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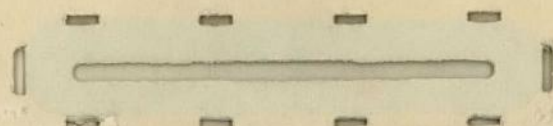
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Washington DC 20433
Telephone: 202-473-1000
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PUBLIC DISCLOSURE AUTHORIZED

RETURN TO WESTERN AFRICA

CAMEROON - Loan 935/Cr.429 CM

Vol. VIII.



RETURN TO
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Highway Project (02) - Cameroon - Credit 0429 - Loan 0935 - P000324 -
Correspondence - Volume 8

CLOSE - OUT SHEET (March '78 - Jan. '79)

This file is closed as of Jan. 31, 1979.

For further correspondence, please see Vol. IX.

RECORDS MANAGEMENT SECTION

Class of Service:

TELEX

Date:

JANUARY 16, 1979

Telex No.:

8307

Originators Ext.:

61132

12

8307

10

0 START
HERE

1 TO

INTBAFRAD

CITY/COUNTRY

YAOUNDE, CAMEROON

MESSAGE
NO.:

29

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END
OF
TEXT

FOR MORIARTY RABEHARISOA REURTEL JANUARY 11 LOAN 935 CM HARRIS
CONTRACT PRIMO DECOMPTE 3 BIS DOLLARS 50.135,28 COVERING MARCH
1976 PAID JULY 30, 1976. SECUNDO DECOMPTE 15 BIS DOLLARS
68.116,46 NOT APPROVED BEING IN EXCESS OF CONTRACT. MINEP
INFORMED ACCORDINGLY JUNE 8 AND OCTOBER 12, 1978. REGARDS PETRETTI

NOT TO BE TRANSMITTED

SUBJECT:

File: 935 CM -

General

DRAFTED

CEly/jd

CLEARANCES AND COPY DISTRIBUTION:

cc: Messrs. Ostenc, Petretti,
Ms. Ely

AUTHORIZED BY (Name and Signature)

PETER J. PRUDENCE

DEPARTMENT:

CONTROLLERS

SECTION BELOW FOR USE OF CABLE SECTION

CHECKED FOR DISPATCH

JANUARY 16, 1979

TELEX

61123

8307

INVESTIGATION

YAGUENE, CAMEROON

FOR MORIARTY REINVESTIGATION REPORT JANUARY 16, 1979 ON PAGE 12
CONTACT PRIMO RECEIVED 3 EIS-001111 20, 1979, IN CONTACT WITH
1979 PAGE 10, 1979, SECOND RECEIVED 17 EIS-001111
20, 1979, NOT APPROVED BEING IN EXCESS OF CONTACT. N
INFORMED ACCORDINGLY JUNE 5 AND OCTOBER 12, 1979, RE-APPROVED

COMMUNICATIONS
UNIT

File: 932 CM - 1079 JAN 16 PM 11:31

PETER J. ROSENBERG
CONTROLLER

cc: Casser, General, Patrick
Mr. 11/1

Cameroun L 93510429

LAVALIN
INTERNATIONAL
INC.



experts-conseils consultants consultores

1130 ouest, rue sherbrooke
montréal, canada H3A 2R5
tél.: (514) 288-1740 télex: 055-61250
cables: LAVALIN

Montréal, le 11 Janvier 1979

International Bank for
Reconstruction and Development
1818 H. Street, N.W.
WASHINGTON, D.C. 20433
U.S.A.

A l'attention de Monsieur Philippe Ostenc

Monsieur,

MR (Garoua Mora)

Veillez trouver ci-joint le rapport mensuel No. 32 de novembre 1978
sur l'état d'avancement des travaux relatifs au chantier de la
route GAROUA-MAROUA-MORA au Cameroun.

Nous vous en souhaitons bonne réception, et vous prions d'agréer,
Monsieur, l'expression de nos meilleurs sentiments.


LAVALIN INTERNATIONAL INC.
Raymond Auger
Vice-président

P.J. 1

RA/mcw

RECEIVED

1979 JAN 24 PM 3:16

INCOMING MAIL UNIT

Class of Service: **TELEX**Date: **DECEMBER 20, 1973**

Telex No.:

Originators Ext: **75320**

12

10

0 START
HERE*Cameroon**L-935/6429*

1 TO

FERNANDO, FOODAGRI

CITY/COUNTRY

ROME, ITALYMESSAGE
NO.:**212**

4

ONE. COLOMBIA. FURTHER OURCAD 207 ITEM 8 GOVERNMENT REQUESTS
NO CP MISSIONS UNTIL FURTHER NOTICE.

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TWO. WOULD APPRECIATE FIVE COPIES OF FOLLOWING REPORTS IN
FRENCH. AAA RURAL WATER SUPPLY, REPORT NO. M-K9700, BBB SEVEN
COUNTRY REPORTS FOR SAHELIAN COUNTRIES NUMBERS W-K6368 TO 73,
AND W-K9630. BELIEVE AVAILABLE FROM REYNTJENS.

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THREE. CAMEROON FORESTRY SECTOR REVIEW AND GHANA FORESTRY

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PREPARATION MISSION REURCAD 297. ISSUE HAS BEEN DISCUSSED WITH
DIVISION CHIEFS BERG AND PEBERDY WHO PROPOSE FOLLOWING: ONE.

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ZURBRUGG LEADS CAMEROON MISSION COMMENCING FEBRUARY 5 AS

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ORIGINALLY SUGGESTED WITH FISHWICK PARTICIPATING IN FIELD; AND

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TWO GHANA PROJECT NOT SCHEDULED FOR APPRAISAL UNTIL AUGUST

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1980 TO FIT IN WITH PRESENT LENDING PROGRAM. IT IS POSSIBLE

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THERE COULD BE CASE FOR BRINGING FORWARD APPRAISAL SIX MONTHS

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BUT NOT MORE. THEREFORE TO AVOID NEED TO UPDATE PROJECT COSTS

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AT TIME OF APPRAISAL, PREPARATION REPORT NEED NOT BE FORWARDED

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TO US BY GOVERNMENT BEFORE EARLY 1980. THEREFORE YOU SHOULD

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END
OF
TEXT

DELAY YOUR PREPARATION MISSION DEPENDING ON YOUR ESTIMATE OF

22

/c

NOT TO BE TRANSMITTED

SUBJECT:

DRAFTED BY:

CLEARANCES AND COPY DISTRIBUTION:

AUTHORIZED BY (Name and Signature):

1-cc: Mr. Wallis

Mr. Marius Veraart

2-cc: Mr. Meimaris

DEPARTMENT:

3-cc: Messrs. Fishwick, Berg, Peberdy,
Clift, Spears**Ag. & Rural Dev. Dept.**SECTION BELOW FOR USE OF CABLE SECTION
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Class of Service: **TELEX**

Date: **DECEMBER 20, 1978**

Telex No.:

Originators Ext: **75320**

12

PAGE TWO

10

0 START
HERE

1 TO

TIME REQUIRED TO PREPARE GHANA PROJECT.

CITY/COUNTRY

REGARDS VERAART.

MESSAGE
NO.:

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21 END
OF
TEXT

NOT TO BE TRANSMITTED

SUBJECT:

DRAFTED BY:

CLEARANCES AND COPY DISTRIBUTION:

AUTHORIZED BY (Name and Signature):

Mr. Marius Veraart

DEPARTMENT:

Ag. & Rural Dev. Dept.

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Cameron L 935/4429

LAVALIN
INTERNATIONAL
INC.



experts-conseils consultants consultores

1130 ouest, rue sherbrooke
montréal, canada H3A 2R5
tél.: (514) 288-1740 télex: 055-61250
cables: LAVALIN

1e 19 décembre 1978
C. 2153

Banque Mondiale (IBRD)
1818 H. Street N.W.
Washington, D.C.
20433

A l'attention de Monsieur Philippe Ostenc

Monsieur,

— MR (Gavoua Nana)

Veuillez trouver ci-joints les rapports mensuels N^{OS} 29, 30 et 31
relativement à l'état d'avancement des travaux pour les périodes
de février à juillet 1978 et d'octobre 1978, au Cameroun.

Ces rapports nous ont été expédiés du Cameroun, par Monsieur
Pierre Hénault.

Espérant que le tout sera à votre entière satisfaction, veuillez
agréer, Monsieur, l'expression de nos sentiments les meilleurs.

LAVALIN INTERNATIONAL INC.

Raymond Auger, ing.
Vice-président

RA/dm

p.j.: rapports mensuels 29, 30, 31

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JAN 28 1979

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1979 JAN 28 PM 1:57
INCOMING MAIL UNIT

CENTRE TECHNIQUE FORESTIER TROPICAL

SOCIÉTÉ D'ÉTAT CRÉÉE EN APPLICATION DE LA LOI DU 30 AVRIL 1946 AU CAPITAL DE 500.000 F

45^{BIS}, AVENUE DE LA BELLE GABRIELLE
94130 NOGENT-SUR-MARNE (VAL-DE-MARNE) FRANCE
TÉLÉPHONE : 873 32-95 (3 LIGNES GROUPEES)
ADRESSE TÉLÉGR. CETEFO-NOGENT-SUR-MARNE

R.C. PARIS B 562110452
C.C.P. PARIS 9067-64 U
TELEX C.T.F.T.C/O : UPIEX 220429F

RÉFÉRENCE A RAPPELER

NOGENT-SUR-MARNE, le 18 Décembre 1978

Monsieur Mal Dick
Banque Mondiale
1818 H. Street N.W
WASHINGTON SC 20433 USA

Division Ports, Chemin de fer et Aviation
Bureau régional de l'Afrique de l'Ouest

/EXP JM

10640

Cher Monsieur,

Conformément à la demande du Cameroun, nous vous adressons par colis séparés 3 exemplaires supplémentaires de notre rapport sur le Secteur forestier.

Deux exemplaires ont été remis à M. FISHWICK à l'occasion de son passage, cela fera donc un total de 5 exemplaires adressés à la Banque.

Veuillez croire, Cher Monsieur, à l'expression de nos sentiments les meilleurs.


C. LEPI TRE
Division des Exploitations

DEC 28 1978

Cameroun 935/1429

Doc 123292 (D₁+2)

440098 WORLDBANK

INCOMING TELEX

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Cameroon Wood Processing Industries ^{mc}

ICECAM 8231KN (tlx.no.)

Distribution

MIndustrial Projects ✓

Mr. Eigen

1578 NOV 25 AM 8:53
COMMUNICATIONS DIVISION

MR. TARNAWIECKI - BANQUE MONDIALE
WASHINGTON

Cameroon-Wood Industries

cc: Mr. Hayer

YAOUNDE, LE 24/11/78

POUR LA PRODUCTION DES MEUBLES SONT TRES INTERESSANTS LA PLUS
GRAND PART DES BOIS ROUGES ET POUR LE PRODUCTION DES SIEGES
NOUS AVONS TROUVE' TRES INTERESSANTS LE MOABI ET LE MUVINGUI.
A LA FIN DU MOIS JE VOUS ENVERRAI LES NOUVELLES DU CAMERUN DE
FLORENCE.

SALUTIONS MASSEI.

©

440098 WORLDBANK

ICECAM 8231KN.....

~~- Cameroon hm 935/C429~~
cc Cameroon hm 1515
cc Cameroon Highway (4)
cc Cameroon Douala Yaounde Road

Le 16 novembre 1978

Son Excellence
Le Ministre de l'Economie et du Plan
Yaoundé
République Unie du Cameroun

Objet: Deuxième et Troisième Projets Routiers
Quatrième Projet Routier envisagé
Etude de l'Axe Lourd Douala-Yaoundé

Monsieur le Ministre,

Nous voudrions vous remercier de l'excellent accueil que la mission routière, qui a séjourné au Cameroun du 16 au 25 octobre 1978, a trouvé aussi bien auprès de vos services que de ceux du Ministère de l'Équipement et de l'Habitat. Nous voudrions résumer ci-dessous les conclusions de la Banque sur la réalisation des Deuxième et Troisième Projets Routiers, la mise au point du Quatrième Projet Routier envisagé et la préparation du projet d'axe lourd Douala-Yaoundé. Une annexe à cette lettre donne des compléments techniques sur certains points.

Deuxième Projet Routier

Nous sommes heureux du bon achèvement des travaux de construction de la route Douala-Pont du Nkam, en juillet 1978. Les aménagements routiers prévus au projet sont ainsi complètement terminés.

Le bureau d'études Harris a remis en mai 1978 son rapport final sur l'entretien routier. Il semble que ce programme excède de façon considérable les ressources techniques et humaines de la Direction des Routes et du Parc National, et les ressources financières du budget d'entretien routier. D'autre part le très ambitieux programme d'entretien proposé ne nous paraît pas entièrement justifié sur le plan économique (voir Annexe).

Catt to hm 935/C429

Nous ne verrions que des avantages à ce que, si vous le jugez utile, l'assistance technique du bureau d'études BCEOM auprès de la Direction des Routes soit prolongée au delà des deux ans prévus. Cela permettrait d'une part d'assurer la continuité avec l'assistance technique incluse à partir de juillet 1979 dans le Quatrième Projet Routier envisagé, d'autre part de renforcer les moyens de la Direction des Routes, notamment pour le suivi de l'étude de l'axe lourd Douala-Yaoundé (voir Annexe).

Nous estimons également souhaitable que la préparation du Quatrième Projet Routier envisagé soit complétée par la mise au point d'un programme détaillé de formation du personnel de l'entretien routier, afin de permettre un démarrage plus rapide de la réalisation du projet. A cette fin, un expert en formation pourrait être engagé par le Gouvernement pour trois mois, d'avril à juin 1979, et les frais correspondants couverts à 100% par le Prêt de la Banque au titre de la Catégorie III (sous réserve que ces frais ne comprennent pas de taxes). Nous voudrions discuter dans le détail avec vous de cette possibilité et de ses modalités de réalisation lors des négociations du Quatrième Projet Routier envisagé.

Troisième Projet Routier

Le Gouvernement a décidé un certain nombre de modifications au projet initial de construction de la route Garoua-Figuil. Nous approuvons la modification de tracé destinée à emprunter sur 8,5 km environ la route Tchontchi-Guider, ainsi que la reconstruction du pont à deux voies sur le Mayo Louti, le pont existant présentant des signes de faiblesse. Nous prenons acte de la suppression du projet de la traversée de Garoua, à laquelle sera substituée, sur financement entièrement camerounais, la construction d'une partie du boulevard périphérique de Garoua prévu au plan d'urbanisme. Enfin, nous pensons que la construction d'un pont à deux voies de 100 m de long sur le Mayo Oulo n'est pas justifiée, le pont à une voie existant étant en excellent état et d'autres ponts à une voie ayant été conservés au Nord et au Sud sur les routes Figuil-Maroua et Ngaoundéré-Garoua.

Par suite de la récente dépréciation du dollar des Etats-Unis par rapport au deutsche-mark et au franc CFA, monnaies dans lesquelles est réglé l'entrepreneur, un dépassement d'environ 600 millions de francs CFA (2,7 millions de dollars EU) est enregistré sur le coût en devises du projet. Ce dépassement devra être pris en charge par le Gouvernement du Cameroun.

Quatrième Projet Routier envisagé

La mission a évoqué avec vos services les difficultés qui doivent être résolues avant que le projet puisse être négocié, et notre représentant résident poursuit actuellement la discussion avec le Gouvernement.

Projet d'Axe Lourd Douala-Yaoundé

Il y a accord total entre le Gouvernement du Cameroun et la Banque sur les caractéristiques à donner au projet telles que définies dans notre lettre du 11 août 1978. Nous prenons aussi note de la décision du Gouvernement de retenir la variante de tracé contournant Edéa par le Sud. Le bureau d'études Gauff s'est engagé à remettre l'avant projet sommaire et l'étude économique fin février 1979, et la minute du dossier d'appel d'offres fin août 1979. Nous voudrions insister sur le respect absolu de ces dates pour permettre la recherche du co-financement et l'évaluation du projet assez tôt afin de permettre le démarrage effectif des travaux en octobre 1980, début de la saison sèche.

Nous apprécierions que vous nous transmettiez pour avis, dès qu'ils auront été établis, des documents modificatifs au marché passé avec le bureau d'études, et le coût prévisible de l'étude en sus du montant déjà inscrit au budget pour la financer.

