruction and Development so that it may, as our agent, attempt to acquire the currencies due under the above Loan and apply them to the payments thereof.

Date \_\_\_\_\_

By \_\_\_\_\_  
Authorized Representative\*

\* Please ensure that the currencies not chosen are crossed out from the above authorization and the person signing is duly authorized for this purpose. Those persons authorized for signing withdrawal applications are not necessarily authorized for signing this type of document.

PAR AVION

Le 17 mai 1974

Ministère du Plan et de  
l'Aménagement du Territoire  
Yaoundé  
United Republic of Cameroon

Réf: Prêt No 935 CM

Versements dus en diverses devises au titre du service du prêt

Messieurs,

Conformément aux dispositions de la Section 4.05 des Conditions générales applicables à l'Accord de prêt relatif au prêt sous rubrique, j'ai l'honneur de vous faire savoir que la Banque Internationale pour la Reconstruction et le Développement acceptera, jusqu'à nouvel ordre, que lui soient versés des dollars des Etats-Unis, des francs français convertibles (étrangers) et des livres sterling, et qu'elle tâchera de se procurer pour votre compte en sa qualité d'agent les devises effectivement payables à la Banque au titre du prêt.

Au cas où cette proposition vous agréerait pour le prêt mentionné ci-dessus, nos extraits de compte relatifs aux versements à venir comporteront le montant échu, dans chaque devise, ainsi que la contre-valeur de ces montants en dollars EU, en francs français convertibles, ou en livres sterling. Dès réception des dollars, des francs ou des livres, la Banque achètera les devises nécessaires au taux le plus favorable qu'elle pourra obtenir au moment de l'opération. Or, étant donné les fluctuations du taux de change, il ne sera pas possible de déterminer à l'avance les montants exacts en dollars, en francs, ou en livres, nécessaires à l'achat des devises payables à la Banque. En conséquence, les montants en dollars, en francs, ou en livres réclamés par la Banque pourront se révéler supérieurs ou inférieurs au montant nécessaire à l'achat des devises correspondantes. Si la différence est minime, elle sera reportée à la prochaine date d'échéance. Si, par contre, la différence est sensible, la Banque vous remboursera l'excédent sur simple demande de votre part, ou, dans le cas contraire, vous invitera à lui faire parvenir la différence aussitôt que possible.

La réception par la Banque desdites sommes en dollars, en francs ou en livres ne libérera pas pour autant l'emprunteur de ses obligations découlant de l'Accord de prêt. Lesdites obligations ne seront en effet considérées comme remplies qu'une fois que la Banque se sera procuré les devises qui lui sont dues. C'est pourquoi il incombe à tout emprunteur qui désire accepter cette offre de faire parvenir les montants en dollars, en francs ou en livres sterling à la Banque au moins cinq jours ouvrables avant la date normale d'échéance du prêt. Ce dernier point revêt une importance d'autant plus grande que certains montants échus doivent être versés à des tiers auxquels la Banque a cédé des portions de prêts.

Au cas où vous désireriez que la Banque agisse pour votre compte en qualité d'agent, conformément aux dispositions ci-dessus, nous vous serions obligés de bien vouloir nous retourner la copie de la présente, que nous vous faisons parvenir ci-joint, après l'avoir dûment signée, en nous indiquant si vous avez l'intention d'utiliser des dollars, des francs ou des livres sterling.

Veillez agréer, Messieurs, l'expression de nos sentiments distingués.

  
K. Georg Gabriel  
Contrôleur

Pièce jointe

Nous acceptons les dispositions ci-dessus et vous informons que nous fournirons à l'avenir à la Banque Internationale pour la Reconstruction et le Développement des dollars EU/francs français ~~convertibles~~/livres sterling\*, afin que celle-ci, agissant pour notre compte en qualité d'agent, essaie de se procurer les devises qui lui sont dues en vertu du prêt ci-dessus, et les affecte au remboursement dudit prêt.

Date: \_\_\_\_\_

\_\_\_\_\_  
Représentant autorisé

\* Nous vous prions de vous assurer que les devises non choisies ont bien été biffées de l'autorisation ci-dessus et que le signataire est dûment autorisé. Les personnes autorisées à signer les demandes de tirages ne sont pas nécessairement autorisées à signer ce type de document.



## OFFICE MEMORANDUM

Cameroon - Terms of Reference

Cameroon - Loan 663/6-180 Adm.

Cameroon - Loan 935/6-429 Adm.

DATE: May 8, 1974

TO: Messrs. M. Melegari, Engineer, and  
P. Gyamfi, Economist, WAPHW

FROM: F. Seges, Chief, WAPHW

SUBJECT: CAMEROON: Loan 663/Credit 180-CM - First Highway Project  
Loan 935/Credit 429-CM - Second Highway Project  
Supervision Mission  
Terms of Reference

1. From about May 20 - 30, 1974, you will visit Cameroon to supervise the above projects. You will review with the Government, and if necessary with the consultants, the overall status of the projects, covering in particular the following points:

First Highway Project - Construction of the N'Gaoundere-Garoua Road

- determine the progress in constructing the road and repairing damaged sections, and how implementation of the understandings reached between the Government, contractors and consultants concerning these repairs is working out;
- assess the performance of contractors and consultants;
- review the financial situation of the project; estimate cost overruns, and determine their implication on financing;
- investigate the reasons for the delays in Government's making payments to contractors and consultants, in both local and foreign currencies, and discuss means to expedite processing of these payments;
- review the latest progress reports, and reiterate the necessity for their prompt transmission to the Bank.

Second Highway Project

- review the bid evaluation report for the road construction, and in the light of the outcome of bidding assess the project's financial situation;
- revise, if necessary, the project execution schedule;
- review, and if possible approve, the consultants' contract for construction supervision;

- determine the progress in securing consultants' services for the highway maintenance study; and press for an early start of the study with a view to completing it in the first quarter of 1975;
- determine the progress made in organizing the inter-ministerial task force for drawing up a program for the forest studies and determine the likely timing of the studies;
- finalize the terms of reference and employment schedule of the three experts to be assigned to the Departments of Programming, Roads, and Transport, and discuss with the Government the curricula-vitae of the candidates we are suggesting.
- discuss the plans and schedule for UNDP technical assistance to the Ministry of Transport, including the recruitment of counterpart and supporting local staff.

2. Sector Work

- discuss the transport investments underway and planned, and the general needs of the sector;
- ascertain the characteristics of the proposed improvement of the Yaounde-Edea road, and the status of plans for construction.

3. From Cameroon, Mr. Melegari will proceed to CAR and Mr. Gyamfi to the Ivory Coast under separate Terms of Reference.

4. Upon your return to Washington, you will submit a Back-to-Office Report followed by a Full Report.

Cleared with and cc: Mr. Erim, WA2DB

cc: Messrs. Thalwitz, Director, WAPDR (3)  
Pouliquen, Assistant Director, WAPDR  
Rowe, Assistant Director, WAPDR  
King, Assistant to Director, WAPDR  
van der Tak, Director, VPSVP  
Jaycox, Director, TRP  
Bowron, PABP2  
Buhler, LEG  
Rychener, CTRDD  
de la Renaudiere, Director, WA2DR  
Steckhan, Division Chief, WA2DB  
Brandreth, Division Chief, WAPPR  
Kaden, WAPHW  
Wyss, Chief, WAFWA

Mrs. Saukel

Cameroon - Jasi 985/6 429 Ad.

TELEX

TELEX N. 118T DU 4 MAI 1974

FROM YAOUNDE CAMEROON  
DE MINPAT A INTBAFRAB WASHINGTON

Distribution: Mr. Steckhan  
Mr. De la Renardiere  
Mr. Thalwits

ATTENTION M. ERIM

SUITE VOTRE TELEX DU 11 AVRIL 1974 CONCERNANT PRET 935  
HONNEUR VOUS INFORMER QUE COMMISSION D'ENGAGEMENT DE SOIXANTE  
DIX MILLE DOLLARS VENUE A L'ECHEANCE LE 15 AVRIL DERNIER A ETE  
REGLEE SUR SECOND PROJET ROUTIER STOP

L'AVIS DE VIREMENT TELEGRAPHIQUE VOUS A ETE ENVOYE LE 5 AVRIL  
PAR LA B.I.A.O. YAOUNDE STOP

SE TRIX SENTINENTS DISTINGUES STOP ET FIN

ROBERT NAAM

SECRETAIRE GENERAL DU MINISTERE DU PLAN ET DE L'AMENAGEMENT  
L'AMENAGEMENT DU TERRITOIRE

24823A IARD UR

MINPAT 8868XNO (TELEX NUMBER)

*Cameroon - loan 687 Ad*  
*✓ Cameroon - loan 935/6.1.29 Ad*

OUTGOING WIRE

TO: MONSIEUR ROBERT NAAH  
MINPAT  
YAOUNDE

DATE: 10 AVRIL 1974

CLASS OF  
SERVICE: LT

COUNTRY: CAMEROUN

*WT*

TEXT:  
Cable No.: REFERENCE VOTELEX NO 086T DU 6 AVRIL STOP COMME NOUS AVIONS ANNONCE DANS  
NOTELEX DU 15 MARS PAIEMENT DE SOIXANTE DIX MILLE DOLLARS DU LE 15 AVRIL  
SE REFERE AU SECOND PROJET ROUTIER PRET NO 935CM ET NON AU PROJET REGIFERCAM  
PRET NO 687CM STOP SERIONS RECONNAISSANTS ASSURIEZ VIREMENT CE MONTANT STOP  
HAUTE CONSIDERATION

ERIM  
INTBAFRAD

NOT TO BE TRANSMITTED

AUTHORIZED BY: *[Signature]*  
NAME: Charles V. B. Munthali  
DEPT: Western Africa Regional Office

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(SIGNATURE OF INDIVIDUAL AUTHORIZED TO APPROVE)  
REFERENCE: IErim:mb

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Checked for Dispatch: *[Signature]*

INTBAFRAD WSH

INCOMING CABLE

*Cameroon - Loan 935/G. 429 Ad.*

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UFNX BY KNYA 060

1974 APR 10 AM 9:28

YAOUNDE 60/58 9 1700

COMMUNICATIONS SECTION

April 9, 1974

Distribution

Mr. Steckhan  
Mr. de la Renaudiere  
Messrs. Pouliquen/Thalwitz  
Mr. Soges

ETATPRIORITE

MINEHDOM YAOUNDE

*Mr. Paley*

A

INTBAFRAD

*Please handle.  
h.*

WASHINGTONDC

*4/10*

NO 0263/TO/DR ATTENTION STECKHAN REFERENCE DEUXIEME PROGRAMME  
ROUTIER HONNEUR INFORMER DEPOUILLEMENT DES OFFRES EN COURS STOP  
COUT PROBABLE DES TRAVAUX 14 MILLIARDS 7 CENT MILLIONS DONT  
CINQUANTE HUIT POUR CENT EN DEVICES PRINCIPALEMENT DEUTSCH  
MARK STOP SUGGERONS MISSION MELEGARI FIN AVRIL POUR EXAMEN COMMUN  
DES CONCLUSIONS STOP HAUTE CONSIDERATION STOP ET FIN

COL ETATPRIORITE NO 0263/TO/DR 14 7

*fec 42 against 34 in  
L.A.*

TLX0606/06

INCOMING TELEX

*✓ Cameroon - loan 935/4.429 Ad  
cc Cameroon - loan 687 Ad*

248423A IBRD UR

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FROM: YAOUNDE - April 6, 1974

Distribution

TELEX N. 086T DU 6 AVRIL 1974

1974 APR -6 AM 9: 05

Mr. Steckhan  
Mr. de la Renaudiere  
Messrs. Pauliquen/Thalwitz  
Mr. Soges

COMMUNICATIONS SECTION

DE MINPAT A INTBAFRAD ATTENTION M.ISIK ER

*File -  
Cum - 935  
RDZ*

EN ACCUSANT RECEPTION DE VOTRE TELEX DU 12 MARS 1974

HONNEUR VOUS FAIRE CONNAITRE LE PRET 935 CM CONCERNE LE DEUXIEME

PROJET ROUTIER ET NON LA REGIFERCAM QUI EST LE 687CM STOP

AI AVISE REGIFERCAM D'HONORER L'EACHEANCE CONCERNEE MEILLEURS

DELAIS STOP

SENTIMENTS EISTINGUES STOP ET FIN./-

NAAH ROBERT

SECRETAIRE DUEEE GENERAL DU MINISTERE DU PLAN ET DE L'AMENAGEMENT

DU TERRITOIRE.9.....=

*Cameroun - Lettre 935/9.429 tel.*

Form No. 27  
(3-70)

INTERNATIONAL DEVELOPMENT  
ASSOCIATION

INTERNATIONAL BANK FOR  
RECONSTRUCTION AND DEVELOPMENT

INTERNATIONAL FINANCE  
CORPORATION

**OUTGOING WIRE**

TO: BOOK OF TWO CABLES  
 M. ESSO M. ASSIGA DATE: LE 29 MARS 1974  
 DIRECTEUR DES ROUTES DIRECTEUR DE LA  
 MINISTERE DE L'EQUIPEMENT PROGRAMMATION CLASS OF  
 DE L'HABITAT ET DES DOMAINES MINISTERE DU PLAN SERVICE: LT *elle Rca*  
 YAOUNDE YAOUNDE  
*LT/ITT* *Sely*

COUNTRY: CAMEROUN CAMEROUN

TEXT:  
 Cable No.: REFERENCE PRET 935 CREDIT 429-CM APPEL D'OFFRES CONSTRUCTION ROUTES STOP  
 SUITE NOTRE CABLE DU VINGT DEUX MARS HONNEUR ATTIRER VOTRE ATTENTION SUR  
 ARTICLE QUATRE POINT SEPT VIRGULE EVALUATION ET CLASSEMENT DES OFFRES  
 VIRGULE DES DIRECTIVES CONCERNANT PASSATION DES MARCHES FINANCES PAR LES  
 PRETS DE LA BANQUE MONDIALE ET LES CREDITS DE L'IDA ET PLUS SPECIALEMENT  
 SUR TROISIEME ALINEA QUI SE LIT COMME SUIT GUILLEMETS LA OU LES MONNAIES  
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 AU CAS OU CELLE-CI SERAIT RETENUE VIRGULE DOIVENT ETRE CONVERTIES EN UNE  
 MONNAIE DE REFERENCE UNIQUE DESIGNEE PAR L'EMPRUNTEUR COMME BASE DE  
 COMPARAISON POUR TOUTES LES SOUMISSIONS ET SPECIFIEE COMME TELLE DANS LE  
 DOSSIER D'APPEL D'OFFRES STOP CETTE CONVERSION DOIT NORMALEMENT S'EFFECTUER  
 SUR LA BASE DES TAUX DE CHANGE A LA VENTE PUBLIES PAR UN ORGANISME OFFICIEL  
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 L'ATTRIBUTION DU MARCHE STOP DANS CE CAS VIRGULE IL CONVIENT D'APPLIQUER  
 LES TAUX DE CHANGE EN VIGUEUR A LA DATE OU LA DECISION EST PRISE DE NOTIFIER

**NOT TO BE TRANSMITTED**

AUTHORIZED BY:  
 NAME  
 DEPT.  
 SIGNATURE \_\_\_\_\_  
 (SIGNATURE OF INDIVIDUAL AUTHORIZED TO APPROVE)  
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Checked by Director

FOR THE DIRECTOR'S INFORMATION

REFERENCE

SIGNATURE OF INDIVIDUAL AUTHORIZED TO APPROVE

SIGNATURE

DATE

NAME

AUTHORIZED BY

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MAR 29 10 42 PM 1974  
COMMUNICATIONS

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COPIES: 1001

ORIGINATOR: MINISTERE DE L'INDUSTRIE ET DE L'ENERGIE  
 DEPARTEMENT DE L'INDUSTRIE  
 DIVISION DES MARCHES

RECEIVED: MINISTERE DE L'INDUSTRIE ET DE L'ENERGIE  
 DIVISION DES MARCHES

DATE: 28 MARS 1974

ORIGINE MISE

INTERNATIONAL DEPARTMENT	RECONSTRUCTION AND DEVELOPMENT	COOPERATION
INTERNATIONAL DEPARTMENT	INTERNATIONAL DEPARTMENT	INTERNATIONAL FINANCE

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**OUTGOING WIRE**

TO: Continuation page 2

DATE:

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SERVICE:

COUNTRY:

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Cable No.:

L'ATTRIBUTION DU MARCHE AU SOUMISSIONNAIRE RETENU GUILLEMETS STOP  
SUGGERONS VOUS SUIVIEZ CETTE PROCEDURE POUR EVALUER LES OFFRES ET SI  
VOUS LE JUGEZ NECESSAIRE EN INFORMIEZ LES SOUMISSIONNAIRES STOP  
SALUTATIONS DISTINGUEES

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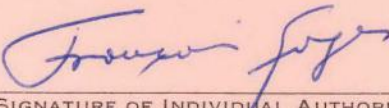
INTBAFRAD

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AUTHORIZED BY:

NAME F. Soges, Chief, WAPHW

DEPT.


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REFERENCE: Ln 935/Credit 429-CM

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MMelegari:mad

CC: Mr. Palein  
*Mr. D. King*

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COMMUNICATIONS SECTION  
APR 17 10 43 AM 1974

INTERNATIONAL DEVELOPMENT  
ASSOCIATION

INTERNATIONAL BANK FOR  
RECONSTRUCTION AND DEVELOPMENT

INTERNATIONAL FINANCE  
CORPORATION

### OUTGOING WIRE

TO: Contractor page 2

DATE

CLASS OF  
SERVICE

COUNTRY:

TEXT:

Cable No.:

L'ATTRIBUTION DU MARCHÉ AU COMMISSONNAIRE RETENU OUTILLEMENT STOP  
SUGGERONS VOUS SUIVRE CETTE PROCEDURE POUR EVALUER LES OFFRES ET SI  
VOUS LE JUGES NECESSAIRE EN INFORMER LES COMMISSONNAIRES STOP  
SALUTATIONS DISTINGUEES

2002

INTEPRAD

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Mme. [Signature]

CC: Mr. Fajala  
Mr. D. King

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AUTHORIZED BY:

NAME: F. Sogea, Chief, WAFM

DEPT.

[Signature]

SIGNATURE

(SIGNATURE OF INDIVIDUAL AUTHORIZED TO APPROVE)

REFERENCE

In 925/Credit 129-01

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(IMPORTANT: See Instruction Guide for preparing form)

RECEIVED  
COMMUNICATIONS  
MAR 29 10 47 PM 1974

Le 26 mars 1974

Monsieur Jean-Baptiste Assiga-Ahanda  
Directeur de la Programmation  
Ministère du Plan et de l'Aménagement  
du Territoire  
Yaoundé,  
République Unie du Cameroun

Monsieur le Directeur,

Nous regrettons vivement d'avoir dû annuler, en raison de difficultés inattendues, la visite de Monsieur Melegari originellement prévue pour le 4 mars dernier. Nous pensons actuellement que cette visite pourrait se situer dans le courant de la deuxième moitié de mai si cela vous convient - confirmation de cette date sera faite ultérieurement.

Au retour de sa dernière mission, Monsieur Melegari nous a exposé la situation actuelle des deux projets routiers. Il nous a en particulier mis au courant des principaux points discutés avec Monsieur Esso, Directeur des Routes, Monsieur Sendse, son adjoint et Monsieur Saugeron, Chef de la Mission de Contrôle des consultants, lors de leur réunion du 7 décembre 1973.

Nous avons appris avec satisfaction, qu'en ce qui concerne le premier projet, les travaux avaient été repris pour la route N°Yaoundéré-Garoua. Les décisions prises pour réparer les sections endommagées et améliorer certains aspects du projet d'exécution nous semblent positives. Tout dépend maintenant de la façon dont seront exécutés les travaux par l'entreprise et de leur contrôle par les consultants.

En ce qui concerne le renforcement de la chaussée, qui deviendrait nécessaire par l'augmentation du trafic lourd, (ce trafic serait doublé par rapport aux prévisions initiales, utilisées pour le calcul de l'épaisseur de la chaussée) il nous semble, que cette question devrait être avant toute chose étudiée par les consultants. Néanmoins, nous aimerions connaître la position de l'Administration Camerounaise en ce qui concerne cette affaire et éventuellement les décisions déjà prises.

Il reste le problème de la transmission des rapports mensuels à la Banque. Monsieur Melegari avait convenu avec M. Esso et les consultants, de simplifier au maximum ces rapports précisément pour que nous puissions en recevoir copie, au plus tard avant la fin du mois suivant la période à laquelle ils se rapportent. Malheureusement, ils continuent à nous parvenir avec beaucoup de retard. C'est ainsi que nous venons seulement de recevoir les rapports mensuels d'avancement des travaux sur la route N°Yaoundéré-Garoua pour la période juin à décembre 1973. Dans cette situation, vous comprendrez que nous ne pouvons pas suivre, comme il le conviendrait, l'exécution des projets.