Pour son information, nous transmettons une copie de cette lettre à Son Excellence le Ministre d'Etat chargé de l'Equipement et de l'Habitat.

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

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

Cleared with and cc: Mrs. Finne, Messrs. Cadario, Dia, Rothenbühler

cc: Mr. Rabeharisoa, Mrs. Calvo, Ms. Prefontaine

POstenc:mcd

ANNEXE

relative au Deuxième Projet Routier
(Prêt 935/Credit 429-CM)

I. Etude de l'Entretien Routier

Comme prévu, le bureau d'études Harris a remis en mai 1978 son Rapport Final, maintenant appelé "Le Sauvetage d'un Patrimoine National - le Réseau Routier." Dans l'ensemble, ce Rapport Final constitue une nette amélioration par rapport à celui de Première Phase, et le bureau d'études a tenu compte en général des observations faites par l'Administration et la Banque.

La principale lacune du rapport réside toujours dans l'absence de données de base. Sur l'insistance de la Banque, un inventaire sommaire du personnel a été établi, mais aucun renseignement n'est fourni sur le volume des opérations actuelles d'entretien, les coûts unitaires, la répartition des dépenses, ou l'organisation pratique des travaux. Ainsi le programme proposé est-il quelque peu théorique. Rappelons que c'était le rôle du bureau d'études de recueillir toutes les données qui lui étaient nécessaires. Nous sommes d'ailleurs d'autant plus surpris de cette carence que certains des renseignements qui manquent à l'étude Harris figurent dans le Rapport d'Activité pour l'année 1976-1977 que vient d'établir la Sous Direction de l'Entretien Routier.

Nous faisons ci-dessous des observations plus détaillées sur le rapport Harris.

Composition des équipes et brigades

Le coût du camion de 3,5 tonnes pour les équipes de cantonnement n'est pas réaliste (1.400.000 FCFA toutes taxes comprises). D'ailleurs, une camionnette type "pick-up" serait probablement plus adaptée.

Les équipes d'assainissement proposées ne disposent d'aucun moyen de terrassement, et sont uniquement destinées à poser des buses et couler des dalots. Très souvent, il est nécessaire également de remblayer les points bas du profil en long d'une route, soit pour franchir un ouvrage d'assainissement, soit pour éviter la submersion de la route. Le rapport n'indique pas comment cela est réalisé. Le coût des équipes est d'autre part très surévalué (il n'est pas possible de poser 2 buses par jour comme indiqué).

Les brigades de reprofilage et d'entretien comprennent toutes un bulldozer dont la présence ne nous paraît pas justifiée, sauf dans des circonstances très particulières qu'il ne faudrait pas généraliser. Aucune fréquence de reprofilage n'est donnée pour ces brigades, auxquelles seul un réseau est affecté (250 km pour les routes nationales et provinciales, 400 km pour les routes départementales). Nous pensons que la fréquence de reprofilage devrait être liée au trafic, qui pourrait être divisé en classes, et qu'un reprofilage rapide sans compactage serait sans doute plus rentable sur une partie du réseau.

ANNEXE

relative au Deuxième Projet Routier
(Prêt 932/Credit 420-CM)

I. Etude de l'Entretien Routier

Comme prévu, le bureau d'études Harris a remis en mai 1978 son Rapport Final, maintenant appelé "Le Sauvetage d'un Patrimoine National - le Réseau Routier". Dans l'ensemble, ce Rapport Final constitue une nette amélioration par rapport à celui de Première Phase, et le bureau d'études a tenu compte en général des observations faites par l'Administration et l'Administration.

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Organisation de l'entretien routier

Le programme proposé est en grande partie orienté vers l'amélioration des routes en terre, parfois qualifiée d'entretien améliorant. Cependant, cette amélioration est exécutée par trois unités distinctes: une équipe d'assainissement pour la pose de buses ou ponceaux, une brigade de reprofilage et entretien courant pour les terrassements généraux (mais du fait que son seul engin de terrassement est un bulldozer, elle ne peut travailler qu'en déblais), une brigade de rechargement pour les matériaux rapportés (remblais et couche de forme). Nous estimons que la coordination de ces trois unités sera très difficile, et qu'il vaudrait mieux une unité intégrée réalisant ces trois opérations à l'avancement.

Le rôle des 42 inspecteurs du réseau nous paraît mal défini. Ils contrôlent un réseau de la taille d'une subdivision, mais n'ont aucune responsabilité directe. Nous pensons qu'ils font double emploi avec les chefs de subdivision, et entreront en conflit avec eux.

Enfin, aucune formation particulière ne semble prévue pour les 330 chefs d'équipe de cantonnement.

Justification économique

Le programme proposé semble plus basé sur la notion de niveau de service que sur celle de rentabilité économique. Ainsi, le cantonnement et les brigades de reprofilage et d'entretien courant sont considérés comme indispensables et faisant partie du programme minimum. Le rapport estime qu'il ne peut y être apporté de justification supplémentaire. Ce point de vue n'est pas acceptable car, dans l'état actuel, l'entretien routier exécuté est bien inférieur au minimum proposé. Nous pensons qu'une analyse marginale, basée sur la fréquence des opérations d'entretien (et non sur le principe de leur nécessité) donnerait une vision plus réaliste du niveau d'entretien désirable pour des classes de trafic à déterminer.

Par contre, pour l'entretien courant des routes bitumées, un calcul économique, basé sur la préservation du capital investi, est établi. La dichotomie utilisée entre entretien courant et entretien périodique ne semble guère réaliste et le rapport avantages/coûts trouvé égal à 37 pour l'entretien courant paraît bien grand comparé à celui de 2,7 déterminé pour l'entretien périodique.

Pour le rechargement des routes en terre, l'estimation du trafic engendré est énorme: 60% du trafic existant pour les routes nationales, 100% pour les routes provinciales, et 160% pour les routes départementales. Ceci, s'ajoutant à la croissance annuelle de 7% du trafic normal, conduit à des augmentations de trafic irréalistes sur la durée du programme. Cela explique le taux de rentabilité interne excessif (120%) trouvé pour le rechargement des routes nationales.

Taille du programme

Une analyse économique plus fine et basée sur des hypothèses moins optimistes conduirait certainement à réduire la taille du programme proposé. Une analyse des ressources techniques et humaines de la Direction des Routes et du Parc National conduirait d'autre part à étaler sur une période beaucoup plus longue la mise en place du programme. Comme indiqué plus haut, cette analyse n'a pas pu être faite par suite de l'insuffisance des données recueillies.

II. Assistance Technique à la Direction des Routes

Trois experts du BCEOM sont chargés d'aider la Direction des Routes pendant deux ans :

- un ingénieur pour l'entretien routier jusqu'en janvier 1979
- un économiste des transports jusqu'en mars 1979
- un ingénieur pour la gestion des projets routiers jusqu'en mars 1979.

Le Quatrième Projet Routier envisagé prévoit, entre autres, la mise en place d'une assistance technique à partir de juillet 1979 pour aider à la réalisation d'un programme d'entretien routier et faire démarrer une Cellule de Planification Routière. Pour assurer la liaison avec le projet envisagé, il est souhaitable que le séjour de l'ingénieur en entretien routier soit prolongé de 6 mois, et celui de l'économiste des transports le soit de trois mois.

L'ingénieur pour la gestion des projets routiers travaille notamment sur les constructions routières du Deuxième Projet Routier (pratiquement achevées) et du Troisième Projet Routier (qui sera achevée en juillet 1979). Le contrôle de l'importante étude de l'aménagement de l'axe lourd Douala-Yaoundé, qui sera probablement achevée en totalité au début de l'année 1980, nécessiterait un renforcement de la Direction des Routes. Nous pensons que le séjour de l'ingénieur BCEOM pourrait être prolongé d'environ un an, jusqu'en mars 1980. Cet ingénieur est actuellement chargé de former un adjoint technique routier. Il serait souhaitable de lui affecter comme homologue un des ingénieurs camerounais récemment entrés à la Direction des Routes afin de rentabiliser au mieux sa présence.

Cameroon ln 935/4429
cc Cameroon ln 1515
cc Cameroon Highway (4)
cc Cameroon Douala-Yaoundé Road

Le 16 novembre 1978

Son Excellence le Ministre d'Etat
chargé de l'Equipement et de l'Habitat
Yaoundé
République Unie du Cameroun

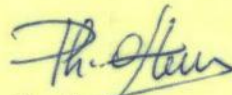
Objet: Deuxième et Troisième Projets Routiers
Quatrième Projet Routier envisagé
Etude de l'axe lourd Douala-Yaoundé

Monsieur le Ministre d'Etat,

Nous voudrions vous remercier de l'excellent accueil que vos collaborateurs ont bien voulu réserver à la mission routière qui a séjourné au Cameroun du 16 au 25 octobre 1978.

Nous avons l'honneur de vous transmettre ci-joint copie de la lettre que nous envoyons à Son Excellence le Ministre de l'Economie et du P&an pour résumer les conclusions de la Banque sur la réalisation des Deuxième et Troisième Projets Routiers, la mise au point du Quatrième Projet Routier envisagé et la préparation du projet d'axe lourd Douala-Yaoundé.

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



F. Soges

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

cc: Messrs. Dia, Cadario, Rothenbühler, Rabeharisoa; Mrs. Finne, Mrs. Calvo

POstenc:mcd

Class of Service: **TELEX**Date: **December 15, 1978**Telex No.: **8307 KN**Originators Ext: **73681**

12

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0 START
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1 TO

INTBAFRAD

CITY/COUNTRY

YAOUNDE, CAMEROON

MESSAGE
NO.:

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END
OF
TEXT

FOR MR. RABEHARISOA. FOLLOWING IS TELEX SENT TODAY, 12/15,
TO THE DIRECTEUR, DIRECTION DE PROGRAMMATION, MINEP. QUOTE
RE: PRET 935/CREDIT 429-CM - DEUXIEME PROJET ROUTIER. PRIMO
AVONS ETE SAISIS PAR CTFT QUE PREMIER ACCOMPTE AU TITRE
CETTE ETUDE FACTUREE DEPUIS PREMIER JUILLET 1978, N'EST
PAS ENCORE REGLE. NOUS SERIONS RECONNAISSANTS BIEN VOULOIR
NOUS INDIQUER QUAND LA DEMANDE DE PAIEMENT CORRESPONDANTE
NOUS A ETE ADRESSEE. HAUTE CONSIDERATION. UNQUOTE. PLEASE
FOLLOW THIS MATTER. CTFT FINISHED THEIR FINAL REPORT AND
SENT THREE COPIES TO MINEP ON DECEMBER 12, BUT THEY WILL
NOT SUBMIT REMAINING 43 COPIES TO GOVERNMENT UNTIL THEY
RECEIVE FIRST INSTALLMENT PAYMENT. THANKS AND REGARDS. EIGEN.

NOT TO BE TRANSMITTED

SUBJECT:

CAMEROON: Follow-up 2nd Hwy. Project MSakurai:lm

CLEARANCES AND COPY DISTRIBUTION:

cc: Mrs. Calvo, Mr. Dia

DRAFTED BY:

AUTHORIZED BY (Name and Signature):

Peter Eigen, Division Chief

DEPARTMENT:

West Africa, 2DB

SECTION BELOW FOR USE OF CABLE SECTION
CHECKED FOR DISPATCH

December 12, 1978
73681

TELEX
8307 KN

INTERRAB

YAOUNDE, CAMEROON

FOR MR. RABENHARISOA. FOLLOWING IS TELEX SENT TODAY, 12/12,
TO THE DIRECTOR, DIRECTION DE PROGRAMMATION, MINER. QUOTE
RE: PRET 935/CREDIT 429-CM - DEUXIEME PROJET ROUTIER. PRIMO
AVONS ETE SAISIS PAR CFTT QUE PREMIER ACCOMPT AU TITRE
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NOUS INDIGUER QUAND LA DEMANDE DE PAIEMENT CORRESPONDANTE
NOUS A ETE ADRESSEE. HAUTE CONSIDERATION. UNGUOTE. PLEASE
FOLLOW THIS MATTER. CFTT FINISHED THEIR FINAL REPORT AND
SENT THREE COPIES TO MINER ON DECEMBER 12, BUT THEY WILL
NOT SUBMIT REMAINING 43 COPIES TO GOVERNMENT UNTIL THEY
RECEIVE FIRST INSTALLMENT PAYMENT. THANKS AND REGARDS. EIGEN.

COMMUNICATIONS
RECEIVED

1978 DEC 19 AM 7:39

CAMEROON: Follow-up and Hwy. Project. Message: 1m

Peter Eigen, Division Chief

West Africa, SDA

cc: Mrs. Calvo, Mr. Ditz

Class of Service: **TELEX**Date: **DECEMBER 15, 1978**Telex No.: **8268 KN**Originators Ext: **73681**

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0 START
HERE

1 TO

DIRECTEUR, DIRECTION DE PROGRAMMATION, MINEP

CITY/COUNTRY

YAOUNDE, CAMEROONMESSAGE
NO.:

RE: PRET 935/CREDIT 429-CM - DEUXIEME PROJET ROUTIER. PRIMO
AVONS ETE SAISIS PAR CTFT QUE PREMIER ACCOMPTE AU TITRE CETTE
ETUDE FACTUREE DEPUIS PREMIER JUILLET 1978, N'EST PAS ENCORE
REGLE. NOUS SERIONS RECONNAISSANTS BIEN VOULOIR NOUS INDIQUER
QUAND LA DEMANDE DE PAIEMENT CORRESPONDANTE NOUS A ETE
ADRESSEE. HAUTE CONSIDERATION. PETER EIGEN.

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END
OF
TEXT

NOT TO BE TRANSMITTED

SUBJECT:

CAMEROON: 2eme Projet Routier

DRAFTED BY:

MSakurai:lm

CLEARANCES AND COPY DISTRIBUTION:

cleared with and cc: Ms. Prefontaine,
Messrs. Dick, Ostenc, Fishwick

AUTHORIZED BY (Name and Signature):

Peter Eigen, Division Chief

DEPARTMENT:

West Africa, 2DBSECTION BELOW FOR USE OF CABLE SECTION
CHECKED FOR DISPATCH**cc: Mrs. Calvo, Mr. Brandreth, Mr. Dia**

DISTRIBUTION: WHITE — File Copy

WHITE — Transmittal Copy

CANARY — Bill Copy

BLUE — Originator to Keep

DECEMBER 15, 1978
73681

THIRX
8268 KM

DIRECTEUR, DIRECTION DE PROGRAMMATION, NIKER

YACOUNDE, CAMEROON

RE: PRET 935\REDIT 439-CH - DEUXIEME PROJET ROUTIER, PRIMO
AVONS ETE SAISIS PAR CTFY QUE PREMIER ACCOMPT AU TITRE CETTE
ETUDE FACTUREE DEPUIS PREMIER JUILLET 1976, N'EST PAS ENCAISSE
REGLE. NOUS SERIONS RECONNAISSANTS BIEN VOULOIR NOUS ENQUER
QUAND LA DEMANDE DE ARAIEMENT CORRESPONDANTE NOUS A ETE
ADRESSEE. HAUTE CONSIDERATION, PETER EISEN.

COMMUNICATIONS
CAMEROON
1978 DEC 16 10:16 AM
1978 DEC 16 10:16 AM

cc: Mrs. Galy, Mr. Green, Mr. Galy
clearing with and cc: Mr. Green, Mr. Galy
Messrs. Dick, Galy, Mr. Galy, Mr. Galy
Peter Eisen, Division Chief

cc: Controller's
Mr. Subramanian
Central Files
o/file s/l file

Cameron Ln 935/a429

ABararia/rc

December 4, 1978

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

Re: Loan No. 935 CM

Gentlemen:

With reference to our letter dated September 8, 1978, please be informed that your payment in the amount of French Francs 5,093,840.00 has been applied for purchase of currencies as detailed in the attached statement.

The unused balance of French Francs 88,237.33, as shown in the statement, has been refunded to Banque de France, Paris, for account of Banque Nationale de Paris, Paris, for account of Banque Internationale Pour le Commerce et l'Industrie des Cameroun, Douala, in your favor.