En ce qui concerne le deuxième projet routier, après la présélection des entreprises pour la construction des routes Douala-Font du N'kam, Garous-Lafoussan et Pont du Noun Fouban, nous sommes restés sans nouvelle de l'appel d'offre. Il avait été décidé de donner aux soumissionnaires un délai de 90 jours et donc de fixer la date limite de la réception des offres au 2 avril 1974. Nous portons un grand intérêt à cette affaire et tenons donc à suivre son déroulement de près. A ce propos, nous désirons confirmer notre télégramme du 22 mars 1974 concernant la question des taux de change entre le FCFA et les monnaies utilisées pour les paiements hors Cameroun.

D'autre part, durant ces visites d'octobre et décembre dernier, Monsieur Melogari avait discuté, entre autres choses, avec Monsieur Esso et les représentants des consultants, les problèmes soulevés par le contrôle des travaux de construction des trois routes et les principaux articles du contrat relatif à ce contrôle. Nous vous serions reconnaissants de bien vouloir nous envoyer le projet de ce contrat afin que nous puissions l'examiner.

Monsieur Melogari avait aussi discuté avec Monsieur Assiga, Directeur de la Programmation, la question de l'assistance technique. Etant donné que deux experts sont d'ores et déjà assurés par le FNUD pour le Ministère des Transports, il avait été décidé que des trois experts financés par la Banque, un seul serait affecté à la Direction des Transports; les deux autres l'étant dans les Directions de la Programmation et des Routes. L'expert auprès du Ministère des Transports sera un ingénieur des transports ou un économiste planificateur des transports ayant de l'expérience dans les travaux de statistiques. Il sera affecté au Service Trafics et Statistiques et il assistera la Direction des Transports (1) pour la mise en place et l'organisation de ce service, (2) pour la préparation et l'exécution du programme de travail du Service, (3) pour la coordination avec les autres Services et Ministères et (4) pour la formation du personnel du Service. Les deux experts auprès des Ministères du Plan et de l'Equipement seront deux ingénieurs des routes ayant une grande expérience technique et administrative. Ils seront affectés aux Directions de la Programmation et des Routes. Comme convenu, nous sommes à la recherche de candidats susceptibles de pourvoir des trois postes, et nous vous tiendrons au courant des résultats.

Nous vous prions d'agréer, Monsieur le Directeur, l'expression de notre considération distinguée.

F. Soges

Chef de la Division des Projets Routiers  
Bureau Régional de l'Afrique de l'Ouest

MMelogari:mad

Cleared with and cc: Mr. Erim

cc: Mrs. Stone

Cameroon - Loan 935/G.429 Ad.

Form No. 27  
(3-70)

INTERNATIONAL DEVELOPMENT  
ASSOCIATION

INTERNATIONAL BANK FOR  
RECONSTRUCTION AND DEVELOPMENT

INTERNATIONAL FINANCE  
CORPORATION

**OUTGOING WIRE**

TO: BOOK OF TWO CABLES  
M. ESSO *LT/IT*  
DIRECTEUR DES ROUTES  
MINISTERE DE L'EQUIPEMENT  
DE L'HABITAT ET DES DOMAINES  
YAOUNDE

*Tely*  
M. ASSIGA  
DIRECTEUR DE LA  
PROGRAMMATION CLASS OF  
MINISTERE DU PLANSERVICE: LT  
YAOUNDE

DATE: LE 22 MARS 1974

*23*  
*W 1/11*  
*WT*

COUNTRY: CAMEROUN

CAMEROUN

TEXT:

Cable No.: REFERENCE PRET 935 CREDIT 429-CM APPEL D'OFFRES CONSTRUCTION ROUTES STOP  
FIRME COGEFAR VIENT DE NOUS DEMANDER ECLAIRCISSEMENTS SUR TAUX ECHANGE POUR  
PAIEMENTS HORS CAMEROUN STOP HONNEUR ATTIRER VOTRE ATTENTION SUR NECESSITE  
PAS  
SOUSSIONNAIRES NE SUPPORTENT/EFFET VARIATIONS TAUX ECHANGE COMME INDIQUE  
DANS ARTICLE TROIS POINT HUIT VIRGULE PAGES SEPT ET HUIT DIRECTIVES  
CONCERNANT PASSATION MARCHES FINANCES PAR LES PRETS BANQUE MONDIALE ET  
CREDITS IDA STOP SUGGERONS DONC ADMINISTRATION ADRESSE A TOUS LES  
SOUSSIONNAIRES TELEGRAMME PRECISANT ILS DOIVENT INDIQUER DANS LEUR  
OFFRES PRIMO LE OU LES POURCENTAGES DU MONTANT TOTAL SOUMISSION A PAYER  
EN MONNAIE AUTRE QUE FRANC CFA SECUNDO LE OU LES TAUX DE CHANGE ENTRE  
FRANC CFA ET CES MONNAIES PRIS COMME BASE DE CALCUL LEUR OFFRE ET LES  
QUELS TAUX DE CHANGE RESTERONT FIXES ET INVARIABLES PENDANT DUREE CONTRAT  
STOP SI ADMINISTRATION N'EST PAS SURE TOUS LES SOUMISSIONNAIRES PUISSENT  
RECEVOIR SUS-DIT TELEGRAMME EN TEMPS UTILE SUGGERONS AUSSI PRECISER DATE  
LIMITE PRESENTATION OFFRES EST REPORTEE DU DEUX AVRIL AU QUINZE STOP  
SALUTATIONS DISTINGUEES

SOGES  
INTBAFRAD

**NOT TO BE TRANSMITTED**

AUTHORIZED BY:

NAME F. Soges, Chief, WAPHW

DEPT.

SIGNATURE *F. Soges*  
(SIGNATURE OF INDIVIDUAL AUTHORIZED TO APPROVE)

REFERENCE: Loan 935/Credit 429-CM

CLEARANCES AND COPY DISTRIBUTION:

Cleared with and cc: Mr. Sikorski

*h* MMelegari:mad *cc. Palkin*

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Checked for Dispatch: *50*

INTERNATIONAL DEVELOPMENT  
ASSOCIATION

INTERNATIONAL BANK FOR  
RECONSTRUCTION AND DEVELOPMENT

INTERNATIONAL FINANCE  
CORPORATION

OUTGOING WIRE

BOOK OF TWO CABLES

TO:

M. KESSO  
DIRECTION DES ROUTES  
MINISTRE DE L'EQUIPEMENT  
ET DE L'HABITAT ET DES DOMAINES  
YAOUNDE

COUNTRY: CAMEROUN

M. ASSIAO  
DIRECTEUR DE LA  
PROGRAMMATION  
MINISTRE DU PLAN ET  
DE L'AMENAGEMENT  
DU TERRITOIRE  
YAOUNDE  
CAMEROUN

DATE: LE 22 MARS 1974

TEXT:  
Cable No.:

REFERENCE FRET 932 CREDIT 129-0M APTIL D'OUVERTURE CONSTRUCTION ROUTES STOP  
FINIR COOPERAR VIANT EN NOUS DEMANDER ECLAIRCISSEMENTS SUR TAUX ECHANGE FOUR  
FAISSENTS HORS CAMEROUN STOP HOMMEUR ATTIRER VOTRE ATTENTION SUR NECESSITE  
COMMISSIONNAIRES NE SUPPLEMENTENT LEUR VALEURS TAUX ECHANGE COMME INDIQUE  
DANS ARTICLE TROIS POINT HUIT VIRGULE PAGES SEPT ET HUIT DIRECTIVES  
CONCERNANT PASSATION MARCHES FINANCIERS PAR LES PRETS BANQUE MONDIALE ET  
CREDITS IDA STOP SUGGERONS BONS ADMINISTRATION ADRESSE A TOUTS LES  
COMMISSIONNAIRES TELEGRAMME PRECISANT LES DOIVENT INDICER DANS LEUR  
OFFRES PRIMO LE OU LES POURCENTAGES DU MONTANT TOTAL SOUMISSION A PAYER  
EN MONNAIE AUTRE QUE FRANC CFA SECONDO LE OU LES TAUX DE CHANGE ENTRE  
FRANC CFA ET DES MONNAIES PRIS COMME BASE EN CALCUL LEUR OFFRE ET LES  
QUELS TAUX DE CHANGE NECESSAIREMENT FIXES ET INVARIABLES PENDANT DUREE CONTRAT  
STOP SI ADMINISTRATION N'EST PAS SURE TOUTS LES COMMISSIONNAIRES PUISSENT  
RECEVOIR SUS-DIT TELEGRAMME EN TEMPS UTILE SUGGERONS AUSSI PRECISER DATE  
LIMITE PRESENTATION OFFRES EST REPORTEE JU DEUX AVRES AU QUINZE STOP

SAUTATION COMMISSIONNAIRES

BOBES  
INTERRAD

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Cleared with and cc: Mr. Stokowski

SECTION  
COMMUNICATIONS  
MAR 25 10 34 AM 1974  
DISPATCHED

F. Soyges, Chief, WAFW

AUTHORIZED BY:

NAME

DEPT.

SIGNATURE

REFERENCE

Loan 932 Credit 129-0M

ORIGINAL (File Copy)

(IMPORTANT: See separate Guide for routing form)

For the By Communication Section

Checked for Dispatch

170

248423A IBRD UR

COGEFAR 5232KW

MAR 21 11 14 AM '74

FROM YAOUNDE

Distribution: Mr. Brandreth  
Messrs. Pouliguen/Thalwitz  
Mr. de la Renaudiere  
Mr. Steckhan

16 2 35 TELEX 3/21/74

TO THE KIND ATTENTION OF MR MELEGARI

REFERRING TO TENDER OF APRIL 2 CONCERNING ROADS GAROUA-NORA,  
DOUALA-KEKEM AND FOUNRAN - PONT DU NOUB DIRECTOR OF ROADS  
- ANSWERING TO QUESTIONS PRESENTED BY FIRMS PARTICIPATING  
I TENDER - HAS SPECIFIED THAT EXCHANGE RATES IN FOREIGN CURREN-  
CY WILL BE CHANGEABLE AND FIXED EVERY TIME FOR EACH INVOICE  
AT THE MOMENT OF PAYMENT STOP THIS IS AGAINST BIRD CONVENTIONS  
THAT FIX PREVIOUSLY EXCHANGE RATES IN ORDER TO ALLOW DETERMINATION  
OF PRICES THAT OTHERWISE CANNOT BE DEFINED STOP PLEASE TELEX  
COGEFAR 5232 AGOUNDE CAMEROUN CONFIRMING PROCEDURE.  
THANKS AND BEST REGARDS  
FIORENTINO - COGEFAR

OK 77

*Congo - Term of Reference*  
*« Congo - Liciton*  
*« Cameroon - Term of Reference*  
*« Cameroon - Loan 935/9.429 Ad.*  
*« Africa - Term of Reference*  
*« Africa - Agriculture (Forestry)*  
March 19, 1974

Ms. H.J. Goris

Michel Palein, Acting Chief, Western Africa,  
Programs Div. 2B.

CONGO - Special Economic and Education Review Missions

CONGO/CAMEROON/CAR - Regional Forestry Mission

CAMEROON - Second Highway Project

Terms of Reference.

## CONGO

1. On or about March 22 you will arrive in Brazzaville for a special economic mission of about two weeks. In cooperation with Mr. Nkodo, who will join you from March 25 to April 10, you will gather relevant information to enable you to cable preliminary results to Headquarters on April 4 and to draft in the field the economic sections of the revised Congo Country Program Paper to be reviewed by management on May 10. In conformity with the guidelines issued in Mr. Knapp's memorandum of February 28, 1974, the revised CPP will provide the basis for a management decision on the country's creditworthiness for Bank/IDA or Bank lending, and the establishment of a revised lending program for FY1975-79.
2. Your draft for sections A and B of the CPP will in particular cover actual and projected government budgets, including oil revenue forecasts; the government's development strategy, especially the public investment program for the next five years; projected domestic and foreign financing of public investment; projected exports, imports and debt service burden for the next five years. You will also make suggestions concerning the scope of the Bank Group's technical and financial assistance to the country as a contribution to the revision of the operational sections (C, D and E) of the CPP. Concerning the attachments to the CPP, you will contribute to Attachments 1, 2, 3(b) to the extent possible, and 5.
3. On your way to Congo, you will meet with Mr. Steckhan in Frankfurt, Germany on March 20, 1974, to be briefed about those matters resulting from his visit to the People's Republic of the Congo which are relevant for your work.
4. On arrival in Brazzaville, you will seek the Congolese authorities' agreement, if not obtained by then, on an education review mission 1/ and inform Mr. Lethem of the outcome of your action. In case the authorities' reaction is positive and the timing is appropriate, the mission will arrive in Brazzaville on or about April 4 for a stay of about 3 to 4 weeks. Only if the Easter holidays would be expected to seriously affect the mission's effectiveness will the mission be moved about to April 17 - May 3. The team will consist of Mr. Ralph I. Romain (general educator/planning, WAPED) and a UNESCO cooperative staff member (technical or agricultural educator). During your stay in Congo you will supervise the team's work; during your absence, Mr. Romain will lead the team. At the beginning of their work in the country, you will introduce the team to the Congolese authorities; at the end of their mission, you will discuss the preliminary findings with the team members and review them with the Congolese authorities.  
1/ See Mr. Lethem's memorandum to Mr. Romain dated March 19, 1974 which contains the Education Review Mission's Terms of Reference.



5. If the Bank's Permanent Mission to Western Africa would confirm its intention to send an agricultural project identification mission to Congo, you will seek the authorities' agreement for the mission visit and inform Mr. Wyss of the outcome. If your and the mission's presence in the Congo coincide, you will introduce the mission to the Congolese authorities and further maintain contacts with the mission to the extent feasible in view of your obligations under the terms of reference of the regional forestry mission (see paragraph 6).

CAMEROON/CONGO/CAR/ROME

6. You will visit Cameroon from about April 10 to 24, Congo from about April 25 to May 2, the Central African Republic (subject to agreement of the authorities) from about May 2 to 12 and Rome from about May 13 to 16 to participate in the Bank's regional forestry mission work in these countries and to participate in the mission's review meeting in Rome. Your duties with regard to this study are defined in Mr. Thalwitz' memorandum to Mr. Cole et alii dated March 13. If the Central African Republic visit does not take place, you will devote the time you gained in priority to speed up the preparation of your contribution to the regional forestry study, unless the later start of the education review mission requires your presence in the People's Republic of Congo.

7. While in Cameroon you will: (a) review the progress made in initiating forestry policy formulation, in accordance with the provisions of the Second Highway Project, in particular concerning the establishment of a coordinating committee of government agencies; (b) study with the government how the regional and national studies of the World Bank Group concerning forestry policy can be coordinated; (c) discuss the question of recruitment of experts with the appropriate authorities and the UNDP Resident Representative.

8. While in Cameroon you will meet Mr. Martin Mba, proposed candidate for an EDI Transport Policy Seminar, in order to assess his ability to actively participate in English in this seminar. If your impression is favorable you will hand over the EDI invitation letter and inform Miss Elaine Hubert.

HJGoris:aws

Cleared with and cc: Messrs. de la Renaudière, Palein, Manthali, Jansen, Nkodo, Lethem, Melegari, Romain

cc: Messrs. de Vries, Payson, Wyss (PMWA).

*Cameroon - Loan 687 Ad*  
*Cameroon - Loan 935/9-429 Ad*

**OUTGOING WIRE**

TO: EXCELLENCE

DATE: 15 MARS 1974

DR. MAIKANO ABDOULAYE  
MINPAT

CLASS OF FULL RATE  
SERVICE: *Telex RCA*

YAOUNDE

COUNTRY: CAMEROUN

TEXT:

Cable No.:

HONNEUR VOUS INFORMER NOTRE TELEX DU 11 MARS CONCERNANT PAIEMENT DE SOIXANTE  
DIX MILLE DOLLARS SE REFERE AU SECOND PROJET ROUTIER PRET NO 935-CM ET NON  
AU PROJET REGIFERCAM PRET NO 687-CM STOP TRES HAUTE CONSIDERATION

ERIM  
INIBAFRAD

**NOT TO BE TRANSMITTED**

AUTHORIZED BY:

NAME Michel Palein

DEPT. Western Africa Regional Office

SIGNATURE *Erimes* *1.E* *Michel Palein*  
(SIGNATURE OF INDIVIDUAL AUTHORIZED TO APPROVE)

REFERENCE:

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CABLE

WU121 PSX539

DOUALA 76/73 13 1700

INTBAFRAD

WASHINGTON DC USA March 13 1974

↳ Conversion - Loan 935/G.h.29 Ad  
↳ Conversion - Loan 687 Ad. LOG 290

Distribution: Mr. Stockhan  
Mr. De la Renaudiere  
Mr. Thalwitz

SECTION

NO 1413 ATTENTION M ERIM VOTRE TELEX DU 12 MARS SE REFERE  
A PRET 935-CM ALORS QUE NOTRE PRET EST NUMEROTE 687-CM  
STOP ECHEANCES INTERETS PRET 687-CM SONT 15 JUIN ET 15  
DECEMBRE STOP PRIERE PRECISER OBJET PAIEMENT 70000 DOLLARS  
ECHEANCE 15 AVRIL STOP PRIERE INTERVENIR POUR REPONSE A  
NOTRE LETTRE 635 DU 30 JANVIER ADRESSEE A M GRAY RELATIVE A  
ECHEANCE INTERETS 15 DECEMBRE 1973 STOP CONSIDERATION

REGIFERCAM

COLL 1413 12 935-CM 687-CM 687-CM 15 15 70000 15  
635 30 15 1973

Cameroon - Loan 935/A.429

Form No. 27  
(3-70)

INTERNATIONAL DEVELOPMENT  
ASSOCIATION

INTERNATIONAL BANK FOR  
RECONSTRUCTION AND DEVELOPMENT

INTERNATIONAL FINANCE  
CORPORATION

BOOK OF TWO

OUTGOING WIRE

TO: EXCELLENCE  
DR MAIKANO ABDOULAYE  
MINPAT  
YAOUNDE

DATE: 11 MARS 1974

CLASS OF SERVICE: LT

~~TELEX~~ IT

COUNTRY: M. DESTOPPELEIRE  
REGIFERCAM  
DOUALA

LT/ITT

TEXT:  
Cable No.: CAMEROUN

REFERENCE PRET 935-CM PROJET REGIFERCAM STOP HONNEUR VOUS INFORMER QUE PAIEMENT DE SOIXANTE DIX MILLE DOLLARS ETATS UNIS VIENT A ECHEANCE LE 15 AVRIL STOP AFIN EVITER RETARD TRANSFERT VOUS PROPOSONS DE PROCEDER AU VIREMENT DE CE MONTANT A NOTRE COMPTE A FEDERAL RESERVE BANK NEW YORK DES RECEPTION DU PRESENT CABLE STOP TRES HAUTE CONSIDERATION

ERIM  
INTBAFRAD

NOT TO BE TRANSMITTED

AUTHORIZED BY:

NAME Michel Palein

DEPT. Western Africa Regional Office

SIGNATURE Michel Palein  
(SIGNATURE OF INDIVIDUAL AUTHORIZED TO APPROVE)

REFERENCE:

CLEARANCES AND COPY DISTRIBUTION:

cc.: Mr. Kochman, Cameroon Embassy

cleared with and cc.: Messrs. Dambski  
Topolsky

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(IMPORTANT: See Secretaries Guide for preparing form)

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25

ORIGINAL (SEE COPY)

dup 3/11

3/12/74

REFERENCE  
SIGNATURE  
DEPT  
NAME  
AUTHORIZED BY

INDIVIDUALS AUTHORIZED TO SIGN  
Messrs. V.P. & P. O. Office  
N. S. P. O.

FOR USE BY...  
Job title  
Messrs. P. O. Office  
Messrs. P. O. Office

NOT TO BE REPRODUCED

UNCLASSIFIED  
EXEMPT

THIS IS FOR YOUR CONSIDERATION  
IN ORDER TO BE ABLE TO MAKE THE NECESSARY ARRANGEMENTS FOR THE  
ISSUE OF THE PASSPORT TO THE INDIVIDUALS WHO ARE APPLICANTS FOR THE  
SAME. THE NECESSARY DOCUMENTS AND INFORMATION SHOULD BE SUBMITTED  
TO THE OFFICE OF THE CONSUL IN THE CITY OF... IN ORDER TO BE ABLE TO  
OBTAIN THE PASSPORT.

Copy no:  
TEXT

ONE COPY

SUBJECT

POLYVA  
N. S. P. O.

FL/11

INDIVIDUALS  
N. S. P. O.  
DEPARTMENT OF...  
OFFICE

SERVICE  
CLASS OF  
DATE

TL

17 MAR 1974

BOOK OF INFO

ONLINE MIB

REGISTRATION

REGISTRATION AND DEVELOPMENT

REGISTRATION

REGISTRATION AND DEVELOPMENT

REGISTRATION AND DEVELOPMENT

REGISTRATION AND DEVELOPMENT

Handwritten signature and date at the bottom right.

Cameroon - ln 935/6429

INTERNATIONAL BANK FOR RECONSTRUCTION AND DEVELOPMENT

1818 H Street, N.W., Washington, D. C. 20433, U.S.A.  
Area Code 202 - Telephone - Executive 3-6360 - Cable Address - INTBAFRAD

French version att

MARCH 6, 1974

COPY AIR MAIL

MINISTERE DU PLAN ET DE  
L'AMENAGEMENT DU TERRITOIRE  
YAOUNDE  
UNITED REPUBLIC OF CAMEROON

File  
Cam EXT  
Debt

Re: Loan No. 935 CM

Gentlemen:

Enclosed is a Statement of Account of the above-mentioned loan showing transactions since the previous Statement and a Summary Statement of amounts due on the next payment date.