Sincerely yours,

INTERNATIONAL BANK FOR
RECONSTRUCTION AND DEVELOPMENT



Ajai Bararia
Chief, Receipts Section
Cashier's Division

Enclosure

cc: Embassy of Cameroon, Washington, D.C.
World Bank Resident Mission, Yaounde

CASHIERS DIVISION - TREASURERS DEPARTMENT
SINGLE-LOAN PURCHASE OF CURRENCIES WORKSHEET

AL 08 0060

REQUESTED
FFR 5,093,840.00

LOAN NO.09350 CM
DUE 10/15/78

C/W	CURRENCY	AMOUNT	RATE	FFR COST	VALUE DATE
	U.S.A.	16,135.00	4.1975	67,726.66	
	BELGIUM	7,458,050.00	6.8105	1,095,081.12	
	FINLAND	29,123.00	0.9310	31,281.42	
	GERMANY, FEDERAL	796,481.00	0.4311	1,847,555.09	
	JAPAN	58,764.00	43.08	1,364.07	
	LUXEMBOURG	73,265.00	6.8105	10,757.65	
	NETHERLANDS	117,586.79	0.47104	249,632.28	
	SWITZERLAND	614,666.00	0.3611	1,702,204.38	

TOTAL FFR 5,005,602.67

=====

RECEIVED FFR 5,093,840.00

(-) COST 5,005,602.67

BALANCE FFR 88,237.33

=====

Cameroun 935/4429
INCOMING TELEX

RECEIVED

Distribution: fca
Agri. & Rural Dev.

VERAART

INTBAFRAD

WASHINGTON=

1978 NOV 28

NUMBER 297

ONE INDIA ANDHRA PRADESH FROM BRANSCHIED TO HELMAN STOP MONITORING SYSTEM IN POCHAMPAD WARABANDIN PILOT PROJECT ACCEPTABLE IN ALL CHAKS REPEAT ALL CHAKS STOP WATER USE OBSERVER FROM JANUARY ORGANIZED IN CHAK ONE KORATLA AND CHAK TWO RAMAJIPED

Helman

TWO CAMEROUN FORESTRY URCAB 197 YOUR PROPOSAL UNACCEPTABLE STOP GRUT ENGAGED NEPAL PREPARATION UNTIL END MARCH STOP PLEASE REFER OUR MISSION SCHEDULE STOP EARLIEST DATE GRUT AVAILABLE WHO IS PROPOSED AS MISSION ECONOMIST WOULD BE APRIL STOP BANK PARTICIPATION AS INDICATED EARLIER CABLE EXCHANGES HOPEFULLY FISHWICK WHO WOULD FUNCTION AS MISSION LEADER STOP YOUR PROPOSALS FOR INCLUSION FORESTRY INDUSTRY SPECIALIST ALSO NOTED (JONES FOODAGRI ROME)

*Fishwick
Spears*

Class of Service: TELEXDate: NOVEMBER 22, 1978

Telex No.: _____

Originators Ext: 72135Cameroon h 935/44290 START
HERE

1 TO

FERNANDO, FOODAGRI

CITY/COUNTRY

ROME, ITALYMESSAGE
NO.:197

CAMEROON FORESTRY SECTOR REVIEW.

GRATEFUL YOU COULD CONFIRM MISSION COMMENCING FIELD WEEK

FEBRUARY 5 ENABLING FISHWICK PARTICIPATION AND RETURN TO

WASHINGTON MARCH 12. PROPOSED MISSION LEAD BY GRUT SHOULD

INCLUDE FOREST INDUSTRY SPECIALIST, ALSO FOREST ECONOMIST

FOR MARKET AND POLICY SECTORS IF PROPOSED RESIDENT ECONOMIST

NOT EMPLOYED BY GOVERNMENT AS PROPOSED BY US.

REGARDS VERAART. INTBAFRAD

21 END
OF
TEXT
22

NOT TO BE TRANSMITTED

SUBJECT:

Cameroon-Forestry

DRAFTED BY:

RFishwick.mcc

CLEARANCES AND COPY DISTRIBUTION:

cc: Messrs. Fishwick, Spears

AUTHORIZED BY (Name and Signature):

xxx VERAART D.C. Pickering

DEPARTMENT:

Ag. & Rural Dev. Dept.

SECTION BELOW FOR USE OF CABLE SECTION

CHECKED FOR DISPATCH

NOVEMBER 22, 1978
1211Z

TELEX

FERNANDO, PORTUGAL

ROME, ITALY

197

CAMERON FOREST SECTOR REVIEW

GRATEFUL YOU COULD CONFIRM MISSION COMPLETING LOCAL MEET

FEBRUARY 5 ENABLING FURTHER PARTICIPATION AND RETURN TO

WASHINGTON MARCH 12. PROPOSED MISSION LEAD BY BERT & WILLY

INCLUDE FOREST INDUSTRY SPECIALIST, ALSO FOREST ECONOMIST

FOR MARKET AND POLICY REVIEW IN PROPOSED - FOREST ECONOMIST

NOT EMPLOYED BY GOVERNMENT AS REQUESTED BY US.

REGARDS VERAARD, ENTRADE

COMMUNICATIONS
RECEIVED

1978 NOV 24 PM 1:20

001-100-000

Cameron ln 935/a429

cc NOV 16, 1978

OFFICE MEMORANDUM

*✓ Cameroon ln 93510429
cc Cameroon ln 1515
cc Cameroon Douala Yaounde Rd*

TO: Mr. Francis Soges, Division Chief, WAPHW

DATE: November 16, 1978

FROM: P. Ostenc, Senior Engineer, and P. Cadario, Economist, WAPHW

SUBJECT: CAMEROON - Loan 935/Credit 429-CM, Second Highway Project
Loan 1515-CM, Third Highway Project
Proposed Douala-Yaoundé Road Project
Supervision and Preparation Mission
Back-to-Office and Full Report

1. According to Terms of Reference dated October 5, 1978, Mr. Ostenc visited Cameroon from October 14-25 and Mr. Cadario from October 14-18, 1978 to supervise the Second and Third Highway Projects, and prepare the proposed Douala-Yaoundé Road Project. Attached is our Back-to-Office and Full Report. Mr. Ostenc and Mrs. Finne, Economist, WAPHW, also post-appraised the proposed Fourth Highway Project. Their Back-to-Office and Full Report was issued on November 3, 1978.

2. The Second Highway Project is practically complete, except for the technical assistance to the Department of Highways, which should be extended to March 1980. Because of the devaluation of the US Dollar, there is an overrun of about US\$9.0 million (8% of the total project cost). This overrun will be totally borne by the Government.

3. Implementation of the Third Highway Project is progressing well. The Government has ordered some changes in the design of the Garoua-Figuil road. These changes, although not entirely justified, should be accepted by the Bank. Because of the devaluation of the US Dollar, there is an overrun of US\$2.7 million at current exchange rates (9% of the total project cost). This overrun will be entirely borne by the Government.

4. The Government and the Bank agreed on the design standards for the Douala-Yaoundé road. The consultants should issue their draft feasibility study by end-February 1979. Project appraisal should be scheduled for May 1979 in order to allow for construction to start in October 1980, the beginning of the dry season.

POstenc/PCadario:meg

cc: Messrs. Thalwitz, WAP
de la Renaudière, WA2DR
Pouliquen, WAP
Bourgin, WAPMU
King, WAP
Eigen, WA2DB
Dyck, WANVP
Billington, WAPPR
Millard, WAPHW
Dia, WA2DB
Phan, WA2DB
Mrs. Finne, WAPHW
Calvo, WA2DB
Ms. Johansen, WAPHW
Devan, WAPHW

Ms. Antelin, WAPHW
Messrs. Rabeharisoa, WAFCM
Munthali, WAFGA
Carter, WAFML
Arben, WAFNG
Geli, WAFWA
Agueh, WAFUV
Brown, WAFSE
van der Tak, PAS (3)
Willoughby, TRP
Chittleburgh, EDC
Rothenbühler, LEG
Ms. Prefontaine, CTR
Messrs. Subramanian, CTR
Kapur, OED

IBRD AND IDA - SUPERVISION SUMMARY

This summary is ☐ the initial summary
☒ part of a mission report
☐ a semi-annual update
☐ the completion summary

Regional Office: West Africa	Project Name: Second Highway Project	Project Code: 3CAMTH03	Loan ☒ Credit ☒ No.: 935/429-CM	L/C Amount (\$xx.xm): 63.01
Country: Cameroon	Borrower/Beneficiary: Government of Cameroon	Board Date: 07/03/73	Signing Date: 09/26/73	Effective Date: 12/20/73
Projects Dept./Div. Name: WAPHW	Org. Code No.: 136/32	Projects Officer: P. Ostenc	Loan Officer: M. Dia	

SECTION 1: SUMMARY PROJECT DESCRIPTION

See Annex I

SECTION 2: PERFORMANCE RATING

STATUS: 1 - Problem-free or Minor Problems; 2 - Moderate Problems; 3 - Major Problems

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

TYPES OF PROBLEMS: F - Financial; M - Managerial; T - Technical; P - Political; O - Other (Explain in Section 5)

If more than one type of problem, enter most critical factor first.

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

This Summary Last Summary

1	1
2	1
F	F M

SECTION 3: PROJECT DATA

Estimated/Actual:	Project Completion (Mo./Yr.)	Loan/Credit Closing (Mo./Day/Yr.)	Total Project Cost (\$xx.xm)	of which:		Cumulative Disbursements through most recent Quarter ended (09/30/78) (\$xx.xm)
				Foreign Currency (\$xx.xm)	Local Currency (\$xx.xm)	
Appraisal Est.	12.78	12.31.78	71.0	48.0	23.0	48.0 (Est.)
Last Summary (05/08/78)	12.78	12.31.78	119.3	80.1	39.2	
Current	03.80	12.31.78	119.8	80.5	39.3	62.5 (Actual)

SECTION 4: MISSION SCHEDULE

	No. of Staff on Mission	No. of Days in Country	Return to HQ (Mo./Day/Yr.)	Final Report Date (Mo./Day/Yr.)
Latest/Present Mission	2	12/5	10.31.78	11.16.78 (CS)*
Previous Mission	2	18	04.27.78	05.08.78 (CS)*
Next Mission Departure (Mo./Yr.)	03.78	Recommended interval between missions (Months)	6	End of period covered by latest progress report (Mo./Day/Yr.) 10.31.78

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

SECTION 5: COMMENTS (Explain "other" in Section 2 and clarify, if necessary, data in Sections 3 and 4)

1/ Including a US\$15.0 million supplementary Credit.

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

- Project implementation is now satisfactory, and the project is nearing completion.
- Construction of the Douala-Pont du N'Kam road (161 km) was satisfactorily completed in July 1978, after a one-year delay. Construction of the Pont du Noun-Foumban road (50 km) and of the Figuil-Mora section (163 km) of the Garoua-Mora road was completed in December 1976 and July 1977, respectively. The Garoua-Figuil section (95 km) of this road was deleted because of the overall project cost overrun. Its construction started in April 1978 under the Third Highway Project.
- The Highway Maintenance Study final report was issued in May 1978, but lacks adequate field data. The proposed five-year road maintenance program is not fully economically justified and largely exceeds the Government's manpower and financial resources.
- Three technical assistance experts have been helping the Department of Highways since May 1978. The duration of their stay should be extended by a total of 21 man-months to ensure continuity with the proposed Fourth Highway Project and assist the Government with the preparation of the proposed Douala-Yaoundé Road Project. The Government also agreed to hire a training expert for three months to complete preparation of the proposed Fourth Highway Project.
- The Second Phase of the forestry study, consisting of a reconnaissance of possible improvements in the road network serving forestry areas, should be completed by December 1978.

Preparing Officer: P. Ostenc

Initials: P.O.

Date: 11/16/78

GENERAL INSTRUCTIONS

Projects Subject to Summary Report: All projects not fully disbursed and fully disbursed projects on which a significant amount of manpower is being expended for supervision. In addition, all UNDP and Bank/IDA technical assistance projects being administered by the Bank (in these cases, grant amounts should be substituted for loan/credit amounts, and certain dates not applicable need not be filled). Where supervision of one loan/credit necessarily involves supervision of several loans/credits (e.g., with DFCs), a summary should be prepared for each, but the Summary of Project Status, Trend and Major Problems (Section 6) for the most recent loan/credit can cover all the loans/credits involved.

Responsibility: To be assigned by responsible projects division chief. Normally the chief of the project's appraisal team for the initial summary prepared at signing and the author of the most recent supervision report thereafter.

Timing: Initially distributed at signing, thereafter whenever a supervision or project completion report is prepared and within 10 days after return of an appraisal mission where appraisal of a follow-up project involves full supervision of earlier projects. In addition, summaries should be prepared as of September 15 and March 15 for all projects which have not had a summary in the respective previous three months; these semi-annual updateings coincide with preparation for the "problem projects" reviews of end-October and end-April respectively.

Distribution: Summaries prepared in association with supervision or completion reports are distributed as the first two pages of the reports. Summaries prepared at signing, after an appraisal or during the September and March updateings, should be sent to the office of the Regional Program Coordinator and forwarded to P & B each Wednesday. Distribution outside the regions will be handled by P & B. Within the regions distribution should be arranged as the regional offices direct.

Dates: All dates used in the summary should follow the order of month/day/year (e.g., 3/31/75), unless otherwise specified.

Amounts: All amounts should be in million dollar equivalents to one decimal (e.g., \$29.6).

DEFINITIONS AND SPECIAL INSTRUCTIONS

Project Code: The identification number provided in the P & B Identification Code Book.

L/C Amount: The current loan/credit amount (incorporating any cancellation or addition).

Effective Date: The latest estimated/actual date of loan/credit effectiveness.

Projects Dept./Div. Code No.: The numeric code given to the responsible projects division in the Master Organization Code list issued by P & B.

Projects Officer and Loan Officer: The Projects Officer and Loan Officer with primary responsibility for the project.

SECTION 1 - Summary Project Description: Provide as complete a description of the project as the space allows. If necessary, a more detailed description can be included in an appendix to the supervision report.

SECTION 2 - Performance Rating: The "status" rating should provide a view of the project situation in terms of its basic objectives and the Bank's expectations at the time the loan/credit was signed. "Moderate problems" can be characterized as difficulties worth recording because they have some potential of becoming major in the future, but which presently are not serious enough to cause concern about the successful completion of the project or the financial situation of the project entity. "Major problems" on the other hand, are serious problems in project execution or operations which demand special attention and action, and intensive supervision at the present time. The "trend" should take account of progress, or lack of it, in resolving the problems indicated under "types of problems." The "type of problem" should indicate the category of assumptions or requisites for successful project implementation that are not developing as expected or planned. "Political" problems are those caused by policy decisions made external to the project entity. If there are more than one "type of problem," rank the categories according to perceived degree of significance by entering the most critical "type" first (left-most block), the next most critical second, etc.

SECTION 3 - Project Data: For all dates and \$ amounts give the estimates made for the board presentation (appraisal estimates), the estimates/ actuals taken from the latest previous supervision summary for the project (and indicate date of this last summary), and estimates/actuals as of the date of the current summary.

Project Completion: The month and year by which all components of the project listed in the loan/credit agreement are expected to be completed or in place. For DFC and other credit-type projects show the estimated final authorization date. If delays affect only a minor part of the project which is otherwise going well, give the completion date for the major components and note the minor delays in Section 5.

Project Cost: For DFC projects and many credit-type projects, total project cost will be equal to loan/credit amount.

Cumulative Disbursements: Give the appraisal estimate and current actual (from Controller's "Statement of Loans") of cumulative disbursements through the full fiscal year quarter most recently completed. Use the current quarter if the summary is prepared around the last day of the quarter. Indicate the date (in parenthesis) of the quarter considered the most recently completed.

SECTION 4 - Mission Schedule: When a supervision summary is prepared as part of a supervision report, the final report date should correspond to date of the summary. If the mission involved is an appraisal mission, the date of return of appraisal mission should be used (date of appraisal report can be left blank). The currently recommended interval between missions may change during different phases of the project's implementation.

SECTION 6 - Summary of Project Status, Trend, and Major Problems: Provide a succinct summary of the project's overall implementation status including a review of major problems. The summary should fit on the first page if possible but may be continued on the second page if necessary.

SECTION 7 - Actions Taken and Recommended: To be included on a second or third page. Required when summary is prepared in conjunction with a supervision report or as part of "problem projects" review --- otherwise, optional.

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

6. Because of the recent reevaluation of the Deutsche Mark and the Swiss Franc vis-à-vis the US Dollar, the financial situation of the project has deteriorated. An overrun of about US\$9.0 million is now expected. It will be entirely borne by the Government.

SECTION 7: ACTIONS TAKEN OR RECOMMENDED

A letter was sent to the Government on November 16, 1978 summarizing the mission's findings and recommendations (Annex II).

The Government should extend BCEOM's contract for technical assistance to the Department of Highways.

LIST OF ANNEXES

- I. Project Description
- II. Letter to the Government of November 16, 1978
- III. Project Implementation
- IV. Detailed Cost Estimates
- V. Status and Cost Estimates
- VI. Schedule of Disbursements

UNITED REPUBLIC OF CAMEROON

LOAN 935/CREDIT 429-CM

SECOND HIGHWAY PROJECT

Project Description

The project consists of:

- A. construction of the Douala-Pont du N'Kam road (161 km);
- B. construction of the Pont du Noun-Foumban road (50 km);
- C. construction of the Garoua-Mora road (258 km);
- D. supervision of the above works;
- E. study to improve highway maintenance and to define a betterment program for feeder roads;
- F. technical assistance to the Ministry of Transport (later transferred to the Department of Highways, Ministry of Equipment and Housing);
- G. technical assistance to the Ministry of Agriculture to formulate forestry policies; and
- H. feasibility study of about 400 km of forestry access roads.

The World Bank / 1818 H Street, N.W., Washington, D.C. 20433, U.S.A. • Telephone: (202) 477-1234 • Cables: INTBAFRAD

Le 16 novembre 1978

Son Excellence
Le Ministre de l'Economie et du Plan
Yaoundé
République Unie du Cameroun

Objet: Deuxième et Troisième Projets Routiers
Quatrième Projet Routier envisagé
Etude de l'Axe Lourd Douala-Yaoundé

Monsieur le Ministre,

Nous voudrions vous remercier de l'excellent accueil que la mission routière, qui a séjourné au Cameroun du 16 au 25 octobre 1978, a trouvé aussi bien auprès de vos services que de ceux du Ministère de l'Equipement et de l'Habitat. Nous voudrions résumer ci-dessous les conclusions de la Banque sur la réalisation des Deuxième et Troisième Projets Routiers, la mise au point du Quatrième Projet Routier envisagé et la préparation du projet d'axe lourd Douala-Yaoundé. Une annexe à cette lettre donne des compléments techniques sur certains points.

Deuxième Projet Routier

Nous sommes heureux du bon achèvement des travaux de construction de la route Douala-Pont du Nkam, en juillet 1978. Les aménagements routiers prévus au projet sont ainsi complètement terminés.

Le bureau d'études Harris a remis en mai 1978 son rapport final sur l'entretien routier. Il semble que ce programme excède de façon considérable les ressources techniques et humaines de la Direction des Routes et du Parc National, et les ressources financières du budget d'entretien routier. D'autre part le très ambitieux programme d'entretien proposé ne nous paraît pas entièrement justifié sur le plan économique (voir Annexe).

Nous ne verrions que des avantages à ce que, si vous le jugez utile, l'assistance technique du bureau d'études BCEOM auprès de la Direction des Routes soit prolongée au delà des deux ans prévus. Cela permettrait d'une part d'assurer la continuité avec l'assistance technique incluse à partir de juillet 1979 dans le Quatrième Projet Routier envisagé, d'autre part de renforcer les moyens de la Direction des Routes, notamment pour le suivi de l'étude de l'axe lourd Douala-Yaoundé (voir Annexe).

Organisation de l'entretien routier

Le programme proposé est en grande partie orienté vers l'amélioration des routes en terre, parfois qualifiée d'entretien améliorant. Cependant, cette amélioration est exécutée par trois unités distinctes: une équipe d'assainissement pour la pose de buses ou ponceaux, une brigade de reprofilage et entretien courant pour les terrassements généraux (mais du fait que son seul engin de terrassement est un bulldozer, elle ne peut travailler qu'en déblais), une brigade de rechargement pour les matériaux rapportés (remblais et couche de forme). Nous estimons que la coordination de ces trois unités sera très difficile, et qu'il vaudrait mieux une unité intégrée réalisant ces trois opérations à l'avancement.

Le rôle des 42 inspecteurs du réseau nous paraît mal défini. Ils contrôlent un réseau de la taille d'une subdivision, mais n'ont aucune responsabilité directe. Nous pensons qu'ils font double emploi avec les chefs de subdivision, et entreront en conflit avec eux.

Enfin, aucune formation particulière ne semble prévue pour les 330 chefs d'équipe de cantonnement.

Justification économique

Le programme proposé semble plus basé sur la notion de niveau de service que sur celle de rentabilité économique. Ainsi, le cantonnement et les brigades de reprofilage et d'entretien courant sont considérés comme indispensables et faisant partie du programme minimum. Le rapport estime qu'il ne peut y être apporté de justification supplémentaire. Ce point de vue n'est pas acceptable car, dans l'état actuel, l'entretien routier exécuté est bien inférieur au minimum proposé. Nous pensons qu'une analyse marginale, basée sur la fréquence des opérations d'entretien (et non sur le principe de leur nécessité) donnerait une vision plus réaliste du niveau d'entretien désirable pour des classes de trafic à déterminer.

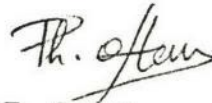
Par contre, pour l'entretien courant des routes bitumées, un calcul économique, basé sur la préservation du capital investi, est établi. La dichotomie utilisée entre entretien courant et entretien périodique ne semble guère réaliste et le rapport avantages/coûts trouvé égal à 37 pour l'entretien courant paraît bien grand comparé à celui de 2,7 déterminé pour l'entretien périodique.

Pour le rechargement des routes en terre, l'estimation du trafic engendré est énorme: 60% du trafic existant pour les routes nationales, 100% pour les routes provinciales, et 160% pour les routes départementales. Ceci, s'ajoutant à la croissance annuelle de 7% du trafic normal, conduit à des augmentations de trafic irréalistes sur la durée du programme. Cela explique le taux de rentabilité interne excessif (120%) trouvé pour le rechargement des routes nationales.

Nous apprécierions que vous nous transmettiez pour avis, dès qu'ils auront été établis, les documents modificatifs au marché passé avec le bureau d'études, et le coût prévisible de l'étude en sus du montant déjà inscrit au budget pour la financer.

Pour son information, nous transmettons une copie de cette lettre à Son Excellence le Ministre d'Etat chargé de l'Equipement et de l'Habitat.

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



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

ANNEXE

relative au Deuxième Projet Routier
(Prêt 935/Credit 429-CM)

I. Etude de l'Entretien Routier

Comme prévu, le bureau d'études Harris a remis en mai 1978 son Rapport Final, maintenant appelé "Le Sauvetage d'un Patrimoine National - le Réseau Routier." Dans l'ensemble, ce Rapport Final constitue une nette amélioration par rapport à celui de Première Phase, et le bureau d'études a tenu compte en général des observations faites par l'Administration et la Banque.

La principale lacune du rapport réside toujours dans l'absence de données de base. Sur l'insistance de la Banque, un inventaire sommaire du personnel a été établi, mais aucun renseignement n'est fourni sur le volume des opérations actuelles d'entretien, les coûts unitaires, la répartition des dépenses, ou l'organisation pratique des travaux. Ainsi le programme proposé est-il quelque peu théorique. Rappelons que c'était le rôle du bureau d'études de recueillir toutes les données qui lui étaient nécessaires. Nous sommes d'ailleurs d'autant plus surpris de cette carence que certains des renseignements qui manquent à l'étude Harris figurent dans le Rapport d'Activité pour l'année 1976-1977 que vient d'établir la Sous Direction de l'Entretien Routier.

Nous faisons ci-dessous des observations plus détaillées sur le rapport Harris.

Composition des équipes et brigades

Le coût du camion de 3,5 tonnes pour les équipes de cantonnage n'est pas réaliste (1.400.000 FCFA toutes taxes comprises). D'ailleurs, une camionnette type "pick-up" serait probablement plus adaptée.

Les équipes d'assainissement proposées ne disposent d'aucun moyen de terrassement, et sont uniquement destinées à poser des buses et couler des dalots. Très souvent, il est nécessaire également de remblayer les points bas du profil en long d'une route, soit pour franchir un ouvrage d'assainissement, soit pour éviter la submersion de la route. Le rapport n'indique pas comment cela est réalisé. Le coût des équipes est d'autre part très surévalué (il n'est pas possible de poser 2 buses par jour comme indiqué).

Les brigades de reprofilage et d'entretien comprennent toutes un bulldozer dont la présence ne nous paraît pas justifiée, sauf dans des circonstances très particulières qu'il ne faudrait pas généraliser. Aucune fréquence de reprofilage n'est donnée pour ces brigades, auxquelles seul un réseau est affecté (250 km pour les routes nationales et provinciales, 400 km pour les routes départementales). Nous pensons que la fréquence de reprofilage devrait être liée au trafic, qui pourrait être divisé en classes, et qu'un reprofilage rapide sans compactage serait sans doute plus rentable sur une partie du réseau.

Nous estimons également souhaitable que la préparation du Quatrième Projet Routier envisagé soit complétée par la mise au point d'un programme détaillé de formation du personnel de l'entretien routier, afin de permettre un démarrage plus rapide de la réalisation du projet. A cette fin, un expert en formation pourrait être engagé par le Gouvernement pour trois mois, d'avril à juin 1979, et les frais correspondants couverts à 100% par le Prêt de la Banque au titre de la Catégorie III (sous réserve que ces frais ne comprennent pas de taxes). Nous voudrions discuter dans le détail avec vous de cette possibilité et de ses modalités de réalisation lors des négociations du Quatrième Projet Routier envisagé.

Troisième Projet Routier

Le Gouvernement a décidé un certain nombre de modifications au projet initial de construction de la route Garoua-Figuil. Nous approuvons la modification de tracé destinée à emprunter sur 8,5 km environ la route Tchontchi-Guider, ainsi que la reconstruction du pont à deux voies sur le Mayo Louti, le pont existant présentant des signes de faiblesse. Nous prenons acte de la suppression du projet de la traversée de Garoua, à laquelle sera substituée, sur financement entièrement camerounais, la construction d'une partie du boulevard périphérique de Garoua prévu au plan d'urbanisme. Enfin, nous pensons que la construction d'un pont à deux voies de 100 m de long sur le Mayo Oulo n'est pas justifiée, le pont à une voie existant étant en excellent état et d'autres ponts à une voie ayant été conservés au Nord et au Sud sur les routes Figuil-Maroua et Ngaoundéré-Garoua.

Par suite de la récente dépréciation du dollar des Etats-Unis par rapport au deutsche-mark et au franc CFA, monnaies dans lesquelles est réglé l'entrepreneur, un dépassement d'environ 600 millions de francs CFA (2,7 millions de dollars EU) est enregistré sur le coût en devises du projet. Ce dépassement devra être pris en charge par le Gouvernement du Cameroun.

Quatrième Projet Routier envisagé

La mission a évoqué avec vos services les difficultés qui doivent être résolues avant que le projet puisse être négocié, et notre représentant résident poursuit actuellement la discussion avec le Gouvernement.

Projet d'Axe Lourd Douala-Yaoundé

Il y a accord total entre le Gouvernement du Cameroun et la Banque sur les caractéristiques à donner au projet telles que définies dans notre lettre du 11 août 1978. Nous prenons aussi note de la décision du Gouvernement de retenir la variante de tracé contournant Edéa par le Sud. Le bureau d'études Gauff s'est engagé à remettre l'avant projet sommaire et l'étude économique fin février 1979, et la minute du dossier d'appel d'offres fin août 1979. Nous voudrions insister sur le respect absolu de ces dates pour permettre la recherche du co-financement et l'évaluation du projet assez tôt afin de permettre le démarrage effectif des travaux en octobre 1980, début de la saison sèche.

Taille du programme

Une analyse économique plus fine et basée sur des hypothèses moins optimistes conduirait certainement à réduire la taille du programme proposé. Une analyse des ressources techniques et humaines de la Direction des Routes et du Parc National conduirait d'autre part à étaler sur une période beaucoup plus longue la mise en place du programme. Comme indiqué plus haut, cette analyse n'a pas pu être faite par suite de l'insuffisance des données recueillies.

II. Assistance Technique à la Direction des Routes

Trois experts du BCEOM sont chargés d'aider la Direction des Routes pendant deux ans:

- un ingénieur pour l'entretien routier jusqu'en janvier 1979
- un économiste des transports jusqu'en mars 1979
- un ingénieur pour la gestion des projets routiers jusqu'en mars 1979.

Le Quatrième Projet Routier envisagé prévoit, entre autres, la mise en place d'une assistance technique à partir de juillet 1979 pour aider à la réalisation d'un programme d'entretien routier et faire démarrer une Cellule de Planification Routière. Pour assurer la liaison avec le projet envisagé, il est souhaitable que le séjour de l'ingénieur en entretien routier soit prolongé de 6 mois, et celui de l'économiste des transports le soit de trois mois.

L'ingénieur pour la gestion des projets routiers travaille notamment sur les constructions routières du Deuxième Projet Routier (pratiquement achevées) et du Troisième Projet Routier (qui sera achevée en juillet 1979). Le contrôle de l'importante étude de l'aménagement de l'axe lourd Douala-Yaoundé, qui sera probablement achevée en totalité au début de l'année 1980, nécessiterait un renforcement de la Direction des Routes. Nous pensons que le séjour de l'ingénieur BCEOM pourrait être prolongé d'environ un an, jusqu'en mars 1980. Cet ingénieur est actuellement chargé de former un adjoint technique routier. Il serait souhaitable de lui affecter comme homologue un des ingénieurs camerounais récemment entrés à la Direction des Routes afin de rentabiliser au mieux sa présence.

UNITED REPUBLIC OF CAMEROON

LOAN 935/CREDIT 429-CM

SECOND HIGHWAY PROJECT

Project ImplementationRoad Construction

1. Construction of the Douala-Pont du N'Kam road was divided into two sections: Douala-Loum (93 km) and Loum-Pont du N'Kam (68 km). The two sections were satisfactorily completed on June 7 and July 7, 1978, respectively, after a one-year delay.
2. The project provided for limited strengthening of 9.6 km of the existing Loum-Pont du N'Kam section, north of N'Kongsamba. This road parallels the town bypass built under the project and is only used to link the bypass with the northern district of N'Kongsamba. The existing poor alignment of the road was kept, but a 0.8 km spur was also built to provide more direct access from the town center to the bypass. To reduce construction costs, pavement width on the last 6 km of the section near Pont du N'Kam, where traffic is lighter, was reduced to 6 m with a simple overlay of 7 cm-thick bituminous concrete, instead of the full pavement reconstruction to 7 m width originally planned.
3. Construction of the Pont du Noun-Foumban road (50 km) was satisfactorily completed in late December 1976, after a 4-1/2 month delay. The Government has accepted the contractor's claim for additional payments to cover price escalation on the advance payment and increase in compaction specifications. The contractor is still claiming compensation for the reduction in the percentage of payment in DM (CFAF 14 million) and interest on delayed payments (CFAF 10 million), and deletion of penalties for late completion of works (CFAF 61 million). An amicable settlement can be expected.
4. Construction of the Figuil-Mora section (163 km) of the Garoua-Mora road was satisfactorily completed in June 1977. The Garoua-Figuil section (95 km) was deleted from the project to reduce the overall cost overrun. Construction of this section started in April 1978 under the Third Highway Project and the works should be completed in July 1979.

Highway Maintenance Study

5. As expected, consultants Harris (US) submitted their Final Report for the highway maintenance study in May 1978. As in previous reports, the basic shortcoming is the lack of field data. At the Bank's insistence, the consultants prepared a rough inventory of the staff engaged in road maintenance activities, but gave no information on actual maintenance output, unit costs, expenditures, or the organization of maintenance operations. Thus the proposed five-year maintenance program is somewhat theoretical. This is the more unacceptable as the Division of Road Maintenance has just issued a long report on its operations for FY77. Although incomplete, their report gives some idea of road maintenance output, and of the methods used and difficulties encountered in carrying it out.