The Summary Statement shows the total amounts due, including any maturing principal installment, the name of our depository bank for each currency concerned and the date or dates when payment is requested. Please arrange for the amounts to be credited to our account on or before the date requested. Our depository bank should be instructed to credit the account of the INTERNATIONAL BANK FOR RECONSTRUCTION AND DEVELOPMENT.

If there are further transactions in your account resulting in significant additional charges on which payment is required, we shall shortly after the payment date advise you of the amount and it will then be necessary for you to arrange an early settlement. Otherwise balances outstanding will be carried forward in your account.

Sincerely yours,

D. W. GRAY  
DEPUTY CHIEF, ACCOUNTING DIVISION  
CONTROLLERS DEPARTMENT

Enclosures:

CC:

EMBASSY OF CAMEROON  
1705-07 NEW HAMPSHIRE AVENUE, N.W.  
WASHINGTON, D.C. 20009

MR. MOHAMED N. KOCHMAN  
EXECUTIVE DIRECTOR

COPY  
PAR YION

INTERNATIONAL BANK FOR RECONSTRUCTION AND DEVELOPMENT

1818 H Street, N.W., Washington, D. C. 20433, U.S.A.

Area Code 202 - Telephone - EXecutive 3-6360 - Cable Address - INTBAFRAD

LE 6 MARS 1974

MINISTERE DU PLAN ET DE  
L AMENAGEMENT DU TERRITOIRE  
YAOUNDE  
UNITED REPUBLIC OF CAMEROON

Référence: Prêt No. 935 CM

Messieurs,

Veillez trouver ci-joint un relevé de compte relatif au prêt mentionné ci-dessus, et retraçant les opérations intervenues depuis notre précédent relevé, ainsi qu'un relevé récapitulatif des montants dus à la prochaine échéance.

Ce relevé récapitulatif indique le total du montant dû - y compris le cas échéant la ou les tranche(s) de remboursement du principal venant à échéance à cette date - ainsi que le nom de notre Banque dépositaire pour chaque devise, et la ou les date(s) où les versements doivent être effectués.

Nous vous serions reconnaissants de prendre les mesures nécessaires pour que les montants échus soient crédités à notre compte à la date fixée ou antérieurement. Veuillez charger notre Banque dépositaire de créditer le compte de la Banque Internationale pour la Reconstruction et le Développement.

Si votre compte fait l'objet d'autres opérations entraînant des frais supplémentaires importants, qui doivent être remboursés, nous vous indiquerons, peu après l'échéance, le montant dû, et il vous incombera alors de prendre les dispositions nécessaires pour le régler dans les meilleurs délais. Dans le cas contraire, le reliquat à verser sera reporté sur votre compte.

Nous vous prions d'agréer, Messieurs, l'assurance de notre considération distinguée.

D. W. GRAY  
ADJOINT-CHEF DE LA DIVISION DE LA  
COMPTABILITE, DEPARTEMENT DU CONTROLE

Pièces jointes:

CC:

EMBASSY OF CAMEROON  
1705-07 NEW HAMPSHIRE AVENUE, N.W.  
WASHINGTON, D.C. 20009

MR. MOHAMED N. KOCHMAN  
EXECUTIVE DIRECTOR

SUMMARY STATEMENT OF AMOUNTS DUE

(Expressed in Currency Payable)

APRIL 15, 1974

LOAN NUMBER 935 CM

GUARANTOR

Borrower UNITED REPUBLIC OF CAMEROON

CURRENCY PAYABLE	CODE	CURRENCY AMOUNT	NOTE SEE OVER	DATE PAYABLE	DEPOSITORY BANK
UNITED STATES DOLLARS	1 *	70,000.00 70,000.00		APRIL 15, 1974	FEDERAL RESERVE BANK OF NEW YORK 33 LIBERTY ST., NEW YORK, N.Y. 10045 ATT: FOREIGN DEPARTMENT (PAYABLE IN FEDERAL RESERVE FUNDS)

- CODE:
- 1. COMMITMENT CHARGE DUE BANK
  - 2. INTEREST DUE BANK
  - 3. SERVICE CHARGE
  - 4. PRINCIPAL DUE BANK
  - 5. COMMITMENT CHARGE DUE PARTICIPANTS

- 6. INTEREST DUE THIRD PARTIES ON PORTION SOLD
- 7. PRINCIPAL DUE THIRD PARTIES
- 8. DUE BANK FOR PURCHASE OF CURRENCY
- 9.
- \* TOTAL

Whenever a payment is made, please instruct the Depository Bank to credit the account of the International Bank for Reconstruction and Development.

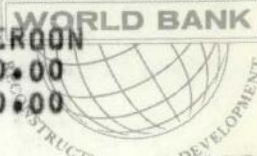


INTERNATIONAL BANK FOR RECONSTRUCTION AND DEVELOPMENT

302-02

LOAN NO. 935 CM  
STATEMENT OF ACCOUNT AT FEBRUARY 14, 1974

Borrower **UNITED REPUBLIC OF CAMEROON**  
ORIGINAL AMOUNT OF LOAN 24,000,000.00  
AMOUNT CREDITED TO LOAN ACCOUNT 24,000,000.00



7 1/4%  
3/4%  
1/2%

INTEREST RATE  
COMMITMENT CHARGE  
ADDITIONAL CHARGE FOR SPECIAL COMMITMENT

COPY

PAYMENT DATES APRIL 15 & OCT. 15

REFER ENCE NO.	VALUE DATE			MEMORANDUM	E N T R Y C O D E	CURRENCY AMOUNT OUTSTANDING			NO. OF DAYS	U. S. DOLLAR EQUIVALENT									
	MO.	DAY	YR.			PRINCIPAL	INTEREST	†		PRINCIPAL	UNWITHDRAWN AMOUNT AVAILABLE †	COMMITMENT CHARGE †	TOTAL WITHDRAWN						
						UNITED STATES DOLLARS													
J1459	11	25	73		7				140										
J1458	12	20	73		7							24000000.00	N			70000.00			
FWD	21	14	74		*							24000000.00	N			70000.00			

ENTRY CODE

- 1. WITHDRAWAL (OR REFUND-)
- 2. PAYMENT BY BORROWER
- 3. SALE TO THIRD PARTY
- 4. ADJUSTMENT
- 5. SEMI-ANNUAL CHARGES
- 6. SPECIAL COMMITMENT TRANSFER
- 7. CREDIT TO LOAN ACCOUNT
- 8.
- \* TOTAL

† ALL CHARGES ARE COMPUTED TO THE NEXT PAYMENT DATE. AMOUNTS SUBJECT TO ADDITIONAL CHARGE FOR SPECIAL COMMITMENT ARE INDICATED BY SYMBOL X AND ALL OTHER AMOUNTS BY SYMBOL N.

ARNOLD GRAPHIC IND. INC. 76128

Le 5 mars 1974

Son Excellence  
Docteur Maikano Abdoulaye  
Ministre du Plan et de  
l'Aménagement du Territoire  
Yaoundé  
Cameroun

Objet: Présélection des Entreprises pour  
étude entretien routier au Cameroun

Monsieur le Ministre,

J'ai l'honneur d'accuser réception de l'ampliation de votre lettre No 482/Prog P2/ du 28 janvier 1974 adressée à notre bureau d'Abidjan. Le proces verbal de la Commission de Dépouillement des candidatures dont vous faisiez mention dans cette lettre n'y était pas joint et nous vous saurions gré de nous en envoyer une copie.

Je vous prie d'agréer, Monsieur le Ministre, l'expression de ma très haute considération.

Isik Eria  
Chargé des Prêts  
Division des Programmes  
Région Afrique de l'Ouest

cc: Mr. Kochman

cc: Mr. Melegari

IErimamb

KE

Cameroon - Loan 663/C.180 Adm.

Cameroon - Loan 935/C.429 Adm.

## OFFICE MEMORANDUM

TO: Mr. F. Soges, Division Chief, WAPIW

DATE: February 15, 1974

FROM: M. Mclegari, Engineer, WAPHW

SUBJECT: CAMEROON - Loan 663/Credit 180-CM: First Highway Project  
 Loan 935/Credit 429-CM: Second Highway Project  
 Supervision Mission  
 Full Report

In accordance with Terms of Reference dated September 26 and November 28, 1973, I visited Cameroon from October 1 to 11 and from 14 to 18, 1973 and from December 1 to 10 and from 18 to 20, 1973, to supervise the above projects. Mr. Doyen (FMWA) joined me to review the status of the feasibility study of forest roads and the study of highway maintenance, from October 2 to 17, 1973; on November 15, 1973 he reported separately on his mission. On December 2, I met Mr. Steckhan, Division Chief in the Programs Department, in Yaounde and for two days we had meetings with Government officials on the problems affecting the construction of the N'Gaoundere-Garoua road.

I. PROJECT DATAa) Loan 663/Credit 180-CM: First Highway Project

1.1	Amount of Loan	US\$12.00 million	1/
	Amount of Credit	US\$7.00 million	1/
	Amount disbursed from Loan, as of December 31, 1973	US\$6.82 million	
	Amount disbursed from Credit, as of December 31, 1973	US\$7.00 million	
	Amount in awarded contracts, as of December 31, 1973	US\$16.70 million	
	Date of Effectiveness	July 16, 1970	
	Closing date	December 31, 1974	
	Date of last supervision mission	February 1973	
	Appraisal exchange rate	US\$1.00 = CFAF 278	
	Current exchange rate, as of December 1973	US\$1.00 = CFAF 250	

1.2 The project consists of (i) construction of the Tiko-Victoria (22km) and N'Gaoundere-Garoua (250km) roads and (ii) consultants services for supervision of the construction work and for feasibility studies and detailed engineering of the Douala-Pont du N'Kam (160km) and Garoua-Mora (260km) roads.

## 1/ These amounts include:

- US\$550,000 for refunding the first Development Credit S-3CM, preparing the bidding documents and evaluating the bids;
- US\$865,000 for interest and other charges on the Loan, accrued on or before May 31, 1973 (recently postponed to December 31, 1974).

b) Loan 935/Credit 429-CM: Second Highway Project

1.3	Amount of Loan	US\$24.00 million
	Amount of Credit	US\$24.00 million
	Amount disbursed from Loan, as of December 31, 1973	None
	Amount disbursed from Credit, as of December 31, 1973	None
	Amount in awarded contracts, as of December 31, 1973	None
	Effective date	December 20, 1973
	Closing date	June 30, 1973
	Date of last supervision mission	None
	Appraisal exchange rate	US\$1.00 = CFAF 230
	Current exchange rate, as of December 1973	US\$1.00 = CFAF 250

1.4 The project consists of (i) construction of the Douala-Pont du N'Kam (175km), Garoua-Mora (260km) and Pont du Noun-Foumban (50km) roads and (ii) consultants services for supervision of the construction work, technical assistance to formulate forestry policies to the Ministry of Agriculture, feasibility study of about 400 km of forestry feeder roads, study to improve highway maintenance, and technical assistance to the Ministries of Transport and Public Works.

II. SUMMARY

a) Loan 663/Credit 180-CM: First Highway Project

2.1 The contractor completed the construction of the Tiko-Victoria road satisfactorily in April 1973 (para 5.2).

2.2 Failures occurred on the second and third sections of the N'Gaoundere-Garoua road during the June-October rainy season. Work was stopped in June 1973 and resumed only in November 1973, when the contractor agreed to repair, at his own expense, failures for which he would be proven responsible. The Government then agreed to modify the road design to avoid further failures. The contractor and supervising consultants have changed most of their staff; their work is expected to improve (paras 5.3 through 5.11).

2.3 Counts recently carried out on the N'Gaoundere-Garoua road show heavy traffic has increased more than expected. The Government is expected to write to the Bank, after considering this problem (para 5.12).

2.4 The feasibility studies and detailed engineering of the Douala-Pont du N'Kam and Garoua-Mora roads are completed (para 5.13).

2.5 An overrun of US\$1.8 million is forecast. The contractor, supposed responsible for the failures, is expected to pay US\$1 million and the Government the remaining US\$800,000. Disbursement for the Credit is completed and from the Loan amount to US\$6.82 million (paras 5.14-5.15).

b) Loan 935/Credit 429-CM: Second Highway Project

2.6 The Bank approved the Government's proposal on the prequalification for the construction of the three roads under the project; seventeen firms have been accepted, five invited to enter a joint venture with one of the seventeen, and one was rejected. Bids are expected in April 1974; work and supervision are expected to commence in October 1974 (para 5.16).

2.7 Technical assistance to formulate forestry policies and feasibility study of forest roads has been delayed; priority has been given to the study for improving highway maintenance. The Government is setting up a working group of responsible agencies to draw up a program for the forestry and forest road studies; it has submitted a short list of five consulting firms to PMWA for the highway maintenance study.

2.8 Since UNDP will finance two experts for the Ministry of Transport, the Government agreed to assign only one expert under the project to this Ministry and the other two to the Ministries of Public Works and of Planning (para 5.19).

III. SUMMARY OF PRESIDENT'S REPORT

3.1 The First Highway Project (Loan 663/Credit 180-CM, March 27, 1970, US\$19 million) provides for (i) the construction of the Tiko-Victoria (22km) and N'Gaoundere-Garoua (250km) roads, (ii) consulting services for work supervision, and (iii) feasibility studies and detailed engineering of the Douala-Pont du N'Kam (160km) and Garoua-Mora (260km) roads. The construction of the Tiko-Victoria road was completed satisfactorily in April 1973. Failure occurred on the last sections of the N'Gaoundere-Garoua road in June 1973; when work was stopped; it was resumed in November after the contractor had agreed to repair all failures at his own expense and the Government had agreed to improve the design. The consultants estimate the cost of repairing failures and improving design at US\$3 million equivalent.

3.2 The Second Highway Project (Loan 935/Credit 429-CM, September 26, 1973, US\$48 million) provides for (i) construction of the Douala-Pont du N'Kam (160km), Pont du Noun-Foumban (50km), and Garoua-Mora (260km) roads, and (ii) consultants services for construction supervision, study of forestry policies, feasibility study of forest roads, highway maintenance study, and technical assistance. The Government, with the Bank's agreement, has just prequalified twenty-two firms, five of which on condition that they enter a joint venture with one of the other seventeen, and has rejected one. It also has submitted a short list of five consulting firms to PMWA for the maintenance study.

#### IV. ACTION TO BE TAKEN OR RECOMMENDED

4.1 On November 9, following my Back-to-Office report on my first mission, the Bank wrote to the Government confirming that a solution to the problems of the First Highway Project was urgently needed. It expressed the hope of soon receiving the Government's report and recommendations and proposed sending again a mission to Cameroon in December.

4.2 Now, following this report, the Bank will again write to the Government confirming the findings of my second mission. In particular, it will remind the Government of the problem of strengthening the new stretches of the N'Gaoundere-Garoua road, and will advise it to have the consultants analyze this problem (para 5.12). The Bank will also set out its position on the problems of technical assistance, forestry policies, and forest roads study, under the Second Highway Project (paras 5.18-5.19).

#### V. EXECUTION OF THE PROJECTS

##### a) Loan 663/Credit 180-CM: First Highway Project (Annexes I - III)

5.1 In November 1970 the Government invited prequalified firms to prepare their bids for the construction of the Tiko-Victoria (22km) and N'Gaoundere-Garoua (250km) roads. In March 1971 it received them and in December 1971, it awarded the contracts to these lowest bidders:

- Razel and Sofra TP for the Tiko-Victoria road (22km), at an estimated amount of CFAF 938 million;
- GTE and Citroa for the first section of the N'Gaoundere-Garoua road (71km) at an estimated amount of CFAF 1,381 million;
- Sofra TP and Colas, for the remaining two sections (179km) of the N'Gaoundere-Garoua road, at an estimated amount of CFAF 2,391 million.

5.2 In April 1973 the contractor completed the construction of the Tiko-Victoria road satisfactorily; soon after the Government provisionally accepted the work. In October 1973, I visited the road and found it in good condition, not noticing any stagnant water on the roadway and shoulders. I think that the drainage is adequate but that the pavement surface is somewhat rough because of the soil grading used for the base: the maximum size of 60mm makes it difficult, if not impossible, to finish the base surface properly by grader. I also think that the consultants SCET-DIWI supervised the work adequately.

5.3 In June 1973, beginning of the rainy season, the contractors had completed about 120km of the N'Gaoundere-Garoua (250km) road, except

for drainage; 45km on the first section and 75km on the second and third. With the first rains, these last two sections began deteriorating and soon after the contractors stopped working on the whole road, because nobody knew the causes of the deterioration. In October, end of the rainy season, about 60km of these two sections were either cracked, distorted or broken.

5.4 In October, on my first visit to Cameroon, I drew the Government's attention to the urgency of finding the proper technical solution to repair the damaged sections and to resume working on the others, since nothing had been done yet. I then agreed with the Government to return to Cameroon a few days later, but even then, the Government had not yet defined its position. The Minister of Public Works (Ministre de l'Equipe-ment) assured me that the Government would submit its recommendations to the Bank after analyzing reports just received from the consultants, contractor and laboratory.

5.5 The Government was experiencing all these difficulties in finding the right solution, because it first wanted to determine who was responsible for the road failure, and would bear the high cost of repairing it. Obviously, all people involved were mainly concerned about defending themselves, rather than looking impartially for the proper solution. The Highway Department (HD - Direction des Routes) asserted that deterioration had occurred because of defective execution and inadequate supervision of work, and considered responsible the contractor, and to a lesser extent, the consultants. The contractor maintained that failure was due only to defective design and considered HD and consultants responsible. The consultants denied any defective design and inadequate supervision of work and considered the contractor to be the only one at fault. At this point arbitration seemed to be the only possible solution.

5.6 After having analyzed all the different viewpoints and carefully surveyed the road, I was convinced that failure had occurred because of a series of concomitant causes, including both defective construction and design. I thought that:

- in some cases the contractor had used poor materials and built layers thinner than designed;
- the consultants had not used their authority, as supervisors, to stop him; and
- due to the particular design, rain water was able to penetrate the pavement and the road formation, thus softening the various layers, more or less according to the sensitivity to water of the materials used.

5.7 These can explain the water penetration. At the beginning, consultants had proposed a base course 8m wide for both roads. HD, however, accepted this only for the Tiko-Victoria road and decided to build a base only 6.2m wide, embedded between impermeable laterite shoulders, for economic reasons, on the N'Gaoundere-Garoua road. It also decided to build a double-surface treatment and a priming coat only 6m wide. Therefore two 10cm strips were not protected on both sides of the base course, and water was easily able to penetrate through them. In an attempt to drain the base course, HD decided to construct drains every 8m on the shoulders.

5.8 Before leaving, I advised the Government to consider carefully all the pros and cons of an arbitration, and invited it to find a solution not only for repairing the distorted stretches, but also for improving the design.

5.9 The Government complained to me that the Bank had imposed the awarding of the contract to the contractor, supposed responsible for the failures. In reality, the Government had not raised any objection to this contractor, but to the other working on the first section of the road where no failure has occurred.

5.10 In December, on my second visit to Cameroon, I found that the contractors had recently resumed working on all three sections. The contractor held responsible for the failures had agreed to repair all damages, for which he would be proven responsible, at his own expense, on condition that the design of the road were modified. To clearly determine his responsibilities, the Government had decided that representatives of both the contractors and the supervising consultants would check each section before repairing it and would sign a statement on their findings. Consultants estimate the cost of repairing at US\$1 million equivalent. Obviously, how much of this amount will be charged to the contractor will be known exactly only when repairing is finished.

5.11 I also found out that the head of HD was reluctant to improve the design for fear that the contractor could plead defective design to avoid part of his responsibility. I discussed this point with him and he reviewed his position. In fact, at a meeting on December 7, 1973, the head of HD affirmed that he had invited the consultants to be more flexible in adapting the design to the actual conditions of execution, and to make improvements. Such improvements would include:

For the new stretches and the ones to be completely rebuilt:

- raising the roadbed wherever necessary to avoid inundation;



- building a base course 8m wide, instead of 6.2m on the whole roadbed;
- priming the whole 8m base surface instead of only 6m;
- building a soil-cement base instead of a crushed stone one, wherever possible.

For stretches to be repaired only superficially, or not at all:

- checking accurately of all shoulder drains, improving their draining power and increasing their number per km, if necessary;
- priming 20cm more on both sides of the base course to protect the two uncovered strips.

The consultants estimate the cost of these improvements at US\$2 million equivalent. I think these measures are adequate if they are applied integrally, as soon as possible, before the next rainy season. Both the contractor and consultants had not worked properly. They have recently changed most of their staff; if they improve the quality of their work, no other failure will occur.