6. The Harris report, now entitled "The Preservation of a National Heritage--The Road Network," was prepared under strong pressure from the Department of Highways, and the consultants warn that the ambitious program may exceed the Government's manpower resources. The consultants have taken into account many of the Bank's comments on the First Phase Report, and the design of the program has been greatly improved. However there are still serious deficiencies regarding:

- (a) the composition of some units, e.g. a bulldozer is supposed to assist each grading/compacting unit, and no simple grading is carried out;
- (b) the coordination of the three units needed to rehabilitate unpaved roads and the role of the proposed road inspectors; and
- (c) the economic justification, which generally uses optimistic assumptions and does not include any marginal analysis.

The mission's overall assessment is that the proposed program is not fully economically justified and largely exceeds the Government's manpower and financial resources.

Technical Assistance to the Department of Highways

7. Three technical assistance experts from consultants BCEOM (France) are being provided to the Department of Highways (DH): one road maintenance engineer, one transport economist, and one road engineer to assist in road project management. The first expert's stay will end in January 1979, and those of the two others in March 1979. Additional technical assistance for road maintenance and road planning is included in the proposed Fourth Highway Project, scheduled to start in July 1979. To ensure continuity of technical assistance, DH is eager to extend the stays of the road maintenance engineer and of the transport economist to June 1979. The experts are doing a useful job and the Bank should agree to extend their services.

8. BCEOM's road engineer is assisting DH in the management of the Second and Third Highway Projects, and training a senior technician. DH would also like him to help supervise the Douala-Yaoundé road study, for which the Bank would provide partial retroactive financing under the proposed Fourth Highway Project.

Forestry Studies

10. The forestry expert submitted his draft final report in late 1977. The report identifies major constraints in the development of timber production. The main bottleneck is the unsatisfactory transport network which impedes evacuation of logs to the seaports. In a follow-up study, the Centre Technique Forestier Tropical (CTFT, France) is investigating possible improvements in the transport network serving forestry areas. In agreement with the Bank, the Abong-Mbang-Akonolinga-Yaoundé road (236 km) and Sangmelima-Ebolowa-Kribi road (288 km) with a spur to Campo (70 km) have been selected. The draft final report should be ready in December 1978.

11. The project also provides for technical assistance to the Ministry of Agriculture to assist in the definition of a forestry policy and in the improvement of institutions dealing with forestry. This was first delayed by the Government's

apparent reluctance to deal with these issues, but the Ministry of Agriculture recently proposed a candidate of whom the Bank approved.

Financial Status of the Project

12. The new project cost estimates (CFAF 26,284 million, Annex IV) are in line with estimates of the April 29, 1977 Supervision Report (CFAF 27,441 million). However, most of the construction contracts included a fixed exchange rate for the payment of the foreign cost of the works in heavy currencies (Deutsche Mark and Swiss Franc). As the fixed rates were set when bids were called (early 1974), and the value of the US Dollar has declined, the foreign cost of the project expressed in US Dollars has increased. Because of these currency realignments, an overrun of about US\$9.0 million (about 8% of the total project cost) is now to be expected (Annex V). The Bank stopped disbursements from the civil works category in August 1978, as this category was overdrawn. The Government has budgeted funds for FY79 to cover the full project overrun.

UNITED REPUBLIC OF CAMEROON

LOAN 935/CREDIT 429-CM

SECOND HIGHWAY PROJECT

Status and Cost Estimates as of October 1978

Project Item	Executed by	Contract Signed	Contract Amount (CFAF Million)	Completion Date		Cost Estimates in US\$ Million (Including Contingencies)								% of Completion
				As of Contract	Mission Estimate	At Appraisal ^{1/}				Current ^{2/}				
						Bank %	Bank	Gov't.	Total	Bank %	Bank	Gov't. ^{2/}	Total	
<u>Construction Works</u>														
A. Douala-Loum Road	Mondelli/Itinera/Exarcos	11/5/74	4,362	June 77	June 7, 78)	68	20.2	9.8	30.0	60 ^{3/}	24.1	14.6	38.7	100
B. Loum-Pont du NKam Road	Edok/Eter	11/5/74	3,231	June 77	July 7, 78)					60 ^{3/}	17.6	12.5	30.1	100
C. Pont du Noun-Foumban Road	Held and Francke	11/5/74	1,258	Aug. 76	Feb. 77	68	4.4	2.1	6.5	60 ^{3/}	5.9	4.8	10.7	100
D. Fiquil-Mora Road	Wayss and Freytag	11/5/74	3,823	June 77	June 77)	68	18.8	9.2	28.0	60 ^{3/}	18.8	12.0	30.8	100
E. Garoua-Fiquil Road	Deleted	---	---	---	---					---	---	---	---	---
<u>Consulting Services</u>														
F. Supervision of Douala-Pont du NKam Road	Ingeroute/Lamarre-Valois	5/13/75	392	June 77	June 78)					70	1.9	0.8	2.7	90
G. Supervision of Pont du Noun-Foumban Road	Gauff	5/19/75	95	Dec. 76	Feb. 77)	70	3.2	1.4	4.6	60	0.4	0.2	0.6	100
H. Supervision of Fiquil-Mora Road	Lamarre-Valois/Ingeroute	5/13/75	549	June 78	June 77)					70	1.5	0.7	2.2	100
I. Supervision Geotechnics	CRET	1/22/76	312	June 78	June 78)					0	0.0	1.5	1.5	100
J. Maintenance Study	Harris	1/22/76	214	Apr. 77	June 78	75	0.5	0.2	0.7	55	0.7	0.6	1.3	100
K. Technical Assistance	BCEOM	6/23/77	118	May 79	Dec. 79	75	0.45	0.15	0.6	100	0.8	0.0	0.8	60
L. Forestry Studies	Huet/CTFT	---	---	Oct. 78	Dec. 78	75	0.45	0.15	0.6	70	0.2	0.1	0.3	70
M. UNDP Transport Plan	UNDP	---	US\$88,669	Dec. 77	Dec. 77	--	---	---	---	100	0.1	0.0	0.1	100
Subtotal							48.0	23.0	71.0					
Supplementary Financing							15.0							
TOTAL							63.0				72.0	47.8	119.8	
overrun compared with present Bank allocation: 9.0														

overrun compared with present Bank allocation: 9.0

^{1/} At an exchange rate of US\$1 = CFAF 230.^{2/} At an exchange rate of US\$1 = CFAF 220.^{3/} The Bank's percentage of participation has changed during project implementation.

UNITED REPUBLIC OF CAMEROON

LOAN 935/CREDIT 429-CM

SECOND HIGHWAY PROJECT

Detailed Cost Estimates as of October 1978
 (Total Cost Including Taxes in CFAF Millions)

I. Construction of the Douala-Pont du NKam Road	
Douala-Loum Section	
Contract amount	4,362
Physical contingencies	713
Price contingencies	3,395
Loum-Pont du NKam Section	
Contract amount	3,231
Physical contingencies	855
Price contingencies	2,634
	15,190
II. Construction of the Pont du Noun-Foumban Road	
Contract amount	1,258
Physical contingencies	180
Contractor's claim	174
Price contingencies	893
	2,505
III. Construction of the Figuil-Maroua-Mora Road	
Contract amount	3,823
Physical contingencies	354
Price contingencies	2,252
	6,429
IV. Road Construction Supervision	
Douala-Pont du NKam road	692
Pont du Noun-Foumban road	116
Figuil-Maroua-Mora road	490
Laboratory	332
	1,630
V. Highway Maintenance Study	
Contract amount	214
Physical contingencies	45
Price contingencies (10%)	26
	285
VI. Technical Assistance to the Road Department	180
VII. UNDP Transport Planning Project	20
VII. Forestry Studies	50
TOTAL	26,284

LOAN 935/CREDIT 429-CM

SECOND HIGHWAY PROJECT

Schedule of Disbursements
(October 1978)

IBRD FISCAL YEAR AND SEMESTER	ACCUMULATED DISBURSEMENTS US\$'000 EQUIVALENT				ACTUAL DISBURSEMENTS AS A PERCENTAGE OF APPRAISAL (UP TO LATEST SEMESTER) OR NEW ESTIMATE DISBURSE- MENTS AS PERCENTAGE OF APPRAISAL ESTIMATE (FOR FUTURE SEMESTERS) (1½2)x100 or (4½2)x100
	ACTUAL TOTAL DISBURSEMENTS	APPRAISAL ESTIMATE	LATEST REVISED ESTIMATE	NEW DISBURSEMENT ESTIMATE	
<u>1974</u>					
1st	0	200	-	-	0
2nd	0	500	-	-	0
<u>1975</u>					
1st	0	3,000	-	-	0
2nd	7,030	8,500	-	-	83
<u>1976</u>					
1st	10,983	15,500	-	-	71
2nd	18,269	23,500	-	-	78
<u>1977</u>					
1st	24,910	31,500	-	-	79
2nd	35,210	39,500	-	-	91
<u>1978</u>					
1st	47,679	44,000	-	-	108
2nd	58,734	48,000	-	-	122
<u>1979</u>					
1st	-	48,000	62,000	62,700	131
2nd	-	48,000	62,500	62,800	131
<u>1980</u>					
1st	-	48,000	63,000	62,900	131
2nd	-	48,000	63,000	63,000	131

Closing Date:

12/31/78

06/30/80^{2/}

1/ Including supplementary financing of US\$15.0 million. 2/ Proposed.

IBRD AND IDA - SUPERVISION SUMMARY

This summary is ☒ the initial summary
☒ part of a mission report
☐ a semi-annual update
☐ the completion summary

Regional Office: West Africa	Project Name: CAMEROON - Third Highway Project	Project Code: 3CAMTH04	Loan ☒ Credit ☐ No.: 1515-CM	L/C Amount (\$xx.xm): 16.5
Country: Cameroon	Borrower/Beneficiary: Government of Cameroon	Board Date: 01/31/78	Signing Date: 04/03/78	Effective Date: 10/17/78
Projects Dept./Div. Name: WAPHW	Org. Code No.: 136/32	Projects Officer: P. Ostenc	Loan Officer: M. Dia	

SECTION 1: SUMMARY PROJECT DESCRIPTION

Reconstruction of the Garoua-Figuil road (95 km); and technical assistance and fellowships to the Ministry of Transport.

SECTION 2: PERFORMANCE RATING

STATUS: 1 - Problem-free or Minor Problems; 2 - Moderate Problems; 3 - Major Problems

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

TYPES OF PROBLEMS: F - Financial; M - Managerial; T - Technical; P - Political; O - Other (Explain in Section 5)

If more than one type of problem, enter most critical factor first.

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

This Summary	Last Summary
☒ 1	☐
☒ 3	☐
F P ☐ ☐	☐ ☐ ☐

SECTION 3: PROJECT DATA

Estimated/Actual:	Project Completion (Mo./Yr.)	Loan/Credit Closing (Mo./Day/Yr.)	Total Project Cost (\$xx.xm)	of which: Foreign Currency (\$xx.xm)	Local Currency (\$xx.xm)	Cumulative Disbursements through most recent Quarter ended (09/30/78) (\$xx.xm)
Appraisal Est.	<u>12,81</u>	<u>06,30,82</u>	<u>25.0</u>	<u>16.5</u>	<u>8.5</u>	<u>7.2</u> (Est.)
Last Summary (/ /)	<u> </u>	<u> </u>	<u> </u>	<u> </u>	<u> </u>	<u> </u>
Current	<u>12,81</u>	<u>06,30,82</u>	<u>28.9</u>	<u>19.2</u>	<u>9.7</u>	<u>0.0</u> (Actual)

SECTION 4: MISSION SCHEDULE

	No. of Staff on Mission	No. of Days in Country	Return to HQ (Mo./Day/Yr.)	Final Report Date (Mo./Day/Yr.)
Latest/Present Mission	<u>1</u>	<u>12</u>	<u>10,31,78</u>	<u>11,16,78</u> (CS)*
Previous Mission	<u> </u>	<u> </u>	<u> </u>	<u> </u> ()*
Next Mission Departure (Mo./Yr.)	<u>03,79</u>	Recommended interval between missions (Months) <u>6</u>	End of period covered by latest progress report (Mo./Day/Yr.) <u> </u>	

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

SECTION 5: COMMENTS (Explain "other" in Section 2 and clarify, if necessary, data in Sections 3 and 4)

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

- Project implementation is progressing well, although the Loan did not become effective until October 1978.
- Construction of the Garoua-Figuil road is 30% complete. The Government has deleted the crossing of Garoua from the project and will replace it with an economically unjustified four-lane bypass, entirely under local financing. The Government has also decided to reconstruct the two remaining one-lane bridges. Reconstruction of only one bridge is justified.
- The Government is discussing with consultants the provision of an economist/statistician to assist in transport planning within the Ministry of Transport.
- Because of the devaluation of the US Dollar vis-à-vis the Deutsche Mark, there is an overrun of US\$2.7 million at current exchange rates. This overrun will be entirely borne by the Government.

SECTION 7: ACTIONS TAKEN AND RECOMMENDED

A letter was sent to the Government on November 16, 1978, summarizing the mission's findings (Annex II, Supervision Summary, Loan 935/Credit 429-CM).

Legal Department should review the Government's changes in the Garoua-Figuil road component and decide if any legal action is required.

Preparing Officer: **P. Ostenc**

Initials: **P.O.**

Date:

INSTRUCTIONS FOR COMPLETION AND DISTRIBUTION OF SUPERVISION SUMMARIES

GENERAL INSTRUCTIONS

Projects Subject to Summary Report: All projects not fully disbursed and fully disbursed projects on which a significant amount of manpower is being expended for supervision. In addition, all UNDP and Bank/IDA technical assistance projects being administered by the Bank (in these cases, grant amounts should be substituted for loan/credit amounts, and certain dates not applicable need not be filled). Where supervision of one loan/credit necessarily involves supervision of several loans/credits (e.g., with DFCs), a summary should be prepared for each, but the Summary of Project Status, Trend and Major Problems (Section 6) for the most recent loan/credit can cover all the loans/credits involved.

Responsibility: To be assigned by responsible projects division chief. Normally the chief of the project's appraisal team for the initial summary prepared at signing and the author of the most recent supervision report thereafter.

Timing: Initially distributed at signing, thereafter whenever a supervision or project completion report is prepared and within 10 days after return of an appraisal mission where appraisal of a follow-up project involves full supervision of earlier projects. In addition, summaries should be prepared as of September 15 and March 15 for all projects which have not had a summary in the respective previous three months; these semi-annual datings coincide with preparation for the "problem projects" reviews of end-October and end-April respectively.

Distribution: Summaries prepared in association with supervision or completion reports are distributed as the first two pages of the reports. Summaries prepared at signing, after an appraisal or during the September and March updatings, should be sent to the office of the Regional Program Coordinator and forwarded to P & B each Wednesday. Distribution outside the regions will be handled by P & B. Within the regions distribution should be arranged as the regional offices direct.

Dates: All dates used in the summary should follow the order of month/day/year (e.g., 3/31/75), unless otherwise specified.

Amounts: All amounts should be in million dollar equivalents to one decimal (e.g., \$29.6).

DEFINITIONS AND SPECIAL INSTRUCTIONS

Project Code: The identification number provided in the P & B Identification Code Book.

L/C Amount: The current loan/credit amount (incorporating any cancellation or addition).

Effective Date: The latest estimated/actual date of loan/credit effectiveness.

Projects Dept./Div. Code No.: The numeric code given to the responsible projects division in the Master Organization Code list issued by P & B.

Projects Officer and Loan Officer: The Projects Officer and Loan Officer with primary responsibility for the project.

SECTION 1 - Summary Project Description: Provide as complete a description of the project as the space allows. If necessary, a more detailed description can be included in an appendix to the supervision report.

SECTION 2 - Performance Rating: The "status" rating should provide a view of the project situation in terms of its basic objectives and the Bank's expectations at the time the loan/credit was signed. "Moderate problems" can be characterized as difficulties worth recording because they have some potential of becoming major in the future, but which presently are not serious enough to cause concern about the successful completion of the project or the financial situation of the project entity. "Major problems" on the other hand, are serious problems in project execution or operations which demand special attention and action, and intensive supervision at the present time. The "trend" should take account of progress, or lack of it, in resolving the problems indicated under "types of problems." The "type of problem" should indicate the category of assumptions or requisites for successful project implementation that are not developing as expected or planned. "Political" problems are those caused by policy decisions made external to the project entity. If there are more than one "type of problem," rank the categories according to perceived degree of significance by entering the most critical "type" first (left-most block), the next most critical second, etc.

SECTION 3 - Project Data: For all dates and \$ amounts give the estimates made for the board presentation (appraisal estimates), the estimates/ actuals taken from the latest previous supervision summary for the project (and indicate date of this last summary), and estimates/actuals as of the date of the current summary.

Project Completion: The month and year by which all components of the project listed in the loan/credit agreement are expected to be completed or in place. For DFC and other credit-type projects show the estimated final authorization date. If delays affect only a minor part of the project which is otherwise going well, give the completion date for the major components and note the minor delays in Section 5.

Project Cost: For DFC projects and many credit-type projects, total project cost will be equal to loan/credit amount.

Cumulative Disbursements: Give the appraisal estimate and current actual (from Controller's "Statement of Loans") of cumulative disbursements through the full fiscal year quarter most recently completed. Use the current quarter if the summary is prepared around the last day of the quarter. Indicate the date (in parenthesis) of the quarter considered the most recently completed.

SECTION 4 - Mission Schedule: When a supervision summary is prepared as part of a supervision report, the final report date should correspond to date of the summary. If the mission involved is an appraisal mission, the date of return of appraisal mission should be used (date of appraisal report can be left blank). The currently recommended interval between missions may change during different phases of the project's implementation.

SECTION 6 - Summary of Project Status, Trend, and Major Problems: Provide a succinct summary of the project's overall implementation status including a review of major problems. The summary should fit on the first page if possible but may be continued on the second page if necessary.

SECTION 7 - Actions Taken and Recommended: To be included on a second or third page. Required when summary is prepared in conjunction with a supervision report or as part of "problem projects" review --- otherwise, optional.

LIST OF ANNEXES

- I. Project Implementation
- II. Status and Cost Estimates
- III. Schedule of Disbursements

UNITED REPUBLIC OF CAMEROON

LOAN 1515-CM

THIRD HIGHWAY PROJECT

Project Implementation

1. The main project component is the reconstruction to two-lane standards of the Garoua-Figuil road, deleted from the Second Highway Project. As the Government was eager to proceed with reconstruction under the advantageous terms proposed by contractor Wayss and Freitag in late 1977 (para. 2), the project, appraised in October 1977, was approved by the Board on January 31, 1978 under an emergency procedure. The Loan Agreement was signed on April 3, 1978, but Loan effectiveness was postponed until October 17, 1978 as the Government delayed provision of the external debt letter.

Road Reconstruction

2. Under the Second Highway Project in November 1974, contractor Wayss and Freitag (Germany) was awarded the contract for the Garoua-Figuil-Mora road (261 km). Because of project cost overruns, the Government never gave the order to proceed with the Garoua-Figuil section (95 km). In October 1977, the contractor offered to reactivate the contract for the Garoua-Figuil section with a 5% reduction on the original bid price--plus price escalation--provided work could start immediately. The contractor satisfactorily completed construction of the Figuil-Mora section in July 1977 and expected to benefit from the continuity of working on the Garoua-Figuil section. The Government accepted the proposal, with the Bank's agreement. Actually, the contractor took longer than anticipated to remobilize, and works did not start at full scale until April 1978. At end-October 1978, 30 km of road had been completed, and the sub-base course laid on another 5 km, corresponding to 30% of the total amount of the works. Construction should be completed on schedule in July 1979, except perhaps for two bridges recently added by the Government (para. 6).

3. The Government has also extended the contract of consultants Lamarre-Valois/Ing route (Canada/France) for supervision of works. The consultants' team arrived in December 1977 and comprises a road engineer/mission leader, an administrative superintendant, an earth-moving and pavement supervisor, a structures supervisor and two surveyors. The mission leader is new and the consultants are experiencing a difficult start.

4. The Government has decided to make two major changes in the road's alignment. First, it has deleted a 4.5 km section crossing the town of Garoua. For political reasons, the Government will finance construction of a 5.5 km bypass, part of the beltway included in Garoua's master plan. Although the bypass will only serve a small amount of transit traffic and is not economically justified, its design standards are high: a four-lane divided highway with a 22-m roadway. Construction cost is estimated at US\$6 million and bids have already been called.

5. Second, the Government has obtained a loan from Saudi Arabia for the construction to paved standards of the Tchonchi-Guider road (30 km), a spur

starting at Tchonchi on the Garoua-Figuil road. As the alignment of the two roads would be nearly parallel for a few kilometers, the Government has decided to detour the Garoua-Figuil road on 8.5 km along the Tchonchi-Guider road. This decision makes sense as it will reduce construction costs by US\$1.5 million, bypass an existing one-lane bridge in need of repair on Mayo Sorawell, and improve the horizontal and vertical alignment of the Garoua-Figuil road, whose total length will be increased by 2.5 km.

6. The Government has also decided to reconstruct to two-lane standards the two existing one-lane bridges which were to be kept on Mayos Louti and Oulo. Total spans will be 125 and 100 m, respectively. The bridge on Mayo Louti is a 30-year-old steel bridge needing extensive repairs, and its reconstruction, estimated at US\$1.5 million, can be accepted. The bridge on Mayo Oulo is a 15 year-old prestressed bridge in excellent condition. Several other one-lane bridges have been kept on both roads north and south of the Garoua-Figuil road. Thus, there is no rationale for constructing a new bridge, estimated to cost US\$1.4 million, on Mayo Oulo. The Government will entirely finance this bridge as a project cost overrun (para. 8).

Technical Assistance and Fellowships

7. The project provides for one economist/statistician to the Planning and Coordination Unit (PCU) of the Ministry of Transport, and four fellowships. Consultants BCEOM (France) are already providing one economist to PCU under the Technical Assistance Project (Credit 673-CM). BCEOM's proposal for providing an economist/statistician and assisting PCU in selecting candidates for fellowships is being discussed with the Government.

Project Cost

8. The current project cost estimate, expressed in CFAF, is in line with the appraisal estimate. However, the road construction costs borne by the Bank are paid to the contractor mainly in Deutsche Marks. As shown in Annex II, the recent devaluation of the US Dollar vis-à-vis the Deutsche Mark induced a US\$2.7 million overrun at current exchange rates (about 9% of total project cost). This overrun will be entirely borne by the Government.

UNITED REPUBLIC OF CAMEROON

LOAN 1515-CM

THIRD HIGHWAY PROJECT

Status and Cost Estimates as of October 1978

Project Item	Executed by	Contract Signed	Amount (CFAF Millión)	Completion Date		Cost Estimates in US\$ Million (Including Contingencies)							% of Completion
				As of Contract	Mission Estimate	At Appraisal ^{1/}			Current ^{2/}				
						Gov't.	Bank	Total	Bank %	Gov't.	Bank	Total	
Construction of Garoua-Figuil Road	Wayss and Freytag	11/5/74	2,092	June 79	June 79	8.0	14.9	22.9	65%	9.1	17.8	26.9	30
Construction Supervision	Lamarre-Valois/Ingeroute	5/13/75	284	June 79	June 79	0.4	1.2	1.6	70%	0.5	1.0	1.5	40
Technical Assistance	----	----	----	----	Dec. 81	0.1	0.3	0.4	---	0.1	0.3	0.4	0
Fellowship	----	----	----	----	June 80	0.0	0.1	0.1	---	0.0	0.1	0.1	0
TOTAL						<u>8.5</u>	<u>16.5</u>	<u>25.0</u>		<u>9.7</u>	<u>19.2</u>	<u>28.9</u>	
overrun compared with present Bank allocation: <u>2.7</u>													

^{1/} At an exchange rate of US\$1 = CFAF 245.^{2/} At an exchange rate of US\$1 = CFAF 220.

UNITED REPUBLIC OF CAMEROON

LOAN 1515-CM

THIRD HIGHWAY PROJECT

Schedule of Disbursements
(October 1978)

IBRD FISCAL YEAR AND SEMESTER	ACCUMULATED DISBURSEMENTS US\$'000 EQUIVALENT				ACTUAL DISBURSEMENTS AS A PERCENTAGE OF APPRAISAL (UP TO LATEST SEMESTER) OR NEW ESTIMATE DISBURSE- MENTS AS PERCENTAGE OF APPRAISAL ESTIMATE (FOR FUTURE SEMESTERS) (1½2)x100 or (4½2)x100)
	ACTUAL TOTAL DISBURSEMENTS	APPRAISAL ESTIMATE	LATEST REVISED ESTIMATE	NEW DISBURSEMENT ESTIMATE	
<u>1978</u>					
2nd	0	5,200		---	0
<u>1979</u>					
1st		8,700		4,000	46
2nd		12,700		8,000	63
<u>1980</u>					
1st		15,400		12,000	78
2nd		15,800		15,000	95
<u>31</u>					
1st		16,200		15,500	96
2nd		16,500		16,000	97
<u>1982</u>					
1st		16,500		16,400	99
2nd		16,500		16,500	100
Closing Date		06/30/82		06/30/82	

UNITED REPUBLIC OF CAMEROON

Preparation of the Douala-Yaoundé Road Project

1. Following the agreement between the Bank and the Government in July 1978, confirmed by the Bank's letter of August 11, 1978, on the two-lane standard, the Government sent to consultants Gauff (Germany) terms of reference for the economic study. Gauff amplified them with a supplementary outline of the methodology, which is satisfactory. It should produce an economic justification in a way acceptable to the Bank.
2. The alignment near Edea apparently remains the subject of lively political discussion. While the northern one would be about 12 km shorter, connections to Edea would be required in any event, approximately along the proposed southern route. The latter would possibly have greater development potential, as a better link to the Edea and Kribi regions. We advised the Government to select one or the other, the sole criterion being the economic justification of the selected alignment. The Government appears to have finally selected the southern alignment.
3. We cautioned the Government that careful provision should be made for adequate traffic dispersal at the road's termini in Douala and Yaoundé. But we warned that any attempt to upgrade the links and construct sections of urban expressways (boulevards périphériques are contemplated in both cities) could raise urban transport questions. As these would have to be satisfactorily resolved before the Bank became involved in the project, we pointed out the possible delays that could result, and suggested that simple and straightforward traffic engineering measures be adopted.
4. The preliminary engineering and economic study should be finished by late February 1979, and the draft detailed engineering and bidding documents by August 1979. We propose that the project be appraised in May 1979. This would allow ample time for mobilizing co-financiers and for bid opening before Board Presentation, for a start of construction in late 1980, at the beginning of the dry season.

Class of Service:

TELEX

Date:

November 8, 1978

Telex No.:

8307 KN

Originator's Ext.:

73682

Lle

START
HERE

TO

INTBAFRAD

CITY/COUNTRY

YAOUNDE, CAMEROUN

MESSAGE
NO.:

555

Cameron Ln 1512/C 763

cc Cameron C 575

cc Cameron C 723

cc ~~Cameron Ln 935/C 429~~

cc Cameron C 229

RELATE PAYMENTS. PRIMO. ACCORDING TO YOUR CONVERSATION WITH
ME ON OCTOBER 30, ON OCTOBER 31 WE SENT CABLE ON LATE PAYMENTS

cc Cameron Ln 663/C 180

QUOTED TO YOU TO MINFI, MINEP AND BEAC (CENTRAL BANK). WE

HAVE RECEIVED FOLLOWING CABLE FROM BEAC DATED NOVEMBER 6

QUOTE AVONS RECU VOTRE TELEX 31 OCTOBRE AU GOUVERNEUR

BEAC CONCERNANT PROCHAINES ECHEANCES PAIEMENTS DUS PAR

BANQUE MONDIALE SUR PRETS 663 CM ET 663-1CM, 180 CM ET

180-1 CM, ET 229CM. NE VOYONS PAS A QUEL ETAT SE RAPPORTENT

CES PRETS NI EN QUOI SERVICES CENTRAUX DE LA BEAC SONT

CONCERNES. PRECISIONS SUPPLEMENTAIRES NECESSAIRES.

CONSIDERATION DISTINGUEE BANETAC YAOUNDE UNQUOTE. PLEASE

KINDLY INFORM BEAC OF THE NEW PROCEDURE. SECUNDO

AMOUNT DUE ON LOAN 935 CM CAME IN NOVEMBER 6. TERTIO.

FOLLOWING AMOUNTS STILL OUTSTANDING AAA LOAN 1512 BBB

CREDIT 575 CCC CREDIT 723. YOUR COOPERATION IN SPEEDING

UP PAYMENTS WOULD BE MOST APPRECIATED. REGARDS EIGEN

INTBAFRAD

END
OF
TEXT

NOT TO BE TRANSFERRED

SUBJECT:

Cameroon Late Payments.

DRAFT

ar.

CLEARANCES AND COPY DISTRIBUTION:

cc: Ms. Pan, Mr. Lenfant

AUTHORIZED (Name and Signature):

Peter Eigen, Division Chief

DEPART

WA2DB

SECTION BELOW FOR USE BY CABLE SECTION
CHECKED FOR DISPATCH

WORLD BANK / IFC
OUTGOING MESSAGE FORM
(TELEGRAM/CABLE/TELEX)

- ☐ IBRD
- ☐ IDA
- ☐ IFC
- ☐ ICSID

Ln 663/CR 180 CM
CR 229 CM
Ln 1039 CM
CR 302 CM

TO:

CR 574 CM
Ln 1512 CM. 10/31/78
DATE:

COUNTRY:

ORIGINATOR'S EXT.:
Ln 935/429 CM.
CLASS OF SERVICE:

CABLE NO. & TEXT:

BOOK OF ONE

INTBAFRAD
TELEX 8307 KN
YAOUNDE, CAMEROUN

541

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Class of Service: **TELEX** Date: **October 31, 1978**
Telex No.: **8307XXXM SEE ATTACHED** Originator's Ext.: **73682**

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0 START
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FOLLOWING TELEX SENT TODAY TO MINEP, MINFI, BEAC ACCORDINGLY

QUOTE REFERENCE PROCHAINES ECHEANCES PAIEMENTS MONTANTS DUS

BANQUE MONDIALE. NOTRE DEPARTEMENT CONTROLE FINANCIER A EXPEDIE

EN DATE 24 OCTOBRE RELEVES DE COMPTE AINSI QUE ETATS RECAPITULATIFS

DES MONTANTS DUS AU TITRE PRET ET CREDITS SUIVANTS PRIMO PRET

663CM ET 663-1CM AAA 450.010,00 US DOLLARS PAYABLES FEDERAL

RESERVE BANK OF NEW YORK ECHEANCE 24 NOVEMBRE BBB 75.203,00 US

DOLLARS PAYABLES FEDERAL RESERVE BANK OF NEW YORK ECHEANCE PREMIER

DECEMBRE SECUNDO CREDIT 180CM ET 180-1CM 33.309,00 US DOLLARS

PAYABLES FEDERAL RESERVE BANK OF NEW YORK ECHEANCE PREMIER DECEMBRE

TERTIO CREDIT 229CM 6.014,00 US DOLLARS PAYABLES FEDERAL RESERVE

BANK OF NEW YORK ECHEANCE PREMIER DECEMBRE. TRES RECONNAISSANTS

PRENDRE DISPOSITIONS NECESSAIRES POUR ASSURER PROMPT PAIEMENTS.

UNQUOTE

RELATE PAYMENTS FOLLOWING PAYMENTS CAME IN TODAY LOAN 1039CM,

CREDIT 302CM, CREDIT 574CM. FOLLOWING STILL OUTSTANDING LOAN

1512CM AND LOAN 935CM 148.346,00 FRENCH FRANCS PAYABLE BANQUE

DE FRANCE DUE OCTOBER 16. REGARDS EIGEN INTBAFRAD

21 END
OF
TEXT
22

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SUBJECT:

Cameroon Late Payments

CLEARANCE AND COPY DISTRIBUTION:

cc: Ms. Pan

DRAFTED BY:

ar.

AUTHORIZED BY (Name and Signature):

Peter Eigen, Division Chief

DEPARTMENT:

WA2DB

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Class of Service: **TELEX**Date: **31 OCTOBER 1978**

Telex No.:

Originators Ext:

72687

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MINISTERE DE L'ECONOMIE ET DU PLAN

CITY/COUNTRY

YAOUNDE (CAMEROON)MESSAGE
NO.:

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REF VOTRE LETTRE 11 OCTOBRE RELATIVE NOMINATION ECONOMISTE

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FORESTIER. VEUILLEZ NOUS FAIRE PARVENIR PROJETS TERMES DE

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REFERENCE ET CONTRAT POUR APPROBATION.