5.12 Counts, recently carried out, show that heavy traffic has increased on the N'Gaoundere-Garoua road more than forecast in the feasibility study. Present estimates indicate that, in the twenty years, for which the pavement was designed, traffic wear will be almost twice as much as originally estimated; therefore the pavement will have a correspondingly shorter life. To extend it, the pavement of the stretches not yet constructed should either be built stronger immediately or strengthened by an asphalt concrete layer at a later date. Decision on this is urgent since now the contractor is also working on new construction, and more and more stretches are being completed. I discussed this problem with the heads of PD (Programming Department = Direction de la Programmation) and HD; the former said the Minister of Planning would officially write to the Bank, after considering the implications of the problem. So far the Bank has not received any letter. I think that building the new stretches stronger now is better technically and economically but, for financial reasons, the Government might prefer the second solution. In any case the Government should request the consultants to analyse the problem.

5.13 The consultants, Ingeroute-Lamarre Valois completed the feasibility studies of the Douala-Pont du N'Kam and Garoua-Mora roads in August 1972. They completed the detailed engineering in May 1973 and bidding documents in December 1973.

5.14 Annex I gives the financial situation of the project. On the basis of the consultants' estimates, I forecast a US\$1.8 million overrun of which the contractor is expected to pay US\$1 million, and the Government US\$800,000. Accordingly, the Bank will adjust the percentage of its contribution to the construction-work cost later, when precise figures are available.

5.15 Disbursements have not been made in accordance with appraisal forecasts and, as of December 31, 1973, amounted to US\$7 million from the Credit (100% of the appraisal estimates) and to US\$6.82 million from the Loan (57% of the appraisal estimates) (Annex III).

b) Loan 935/Credit 429-CM: Second Highway Project (Annex IV)

5.16 The closing date for prequalification of contractors for road construction work had been set at October 1, 1973. Twenty-three firms sought prequalification; the Government proposed accepting seventeen, rejecting one and accepting the other five, on condition that they entered a joint venture with one of the seventeen accepted firms. I approved the Government's proposal and also the final bidding documents; then in February, the Bank confirmed this to the Government by cable. The head of HD assured me that it would write to the selected contractors immediately, fixing the last day for receiving bids at April 2, 1974. Consequently, the construction works and supervision are expected to commence in October 1974.

5.17 I explained the details of progress reporting to the head of HD. I also discussed the main issues of the construction supervision with him and consultants, but I could not get a copy of the consultant's Terms of Reference before leaving Yaounde.

5.18 Mr. Doyen discussed the measures to initiate the studies of forest roads feasibility, and highway maintenance improvement, with the Government and then with me. Good progress was made on the latter. The Government and Mr. Doyen prepared the Terms of Reference and then the Government proposed a short list of five consulting firms to PMMA. On November 15, 1973, Mr. Doyen wrote a separate report on his mission. Since the Government was not familiar with the forestry aspects of the Second Highway Project and needed improving inter-agency coordination, Mr. Doyen recommended, and I agreed, that the Government set up a working group of responsible agencies to draw up a draft program for initiating first the study of forestry development and then that of forest roads. Because of the difficulties with the first highway project, however, he and I thought it was better not to press the Government on these forest studies, but to proceed first with the highway maintenance study.

5.19 I discussed the problem of the technical assistance, provided under the project, with the heads of PD and HD. I was convinced that PD and HD had not been managing the first highway project promptly and efficiently. Both had been having too much work and their subordinate staff was not equal to their task; furthermore, they had been showing lack of liaison and coordination between themselves. Since the UNDP representative in Cameroon confirmed that UNDP would finance two experts for the Ministry of Transport, I agreed with the heads of PD and HD that, under the project, only one expert would be assigned to this Ministry, instead of three, and that the other two would be assigned to the PD and HD. At request of the Government, I promised to see if the Bank could help find these three experts, although chances of success are few. Mr. Spier is now looking into this matter. Annex V gives the main tasks of the three project experts, as well as of the two UNDP experts.

5.20 No disbursements have been made so far, and the appraisal disbursement estimate is still valid (Annex VI).

Attachments: Annexes I through VI

cc: Messrs. Thalwitz, Director, WAP  
van der Tak, Director, WPSVP (2)  
Jaycox, Director, TRP (2)  
de la Renaudiere, Director, WA2  
Pouliquen, Asst. Director, WAP  
Rowe, Asst. Director, WAP  
King, Asst. to Director, WAP  
Bowron, PABPII  
Stéckhan, Division Chief, WA2DB (2)  
Brandreth, Division Chief, WAPPR  
Gillette, WANVP  
Elliott, CTRAC  
Moussu-Rizan, CON  
Buhler, LEG  
Wyss/Schulte, PMWA (5)  
Gyamfi  
Mrs. Saukel

MMelegari:ds

CAMEROON  
Loan 663/Credit 180-CM: First Highway Project  
Status and Cost Estimates  
as of December 31, 1973

Project Items	Executed by	Completion date		Total Cost Estimates(US\$'1000) (including contingencies)			% Bank Contrib.	% of Comple
		Contract	Forecast or Actual	Appraisal	Original Contract	Forecast on Completion		
1. Construction of the:								
a) Tiko-Victoria road (22km)	RAZEL-SOFRATP-FOUGEROLLE	5-10-73	April '73	3,500	3,750	3,890	74	100
b) N'Gaoundere-Garoua road								
- 1st section(71km)	GTE-CITROA	10-10-73	5-30-74	4,920	5,520	6,180	74	80
- 2nd and 3rd section (179km)	SOFRATP-FOUGE ROLLE-COLAS	5-10-74	12-31-74	12,370	9,560	12,410	74	55
2. Consultants Services for:								
a) Construction Supervision	SCET-DIWI	6-10-74	1-31-75	1,515	1,190	1,725	74	65
b) Feasibility Studies and detailed engineering of Douala-Pont du Noun and Garoua-Mora roads	INGERROUTE-LAMARRE-VALOIS			1,380	1,230	1,280	74	100
3. Refunding of Engineering Cr.S-3CM	-	-	-	550	550	550	100	100
4. Interest during Construction	-	-	-	865	865	865	100	55
				25,100	22,665	26,900 <u>1/</u> 25,100		
Estimated Overrun						1,800 <u>2/</u>		

1/ This figure, obtained from the consultants' estimates in CFAF, includes:

- US\$1.0 million for repairing the failures occurring on sections 2-3 of the N'Gaoundere-Garoua road;
- US\$2.0 million for improving the design of the N'Gaoundere-Garoua road;
- US\$0.8 million for the dollar devaluations. (Since the Controller's Department had not been able to give me the amount in CFAF corresponding to the amount in US\$ disbursed from the Credit and Loan, I roughly estimated the impact of the dollar devaluations on 1973 disbursements at US\$0.8 million).

2/ Of this overrun: - The contractor will pay US\$1 million (for repairing the failures, if he is proven responsible for all of them; otherwise he will pay less and the Government will pay the balance).  
- The Government: US\$800,000

IBRD & IDA: SUPERVISION SUMMARY

Regional Office: <u>Western Africa</u>		Country: <u>Cameroon</u>	Project Name: <u>First Highway Project</u>		Loan/Credit No. <u>Ln 663/Cr 180</u>
Projects Dept./Div: <u>WAP HW</u>	Code: <u>136/32</u>	Programs Dept./Div: <u>WA2TB</u>	Code: <u>134/20</u>	Date Loan/Credit Signed: <u>3/27/70</u>	Project No. <u>3 C A M F H 0 2</u>
Projects Officer: <u>Molegari</u>	Loan Officer: <u>Palein</u>	Original Loan/Credit: <u>\$m. 19.00</u>	Cancellations: <u>\$m.</u>	Current Loan/Credit: <u>\$m. 19.00</u>	

	CUMULATIVE \$ MILLIONS					Amount Disbursed: \$m. <u>13.82</u>	
	Through FY <u>73</u>	Current FY <u>74</u>		Next FY <u>75</u>			Undisbursed Balance: \$m. <u>5.18</u>
		1st Half	2nd Half	1st Half	2nd Half		
Original Estimate	<u>19.00</u>	-	-	-	-	As of Date: <u>12/31/73</u>	
Last Estimate	<u>8.50</u>	<u>12.50</u>	<u>16.50</u>	<u>18.50</u>	<u>19.00</u>	Borrower: <u>Gov't of Cameroon</u>	
Current Estimate/Actual	<u>10.14</u>	<u>13.82</u>	<u>16.50</u>	<u>19.00</u>	-		

	Original Estimate	Last Estimate	Current Estimate <sup>*1</sup>
	Local Currency (\$m)	<u>7.90</u>	<u>7.90</u>
Foreign Currency (\$m)	<u>17.20</u>	<u>17.20</u>	<u>20.37</u>
Total Project (\$m)	<u>25.10</u>	<u>25.10</u>	<u>30.10</u>

	Original Estimate	Last Estimate	Current Estimate/Actual
	Effective Date	<u>6/1/70</u>	-
Procurement Completion	<u>12/31/70</u>	-	<u>12/31/71</u>
Project Completion	<u>6/30/73</u>	-	<u>12/31/74</u>
Closing Date	<u>12/31/73</u>	-	<u>6/30/75</u>

	PERFORMANCE TREND		NATURE OF PROBLEM	
	Last Report	This Report	Last Report	This Report
Problem-free project	1. <input checked="" type="checkbox"/>	<input type="checkbox"/>	Financial Management	1. <input type="checkbox"/>
Minor problems	2. <input type="checkbox"/>	<input type="checkbox"/>	Technical	2. <input type="checkbox"/>
Major problems - under control	3. <input type="checkbox"/>	<input type="checkbox"/>	Political	3. <input checked="" type="checkbox"/>
Major problems - not under control	4. <input type="checkbox"/>	<input checked="" type="checkbox"/>	Country Economic	4. <input type="checkbox"/>
			Other	5. <input type="checkbox"/>
				6. <input type="checkbox"/>

	DATES						
	Current FY	Next FY	Last 2 Missions		Next Mission <sup>*2</sup>	Last Supervision Report	Last Progress Report
Recommended interval between missions (months)	<u>6</u>	<u>6</u>	<u>Apr. 72</u>	<u>Oct 72</u>	<u>Dec 73</u>	<u>Jun 72</u>	<u>May 73</u>

	Past FY		Current FY		Next FY	
	Proj. Staff	Prog. Staff	Proj. Staff	Prog. Staff	Proj. Staff	Prog. Staff
Plan	-	-	<u>11.0</u>	-	-	-
Actual - Procurement	-	-	-	-	-	-
- Other	<u>5.9</u>	-	-	-	-	-

SECTION VII: COMMENTS (Include where appropriate comments on status of project-associated technical assistance)

\*1 US\$3 million have been added to take into account the cost of repairing the damaged sections (US\$1 million) and possible modification of design (US\$2 million).

\*2 This was a special mission to discuss with the Government the problem of the damaged sections of the N'Gaoundere-Garoua road and the measures it intended to take.

Projects Officer: Molegari Signed: [Signature] Date: 10/31/73

## Loan 663/Credit 180-CM: First Highway Project

## SCHEDULE OF DISBURSEMENTS

AS OF DECEMBER 31, 1973

IGRD FISCAL YEAR AND SEMESTER	ACCUMULATED DISBURSEMENTS US\$ '000 EQUIVALENT				ACTUAL DISBURSEMENTS AS A PERCENTAGE OF APPRAISAL ESTIMATE (UP TO LATEST SEMESTER) OR NEW ESTIMATE OF DISBURSEMENTS AS A PERCENTAGE OF APPRAISAL ESTIMATE FOR FUTURE SEMESTERS)			
	ACTUAL DISBURSEMENTS IDA 1	TOTAL DISBURSEMENTS BANK	APPRAISAL ESTIMATE IDA <sup>a</sup>	BANK	LATEST REVIS'D ESTIMATE (April 1972) 3	NEW DISBURSEMENT ESTIMATE (if approved) IDA 1 BANK	(42) x 100 or (42) x 100	
1970 1st 2nd			600	-				
1971 1st 2nd	540 540	50 90	6,100	100			9 90	
1972 1st 2nd	540 2,800	140 140	7,000	6,000			40 2	
1973 1st 2nd	5,560 7,000	240 3,140	7,000	12,000			100 27	
1974 1st 2nd	7,000	6,820	7,000	12,000	12,500 16,500	7,000 9,500	100 100	57 80
1975 1st 2nd					18,500 19,000	7,000 12,000	100	100
	Closing Date:		12-30-73		12-31-74			

IBRD & IDA: SUPERVISION SUMMARY

Regional Office: <b>Western Africa</b>		Country: <b>Cameroon</b>		Project Name: <b>Second Highway Project</b>			Loan/Credit No. <b>Ln 935/Gr 429</b>	
Projects Dept./Div: <b>WAPTR</b>	Code: <b>136/30</b>	Programs Dept./Div: <b>WA2DB</b>	Code: <b>134/20</b>	Date Loan/Credit Signed: <b>9/26/73</b>	Project No. <b>30 AMTH03</b>			
Projects Officer: <b>Melegari</b>		Loan Officer: <b>Palein</b>		Original Loan/Credit \$m. <b>48.00</b>	Cancellations \$m.	Current Loan/Credit \$m. <b>48.00</b>		

	SECTION I: DISBURSEMENTS					CUMULATIVE \$ MILLIONS		Amount Disbursed: \$m. _____
	Through FY	Current FY		Next FY		1st Half	2nd Half	
	<u>73</u>	1st Half	2nd Half	1st Half	2nd Half			
Original Estimate	—	0.20	0.50	3.00	3.50			
Last Estimate	_____	_____	_____	_____	_____			
Current Estimate/Actual	_____	_____	_____	_____	_____			

As of  
Date: Oct. 31, 73  
Borrower:  
**Gov't of Cameroon**

SECTION II: COST ESTIMATES			
	Original Estimate	Last Estimate	Current Estimate
Local Currency (\$m)	<u>23.00</u>	_____	_____
Foreign Currency (\$m)	<u>48.00</u>	_____	_____
Total Project (\$m)	<u>71.00</u>	_____	_____

SECTION III: MAJOR DATES FOR PROJECT IMPLEMENTATION			
	Original Estimate	Last Estimate	Current Estimate/Actual
Effective Date	<u>12/27/73</u>	_____	_____
Procurement Completion	<u>6/30/74</u>	_____	_____
Project Completion	<u>6/30/77</u>	_____	_____
Closing Date	<u>6/30/78</u>	_____	_____

SECTION IV: PERFORMANCE RATING		PERFORMANCE TREND		NATURE OF PROBLEM	
	Last Report	This Report		Last Report	This Report
Problem-free project	1.		Improving	1.	
Minor problems	2.		Stationary	2.	
Major problems - under control	3.		Deteriorating	3.	
Major problems - not under control	4.				
				Financial Management	1.
				Technical	2.
				Political	3.
				Country Economic	4.
				Other	5.
					6.

SECTION V: MISSION SCHEDULE		DATES					
	Current FY	Next FY	Last 2 Missions	Next Mission	Last Supervision Report	Last Progress Report	
Recommended interval between missions (months)	<u>6</u>	<u>6</u>	<u>none</u>	<u>June 74</u>	<u>none</u>	<u>none</u>	

SECTION VI: MANPOWER EXPENDITURE (Manweeks)		Past FY		Current FY <u>74</u>		Next FY	
	Proj. Staff	Prog. Staff	Proj. Staff	Prog. Staff	Proj. Staff	Prog. Staff	
Plan	_____	_____	<u>15</u>	_____	_____	_____	
Actual - Procurement	_____	_____	_____	_____	_____	_____	
- Other	_____	_____	_____	_____	_____	_____	

SECTION VII: COMMENTS (Include where appropriate comments on status of project-associated technical assistance)

### Technical Assistance

#### 1. To the Ministry of Transport:

Three experts will be placed under the authority of the Director of the Transportation Department of this Ministry.

The first, under Bank financing, will be a transport planning economist. He will be attached to the Division of Transport Studies and Coordination and will assist the Department of Transportation in (1) establishing and organizing the division; (2) preparing and executing the work program of the division; (3) insuring coordination between the other divisions and ministries; (4) formulating and implementing transport policies on the basis of, inter alia, the recommendations of the consultants; (5) training the personnel of the division.

The second, under UNDP financing, will be a transport engineer or a transport planning economist with experience in statistics. He will be assigned to the Division of Traffic and Statistics and will assist the Department of Transportation in (1) establishing and organizing the division; (2) preparing and executing the work program of the division; (3) insuring coordination between other divisions and ministries; (4) training personnel of the division.

The third, under UNDP financing, will be a highway transport economist. He will be attached to the Division of Road Transport Circulation and will assist the Department of Transportation in (1) establishing and organizing the division; (2) preparing and executing the work program of the division; (3) insuring coordination between other divisions and ministries; (4) revising the existing regulations for vehicle circulation (characteristics, registration, rules of the road, etc.) and transport of persons and goods (qualifications for truckers, licenses, etc.); (5) training of personnel.

#### 2. To the Ministries of Public Works and of Planning:

Two managing engineers will be assigned: one to the HD and the other to the PD. They will assist the heads of these departments in:

- managing especially the first and second Bank projects;
- maintaining adequate communications between the consultants and contractors on the sites and the HD, and between the HD and the PD to keep these Government agencies always well informed on the construction problems and thus allow them to make rapid decisions.



Loan 935/Cr 129-GM: Second Highway Project

## SCHEDULE OF DISBURSEMENTS

AS OF DECEMBER 31, 1973

FISCAL YEAR AND SEMESTER	ACCUMULATED DISBURSEMENTS US\$ OR EQUIVALENT				ACTUAL DISBURSEMENTS AS A PERCENTAGE OF APPROXIMATE ESTIMATE (UP TO DATE OF STATEMENT) OR NEW ESTIMATE OF DISBURSEMENTS AS A PERCENTAGE OF APPROXIMATE ESTIMATE FOR FUTURE SEMESTERS (1-2) x 100 or (3-4) x 100
	ACTUAL TOTAL DISBURSEMENTS 1	APPROXIMATE ESTIMATE 2	LATEST REVISED ESTIMATE 3	NEW DISBURSEMENT ESTIMATE (if required) 4	
1974					
1st	No disburse-	200		200	
2nd	ment yet	500		500	
1975					
1st		3,000		3,000	
2nd		8,500		8,500	
1976					
1st		15,500		15,500	
2nd		23,500		23,500	
1977					
1st		31,500		31,500	
2nd		39,500			
1978					
1st		44,000		44,000	
2nd		48,000		48,000	
1979					
1st					
2nd					
Closing Date:		June 30, 1978		June 30, 1978	

Mr. H. J. Kaltoft, Personnel

February 6, 1974

F. Soges, Chief, WAPHW

CAMEROON - Recruitment

1. Three Technical Assistance staff as described below are required for the Cameroons in connection with Loan 935/Credit 429-CM - Cameroon Second Highway Project. Contracts will be for two years each.
2. One expert will be placed under the authority of the Director of the Transportation Department of the Ministry of Transportation. He will be a transport engineer or a transport planning economist with experience in statistics. He will be assigned to the Division of Traffic and Statistics and will assist the Department of Transportation in (i) establishing and organizing the division; (ii) preparing and executing the work program of the division; (iii) insuring coordination between other divisions and ministries; and (iv) training personnel of the division.
3. Two experts will be placed, one each, under the Minister of Public Works and the Minister of Planning. They will assist in the technical decision making in these ministries and in controlling implementation. They should be qualified engineers with wide administrative experience, especially in countries having a system of "droit administratif."
4. All candidates must be completely fluent in French. Preference should be given to candidates with experience in training, either of formally constituted groups or of counterparts. Experience in similar positions, especially in developing countries, is desirable.
5. Would you please assist in finding suitable personnel. Candidates should be interviewed in the Bank before being proposed to the Cameroon Government.
6. Project personnel to be contacted are M. Melegari (Rm B-311, Ext. 2342) and P. Gyamfi (rm B-307, Ext. 2843).

GSpier:hw 

Cleared with and cc: Messrs. Johnson, Melegari, Gyamfi

INCOMING TELEX

Log 65

SCET Z 62305F

FROM: PARIS

JAN 24 10 17 AM 1974

COMMUNICATIONS  
SECTION

SCET INTERNATIONAL PUTEAUX

308 24/1/74

Distribution:

Mr. Soges  
 Mr. Pouliquen/Mr. Thalwitz  
 Mr. de la Renaudiere  
 Mr. Steckhan

A L ATTENTION DE MR MELEGARI

A - COMPTAGES CONTRADICTOIRES ONT ETE EFFECTUES SUR N'GOUNDERE  
 GAROUA EN SEPT-OCT ET NOV 73

B- RESULTATS DONNENT <sup>Don't see</sup> 40 POIDS LOUR - JOUR MOYEN AVEC DIX POUR CENT  
 D ESSIEUX SUPERIEURS A 13 TONNES.

C- CALCUL SUR 20 ANS DONNERAIT APPROXIMATIVEMENT 500.000 PASSAGES  
 EQUIVALENTS 13 T AUX CONDITIONS SUIVANTES MAINTIEN STRUCTURE ACTUELLE  
 DU PARC ET ADOPTION TAUX DE CROISSANCE CINQ POUR CENT

D - UN CALCUL DE COHERENCE ENTRE FLUX MARCHANDISES ET TRAFIC ISSU  
 DES COMPTAGES SERAIT NECESSAIRE A MON AVIS

E- SEULE CONCLUSION SURE ET IMMEDIATE EST QUE LA STRUCTURE ACTUELLE  
 DU PARC DE VEHICULES TRANSITANT SUR LA ROUTE EST NOTABLEMENT  
 DIFFERENTE DE CELLE ENVISAGEE INITIALEMENT.

SALUTATIONS DISTINGUEES

MOULANIER.

*Comerson - Jean 935/9.429 Adm.*

Le 22 Janvier 1974

Monsieur Robert Naah  
Secrétaire Général  
Ministère du Plan et de l'Aménagement  
du Territoire  
Yaoundé  
Cameroun

Monsieur le Secrétaire Général,

Par votre telex No 001 du 10 janvier 1974 vous avez bien voulu nous confirmer l'entrée en vigueur de l'Accord de Prêt 935 CM ainsi que de l'Accord de Crédit 429 CM. Cependant, le texte du telex que nous avons reçu indique le 21 décembre comme date d'entrée en vigueur. Afin d'éliminer tous malentendus qui pourraient provenir d'un enregistrement erroné du télégramme ou telex, je me permets de vous confirmer que la date du 20 décembre indiquée dans notre télégramme du 20 décembre 1973, est bien la date d'entrée en vigueur de l'Accord de Prêt 935 CM ainsi que de l'Accord de Crédit 429 CM.

Je vous prie d'agréer, Monsieur le Secrétaire Général, l'expression de ma haute considération.

Isik Erim  
Chargé des Prêts  
Division des Programmes  
Région Afrique de l'Ouest

IErim:mb *UE*

Cleared in substance and cc: Mr. Soussan

cc. Mr. Bühler

INTFRAD64145

INCOMING TELEX

Conversation - leu 935/G.429 Adh.

Log 74

SCET Z 62305F

FROM: PARIS

JAN 21 2 11 PM '74

DE SCET INTERNATIONAL PUTEAUX

LE 21/1/74 - TELEX 238 -

Distribution:

Mr. Soges  
Mr. Pouliquen/Mr. Thawitz  
Mr. de la Renaudiere

ATTENTION MR. MELEGARI -

SUITE NOTRE CONVERSATION TELEPHONIQUE VOUS APPORTE RECTIFICATIONS  
ET PRECISIONS SUIVANTES -

A - MAGARIA - TIMKIN - DAN TYAO -

O.S. DE COMMENCER LES TRAVAUX	: PREMIER SEPT 73 -
DEBUT INSTALLATION CHANTIER	: QUINZE NOV 73 -
DEBUT TRAVAUX TERRASSEMENTS	: PREMIER JAN 74 -

O.S. AU CONSULTANT POUR MISE EN PLACE CHEF MISSION DE CONTROLE A  
COMPTER PREMIER JAN 74 -

DELAI EXECUTION TRAVAUX : 12 MOIS -

BI - CAMEROUN -

VOUS ADRESSERAI SOUS PEU INFORMATIONS SUR COMPTAGES.

SALUTATIONS DISTINGUEES

R. MOULANIER

FIN

INTFRAD64145

SCET Z 62305F

OFFICIAL  
DOCUMENTS

Ann 935  
Cameroon - Cr. 429 - Ad.  
Autorization

République Unie du Cameroun  
Paix - Travail - Progrès

Ministère du Plan  
et de l'Aménagement  
du Territoire R<sup>U</sup>

N° ..... /MINPAT /PROG  
F3.-

Yaoundé, le 15 JANV. 1974

Le Ministre

Réf: Crédit 429 CM.-

Objet: Dépôt de signature.-

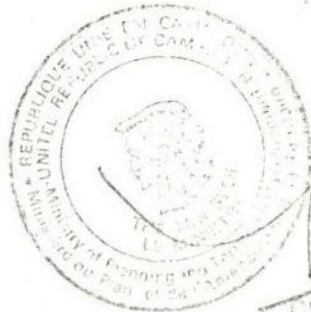
Monsieur le Chef de Division,

J'ai l'honneur de vous faire tenir ci-joint les spécimens de signature et paraphe des fonctionnaires habilités à signer les demandes de retrait de fonds relatives au crédit 429 CM intitulé deuxième projet routier.

La signature d'un de ces responsables est suffisante pour chaque opération.

Veillez agréer, Monsieur le Directeur Général, l'assurance de ma considération distinguée. /- *MA*

MONSIEUR LE CHEF DE LA DIVISION  
DES DEBOURSEMENTS BIRD  
1818 H STREET N. W.  
WASHINGTON D.C. 20433  
U. S. A.


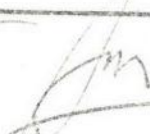
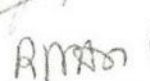

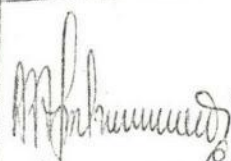

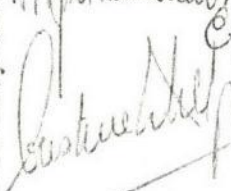



*MA*  
D'AMAKING A. BOMBE

Fiche de Dépôt des Signatures et Paraphes

des personnes habilitées à engager les dépenses sur  
le compte n° le CREDIT 429 CM  
ouvert à L' I. D. A.

Imprimerie Nationale - Yaoundé - 6553

NOMS ET PRENOMS	FONCTION	SIGNATURE	PARAPHE
Dr. MAIKANO ABDOULAYE	Ministre du Plan et de l'Aménagement du Territoire		
NAAH Robert	Secrétaire Général		
ASSIGA AHANDA Jean Baptiste	Directeur de la Programmation		
TCHETGEN Gustave	Sous-Directeur du Financement et de la Comptabilité		



## OFFICE MEMORANDUM

TO: Mr. F. Soges, Chief, WAPHW

DATE: January 11, 1974

FROM: M. Melegari, Engineer, WAPHW

SUBJECT: CAMEROON - Loan 663/Credit 180-CM - First Highway Project  
Loan 935/Credit 129-CM - Second Highway Project  
Supervision Mission  
Back-to-Office Report

1. In accordance with Terms of Reference dated November 28, 1973, I visited Cameroon from December 1-10 and 18-20, 1973 to supervise the above projects. On December 2, I met Mr. Steckhan, Division Chief in the Programs Department, in Yaoundé, and for two days we had meetings with Government officials on the problems affecting construction of the N'Gacouderé-Garoua road.

Loan 663/Credit 180-CM: First Highway Project

2. The project consists of (i) improvement of three sections (totalling 250 km.) of the N'Gacouderé-Garoua road, and 22 km. of the Tiko-Victoria road; and (ii) preinvestment studies for the roads Garoua-Mora (260 km.) and Douala-Pont du N'Kam (160 km.).

3. Construction of the Tiko-Victoria road and preinvestment studies have been completed satisfactorily. Construction on the N'Gacouderé-Garoua road was well underway when, in mid-1973, following heavy rains, pavement failures occurred over about 60 km. of newly completed sections resulting in heavy damages. Construction work has been practically at a standstill since then, but after discussions between the Government and the Bank/IDA with contractors and consultants, operations have now been resumed on both new work and the repair of damaged sections. The contractor has agreed to repair at his own expense all damages for which he is proven to be responsible; to determine this, representatives of the contractor and the supervising consultants check each section before repair work starts, and sign a statement on their findings. The cost of repairing the damaged sections is estimated at about US\$1 million. In addition to the repair works, the Government has also decided that it will improve the design of the damaged sections at an additional cost of about US\$2 million.

4. Counts recently carried out show that heavy traffic has increased on the N'Gacouderé-Garoua road more than forecast in the feasibility study. Present estimates indicate that in the 20 years for which the pavement was designed, traffic load will be almost twice as much as originally estimated, and the pavement will therefore have a correspondingly shorter life span. In order to extend this, the pavement of the sections not yet constructed should either be immediately built stronger, or else strengthened at a later date by an asphalt concrete overlay. This question of pavement design should be decided urgently, since the contractor is also now working on new construction, and more and more sections are being completed. The mission is analyzing the problem with a view of making an early proposal for the appropriate course of action.

Loan 935/Credit 129-CM: Second Highway Project

5. The project consists of construction of the roads Garoua-Mora (260 km.), Douala-Pont du N'Kam (175 km.) and Pont du Moun-Pounban (50 km.) and consulting

January 11, 1974

services for construction supervision of these roads, as well as for technical assistance and feasibility studies.

6. Twenty-three firms sought prequalification for the road construction works. Of these, the Government has proposed to accept 17 and reject 1; prequalification of the other 5 firms is conditioned on them agreeing to enter a joint venture with one of the 17 accepted. The mission approved the Government's proposal and the final bidding documents.

Action to be Taken

7. A letter detailing the mission's findings will be sent to the Government as soon as a course of action concerning N'Gaounderé-Garoua has been determined (para. 4).

CC:

Messrs. Thalwitz, Director, WAPDR  
Pouliquén, Asst. Director, WAPDR  
King, Asst. Director, WAPER  
Rowe, Asst. Director, WAPDR  
van der Tak, Director, VPSVP  
Bowman, PAEP2  
Bühler, LEG  
Moussu-Rizan, CTRID  
de la Renaudiere, Director, WA2DR  
Steckhan, Chief, WA2DB  
Nyss, WAFWA  
Reitter, WAFGA  
Mirca, WAFNG  
Gyamfi, WAFHW  
Mrs. Saukel, WAPPR

M'alegari:mad

INTERNATIONAL DEVELOPMENT  
ASSOCIATION

INTERNATIONAL BANK FOR  
RECONSTRUCTION AND DEVELOPMENT

INTERNATIONAL FINANCE  
CORPORATION

**OUTGOING WIRE**

TO: DR. MAIKANO ABDOULAYE

DATE: LE 11 JANVIER 1974

MINISTRE DU PLAN ET DE L'AMENAGEMENT DU  
TERRITOIRE  
YAOUNDE

CLASS OF  
SERVICE: LT *177*

COUNTRY: CAMEROUN

TEXT:

Cable No.: RE: PRET 935/CREDIT 429 SUITE VOTRE LETTRE 5358 DIX DECEMBRE 1973 ET RECENTE  
MISSION MELEGARI HONNEUR CONFIRMER N'AVONS AUCUNE OBJECTION VOS PROPOSITIONS  
PRESELECTION ENTREPRISES ET RECTIFICATIF DOSSIER APPEL D'OFFRES STOP  
HAUTE CONSIDERATION

SOGES

INTBAFRAD

**NOT TO BE TRANSMITTED**

AUTHORIZED BY:

NAME F. Soges  
Chief, Highways Division  
DEPT. Transportation Projects  
West Africa Regional Office

SIGNATURE *[Signature]*  
(SIGNATURE OF INDIVIDUAL AUTHORIZED TO APPROVE)

REFERENCE: Loan 935 Credit 429-CM

**ORIGINAL (File Copy)**

(IMPORTANT: See Secretaries Guide for preparing form)

CLEARANCES AND COPY DISTRIBUTION:

Cleared with and cc: Mr. Erim  
*[Signature]*  
MMelegari:mad

For Use By Communications Section

Checked for Dispatch: *[Signature]*

ORIGINAL (MIR COPY)

FORM 332-001

DISCONTINUED

For use by Communications Section

REFERENCE

SIGNATURE

(Signature area)

DATE

Head Office of International  
Communications Section  
United Nations  
New York

JAN 14 05 40 1974

COMMUNICATIONS

NAME

J. Jones

AUTHORIZED BY

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INDEXED

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GLOBAL COMMUNICATION

INTERNATIONAL COMMUNICATIONS AND TELEVISION BOARD

INTERNATIONAL TELECOMMUNICATIONS UNION

COPY NO:  
TEXT

RE: FORM 332-001

COPY NO: 00000001

CLASS

TELEVISION

MINISTRY OF PUBLIC RELATIONS

SERVICE NO.

CLASS OF

TO: DE\* NYKWA

DATE: 14 JAN 1974

ONGOING MIB

Handwritten notes and signatures at the bottom right of the page.

1403 1970 27

OFFICE  
DOCUMENTS

*Cameroon-Loan 935/pr. 429. ADM.  
Effective date Ach.*

FROM: YACONNE  
January 12, 1974  
TELEX N. 1974 01/12 JANVIER 1974

Distribution

Mr. de la Penaudiere  
Mr. Stockton  
Messrs. Thelet/Poulique  
Mr. Coger

DE MINPAT A NIRD

( -ATTENTION M. XAVIER DE LA PENAUDIERE L )

DIRECTEUR PROGRAMMES ET BUREAU REGIONAL AFRIQUE DE L OUEST  
HONNEUR VOUS CONFIRMER RECEPTION DE VOTRE TELEX \* INFORMANT  
ENTREE EN VIGUEUR A LA DATE DU 31 DECEMBRE 1973 ACCORD DE  
PRET N.935 CM ET ACCORD DE CREDIT N. 499 CM STOP

HAUTE CONSIDERATION STOP ET FIN.

POUR LE MINISTRE DU PLAN ET DE L AMENAGEMENT DU TERRITOIRE  
ET PAR DELEGATION  
LE SECRETAIRE GENERAL

NAAN ROBERTTTT

EST CE BIEN RECU ?

PL 1023 1PRD UR

MINPAT BRABXND

Cameroon - Loan 935/0.429 Adm.

Form No. 27  
(3-70)

INTERNATIONAL DEVELOPMENT  
ASSOCIATION

INTERNATIONAL BANK FOR  
RECONSTRUCTION AND DEVELOPMENT

INTERNATIONAL FINANCE  
CORPORATION

**OUTGOING WIRE**

TO: **EXCELLENCE**

DATE: **DECEMBER 27, 1973**

DOCTEUR MAIKANO ~~ABDOULAYE~~ ABDOULAYE

CLASS OF

SERVICE: *LT*

MINPAT

COUNTRY: **YAOUNDE  
CAMEROUN**

TEXT:

Cable No.:

REFERENCE PRET 935 CM HONNEUR ACCUSER RECEPTION VOTRE LETTRE DU 21 NOVEMBRE  
NOUS INFORMANT VOTRE INTENTION EFFECTUER AMENAGEMENTS SUR ROUTE YAOUNDE-EDEA  
STOP AFIN NOUS PERMETTRE DE FORMULER NOS OBSERVATIONS SUR AMENAGEMENTS PROPOSES  
VOUS SERIONS RECONNAISSANTS NOUS FOURNIR RENSEIGNEMENTS SUR VOLUME INVESTISSE-  
MENTS ENVISAGES AINSI QUE CARACTERISTIQUES DE BASE ADOPTES POUR LE PROJET STOP  
TRES HAUTE CONSIDERATION

STECKHAN  
INTBAFRAD

**NOT TO BE TRANSMITTED**

AUTHORIZED BY:

NAME **Rainer B. Steckhan**

DEPT. **Western Africa Regional Office**

SIGNATURE *Rainer B. Steckhan*  
(SIGNATURE OF INDIVIDUAL AUTHORIZED TO APPROVE)

REFERENCE: **IERlm:cs**

CLEARANCES AND COPY DISTRIBUTION:

**cleared with and cc. Messrs. Johnson  
Gyamfi**

**cc.: Mr. Kochman**

**Embassy of Cameroon**

*Mr. de Ca Remandsie*

For Use By Communications Section

**ORIGINAL (File Copy)**

(IMPORTANT: See Secretaries Guide for preparing form)

Checked for Dispatch:

INTERNATIONAL DEVELOPMENT ASSOCIATION  
INTERNATIONAL BANK FOR RECONSTRUCTION AND DEVELOPMENT  
INTERNATIONAL FINANCE CORPORATION

OUTGOING WIRE

TO: EXCELLENCE  
DATE: DECEMBER 27, 1973

DOCTEUR MALIKO MBEMBE ABDOUAYE  
MINISTRE  
YAOUMBE  
CAMEROUN

Handwritten notes: "77" and a signature.

REMERCIER POUR VOS BONNES ADRESSES RECEPTION VOTRE LETTRE DU 21 NOVEMBRE  
NOUS INFORMANT VOTRE INTENTION REPOUR AMENAGEMENTS SUR DOUTE YAOUMBE-EDRA  
STOP AFIN NOUS PERMETTRE DE FORMULER NOS OBSERVATIONS SUR AMENAGEMENTS PROPOSES  
VOUS SERONS RENDRE RENDRE RENDRE RENDRE RENDRE RENDRE RENDRE RENDRE RENDRE RENDRE  
MENTS EVALUÉS AINSI QUE CARACTÉRISTIQUES DE BASE ADOPTÉS POUR LE PROJET STOP  
TRES HAUT CONSIDERATION

SECTION  
INTÉRIEUR

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OFFICIAL  
DOCUMENTS

*Cameroon - Loan 935/CA 29 Actue,  
Cameroon Loan 935/CA 42  
Effective date*

OUTGOING WIRE

TO: SON EXCELLENCE DOCTEUR MAIKANO ABDOULAYE  
MINISTRE DU PLAN ET DE L'AMENAGEMENT  
DU TERRITOIRE  
MINPAT YAOUNDE, CAMEROUN  
COUNTRY: CAMEROUN

DATE: LE 20 DECEMBRE 1973

CLASS OF SERVICE: *FR Telex*

*W*

TEXT:  
Cable No.:

AI L'HONNEUR VOUS INFORMER QUE LA BANQUE ET L'ASSOCIATION  
ACCEPTENT LES PREUVES FOURNIES POUR SATISFAIRE AUX CONDITIONS  
PREALABLES A L'ENTREE EN VIGUEUR DE L'ACCORD DE PRET  
935 - CM ET DE L'ACCORD DE CREDIT 429 - CM SECOND  
PROJET ROUTIER EN DATE DU 26 SEPTEMBRE 1973 ENTRE  
LA REPUBLIQUE UNIE DU CAMEROUN ET D'UNE PART LA BANQUE ,  
D'AUTRE PART L'ASSOCIATION STOP EN CONSEQUENCE L'ACCORD  
DE PRET ET L'ACCORD DE CREDIT MENTIONNES ENTRENT EN  
VIGUEUR AUJOURD'HUI STOP VEUILLEZ TELEGRAPHIER CONFIRMATION  
RECEPTION DU PRESENT TELEGRAMME STOP HAUTE CONSIDERATION

XAVIER DE LA RENAUDIERE  
DIRECTEUR PROGRAMMES II  
BUREAU REGIONAL DE  
L'AFRIQUE DE L'OUEST

NOT TO BE TRANSMITTED

AUTHORIZED BY:

NAME M. Xavier De La Renaudiere  
DEPT. Directeur Programmes II, Bureau Regional  
de l'Afrique de l'Ouest

SIGNATURE (SIGNATURE OF INDIVIDUAL AUTHORIZED TO APPROVE)

REFERENCE: *EJS/1k*

ORIGINAL (File Copy)

(IMPORTANT: See Secretaries Guide for preparing form)

CLEARANCES AND COPY DISTRIBUTION:

c/c Messrs. Steckhan  
Kochman  
Erin  
Kadan , Moussu-Rizan

For Use By Communications Section

Checked for Dispatch: *W EJS*



*Cameroon - Loan 935/G. 429 Adm.*

Form No. 27  
(3-70)

INTERNATIONAL DEVELOPMENT  
ASSOCIATION

INTERNATIONAL BANK FOR  
RECONSTRUCTION AND DEVELOPMENT

INTERNATIONAL FINANCE  
CORPORATION

### OUTGOING WIRE

TO: MINPAT  
  
YAOUNDE

DATE: LE 20 DECEMBRE 1973

CLASS OF  
SERVICE: FULL RATE *ply*

COUNTRY: CAMEROUN

*W*

TEXT:  
Cable No.:

ATTENTION DIRECTEUR PROGRAMMATION

REFERENCE DEUXIEME PROJET ROUTIER STOP DOCUMENTATION RECUE RECEMENT TIENT  
COMPTE OBSERVATIONS FAITES LORS DE MON PASSAGE ET CONSULTATION JURIDIQUE  
SUPPLEMENTAIRE NE S'AVERE PLUS NECESSAIRE ET VOUS NOTIFIERONS AUJOURD'HUI  
ENTREE EN VIGUEUR DES ACCORDS PRET 935-CM ET CREDIT 429-CM STOP ~~XXX~~  
HAUTE CONSIDERATION

STECKHAN  
INTBAFRAD

### NOT TO BE TRANSMITTED

AUTHORIZED BY:

NAME Rainer B. Steckhan

DEPT. Western Africa Regional Office

SIGNATURE *Rainer B. Steckhan*  
 RBSteckhan:cs  
(SIGNATURE OF INDIVIDUAL AUTHORIZED TO APPROVE)

CLEARANCES AND COPY DISTRIBUTION:  
~~XX~~

REFERENCE:

**ORIGINAL (File Copy)**  
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Checked for Dispatch: *[Signature]*

*Government - Economic HSP 404*

INTERNATIONAL FINANCE CORPORATION

INTERNATIONAL BANK FOR RECONSTRUCTION AND DEVELOPMENT

OUTGOING WIRE

DATE 18 30 DECEMBER 1973

CLASS OF SERVICE FULL RATE *per*

*111*

NOTATION

Cameroon - Loan 935/C. 429 Adm.