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CONSIDERATION DISTINGUEE. KLAUS BERG

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NOT TO BE TRANSMITTED

SUBJECT:

CAMEROON FORESTRY

DRAFTED BY:

RFISHWICK:mcl

CLEARANCES AND COPY DISTRIBUTION:

CLEARED WITH MRS CALVO**CC: MESSRS DIA, DICK, OSTENC,
SAKURAGI**

AUTHORIZED BY (Name and Signature)

KLAUS BERG, DIVISION CHIEF

DEPARTMENT:

WAPA2SECTION BELOW FOR USE OF CABLE SECTION
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31 OCTOBER 1978

75687

TELEX

MINISTÈRE DE L'ÉCONOMIE ET DU PLAN

YAOUNDE (CAMEROON)

RE: VOTRE LETTRE 19 OCTOBRE RELATIVE NOMINATION ECONOMISTE

FORESTIER. VEUILLER NOUS FAIRE PARVENIR PROJETS TERMES DE

REFERENCE ET CONTRAT POUR APPROBATION.

CONSIDERATION DISTINGUEE. KLAUS BERG

COMMUNICATIONS
RECEIVED
1978 NOV 21 PM 4:40
KLAUS BERG, DIVISION CHIEF
WAPAS

CAMEROON FORESTRY

CLEARER WITH MRS CALVO

CC: MESSRS DIA, DICK, OSTENC,

SAMURAT

Class of Service: **TELEX**

Date: **October 25, 1978**

W

Telex No.: **8307 KN**

Originator's Ext: **73682**

0 START
HERE
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INTBAFRAD

Cameroon ln 1512/12763

cc Cameroon ln 1039

cc Cameroon ln 935/1429

TY/COUNTRY

YAOUNDE, CAMEROUN

MESSAGE
NO.:

528

FOR RABEHARISOA. RELATE PAYMENTS. FOLLOWING AMOUNTS RECEIVED:
LOANS 1321CM, 1494CM, 886CM, 935CM ONLY 5.093,840.00 FRENCH
FRANCS, CREDITS 672CM, 763CM, 657CM AND 657-1CM 429CM AND 429-1CM.
FOLLOWING LOANS STILL OUTSTANDING: 1512, 1039, 935CM 148.346.00
FRENCH FRANCS. YOUR COOPERATION WILL BE APPRECIATED IN SPEEDING
UP THE ABOVEMENTIONED OUTSTANDING PAYMENTS. REGARDS EIGEN
INTBAFRAD

END
OF
TEXT

NOT TO BE TRANSMITTED

SUBJECT:
Cameroon Late Payments

DRAFTED BY:
ar.

CLEARANCES AND COPY DISTRIBUTION:
cc: Mrs. Pan

AUTHOR: *[Signature]*
Peter Eigen, Division Chief,

DEPART:
WA2DB

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**FRENCH
ENGINEERING
BUREAU**

Daniel Charles Lefebvre

Le 18 octobre 1976

1825 Jefferson Place, N.W.
Washington, D.C. 20036
telephone: (202) 659-8630
cable: "Francenerg"
int'l telex: 64136-WUI
440231-ITT

Monsieur R. Steckhan

Pour votre information

~~Mr. Agnew~~

Should we
ask Michel Palin
to Cook into this?
ABS 10/18

1207 10/15

FEBVRE64136

BCEOM B 250618F

TELEX NR 4444 DU 15.10.76

OBJET : CAMEROUN

RETEL 798 DU 14/10/76

AAA - NOUS N AVONS TOUJOURS AUCUNE REPONSE DES AUTORITES CAMEROUNAISES A NOS PROPOSITIONS D ASSISTANCE TECHNIQUE

BBB - POUR CETTE RAISON JE ME RENDRAI A YAOUNDE DANS LA DERNIERE SEMAINE D OCTOBRE, APRES LE PASSAGE DE M OSTENC, QUI DEVAIT " FAIRE BOUGER " NOS AMIS CAMEROUNAIS.

CCC - D AUTRE PART NOUS AVONS ADRESSE A LA MI-JUILLET A LA DIRECTION DE LA PROGRAMMATION, ET A LEUR DEMANDE, UNE OFFRE DE SERVICE EN MATIERE DU DEVELOPPEMENT RURAL ET D ETUDES DES PISTES AGRICOLES. TOU JOURS PAS DE REPONSE.

DDD - LE NOUVEAU DIRECTEUR DES TRANSPORTS QUE JE CONNAIS BIEN M AVAIT PARLE LORS DE MON DERNIER PASSAGE A YAOUNDE EN MAI, QU IL COMPTAIT NOUS CONSULTER POUR L ETUDE D UN PLAN DE TRANSPORT AU CAMEROUN ET QUE JE VIENNE LE VOIR FIN OCTOBRE DEBUT NOVEMBRE. JE FERAI SUR PLACE LE POINT DES AFFAIRES AAA-CCC-DDD QUI NOUS INTERESSENT BEAUCOUP, ET VOUS TELEXERAI LA SITUATION DES MON RETOUR FIN OCTOBRE.

REMERCIEMENTS ET AMITIES

B. HUDINA

cc: Mr. Palein
28e 10/20 cm
Cameroon 935/429

15.10.76

CAN Rd II

Class of Service: _____ Date: Oct 12, 1978

Telex No.: _____ Originators Ext: _____

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HERE

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Cameroon

Ln 935/10429

CITY/COUNTRY

MESSAGE
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END
OF
TEXT

BOOK OF TWO

1. DIRECTEUR PROGRAMMATION

MINEP

YAOUNDE, CAMEROON

2. DIRECTION ROUTES

MINEH

YAOUNDE, CAMEROON

8268

L/C

Via ~~MINEP~~ MINEP.

NOT TO BE TRANSMITTED

SUBJECT:

DRAFTED BY:

CLEARANCES AND COPY DISTRIBUTION:

AUTHORIZED BY (Name and Signature):

DEPARTMENT:

SECTION BELOW FOR USE OF CABLE SECTION
CHECKED FOR DISPATCH

Class of Service:

TELEX

Date:

12 OCTOBRE 1978

Telex No.:

Originators Ext: 61130

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TO

PRIMO OBJET PRET 935 CM ACCUSONS RECEPTION VOTRE LETTRE 01232

CITY/COUNTRY

NOUS TRANSMETTANT A NOUVEAU DEMANDE PAIEMENT 206 AU PROFIT STE

MESSAGE
NO.:

HARRIS. HONNEUR VOUS INFORMER NE POUVONS PRENDRE CETTE DEMANDE

4

EN COMPTE SELON TELEX DE M. SOGES DU 8 JUIN ADRESSE A SON EXCELLENCE

5

LE MINISTRE DU MINEP CITATION ATTENTION SON EXCELLENCE LE MINISTRE.

6

HONNEUR VOUS INFORMER AVONS TRANSMIS TELEGRAMME SUIVANT A SON

7

EXCELLENCE LE MINISTRE D'ETAT CHARGE EQUIPEMENT ET HABITAT CITATION

8

OBJET DEUXIEME PROJET ROUTIER ETUDE DE L'ENTRETIEN ROUTIER.

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HONNEUR VOUS REMERCIER VOTRE LETTRE 19 MAI 1978 NOUS DONNANT JUSTI-

10

FICATIONS RELATIVES AVENANT NO. 1 CONTRAT HARRIS POUR ETUDE PRECITEE.

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CONFORMEMENT AVENANT NO 1, HARRIS PEUT DEMANDER 52,6 HOMMES MOIS

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POUR PREMIERE PHASE ETUDE. OR, JUSQU'A MARS 1977, 56,6 HOMMES MOIS

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LUI ONT DEJA ETE REGLES DANS DECOMPTES NO 1 A 14. NOUS PARAIT QUE

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FRAIS DES SERVICES DU BUREAU D'ETUDES EXCEDANT PLAFOND CONTRACTUEL

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52,6 HOMMES-MOIS DEPASSENT LE COUT RAISONNABLE DES SERVICES

16

NECESSAIRES A L'EXECUTION DE CET ELEMENT DU PROJET. NE POUVONS DE CE

17

FAIT PRENDRE EN CONSIDERATION DECOMPTE NO 15 (AVRIL, MAI, JUIN,

18

1977 ET JANVIER 1978) CORRESPONDANT DEMANDE RETRAIT DE FONDS NO 206

19

DU 22 MARS 1978 POUR 68.116,56 DOLLARS EU, QUI COMPREND ENVIRON

20

4, 5 HOMMES MOIS POUR PREMIERE PHASE ET 4,2 HOMMES-MOIS POUR

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END
OF
TEXT

/c

NOT TO BE TRANSMITTED

SUBJECT:

DRAFTED BY:

CLEARANCES AND COPY DISTRIBUTION:

AUTHORIZED BY (Name and Signature):

DEPARTMENT:

SECTION BELOW FOR USE OF CABLE SECTION
CHECKED FOR DISPATCH

Class of Service: _____ Date: _____

Telex No.: _____ Originators Ext.: _____

12

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0 START
HERE
1 TO

CITY/COUNTRY

MESSAGE
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END
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TEXT

DEUXIEME PHASE, CE DERNIER MONTANT COMPENSANT APPROXIMATIVEMENT
TROP PERCU SUR PREMIERE PHASE EN ATTENDANT VOULIEZ BIEN
RECTIFIER DECOMPTES PREMIERE PHASE. EFFECTUONS PAIEMENT
DECOMPTES 16 (FEVRIER 1978) ET R2 CORRESPONDANT DEMANDES RETRAIT
DE FONDS NO 216 ET 217 DU 22 AVRIL 1978 POUR MONTANTS RESPECTIFS
24.996,04 ET 27,929,04 DOLLARS EU FIN CITATION. TRES HAUTE
CONSIDERATION, SOGES, INTBAFRAD FIN CITATION CONSIDERATION
DISTINGUEE PETRETTI INTBAFRAD

NOT TO BE TRANSMITTED

SUBJECT: File: 935 CM - General

DRAFTED BY: GPrefontaine/jd

CLEARANCES AND COPY DISTRIBUTION:

Cleared with and cc: Mr. Ostenc
cc: Mrs. Calvo, Mr. Rothenbuhler,
Mr. Petretti, Ms. Prefontaine

AUTHORIZED BY (Name and Signature):

THOMAS MITCHELL

DEPARTMENT:
CONTROLLERSSECTION BELOW FOR USE OF CABLE SECTION
CHECKED FOR DISPATCH

Robert NAAH

Class of Service: _____ Date: Oct 11, 1978

Telex No.: _____ Originators Ext: _____

0 START
HERE
1 TO

/Cameroon ln 9351429

a Cameroon ln 1515

CITY/COUNTRY

MESSAGE
NO.:

BOOK OF TWO

1. DIRECTEUR PROGRAMMATION MINEP
YAOUNDE, CAMEROON

8268 LC

AND

2. DIRECTION ROUTES
MINEH

Via MINEP. LC

YAOUNDE, CAMEROON

END
OF
TEXT

NOT TO BE TRANSMITTED

SUBJECT:

DRAFTED BY:

CLEARANCES AND COPY DISTRIBUTION:

AUTHORIZED BY (Name and Signature)

DEPARTMENT:

SECTION BELOW FOR USE OF CABLE SECTION
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TELEX

11 OCTOBRE 1978

Class of Service:

Date:

Telex No.:

Originators Ext: 61130

12

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0 START
HERE

1 TO

CITY/COUNTRY

MESSAGE
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END
OF
TEXT

REVOTLETTRE 1130 DU 28 AOUT 1978 TRANSMETTANT DEMANDE 234 DE

DOLLARS CANADIENS 58.319,81 AU PROFIT GROUPEMENT INGEROUTE

LAMARRE VALOIS STOP LE DECOMPTE 28-B A L'APPUI DE CETTE DEMANDE

CORRESPOND A LA SUPERVISION DES TRAVAUX POUR LE LOT A ET ENTRE

DONC DANS LE CADRE DU TROISIEME PROJET ROUTIER PRET 1515 CM DONT

LES CONDITIONS D'ENTREE EN VIGUEUR N'ONT PAS ENCORE ETE REMPLIES

STOP NOUS VOUS SERIONS OBLIGES DE BIEN VOULOIR NOUS CONFIRMER PAR

TELEX DE MODIFIER SUR LA DEMANDE LE NUMERO DU COMPTE DE PRET

DE 935 CM A 1515 CM AINSI QUE LE NUMERO DE LA DEMANDE DE 234 A

7 STOP CETTE DEMANDE AINSI QUE LES DEMANDES 1 A 6 SERONT MISE

EN PAIEMENT DES L'ENTREE EN VIGUEUR DU PRET 1515 CM CONSIDERA-

TION DISTINGUEE PETRETTI INTBAFRAD

NOT TO BE TRANSMITTED

SUBJECT: File: 935 CM - General
1515 CM - General

DRAFTED BY:

GPrefontaine/jd

CLEARANCES AND COPY DISTRIBUTION:

cc: Ms. Calvo, Messrs. Ostenc,
Rothenbuhler, Petretti, Ms.
Prefontaine

AUTHORIZED BY (Name and Signature):

THOMAS MITCHELL

DEPARTMENT:

CONTROLLERS

SECTION BELOW FOR USE OF CABLE SECTION
CHECKED FOR DISPATCH

11 OCTOBRE 1978

TELEX

61130

1978 OCT 12 PM 1:35

1978 OCT 12 PM 1:41

RECORDS AND COMMUNICATIONS

RECORDS AND COMMUNICATIONS

REVOLUTIO DU 28 OCTOBRE 1978
COMMUNICATIONS CANADIENS 28.319.81 AU PROFIT GROUPEMENT INEROUTE

LAMARRE VALOIS STOP LE DECOMPTE 28-B A L'APPUI DE CETTE DEMANDE
CORRESPOND A LA SUPERVISION DES TRAVAUX POUR LE LOT A ET ENTRE
DONC DANS LE CADRE DU TROISIEME PROJET ROUTIER PRET 1212 CM DONT
LES CONDITIONS D'ENTREE EN VIGUEUR N'ONT PAS ENCORE ETE REMPLIES
STOP NOUS VOUS SERIONS OBLIGES DE BIEN VOULOIR NOUS CONFIRMER PAR
TELEX DE MODIFIER SUR LA DEMANDE LE NUMERO DU COMPTE DE PRET
DE 932 CM A 1212 CM AINSI QUE LE NUMERO DE LA DEMANDE DE 224 A
Y STOP CETTE DEMANDE AINSI QUE LES DEMANDES 1 A 6 SERONT SUIVIES
en paiement des L'ENTREE EN VIGUEUR DU PRET 1212 CM CONSIDERA-

TION DISTINGUEE RETRETTI INTERRAD

61130

File: 932 CM - General
1212 CM - General

cc: Mr. Calvo, Messrs. Gasc, Rothbauer, Retreft, Mr. Pretaine

THOMAS MITCHELL

CONTROLLERS

OFFICE MEMORANDUM

TO: Mr. P. Ostenc, Senior Engineer, and Mrs. Finne
and Mr. Cadario, Economists, WAPHW

FROM: F. Soges, Division Chief, WAPHW

DATE: October 5, 1978

SUBJECT: CAMEROON - Loan 935/Credit 429-CM, Second Highway Project
Loan 1515-CM, Third Highway Project
Supervision Mission
Proposed Fourth Highway Project
Post-Appraisal Mission
Proposed Douala-Yaoundé Road Project
Preparation Mission
Terms of Reference

1. On or about October 13, 1978, you will arrive in Cameroon, Mr. Ostenc from headquarters for about twelve days, Mrs. Finne from CAE and Mr. Cadario from Guinea for about six days, to supervise, post-appraise and prepare the above projects. En route to Cameroon, Mr. Ostenc will stop one day in Paris to interview two candidates for Bank employment.

2. You will in particular:

A. Second Highway Project (Messrs. Ostenc and Cadario)

- (a) review the progress of construction on the Douala-Kekem road;
- (b) review the progress of CTFT's reconnaissance study of possible improvements in the transport network serving forestry areas;
- (c) review consultant Harris' final report for the road maintenance study;
- (d) update the cost estimates; and
- (e) start collecting data for the Project Completion Report.