Form No. 27  
(3-70)

INTERNATIONAL DEVELOPMENT  
ASSOCIATION

INTERNATIONAL BANK FOR  
RECONSTRUCTION AND DEVELOPMENT

INTERNATIONAL FINANCE  
CORPORATION

**OUTGOING WIRE**

TO: WYSS  
INTBAFRAD  
ABIDJAN

DATE: DECEMBER 6, 1973

CLASS OF  
SERVICE: *LT*

*Relax 1A*

COUNTRY: IVORY COAST

TEXT:  
Cable No.: 645

REUR LETTER 465 CAMEROON SECOND HIGHWAY PROJECT PREINVESTMENT STUDIES STOP  
AGREE WITH DOYENS RECOMMENDATIONS AND SUGGEST YOU DISPATCH LETTER TO MINISTER  
PLAN YAOUNDE AS PROPOSED DRAFT ANNEX V DOYENS REPORT STOP FOLLOW UP LETTER  
TO MELEGARIS MISSION WAS SENT BY STECKHAN TO MINISTER PLAN DATED NOVEMBER 9  
STOP PLEASE INFORM MR. BORNA UNDP YAOUNDE ABOUT YOUR LETTER TO MINISTER PLAN  
DOYENS  
AND ~~XXXX~~ PROPOSED MISSION APRIL 74 STOP SUGGEST MISSION CHECKS TIMING  
FORESTRY ROAD FEASIBILITY STUDIES TAKING INTO ACCOUNT WORKLOAD DPW STAFF  
STOP CANNOT SECURE AT THIS TIME SUPPLEMENTARY COPIES LOAN AND CREDIT  
AGREEMENTS SUGGEST YOU PRODUCE COPIES AS REQUIRED IN ABIDJAN REGARDS

SOGES

**NOT TO BE TRANSMITTED**

AUTHORIZED BY:

NAME F. Soges, Chief, Highways & Aviation Section FSoges:ms  
DEPT. Transportation Projects Division  
Western Africa Regional Office

SIGNATURE *[Signature]*  
(SIGNATURE OF INDIVIDUAL AUTHORIZED TO APPROVE)  
REFERENCE: CAMEROON: Second Highway Project  
PMWA

CLEARANCES AND COPY DISTRIBUTION:

Cleared with & cc: Messrs. Brandreth  
Rowe  
Palein

For Use By Communications Section

**ORIGINAL (File Copy)**

(IMPORTANT: See Secretaries Guide for preparing form)

Checked for Dispatch: *[Signature]*

INTERNATIONAL DEVELOPMENT  
ASSOCIATION

INTERNATIONAL BANK FOR  
RECONSTRUCTION AND DEVELOPMENT

INTERNATIONAL FINANCE  
CORPORATION

OUTGOING WIRE

TO: WBS  
IVYTRAD  
AIDLAN

DATE: DECEMBER 6, 1973

CLASS OF  
SERVICE

COUNTRY: IVORY COAST

TEXT:  
Cable No.

REUR LETTER HAS CAMEROON SECOND HIGHWAY PROJECT REINVESTMENT STUDIES STOP  
 AGREE WITH DOYNE'S RECOMMENDATIONS AND SUGGEST YOU DISPATCH LETTER TO MINISTER  
 PLAN YAOUNDE AS PROPOSED DRAFT ANNEX V DOYNE'S REPORT STOP FOLLOW UP LETTER  
 TO MINISTRE'S MISSION WAS SENT BY STECKMAN TO MINISTER PLAN DATED NOVEMBER 9  
 STOP PLEASE INFORM MR. BORN UPON YAOUNDE ABOUT YOUR LETTER TO MINISTER PLAN  
 DOYNE  
 AND FORM PROPOSED MISSION ARIEL 7<sup>th</sup> STOP SUGGEST MISSION CHECKS TIMING  
 FORESTRY ROAD FEASIBILITY STUDIES TAKING INTO ACCOUNT WORKLOAD DPW STAFF  
 STOP CANNOT SECURE AT THIS TIME SUPPLEMENTARY COPIES LOAN AND CREDIT  
 AGREEMENTS SUGGEST YOU PRODUCE COPIES AS REQUIRED IN AIDLAN REGARDS

BOGGS

NOT TO BE TRANSMITTED

AUTHORIZED BY

SECTION  
COMMUNICATIONS

CLEARANCES AND COPY DISTRIBUTION

NAME

F. Boggs, Chief, Highway Section  
 Transportation Projects Division  
 Western Africa Regional Office

DEPT.

DISPATCHED

SIGNATURE

REFERENCE

CAMEROON: Second Highway Project  
 PMA

ORIGINAL (File Copy)

IMPORTANT: For forwarding Guide to receiving team

Checked for Dispatch

For Use by Communications Section

Cleared with & cc: Messrs. Brangsch  
 Rowe  
 Fajim

Copy to Section  
 F. Boggs: ms

Cameroon - loan 937/6 429 Aids

*[Handwritten initials]*  
 11/11

Cameroon - loan 935/9.429 Adm.

Form No. 27  
(3-70)

INTERNATIONAL DEVELOPMENT  
ASSOCIATION

INTERNATIONAL BANK FOR  
RECONSTRUCTION AND DEVELOPMENT

INTERNATIONAL FINANCE  
CORPORATION

**OUTGOING WIRE**

TO: M. NAAH  
MINPAT  
YAOUNDE  
COUNTRY: CAMEROUN

DATE: *Dec. 3*  
~~NOVEMBRE 30~~, 1973

CLASS OF SERVICE: *LT key*

*Ww*

TEXT:  
Cable No.:

REFERENCE ENTREE EN VIGUEUR PRET 935-CM CREDIT 429-CM SECOND PROJET  
ROUTIER ET NOTLETTRE 27 SEPTEMBRE STOP VU PROXIMITE DATE LIMITE ENTREE  
EN VIGUEUR ACCORDS PRET ET CREDIT VOUS SERIONS RECONNAISSANTS REMETTRE  
A MM STECKHAN ET MELEGARI LORS LEUR PROCHAINE VISITE DOCUMENTS ENTREE  
EN VIGUEUR STOP A SAVOIR  
PRIMO COPIE CERTIFIEE DECRET PRESIDENTIEL PORTANT RATIFICATION ACCORDS  
SECUNDO CONSULTATIONS JURIDIQUES ACCORD PRET ET ACCORD CREDIT  
TERTIO JOURNAL OFFICIEL PUBLIANT DECRET, TEXTES DES ACCORDS ET CONDITIONS  
GENERALES STOP HAUTE CONSIDERATION

ERIM  
INTBAFRAD

**NOT TO BE TRANSMITTED**

AUTHORIZED BY:  
NAME Michel Palein  
DEPT. Western Africa II-B  
SIGNATURE *Michel Palein*  
(SIGNATURE OF INDIVIDUAL AUTHORIZED TO APPROVE)  
REFERENCE: *IErim:cm* *WQ*

CLEARANCES AND COPY DISTRIBUTION:  
cleared with and cc: Mr. Buhler  
cc: Mr. Melegari

For Use By Communications Section

ORIGINAL (File Copy)

(IMPORTANT: See Secretaries Guide for preparing form)

Checked for Dispatch:

ORIGINAL (RIP COPY)

REFERENCE: TELETYPE  
 SIGNATURE: [Signature]  
 DATE: Montreal, April 11-1973  
 NAME: Michael B. [Name]  
 AUTHORIZED BY:

DISPATCHED

DEC 3 9 56 AM 1973

cc: Mr. [Name]  
cc: Mr. [Name]

COMMUNICATIONS SECTION

NOT TO BE TRANSMITTED

IMBWBWVD  
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GENERAL STATE OF CONSIDERATION

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HEBLENVMSH EMILNE EN ALIGRELS PVEL 832-OM CREDIL 1732-OM SECORD PEOREL

SERIE NO: [Number]  
 TEXT: [Text]  
 COPIES: [Number]  
 TO: N. [Name]

SERVICE CLASS OF

DATE NOVEMBER 30 1973

OPTIONAL FORM NO. 10

*Cameroon - Loan 935/0. 429 Acm.*

November 29, 1973

Son Excellence  
Monsieur le Ministre du Plan  
et de l'Aménagement du Territoire  
Yaoundé  
United Republic of Cameroon

RE: Credit 429 CM/Loan 935 CM  
Second Highway Project

Dear Mr. Minister:

Now that the Loan Agreement and the Development Credit Agreement have been signed, we are writing to you concerning the procedures to be used to withdraw funds from the Loan Account and the Credit Account.

We are enclosing a copy of our booklet entitled "Guidelines for Withdrawal of Proceeds of World Bank Loans and IDA Credits" and a set of our Procedures which should be used in accordance with the details given in the Annex to this letter.

Section 5.04 of the General Conditions Applicable to Loan Agreements and to Development Credit Agreements require that before withdrawals can commence the Bank and the Association must receive evidence of the authority of the person or persons authorized to sign withdrawal applications under the Loan and the Credit together with authenticated specimen signature of each such person. To avoid possible delay in disbursement after the Loan becomes effective, it is requested that this evidence be furnished to the Bank and the Association as soon as possible.

If you should have any questions relating to our disbursement procedures, please do not hesitate to write to us.

Very truly yours,

Jan G. Dambicki  
Disbursements Division

cc: Messrs. Steckhan, Lopez, Sahler, de Boeck  
Operational Files ✓

Files: Credit 429 CM - Credit Agreement  
Loan 935 CM - Loan Agreement

L'oussu-Razan/lth

ANNEX

Credit 429 CM and Loan 935 CM (1)

Instructions for Withdrawal of Proceeds under the Credit and the Loan  
(See also Schedule I of the Credit Agreement)

<u>Category</u>	<u>Description</u>	<u>% of expenditures to be financed (2)</u>	<u>Procedure to be used (3)</u>
I	Civil Works included in Part A(1) of the Project	60% of total expenditures (representing the foreign exchange component)	Procedure I Forms I and IB or Procedure III Forms 2 and 2B
II	Consultants services included in Part A(2), B, C, D and E of the Project	100% of foreign expenditures	Procedure I Forms I and IA or Procedure III Forms 2 and 2A

(1) Until all amounts of the Credit shall have been withdrawn or committed, no withdrawals shall be made from the Loan Account (See Schedule 1, paragraph 3(b)).

(2) All withdrawal applications to be submitted in the currency or currencies claimed by the supplier, contractor or in CFA francs.

des Etats

The CFA francs will be acquired from the Banque Centrale/ de l'Afrique Equatoriale et du Cameroun with a currency or currencies available to the IDA or the Bank at the time of disbursement.

(3) Procedure I - Application for Reimbursement  
Procedure III - Application for Direct Payment.



le 29 novembre 1973

Son Excellence  
Monsieur le Ministre du Plan  
et de l'Aménagement du Territoire  
Yaoundé  
République Unie du Cameroun

Objet: Crédit 429GM/Prêt 935 GM  
Deuxième projet routier

Monsieur le Ministre,

Les Accords de Prêt et de Crédit de Développement ayant été signés, nous avons l'honneur de vous exposer la marche à suivre pour effectuer des retraits sur les Comptes de Prêt et de Crédit.

Nous vous faisons parvenir ci-joint un exemplaire de notre brochure intitulée "Directives concernant le retrait de fonds provenant des Prêts de la Banque mondiale et des Crédits de l'IDA", expliquant nos modalités usuelles de versement, ainsi que des formulaires correspondants qu'il conviendra d'utiliser conformément aux détails figurant à l'annexe ci-jointe.

Avant de pouvoir procéder aux retraits, une fois l'Accord entré en vigueur, et conformément à la Section 5.04 des Conditions Générales applicables aux Accords de Prêt de la Banque mondiale et de Crédit de Développement de l'Association, il conviendrait de nous fournir, pour chacun d'eux, la justification des pouvoirs de la ou des personnes habilitées à signer les demandes de retrait de fonds ainsi qu'un spécimen légalisé de la signature de chacune d'elles. Nous vous serions très obligés de bien vouloir nous communiquer ces documents dans les meilleurs délais.

Nous restons à votre entière disposition pour vous communiquer toutes les précisions dont vous pourriez avoir besoin sur ces modalités de retrait.

Veuillez agréer, Monsieur le Ministre, l'expression de notre haute considération.

Jan G. Dambaki  
Division des paiements

Pièces jointes

Crédit 429 CM et Prêt 935 CM (1)

Instructions pour retirer les fonds du Crédit et du Prêt  
(Voir aussi l'Annexe I de l'Accord de Crédit)

<u>Catégorie</u>	<u>Description</u>	<u>% des dépenses à financer (2)</u>	<u>Procédure à utiliser (3)</u>
I	Travaux de génie civil compris dans la Partie A (1) du Projet	68% des dépenses totales (représentant le montant estimatif des dépenses en devises)	Procédure I Formulaires I et IB ou Procédure III Formulaires 2 et 2B
II	Services de consultants pour les parties A (2), B, C, D et E du Projet	100% des dépenses en devises	Procédure I Formulaires I et IA ou Procédure III Formulaires 2 et 2A

(1) Tant que tous les montants du Crédit n'auront pas été retirés ou engagés, aucun retrait ne sera effectué du Compte de Prêt (Voir Annexe I, paragraph 3(b)).

(2) Les demandes de retrait de fonds doivent être établies dans la ou les monnaies demandées par le fournisseur ou l'entrepreneur ou en francs CFA.

Nous nous procurerons les francs CFA auprès de la Banque Centrale des Etats de l'Afrique Equatoriale et du Cameroun avec la ou les monnaies convertibles dont la Banque ou l'Association disposera lors du paiement.

(3) Procédure I - Demande de Remboursement.  
 Procédure III - Demande de Paiement Direct.

## OFFICE MEMORANDUM

*yellow*  
Cameroon - Terms of Reference  
Cameroon - Loan 663/C. 180 Adm.  
Cameroon - Loan 935/C. 429 Adm.

DATE: November 28, 1973

TO: Mr. M. Melegari, Engineer, WAPTR

FROM: F. Soges, Section Chief, WAPTR

SUBJECT: CAMEROON - Loan 663/Credit 180-CM: First Highway Project  
Loan 935/Credit 429-CM: Second Highway Project  
Supervision Mission  
Terms of Reference

---

1. On or about December 1, 1973, you will join Mr. Steckhan, Chief, WA2IB, to discuss with the Government, the situation of the First Highway Project and the decisions it intends to make concerning the continuation of work. If necessary, you may extend your visit for about a week.
2. Furthermore you will do the following:
  - a) Loan 663/Credit 180-CM: First Highway Project - Construction of the N'Gaoundere-Garcua road
    - assess if all data are available to estimate the cost of repairing the damaged sections and to modify the design of the other portions of the road, if necessary;
    - review the financial situation of the project, that the Government should have prepared by now;
    - review the Government's procedures for processing payments (in both local and foreign currencies) to contractors and consultants and agree with the Government on how best to expedite these procedures;
    - discuss with the Government the steps needed to expedite submission to the Bank of monthly progress reports and other relevant information; and
    - discuss with the Government the steps needed to eliminate the lack of communication and of coordination between the interested ministries and to expedite decisions.
  - b) Loan 935/Credit 429-CM: Second Highway Project
    - review the status of prequalification of contractors and, if it is available, the list of prequalified firms submitted by the Government; if there are no major problems, you may approve this list;
    - review and, if necessary, update the proposed time-schedule for invitation to bid;
    - review the bidding documents with the Government;
    - review with the Government the Terms of Reference and the draft contract for supervision of the construction work;

Mr. M. Melegari

-2-

November 28, 1973

- discuss with the Government the detailed scope and Terms of Reference for technical assistance to the Ministry of Transport and determine whether one of the three experts, provided under the project, can be assigned to the Ministry of either Planning or of Public Works (Ministère de l'Équipement) to help improve the management of both Highway Projects; and
- agree with the Government on the details of progress reporting.

3. From Cameroon, you will proceed to the Congo; separate Terms of Reference are issued for that mission. Upon your return to Washington, you will submit a Back-to-Office report to be followed by a Full Report.

cc: Messrs. Thalwitz, Dir., WAPDR  
Pouliquen, Asst. to Dir., WAPDR  
King, Asst. to Dir., WAPDR  
van der Tak, Dir., VPSVP  
Jaycox, Dir., TRPDR  
Bowron, PABP2  
Bühler, LEG  
Petretti, CTRDD  
de la Renaudiere, Dir., WA2DR  
Steckhan, Chief, WA2IB  
Brandreth, Chief, WAPTR  
Wyss, WAFWA  
Saukel, WAPTR

Cleared with and cc: Mr. Erim, WA2DB

MMelegari:mad

DIRECTION DE LA PROGRAMMATION  
DIRECTION OF PROGRAMMING

26 NOV 1973

Yaoundé, le ..... 19.....  
Yaounde, the

N° 1923 /MINPAT/PROG/F2.-

*File Cam RD.2.*

**Le Directeur de la Programmation**  
The Director of Programming

à M. onsieur le Chef de la Division des Programmes  
to Mr. pour l'Afrique de l'Ouest  
(Attention de M. STECKHAN) I.B.R.D.  
1818 H. Street N.W. 20433  
U. S. A.

Objet : Accords de Crédit et de  
Prêt IIè Projet Routier.-

*Legal Opinion  
Original version  
Sent to Delaune  
12/10. (see memo)  
NOT Att*

Monsieur le Chef de Division,

J'ai l'honneur de vous faire parvenir ci-joint quatre  
exemplaires de l'Avis Juridique relatif aux Accords de Crédit  
et de Prêt visés en objet.

En espérant que ce document complète toutes les conditions  
préalables au décaissement du crédit ouvert pour ce projet,

Veuillez agréer, Monsieur le Chef de Division,  
l'assurance de ma considération distinguée./-

P: Le Directeur de la Programmation  
Le Sous-Directeur du Ministère de l'Aménagement du Territoire  
et de la Comptabilité

*Gustave Tchétgen*  
**Gustave TCHETGEN**



28 NOV 1973

Yaoundé, le  
Yaoundé, the

MINISTRE DU PLAN

Le Directeur de la Programmation  
The Director of Programming

File Compt. 2

à M. onairer le Chef de la Division des Programmes  
pour l'Afrique de l'Ouest  
(Attention de M. SECKHAN) I.B.R.D.  
1818 H. Street N.W. 20433  
U. S. A.

Objet : Accord de Crédit et de  
Prêt à long terme

Monsieur le Chef de Division,

J'ai l'honneur de vous faire parvenir ci-joint quatre  
exemplaires de l'avis juridique relatif aux Accords de Crédit  
et de Prêt visés en objet.

En espérant que ce document complète toutes les conditions  
préalables au décaissement du crédit ouvert pour ce projet,

Veuillez agréer, Monsieur le Chef de Division,  
l'assurance de ma considération distinguée.

P. Le Directeur de la Programmation

Le Directeur de la Programmation



SECTIONS COMMUNICATIONS  
CHIEF GEN

1973 DEC -6 PM 2:17

RECEIVED

Original version sent to Bureau  
12/10/73 (see memo)

LOG. Dec. 4/1973

République Unie du Cameroun

Paix - Travail - Patrie

DEC 3 1973

— Cameroun - Loan 935/G, 429/10/73

N° 239 /CF/MINPAT

Ministère du Plan  
et de l'Aménagement  
du Territoire

Yaoundé, le 23 NOV. 1973

Le Ministre

à Monsieur Roger CHAUFURNIER  
Vice-Président - Directeur Afrique de l'Ouest  
Banque Internationale pour la Reconstruction  
et le Développement - 1818 H Street N.W.  
- WASHINGTON D.C. 20433 - (U.S.A.)

Objet : Deuxième projet routier  
BIRD.

Monsieur le Vice-Président,

J'ai l'honneur de vous prier de bien vouloir vous référer à la Section 4.08 de l'Accord de Prêt relatif au Deuxième Projet Routier conclu le 28 Mai 1973, entre la République Unie du Cameroun et la Banque Internationale pour la Reconstruction et le Développement.

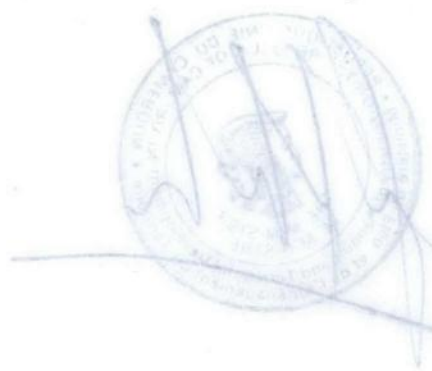
Je vous confirme qu'avant d'entreprendre tout investissement susceptible de changer les caractéristiques actuelles de la route EDEA-YAOUNDE, le Gouvernement camerounais consultera la Banque.

En ce qui concerne le Chemin de Fer DOUALA-NKONGSAMBA le Gouvernement camerounais consultera la Banque avant d'entreprendre tout investissement de capital, à l'exception du renouvellement de la voie et du matériel roulant.

Veillez agréer, Monsieur le Vice-Président, l'assurance de ma haute considération./-

D' MAIKANO ABDOULAYE





D. N'KANG - DOULAYE

SECTION COMMUNICATIONS

1973 NOV 30 PM 2:59

RECEIVED

de ma haute considération. -  
Veuillez agréer, Monsieur le Vice-Président, l'assurance

de la voie et du matériel roulant.  
Le Gouvernement camerounais consulte la Banque avant d'entreprendre tout investissement de capital, à l'exception du renouvellement

En ce qui concerne le Chemin de Fer DOUALA-NKONGSAMBA  
le Gouvernement camerounais consulte la Banque avant d'entreprendre tout investissement susceptible de changer les caractéristiques actuelles de la route EDEA-YAOUNDE, le Gouvernement camerounais consulte la Banque.

Je vous prie de bien vouloir vous référer à  
la Section 4.08 de l'Accord de Prêt relatif au Deuxième Projet Routier conclu le 28 Mai 1973, entre la République Unie du Cameroun et la Banque Internationale pour la Reconstruction et le Développement.

Monsieur le Vice-Président,

BRD.  
Deuxième projet routier

- WASHINGTON D.C. 20433 - (U.S.A.)  
à Monsieur Roger CHAUFOURNIER  
Vice-Président - Directeur Afrique de l'Ouest  
Banque Internationale pour la Reconstruction  
et le Développement - 1818 H Street N.W.

Le Ministre  
du Plan  
et de l'Aménagement  
du Territoire

23 NOV 1973

N° 222 LEF/MINPAT

Ministère du Plan  
et de l'Aménagement  
du Territoire - Paris

DEC 3 1973

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Cameroun - Loan 935/14.429 Adm.

République Unie du Cameroun

Pais - Travail - Patrie

Ministère du Plan  
et de l'Aménagement  
du Territoire

N° 236 /MINPAT

Yaoundé, le 21 NOV. 1973

Le Ministre

à Monsieur le Président de la Banque Internationale  
pour la Reconstruction et le Développement  
1818 H Street N.W.

- WASHINGTON D.C. 20433 - (U.S.A.)

Attention M. De La RENAUDIERE  
Directeur du Département Afrique de l'Ouest.

Monsieur le Président,

Me référant à la Section 4.08 de l'Accord de Prêt (Deuxième  
Projet Routier) conclu entre la République Unie du Cameroun et  
la Banque Mondiale et relatif à la coordination des investissements  
routiers et ferroviaires sur les deux principaux axes de transport  
(Transcamerounais et Douala-Nkongsamba),

j'ai l'honneur de vous faire connaître que le Gouvernement  
de la République Unie du Cameroun envisage d'effectuer des amé-  
nagements sur l'axe routier YAOUNDE-EDEA en vue de faire face  
au trafic qu'impose l'exploitation forestière en République Unie  
du Cameroun et en République Centrafricaine.

En effet, le tonnage susceptible d'être transporté par la voie  
ferrée, malgré le renforcement des équipements de la Régifercam  
et l'amélioration envisageable de la rotation des wagons affectés  
à ce service, ne peut dépasser 900 000 tonnes par an.

Or, les prévisions de trafic des forestiers camerounais pour  
la période 1973/1979 sont de l'ordre de 1 000 000 tonnes par an.

.../....

*Si l'on ajoute à ce trafic national les tonnages centrafricains, une solution intermédiaire ne peut être trouvée qu'en faisant passer une part importante des tonnages par la route YAOUNDE-DOUALA.*

*C'est pour ces raisons que le Gouvernement envisage de réaliser certains travaux d'aménagement sur la route YAOUNDE-DOUALA d'un montant raisonnable avec le concours des forestiers.*

*Veillez agréer, Monsieur le Président, l'assurance de ma considération distinguée./-*



D<sup>r</sup> MAIKANO ABDOULAYE

JFW Dojan

Cameroon L 935/4425

Mr. Wyss

November 15, 1973

IV. FORESTRY DEVELOPMENT AND TIMBER ROADS

Forestry Development and Current Transport Investment Plan

4.1 Cameroon's territory includes a vast area of tropical forest with good logging potential. According to recent estimates made by a PMWA mission in 1972<sup>1/</sup>, production in fiscal year 1971/72 reached roughly 810,000 m<sup>3</sup> of logs of which about 420,000 m<sup>3</sup> were exported and 390,000 m<sup>3</sup> processed in Cameroon, yielding about 140,000 m<sup>3</sup> of sawn timber and railway sleepers and 60,000 m<sup>3</sup> of veneer and plywood. Total exports of logs and wood products amounted to roughly 520,000 m<sup>3</sup> for that year. Timber production statistics are sketchy and estimates of total production are uncertain, especially with respect to volume of felled timber. It is clear however that the present level of exploitation is relatively modest in view of the large untapped potential of existing forest areas. The development of forestry is one of the major objectives of the current five-year development plan. Steady increase in the demand for tropical timber on European markets as well as limitations to the production from some West African countries have spurred interest in Cameroon's timber reserves. This has resulted in the issuance, over the last few years, of a large number of logging concessions covering more than 4 million ha. mostly in the Center South and the Southeast (see Map).

4.2 At present forestry exploitation is limited mainly to the coastal region, to the area served by the Trans-Cameroon railway (extended from Yaoundé to Belabo since 1969) and to the Southeastern end of the forest zone which evacuates through the Trans-Equatorial route (by river to Brazzaville and CFCO railway to the port of Pointe-Noire). The transport chain for timber production from the eastern part of the forest zone comprises roads to Belabo and the railway from Belabo to the port of Douala. Timber products from the Center South are evacuated by roads to the railway stations of Yaoundé and Mbalmayo. The Government has yet to define a program for the opening up of new forest areas. The several road construction projects now under way or planned in the Southern part of Cameroon do not appear to proceed from any coordinated transport investment plan. The drawing of an overall plan for forestry development and related trunk roads<sup>2/</sup> is made difficult because of the lack of firm information concerning the contents of the forest (exploitable species, density, etc.) and because of the uncertainties concerning the ability of the railway and of the Douala port to handle future increases in timber traffic discussed in the following paragraphs.

4.3 The future development of timber exports depends largely on expanding the capacity of the railway and of the Douala port, and providing high-standard penetration roads to link new forest areas in the South and Southeast with existing transport infrastructure and with the coast. The Government plans to undertake large investments to expand railway and port capacity. The Bank Group has been associated with the preparation of these projects and expects to participate in their financing, notably through the

1/ See PMWA report by Messrs. Delapierre and Salvaire and Baillon (consultants): "Les problèmes de transport dans la région du Sud-Est", September 1972.

2/ Bank experience in Gabon, Ivory Coast and Congo shows that roads for the evacuation of timber should be built to high standards at a cost likely to be over CFAF 20 million/km. We should therefore avoid calling these roads feeder roads, since the term 'feeder road' suggests a minimum standard road linking agricultural areas with secondary and trunk roads.

November 15, 1973

- 7 -

Mr. Wyss

recently appraised Second Railway Project.<sup>1/</sup> This project would include the reconstruction of a bridge together with track relaying on the Douala-Yaoundé section and procurement of motive power and rolling stock. This so-called interim investment program is aimed at providing sufficient capacity until the early 80's, i.e. when the re-alignment of the Douala-Yaoundé section, a much more ambitious project now under preparation, may be completed. It would enable the railway to carry up to one million tons of timber products which is the annual traffic level projected for 1980-1981 by the Bank railway appraisal mission. Thanks to this project, the railway would cease to restrict the growth of timber exports in the next few years.

4.4 The same could not be said for the port of Douala, which even with the introduction of measures to increase productivity, would reach saturation point roughly two years before new expanded facilities could be completed, i.e. by the end of 1978. The proposed expansion (which would provide the basis for the Bank Group's Second Douala Port Project<sup>2/</sup>) would include extensive dredging of the access channel, construction of four general cargo berths, a log stocking area with road and rail access, a log basin with moorings, fishing berths, and the relocation and improvement of workshops. The order of magnitude of the project cost is roughly estimated around US\$60 million. Appraisal of this project is scheduled to take place by mid-1974. Although increased log handling capacity will be required at Douala in the future, one can expect that the present bottlenecks will be somewhat alleviated by recent measures to improve the management of existing facilities.<sup>3/</sup>

4.5 The problems encountered with the railway and the port have prompted investigations for the development of alternate export outlets for logs and timber products. A private company, the SEPBC (Société des Parcs à Bois du Cameroun) set up by shipping firms is planning to develop a scheme to by-pass the Douala port by unloading timber products from the railway on the Dibamba river at Japoma and shipping them to the coast by rafts or by barges. Another possibility would consist of the development of an East-West road to channel timber production from the Center South to the small ports of Kribi and Campo respectively at 150 km and 230 km south of Douala on the Atlantic Coast. French consultants CTFT<sup>4/</sup> (Centre Technique Forestier Tropical) have recently completed (with FAC financing) a preliminary study of the possibility of evacuating timber products from the Center South region (Ebolowa, Sangmelima, Djoum and Minton) through Kribi and Campo. Considering the view-point of logging companies only the consultants showed that if a high-standard road were built from Sangmelima to Mengong, Ebolowa and Kribi, transport to the coast on this road would be less expensive than sending the logs to the railhead at

<sup>1/</sup> Report dated September 26, 1973 prepared by Messrs. Brechot, De Gryse and du Parc: "Appraisal of a Second Railway Project" (Yellow Cover).

<sup>2/</sup> Full report by Messrs. de Gryse, Grant, Duff and du Parc: "Pre-appraisal of Second Douala Port Project" - January 15, 1973.

<sup>3/</sup> Mr. Delapierre's memorandum to Mr. de la Renaudière, PMWA letter No. 289 dated July 26, 1973.

<sup>4/</sup> CTFT study: "Etude des Transports du Bois dans le Sud Cameroun" - May 1973.

November 15, 1973

Mbalmayo and on to Douala Port. Estimated differences in transportation costs vary between 2% and 12% of total transport costs (depending on timber density) from Sangmelima to Douala. However, CTFT has not considered the crucial question whether the large investments necessary to build the proposed East-West road and related port facilities at Campo and Kribi are justified in the light of the investment programs now under way and planned for the railway and the Douala port.

#### Forestry and Road Feasibility Studies under the Second Highway Project

4.6 The Second Highway Project (see Annex I) provides for consultants' services (about 16 man-months) to assist in the formulation of a rational policy for the development of forestry exploitation including notably the taxation aspects. The project also provides for the feasibility study of 400 km of timber roads to be selected on the basis of the above study of forestry policy. In order to allow an early start of the feasibility studies, the supplementary letter to the Loan/Credit Agreements (see Annex IV) provides that the consultants retained for the proposed forestry policy study will have to produce recommendations for the selection of forestry roads within four months after the beginning of their work. My assignment was initially limited to the road feasibility studies while Mr. Melegari intended to review the measures envisaged to initiate the forestry policy study. As Mr. Melegari had to devote more time than anticipated to the supervision of the First Highway Project, we agreed during the mission that I would cover both the forestry policy study and the road feasibility studies.

4.7 Forestry and transport planning in Cameroon suffer from a lack of clearly defined objectives and from poor coordination between interested Government agencies. The problem of inter-agency coordination, which seems to be rather widespread in the Cameroon administration, is particularly acute in forestry matters because of the active interference of logging firms. If the proposed study is to lead effectively to the definition of a broad forestry development plan and to a revision of present forestry policies and regulations, the consultants will have to work very closely with interested Government agencies, notably the Direction de la Planification et Direction de la Programmation of the Ministry of Planning, the Direction des Eaux et Forêts of the Ministry of Agriculture, and the Direction des Transports of the Ministry of Transportation. I found the heads of these agencies unaware of the forestry aspects of the Second Highway Project. Once briefed they expressed support and recognized the need for coordinated planning of forestry development and transport investments. In view of the lack of familiarity with the proposed forestry study, I suggested that, as a first step, the Government should put together a working group with representatives of Plan, Transport and Water and Forestry to draw up a draft program for the proposed studies to be reviewed during the next preparation mission. It is important that the responsibility for initiating this part of the project rest clearly with the Government otherwise there is a risk that the proposed forestry study might be carried out as an external exercise and end up on the shelf (with other previous, similar studies). PMWA should send a letter (see draft Annex V) to the Government on these points stressing the need for improved inter-agency coordination. In advising the Government on the study itself, we should emphasize the following points.

November 15, 1973

4.8 The forestry study and the road feasibility study should be carried out under one contract by one consultant (possibly a joint venture involving a transportation consultant and a firm specialized in economic and fiscal studies). This would avoid duplication and ensure that the impact of possible revisions in forestry policy are taken into account in the evaluation of proposed road investments. A broadly-based consultant would be in a better position than individually recruited experts to gather the expertise in the fields of forestry, administration, fiscal matters, industrialization and transport, etc., which would be required for the proposed forestry policy study. A team of experts from a consulting firm would also have better logistical support than individually recruited experts who would have to rely entirely on the administration. In order to ensure close cooperation with Government agencies the consultant could be requested to maintain a resident team in Cameroon throughout the duration of the study.

4.9 The consultant's assignment would comprise three parts:

a) The aim of Part I would be:

- i. to draw up, within the guidelines of the objectives set forth in Cameroon's development plan, a broad forestry development plan defining production targets and timing for the exploitation of various species and zones;
- ii. to determine evacuation routes, considering the present and proposed future capacity of the railway and of the Douala port, and recommend trunk roads for feasibility study; and,
- iii. to identify the need to revise existing forestry legislation (concerning notably taxation) and recommend a program of investigations to be carried out in the next phase of the study.

Part I would be carried out in about four months and would be followed by a period of consultations (about two months) between the Government, the Bank and the consultants to define the scope of the next phases of the study. Part I would require the intervention of about four experts for periods of two to four months.

b) Part II would include detailed investigations to draw up proposals to revise existing forestry regulations including taxation in accordance with objectives agreed upon on the basis of Part I. Part II would be carried out by two experts residing in Cameroon for about twelve months.

c) Part III would consist in feasibility studies and preliminary engineering of trunk roads linking selected forest areas with existing transport infrastructure or with the coast. Part III would be carried out simultaneously with Part II over a twelve-month period. Manpower requirements for Part III would depend on the mileage and existing condition of roads selected for studies; one can roughly estimate that the feasibility study of 400 km of timber

4 exp (2 months)

2 exp 12 months

10/60 months

road would require roughly 50 to 60 man-months of engineers and economists plus the specialized services of surveying and geotechnical teams. Under this approach, upon completion of the study, i.e. after roughly eighteen months, the Government and the Bank would have detailed proposals for defining a rational forestry policy as well as feasibility studies of selected roads providing the basis for the preparation of detailed engineering.

4.10 In the course of Part I, the consultants would have to determine if existing information on the content of Cameroon's southern forest reserves is sufficient for the purpose of the study, and the possible need for additional, more detailed information. Existing information consists mainly of:

- i. a relatively detailed inventory (1/100) of the Deng Deng forest reserve (275,000 ha)<sup>1/</sup>;
- ii. light sampling (less than 5/1,000) of 1,875,000 ha in the regions of Haut Nyong and of Boumbo-Ngoko;
- iii. scattered investigations conducted by logging firms in view of the exploration of conceded areas.

In addition, several forest inventories are in the planning stage. The CTFT, with financing from FAC, will undertake an inventory of the Bakundu forest reserve in Western Cameroon. The Government has initiated contacts with CIDA to obtain financial assistance to carry out inventory of the large forest zone around Yokadouma.

4.11 The Government has not yet reached a clear position as to which forest zone (or zones) should be opened up first through which evacuation route. Identification work carried out so far by FMWA concerning forestry roads focussed on the access to the Southeastern forest zone. In June 1972, a FMWA mission conducted a comprehensive identification survey of the roads needed to open up this zone. The FMWA mission (report by Messrs. Delapierre, Salvaire and Baillon, dated September 1972) recommended a road program in two phases, covering a total of about 800 km, with the highest priority attached to 335 km of roads linking the Southeastern forest zone with the railway at Belabo. During the negotiations of the Second Highway Project (see para. 13 of Appraisal Report dated June 11, 1973) the Government confirmed that priority would be given to the Southeastern forest zone (extending to the south of Bertoua). As already mentioned (see para. 4.5) it now seems that the Government, on the basis of a recent CTFT study, also considers the construction of an East-West road from Sangmelima to the Atlantic Coast to open up the Center South region. The proposed evacuation scheme which seems to be favoured by logging firms would by-pass the railway and the Douala port, but would necessitate large investments for roads as well as for port infrastructure at Kribi and at Campo. One of the objectives of Part I of the proposed study would be to sort out priorities between various forest regions and to compare possible evacuation routes.

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<sup>1/</sup> This inventory was the basis for preparing a comprehensive development plan for the Deng Deng forest (UNDP project, FAO Executing Agency).

M. NEYER

Head of the ECA/FAO Forest Industries  
Advisory group for Africa

Pellegrin - World Bank

Cameroon L 935/4429

Filed NOV 15, 1973

D R A F TPOSSIBILITIES OF DEVELOPMENT OF THE FOREST INDUSTRIES IN CAMEROONRECOMMENDATIONS

Based on the conclusions reached during the mission, which indicated the tremendous and valuable forest resources available in Cameroon, especially in the South-East, which can be conservatively estimated at an export product value of more than US \$ 10 billions (F CFA 2,200 milliards), and the great potential for the development of forest industries that exists over the next 30 years based on these resources, and the important contribution that these forest resources and future forest industries will be able to make towards the overall economy of Cameroon, the following main recommendations are presented for consideration by the Government and for early appropriate follow-up action :

1. Establish an inter-ministerial committee on forest industries development, including industry representatives, to advise the Government on forest industries matters.



2. Adopt the forest industries development plan which has been proposed for the next ten years, to increase total log production from the present 1.8 million m<sup>3</sup> (1974) to 4 million m<sup>3</sup> by 1980 (not more than 40% for log export) and 9 million m<sup>3</sup> by 1985 (not more than 20% for log export). The balance of logs would be utilized by local forest industries, mainly by newly established integrated woodworking complexes, that maximize the forest potential.
3. Carry out a soil and land-use survey for the whole South of Cameroon, which is covered by forests at present, especially the South-East, and establish a land-use policy.
4. Increase the official gazetted forest reserves as soon as possible to a total of about 9 million hectares (20% of total land surface).
5. Provide adequate funds and personnel for early demarcation and control of all the forest reserves, that have been established, to prevent encroachment by agriculture or others.
6. Carry out light intensity (0.3%) forest inventories during the next five year period (1976-1980) of ten to fifteen selected blocks of 250,000 to 300,000 hectares each of forests in the central and western part of the southern region, that are already partially accessible or will be accessible first.

These inventories would form the basis for the establishment of a corresponding number of large integrated wood-working complexes, similar to Deng-Deng.

7. Accord highest priority to the establishment and financing of the necessary infrastructure requirements, to make the South-East forest area accessible, consisting of :

- a new West-East logging highway (about 650 kilometers).

This project is already under study.

- adequate harbour facilities for the export shipment of forest products (1.8 million m<sup>3</sup> of export logs plus 3.3 million m<sup>3</sup> of plywood and sawnwood by 1985).

A detailed survey of the three potential harbours - KRIBI, CAMPO, or the improvement and expansion of DOUALA - are urgently required for this purpose and should be undertaken as soon as possible.

8. As the new West-East highway will automatically open up not only the South-East region, but also the whole South of Cameroon, for agriculture as well as for forest industries development, the setting up of a semi-autonomous regional development authority should be seriously considered (similar to ARSO in the Ivory Coast for the development of the South-West with San Pedro as its harbour).

Such an integrated development programme would also facilitate the justification and financing of the infrasture requirements (road, harbour, etc) which will require heavy capital expenditures.

9. Strengthen the forestry department, which is seriously understaffed and under-budgeted at present, to cope with the additional responsibilities created by the proposed forest industries development programme. The temporary assistance of two or three expert advisers may be desirable during the next three to five years in order to assist the department in coping with their workload (e.g. inventories, concessions, forest industries).
10. High priority should be given to the following aspects of the training and education of Cameroonian personnel for forest industries :
  - prepare a survey of the present and future manpower requirements for forest industries and of the corresponding training and educational facilities, at all levels, including management.
  - establish a special inter-ministerial committee on training and education for forest industries, including representatives from industry, to advise the Government in this important matter.

- in the meantime, and on an urgent basis, arrange for the post-graduate training abroad of at least three to six university graduates in each of the following four categories :

- mechanical forest industries (mechanical engineers),
- pulp and paper industries (chemical or mechanical engineers),
- marketing of forest products (forest economists).
- management of forest industries (business administration or economics graduates),

This can probably easily be arranged through bilateral aid (France, Belgium, Canada - all of which are French speaking countries).

11. Encourage and assist the establishment of Cameroonian entrepreneurs in forest industries, especially in logging (which is already being planned for Deng-Deng) and secondary forest industries, by providing a special fund of say US \$ 10 million, with the assistance of the World Bank or other financing sources for such investments. This fund should be administered through BCD and include the provision of one or two technical expert advisers in forest industries, who should be attached to BCD for a period of three to five years.

The experts would assist in the identification and evaluation of projects, the preparation of loan applications, the selection of equipment and layout, and provide any other technical advice to the Cameroonian entrepreneurs during the establishment period.

12. In view of the importance and the amount of work and special problems involved in the proposed forest industries development programme, consider the establishment of a separate semi-autonomous "Bureau for the Development of Forest Industries", which would be staffed jointly by forest department and industry department personnel and operate on its own budget. This would give it more flexibility and effectiveness and enable it to attract the most qualified and capable Cameroonian personnel.

One of the first major tasks of the Bureau would be the preparation of more detailed long-term forest industries development plan with the assistance of outside experts and consultants on the basis of the results of the forest inventories.

Another task would be the standardization of forest products (grades, the establishment of grading rules etc.) - again initially with the assistance of outside experts and consultants.

This Bureau could also be charged with the greater utilization and promotion of lesser-used species, which is now being attempted by the Centre de Promotion du Bois, and the CPB could eventually be taken over and be incorporated in the new Bureau.

13. Furthermore, it is felt that, in view of the great importance of forestry to the economy of Cameroon, the establishment of a separate Ministry of "Eaux et Forêts" should be seriously considered. A separate Ministry would be able to concentrate better on, and be more effective in its efforts to look after and service this important sector of the economy. This is rather difficult at present, where it is a junior department (as far as budget and personnel is concerned) in the large and very important Ministry of Agriculture.
14. In connection with the pulp and paper project CELLUCAM, which is now in its implementation phase, it would be very desirable in our opinion to appoint an independent internationally experienced and specialized consulting engineering organization to supervise the main contract with the equipment suppliers, in order to protect the interests of the Government of Cameroon which is the largest share holder (70%) but does not have sufficient technical expertise in this industry (with the exception perhaps of one individual). This type of arrangement is usually followed by Governments in other similar projects.

The consultants' task would be to supervise and approve, on behalf of the Government, the mill and equipment layouts and design, equipment and building specifications, the construction of the buildings and erection of equipment, and certify that equipment selections and prices and those of other sub-contracts are reasonable, and that the performance guarantees after mill start-up have been met.

The consultants would act as the technical advisers to the Government.



# Record Removal Notice



<b>File Title</b> Highway Project (02) - Cameroon - Loan 0935 - Credit 0429 - P000324 - Correspondence - Volume 2		<b>Barcode No.</b>  1381606		
<b>Document Date</b> November 13, 1973	<b>Document Type</b> Telex			
<b>Correspondents / Participants</b> To: Monsieur Antoine Maffei From: Robert Naah, Yaounde				
<b>Subject / Title</b> Suite votre lettre du 11 octobre 1973 relative deuxième projet routier BIRD-Cameroun				
<b>Exception(s)</b> Attorney-Client Privilege				
<b>Additional Comments</b>		The item(s) identified above has/have been removed in accordance with The World Bank Policy on Access to Information or other disclosure policies of the World Bank Group.		
		<table border="1"><tr><td><b>Withdrawn by</b> Shiri Alon</td><td><b>Date</b> October 27, 2017</td></tr></table>	<b>Withdrawn by</b> Shiri Alon	<b>Date</b> October 27, 2017
<b>Withdrawn by</b> Shiri Alon	<b>Date</b> October 27, 2017			



Mr. Isik Erim

Rainer B. Steckhan

Cameroon - Terms of Reference  
cc Cameroon - Cocoa  
✓ cc Cameroon - Item 935/429 Adm.  
November 1, 1973  
cc Cameroon - Cr. 320 Adm.

Terms of reference for your visits to CAMEROON and GABON

On or about November 1 you will go to Yaoundé and participate in the final stages of the Cocoa appraisal work. In addition you will review a number of operational matters with the Ministry of Plan. In particular:

- a) you will try to obtain the effectiveness documents for Roads II project,
- b) you will find out whether the Government is ready to take action on the Ngaoundere-Garoua road and cable back your findings;
- c) discuss with the responsible plan staff possibilities of improving implementation of the education projects.

On or about November 17 you will continue to Libreville and participate in the final stages of the education appraisal work.

You will return to Washington on December 2 or earlier depending on the conclusion of the appraisal work.

IErim:cm

cleared with and cc: Messrs. Hubert  
Melegari  
van Gigch

Cameroon - loan 663/Cr. 180 Adm.  
Cameroon - loan 935/Cr. 429 Adm.

## OFFICE MEMORANDUM

TO: Mr. F. Soges, Section Chief, WAPTR

DATE: October 30, 1973

FROM: M. Melegari, Engineer, WAPTR

SUBJECT: CAMEROON - Loan 663/Credit 180-CM: First Highway Project  
Loan 935/Credit 429-CM: Second Highway Project  
Supervision Mission  
Back to Office Report

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1. In accordance with Terms of Reference dated September 26, 1973 and Mr. Soges's cable of October 12, 1973, I visited Cameroon from October 1 - 11 and 14 - 18, to supervise the above projects. Mr. Doyen (PMWA) joined the mission from October 2 - 17, 1973, and will be reporting separately on project pre-investment studies.

Loan 663/Credit 180-CM - First Highway Project

2. Construction of the Tiko-Victoria road (22 km) was completed in April 1973, and the one-year warranty period is therefore still in effect. The quality of work appears to be satisfactory.

3. Construction work on the Ngaouderé-Garoua road (250 km) has been practically at a standstill since last June, i.e. during the rainy season, when failures started to occur on the surface and base courses. At that time, work, except drainage, was completed on four sections, totalling 120 km. At present there are many large areas, over about 60 km, which are broken and distorted.

4. The mission discovered on its arrival in Yaounde that neither the Highway Department (Direction des Routes), consultants nor the contractor, had done much to find out the causes of the abovementioned failures and the measures to be taken to correct them. The mission drew the Government's attention to the urgency of finding the proper technical solutions to repair the damaged sections and to resume work on the others. The mission then agreed with the Government that it would make a return visit to Cameroon a few days later to discuss remedial action to be taken.

5. Even on the return visit, however, the Government's position on this serious matter was not yet defined. The Minister of Public Works (Ministre de l'Equipement) reported that, as soon as the Government was through analysing reports just received from consultants and the contractor, it would submit its recommendations to the Bank.

6. Since the causes of failure and the proper technical solutions have not so far been determined, it is impossible for the time being to estimate the full impact that these occurrences will have on the project. Furthermore, the Government was unable to provide the updated financial situation of the project requested since January 1973. The mission can therefore only estimate that the minimum cost of repairing the present

damaged sections would be about US\$1 million. However, if the design of the road needs to be modified, the additional cost to complete the road satisfactorily might be as high as several million US dollars.

7. Apart from possible faults and responsibilities which may be attributed to contractors and consultants, the Highway Department has not shown itself capable of managing the project satisfactorily. The Department has too many projects to manage, in addition to which there has been an evident lack of liaison and coordination with other Government agencies. To help solve these problems, the mission recommends that some technical assistance be provided to the Ministries of Public Works and of Planning as soon as possible. This can most feasibly be done under the Second Highway Project now underway (see para. 9).

Loan 935/Credit 429-CM: Second Highway Project

8. The closing date for prequalification of contractors for road construction works was set at October 1, 1973. Twenty-five firms sought prequalification, but the Government was unable to make the list available to the mission before its departure. The Minister of Public Works promised to send it shortly.

9. Because of its findings concerning the First Highway Project, the mission decided to postpone its discussions with the Government on technical assistance to the Ministry of Transport. In fact, the mission feels that the First Highway Project was so poorly handled by the Ministries concerned that consideration should now be given to providing part of the technical assistance to the Ministry of Public Works.

10. Mr. Doyen discussed with the Government measures required to initiate the pre-investment studies. Good progress was being made on the highway maintenance study.

Action to be Taken

11. A letter should be sent to the Government emphasizing the urgency of finding a technical solution to the problems of the First Highway Project, and of assessing its cost. Also, in light of the experience under the first project, the letter should also draw the Government's attention to the need for reviewing the design of the Garoua-Mora road to be constructed under the second project.

cc: Messrs. Thalwitz, Director, WAP  
Pouliquen, Assistant to Director, WAP  
King, Assistant to Director, WAP  
Steckhan, Chief, WA2DB  
Brandreth, Chief, WAPTR  
Davis, WAPDR  
Forcum, WAPTR

MMelegari:mcđ

Cameroon - loan 935/G.429 Adm.

Form No. 27  
(3-70)

INTERNATIONAL DEVELOPMENT  
ASSOCIATION

INTERNATIONAL BANK FOR  
RECONSTRUCTION AND DEVELOPMENT

INTERNATIONAL FINANCE  
CORPORATION

**OUTGOING WIRE**

TO: MONSIEUR ROBERT NAAH

DATE: 30 OCTOBRE 1973

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YAOUNDE

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COUNTRY: CAMEROON

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REFERENCE VOTELEX DU 19 OCTOBRE STOP ENVOYONS CE JOUR 10 COPIES ACCORDS  
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CONSIDERATION

STECKHAN  
INTBAFRAD

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AUTHORIZED BY:

CLEARANCES AND COPY DISTRIBUTION:

NAME **Rainer B. Steckhan**

DEPT. **Western Africa Regional Office**

SIGNATURE Rainer B. Steckhan  
(SIGNATURE OF INDIVIDUAL AUTHORIZED TO APPROVE)

REFERENCE: **IErim:cs** RS

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(SIGNATURE OF THE SENDER AUTHORIZED TO SENDER)

DATE

October 30 10 45 PM 1973

NAME

Robert B. Spector

APPROVED BY

REMARKS AND COPY DISTRIBUTION

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REPLY

TO: MINISTER ROBERT MANN

SERVICE  
CLASS OF RL

DATE: 30 OCTOBER 1973

OUTGOING WIRE

ASSOCIATION

INTERNATIONAL DEVELOPMENT

RECONSTRUCTION AND DEVELOPMENT

INTERNATIONAL BANK FOR

CORPORATION

INTERNATIONAL FINANCE

(3-10)

Form No. 83

*Handwritten signature and date: 10/30/73*

Cameroon - loan 935/1.4.29/10/11

INCOMING CABLE

DATE AND TIME OF CABLE: OCTOBER 19, 1973  
LOG NO.: 34/19/TREK  
TO: INTBAFRAD  
FROM: YAOUNDE

ROUTING	
ACTION COPY:	MR. STECKHAN MR. DE LA REAUDIERE
INFORMATION COPY:	MR. THALWITZ MR. BRANDRETH
DECODED BY:	

TEXT: ATTENTION MONSIEUR STECKHAN  
HONNEUR VOUS FAIRE CONNAITRE QUE AI RECU TELEX AMBACAM WASHINGTON M INFORMANT  
SIGNATURE ACCORD PROJET ROUTIER II AVEC BERD. PRIERE ME FAIRE PARVENIR DIX  
EXEMPLAIRES DUDIT ACCORD. HAUTE CONSIDERATION.  
ROBERT NAH  
POUR LE MINISTRE DU PLAN ET DE L'AMENAGEMENT DU TERRITOIRE LE SECRETAIRE GENERAL

ee

SECTION COMMUNICATIONS  
13 OCT 18 11 11:15

TYPED

1973 OCT 19 AM 11:42

COMMUNICATIONS SECTION

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SEARCHED BY:	
INDEXED BY:	
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FILED BY:	
OCT 19 1973	

INFORMAL COPY

Le 15 octobre 1973

Monsieur Robert Naah  
Secrétaire Général  
Ministère du Plan et de  
l'Aménagement du Territoire  
Yaoundé  
Cameroun

Objet: Entrée en vigueur du Crédit 429-CM  
et du Prêt 935-CM  
(Second Projet Routier)

Monsieur le Secrétaire Général,

Comme vous le savez, les accords de crédit No.429 CM et de prêt No.935-CM (Second Projet Routier), signés le 26 septembre 1973, doivent entrer en vigueur au plus tard le 27 décembre 1973. Cette opération est la plus importante entreprise à ce jour au Cameroun par le Groupe de la Banque Mondiale et nous sommes extrêmement désireux de pouvoir conclure toutes les formalités restantes selon le calendrier prévu.

La mise en vigueur du prêt/crédit constitue la prochaine étape. Nous vous avons soumis un aide-mémoire (daté du 31 mai 1973) qui indique les mesures à prendre pour cette formalité ainsi que deux lettres (datées des 27 septembre et 11 octobre 1973, copies ci-jointes) énumérant les documents requis.

J'aimerais ajouter à cet aide-mémoire et à ces lettres une liste sommaire de tous les documents requis pour l'entrée en vigueur qui, je l'espère, vous sera utile comme liste de contrôle. Je me permets enfin d'insister sur l'importance de procéder d'ores et déjà à la préparation de ces documents pour éviter tout retard éventuel.

Nous sommes à votre disposition pour toute assistance que vous jugerez nécessaire.

Je vous prie de croire, Monsieur le Secrétaire Général, à l'expression de ma haute considération.

ERim: md

Cleared with and cc: Mrq Maffei  
Mr. Soges

Annex: 3

Isik Erim  
Chargé des Prêts  
Division des Programmes  
Région Afrique de l'Ouest



Cameron - loan 935/G. 429 Adju  
Th. Kaden  
H. Melegari  
bath

Republique Unie du Cameroun  
Paix - Travail - Patrie

N° 4444 /MINPAT /PROG/  
F2

Ministère du Plan  
et de l'Aménagement  
du Territoire RT

Yaoundé, le 12 OCT. 1973

Le Ministre

REFERENCE : V/Télex n° 355 du 28/9/73.

O B J E T : Accords de Crédit et de Prêt Ile Projet Routier.

OCT 26 1973  
WESTERN AFRICA REGION  
TRANSPORTATION DIVISION  
HANDLED BY:  
DATE ANSWERED:

Copy to: loan officer (Mr Palein)  
Division files

Original to C. files.

Monsieur le Directeur,

J'ai l'honneur d'accuser réception de votre télex visé en référence concernant la signature des Accords de Crédit et de Prêt pour le financement du Second Projet Routier au Cameroun.

Je vous remercie grandement de la diligence que vous avez réservée à l'aboutissement de ces Accords et vous signale que les dispositions nécessaires sont en train d'être prises à mon niveau pour permettre le démarrage des travaux dans les prochains jours.

Veillez agréer, Monsieur le Directeur l'assurance de ma considération distinguée. / M. S.

à Monsieur le Directeur du Département de  
L'AFRIQUE de l'OUEST  
1818 H.N.W. WASHINGTON D.C. 20 433

U S A



*[Handwritten signature]*

D' MAIKANO ABDOLAYE

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1973 OCT 23 PM 4:58

COMMUNICATIONS SECTION

D. MAIKANO VZDOPILVAE



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1818 H.I.A. WASHINGTON D.C. SO 432

TELEPHONE 98 T.ODERL

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Cameroun - San 935/6.429 Adm.

Form No. 27  
(3-70)

INTERNATIONAL DEVELOPMENT  
ASSOCIATION

INTERNATIONAL BANK FOR  
RECONSTRUCTION AND DEVELOPMENT

INTERNATIONAL FINANCE  
CORPORATION

**OUTGOING WIRE**

TO: EXCELLENCE  
DR. MAIKANO ABDOULAYE  
MINPAT  
YAOUNDE

DATE: LE 12 OCTOBRE 1973

CLASS OF SERVICE: *Telex* *MT*

COUNTRY: CAMEROUN

TEXT:  
Cable No.:

REFERENCE SECOND PROJET ROUTIER SOMMES GRAVEMENT ~~PREOCCUPES~~ PREOCCUPES  
PAR DEGRADATION DE PLUSIEURS KILOMETRES ROUTE NGAOUNDERE-GAROUA POUVANT  
COMPROMETTRE TENUE DE ROUTE ET RETARDER SERIEUSEMENT TRAVAUX STOP  
AVONS DEMANDE M. MELEGARI SE RENDRE CAMEROUN 14 OCTOBRE POUR DISCUTER  
AVEC VOS SERVICES MESURES NECESSAIRES POUR REMEDIER A SITUATION STOP  
TRES RECONNAISSANT LUI ASSURER COOPERATION HABITUELLE STOP TRES HAUTE  
CONSIDERATION

ERIM  
INTBAFRAD

**NOT TO BE TRANSMITTED**

AUTHORIZED BY:

NAME Michel Palein

DEPT. Western Africa II-B

SIGNATURE *Michel Palein*  
(SIGNATURE OF INDIVIDUAL AUTHORIZED TO APPROVE)

REFERENCE: IERim:cm

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cleared in substance and cc: Mr. Soges  
cc: Mr. Kaden

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Checked for Dispatch: *170*

INTERNATIONAL PAYMENT  
ASSOCIATION

INTERNATIONAL BANK FOR  
RECONSTRUCTION AND DEVELOPMENT

INTERNATIONAL FINANCE  
CORPORATION

OUTGOING WIRE

TO: EXCELLENCE  
DR. MAIKANO ANDOUAYE  
MINPAT  
YAOUMBE

COUNTRY: CAMEROON

TEXT:  
Cable No.:

DATE: 12 OCTOBER 1973  
CLASS OF SERVICE: *flex*  
*W*

CONSIDERATION  
TRES RECOMMANDESSANT LUI ASSURER COOPERATION HABITUELLE STOP TRES HAUTE  
AVEC VOS SERVICES MESURES NECESSAIRES POUR RENDRE A SITUATION STOP  
AVONS DEMANDE M. MELBARDI SE RENDRE CAMEROON 14 OCTOBRE POUR DISCUTER  
GOMPRENETRE TENUE DE ROUTE ET RETARDER SERRIEMENT TRAVAUX STOP  
PAR DEGRADATION DE PLUSIEURS KILOMETRES ROUTE NGAOUNDERE-GAROUA POUVANT  
INTERFERENCE SECOND PROJET ROUTIER SOMMES GRAMMENT INTERESSEES PAR GROUPES

MIMI  
INTIPRAD

NOT TO BE TRANSMITTED

AUTHORIZED BY:

NAME

Michael Folein

DEPT.

Western Africa II-B

SIGNATURE

*Michael Folein*

(SIGNATURE OF INDIVIDUAL AUTHORIZED TO APPROVE)

REFERENCE:

IBR-114:cm

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Kaden

cleared in advance and cc: Mr. Boggs  
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<b>File Title</b> Highway Project (02) - Cameroon - Loan 0935 - Credit 0429 - P000324 - Correspondence - Volume 2		<b>Barcode No.</b>  1381606		
<b>Document Date</b> October 11, 1973	<b>Document Type</b> Letter			
<b>Correspondents / Participants</b> To: Dr. Maikano Abdoulaye, Ministre du Plan et de l'Aménagement du Territoire, Yaounde, Cameroun From: Antoine E. Maffei, Conseiller Juridique				
<b>Subject / Title</b> Pret No. 935-CM, Crédit No. 429-CM (Deuxième projet routier) Mesure a prendre en vue de l'entrée en vigueur				
<b>Exception(s)</b> Attorney-Client Privilege				
<b>Additional Comments</b>		<p>The item(s) identified above has/have been removed in accordance with The World Bank Policy on Access to Information or other disclosure policies of the World Bank Group.</p> <table border="1"><tr><td><b>Withdrawn by</b> Shiri Alon</td><td><b>Date</b> October 27, 2017</td></tr></table>	<b>Withdrawn by</b> Shiri Alon	<b>Date</b> October 27, 2017
<b>Withdrawn by</b> Shiri Alon	<b>Date</b> October 27, 2017			

Cameroon - loan 935/4,429 A. Sogés

# FRENCH ENGINEERING BUREAU

1825 Jefferson Place, N.W. Washington, D.C. 20036 • telephone: (202) 659-8630

in your reply refer to:

No. 3290 ING

October 3, 1973

Mr. Francis C. Sogés  
Chief, Highways Section  
Projects Department, West Africa  
International Bank for  
Reconstruction and Development  
1818 H Street, N.W. (Room B-311)  
Washington, D.C. 20433

Re: CAMEROUN  
Douala Kekem and Garoua Mora Studies

Dear Mr. Sogés:

*NOT ATT.*

We are forwarding you herewith, on behalf of INGEROUTE, the following documents prepared for the above studies:

Dossier d'Appel d'Offres des routes Douala Kekem et Garoua Mora:

1) DOUALA KEKEM

Plans: Tronçon 1 et 1 bis	(2)
Tronçon 2	(2)
Tronçon 3	(2)
Tronçon 4	(2)
Tronçon 5 et 5 bis	(2)
Rapport géotechnique	(2)
Rapport géotechnique annexes	(2)
Etude hydrologique	(2)
Cubatures I	(1)
Cubatures II	(1)

2) GAROUA MORA

Plans: Tronçon A	(2)
Tronçon B	(2)
Tronçon C	(2)
Rapport géotechnique	(2)
Rapport géotechnique annexes	(2)
Etude hydrologique	(2)
Cubatures I	(1)
Cubatures II	(1)
Cubatures III	(1)

3) Pièces communes

Pièces écrites	(2)
Données confidentielles	(2)

Date: **OCT 17 1973**

**OCT 12 1973**

WESTERN AFRICA REGION

TRANSPORTATION DIVISION

HANDLED BY:

DATE ANSWERED:

Very truly yours,

D.C. LEFEBVRE  
INGEROUTE

- Sogés
- Bonhomme
- Gyamfi
- Jovanovic
- Kaden
- Melegari
- Weckerle

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London 4	(S)
London 3	(S)
London 2	(S)
London 1 et 1 p.2	(S)

Document III	(1)
Document II	(1)
Document I	(1)
Source description	(S)
Source description annex	(S)
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London C	(S)
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London A	(S)

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