B. Third Highway Project (Mr. Ostenc)

- (a) review the progress of construction on the Garoua-Figuil road;
- (b) review the changes in road alignment and standards of major bridges being considered by the Government for the above construction;
- (c) review action taken by the Department of Transportation to hire an expatriate economist/statistician and award fellowships; and
- (d) update the cost estimates.

C. Proposed Fourth Highway Project (Mr. Ostenc and Mrs. Finne)

- (a) determine the nature, type and volume of road equipment the Government intends to purchase under a Japanese loan for the Equipment Pool, and its proposed use;
- (b) review the FY1979 road maintenance budget and the proposed amount earmarked for periodic maintenance of paved roads; and
- (c) collect additional sector and project data, as needed.

D. Proposed Douala-Yaoundé Road Project (Mr. Ostenc and Mr. Cadario)

- (a) review with the Department of Highways and the consultants the draft amendment to the consultants' contract, including the detailed terms of reference, cost and schedule of the study; and
- (b) discuss with the Government means of financing the additional cost of the study, if needed.

3. During your mission, you will closely liaise with Mr. Rabeharisoa, Resident Representative in Yaoundé, and Mr. Dia, Loan Officer, who will be in Cameroon concurrently.

4. Upon completion of your Mission, Messrs. Ostenc and Cadario will return to headquarters and Mrs. Finne will proceed to Benin under separate terms of reference. Upon your return to Washington, you will prepare a Back-to-Office and Full Report on your findings and recommendations.

Cleared with and cc: Messrs. Dia, Billington

See Distribution List overleaf

Distribution List

cc: Messrs. Thalwitz, WAP
de la Renaudière, WA2
Pouliquen, WAP
van Gigch, WAP
Bouhaouala, WAP
Bourgin, WAP
King, WAP
Eigen, WA2DB
Dyck, WANVP
Millard, WAPHW
Ms. Johansen, WAPHW
Ms. Antelin, WAPHW
Ms. DeVan, WAPHW
Messrs. Rabeharisoa, WAFCM
Munthali, WAFGA
Carter, WAFML
Arben, WAFNG
Geli, WAFWA
Agueh, WAFUV
Brown, WAFSE
van der Tak, PAS (3)
Willoughby, TRP
Chenery, VPD
Chernick, PPR
Rothenbühler, LEG
Ms. Prefontaine, CTR

POstenc: gk

Cameroon hm 93/C429

OFFICE MEMORANDUM

TO: Files

DATE: October 3, 1978

FROM: Malise C. Dick

SUBJECT: CAMEROON: Second Highway Project
Forestry Transport Study Phase 2

1. In accordance with Terms of Reference dated August 30, 1978, I discussed progress of the above study with consultants Centre Technique Forestier Tropical (CTFT) in Paris September 22/25. The main aspects discussed are listed below.

Study Scope

2. The study will provide information and recommendations on the current and potential production of forest products by major regions, transport operational costs and heavy duty highway investment costs (to preliminary engineering) for two proposed road projects: (a) Abong Mbang-Akonolinga-Yaounde; (b) Sangmelima-Ebolowa-Kribi/Campo.

Study Rationale

3. The rationale for determining upon heavy duty roads is that secondary roads can be and are provided for by concessionaires but the main-roads are an integral part of the national transport system. The choice of roads is determined in the Abong Mbang case, by a need to open up an area poorly served by road and for which a direct rail link is unsuitable (see annex map), by an improved road to Yaounde (which would thus connect by rail or road to Douala). The Sangmelima-Kribi project is in the short term consistent with evacuation via Mbalmayo and the Yaounde-Douala "corridor," in the medium term with port development in the Kribi area, and in the long term perhaps with road extension to evacuate timber from the virgin Yokodouma region.

Problems

4. The study will be strong on production, operations and investment costs, but probably rather weak in terms of economic analysis. This should not prove a major problem. More serious, however, is the fact that the study is not concerned with institutional factors (which were to be dealt with by provision of consultant services by a forestry economist, an appointment which has not materialised due to government reluctance). Thus, in particular, the impact of taxation levels upon the attractiveness of Cameroon to concessionaries will not be addressed, nor will the implications of weaknesses in forestry sector management. Government attention will have to be drawn to these issues in the course of review of the study.

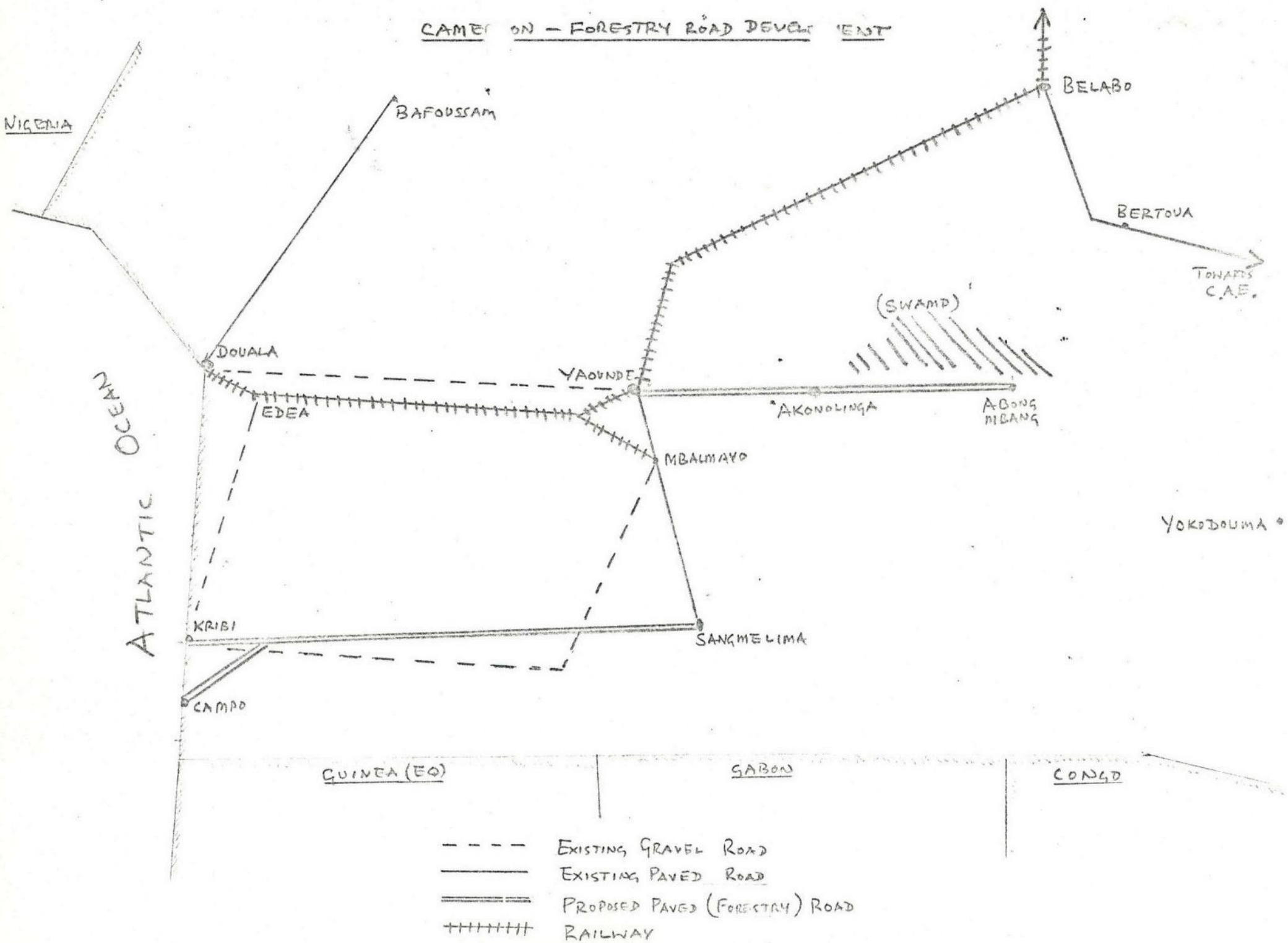
Timing

5. The draft final report should be ready in early December 1978. A FAO/CP forestry sector survey mission is tentatively scheduled for February 1979. It should thus be possible to review the report and discuss its conclusions with government in early 1979. This should give government adequate time to consider their response to issues directly and indirectly related to the study (such as road characteristics, vehicle axle weights and the tax issue) before the arrival of the sector survey mission.

MCD/rmm

cc: Messrs. Brandreth, Soges, Gamba, Fishwick, J. Spears, Dia,
Rabeharisoa; Mrs. Calvo

NIGERIA



Class of Service: LT Date: SEPTEMBER 25, 1978
Telex No.: _____ Originators Ext: 61130

12

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0 START
HERE

1 TO

SWISS BANK CORPORATION

CITY/COUNTRY

GENEVA, SWITZERLAND

MESSAGE
NO.:

ATTN. G. DEPREUX RETELEX FROM YOUR NEW YORK OFFICE

REF CONTRACT NO. 25 BIRD-AID 74-75. FUNDS EARMARKED FOR
CIVIL WORKS UNDER LOAN 935 CM EXHAUSTED THEREFORE APPLICATION
228 FOR SWISS FRANCS 4.299,941,22 FAVOR MONDELLI-ITINERA-EXARCOS
COVERING DECOMPTES 31.32 ETAT 11-12 RETURNED BORROWER
AUGUST 10, 1978. SUGGEST YOU CONTACT DIRECTION ROUTES
MINISTRY EQUIPMENT AND HABITAT REGARDS PETRETTI INTBAFRAD

21 END
OF
TEXT
22

NOT TO BE TRANSMITTED

SUBJECT:

File: Loan 935 CM - General

CLEARANCES AND COPY DISTRIBUTION:

cc: Mr. Petretti
Ms. Prefontaine

DRAFTED BY:

GPrefontaine/lth

AUTHORIZED BY (Name and Signature):

Thomas Mitchell

DEPARTMENT:

CController's

SECTION BELOW FOR USE OF CABLE SECTION
CHECKED FOR DISPATCH

12
AU SEPTEMBER 22, 1978

61130

SWISS BANK CORPORATION

GENEVA, SWITZERLAND

ATTN: E. PERREUX RETELIX FROM YOUR NEW YORK OFFICE

REF CONTRACT NO. 22 BIR-AIS 74-75. FUNDS EARNED FOR

CIVIL WORKS UNDER LOAN 932 CM EXHAUSTED THEREFORE APPLICATION

222 FOR SWISS FRANCIS 4.222, 241.22 FAVOR MONDELLI-ITINERA-EXARCOS

COVERING DECEMBER 21.22 ETAT 11-12 RETURNED BORROWER

AUGUST 10, 1978. SUGGEST YOU CONTACT DIRECTOR ROUTES

MINISTRY EQUIPMENT AND HABITAT REGARDS RETRETTI INTERRAD

COMMUNICATIONS
RECEIVED

File: Loan 932 CM - 1978 SEP 25 PM 6:38

Thomas Mitchell

cc: Mr. Retrety
Ms. Prefontaine

Controller's

WORLD BANK / IFC
OUTGOING MESSAGE FORM
(TELEGRAM/CABLE/TELEX)

☐ IBRD
☐ IDA
☐ IFC
☐ ICSID

Cameron Im 1414/10
cc Cameron Im 935/C.429
cc Cameron Im 593/880

TO:

DATE: *Cameron C. 429*
ORIGINATOR'S EXT.:

COUNTRY:

CLASS OF
SERVICE:

CABLE NO. & TEXT:

September 21, 1978

BOOK OF TWO

- 1) SON EXCELLENCE LE MINISTRE, MINEP
TELEX 8268 KN
YAOUNDE, CAMEROUN *YC*

- 2) SON EXCELLENCE LE MINISTRE, MINFI
TELEX 8260 KN
YAOUNDE, CAMEROUN

NOT TO BE TRANSMITTED	
REFERENCE:	AUTHORIZED BY (Name):
DRAFTED BY:	DEPARTMENT:
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Class of Service: **TELEX** Date: **September 21, 1978**
Telex No.: **SEE ATTACHED** Originator's Ext.: **73682**

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END
OF
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REFERENCE PROCHAINES ECHEANCES PAIEMENTS MONTANTS DUS BANQUE
MONDIALE. NOTRE DEPARTEMENT CONTROLE FINANCIER A EXPEDIE
EN DATE 8 SEPTEMBRE RELEVES DE COMPTE AINSI QUE ETATS RECAPITULATIFS
DES MONTANTS DUS AU TITRE PRETS ET CREDIT SUIVANTS PRIMO
PRET 1494CM 17.250,00 US DOLLARS PAYABLES FEDERAL RESERVE BANK OF
NEW YORK ECHEANCE 16 OCTOBRE SECUNDO PRET 935CM AAA 5.093.840,00
FRANCS FRANCAIS PAYABLES BANQUE DE FRANCE ECHEANCE 9 OCTOBRE
BBB 148.346,00 FRANCS FRANCAIS PAYABLES BANQUE DE FRANCE
ECHEANCE 16 OCTOBRE TERTIO PRET 886CM AAA 75.264,25 US DOLLARS
PAYABLES FEDERAL RESERVE BANK OF NEW YORK ECHEANCE 9 OCTOBRE
BBB 11.727,00 US DOLLARS PAYABLES FEDERAL RESERVE BANK OF
NEW YORK ECHEANCE 16 OCTOBRE CCC 105.096,00 FRANCS SUISSES
PAYABLES BANQUE NATIONALE SUISSE ECHEANCE 16 OCTOBRE QUARTO
CREDIT 429CM ET 429-1CM 139.088,92 US DOLLARS PAYABLES FEDERAL
RESERVE BANK OF NEW YORK ECHEANCE 16 OCTOBRE. TRES RECONNAISSANTS
PRENDRE DISPOSITIONS NECESSAIRES POUR ASSURER PROMPT PAIEMENTS.
HAUTE CONSIDERATION. EIGEN INTBAFRAD

NOT TO BE TRANSMITTED

SUBJECT
Cameroon late PaymentsCLEARANCES AND COPY DISTRIBUTION
cc: Ms. Pan
Cameroon Embassy
Mr. Razafindrabe

DRAFTED BY

ar.

AUTHORIZED BY (Name and Signature)

Peter Eigen, Div. Chief

DEPARTMENT

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WORLD BANK / IFC
OUTGOING MESSAGE FORM
(TELEGRAM/CABLE/TELEX)

1 CAM Lu 935/429
CAM. Lu 1515
CAM. Highway (4)

☐ IBRD
☐ IDA
☐ IFC
☐ ICSID

TO:

DATE: 9-20-78

ORIGINATOR'S EXT.: 72683

COUNTRY:

CLASS OF
SERVICE:

CABLE NO. & TEXT:

BOOK OF TWO

1) S.E. MINISTRE ECONOMIE ET PLAN

TELEX KN 8268

YAOUNDE, CAMEROUN

2) S.E. MINISTRE D'ETAT CHARGE DE L'EQUIPEMENT ET DE L'HABITAT

YAOUNDE, CAMEROUN

NOT TO BE TRANSMITTED

REFERENCE:

AUTHORIZED BY (Name):

DRAFTED BY:

DEPARTMENT:

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SIGNATURE (Of individual authorized to approve):

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Class of Service: TELEX Date: September 20, 1978
Telex No.: SEE ATTACHED Originators Ext: 72683

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END
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HONNEUR VOUS PROPOSER VISITE MISSION DE LA BANQUE COMPO-
SEE DE MM. DIA, CHARGE DE PRETS, OSTENC, INGENIEUR PRIN-
CIPAL, CADARIO ET MME. FINNE, ECONOMISTES. MISSION VI-
SITERA LE CAMEROUN A PARTIR DU 13 OCTOBRE 1978 POUR
PRIMO PROCEDER AU SUIVI DEUXIEME ET TROISIEME PROJETS
ROUTIERS. SECUNDO COMPLETER PREPARATION QUATRIEME PRO-
JET ROUTIER. TERTIO FAIRE LE POINT DES ETUDES ROUTIERES
DOUALA-YAOUNDE. MISSION SEJOURNERAIT AU CAMEROUN JUS-
QU'AU 26 OCTOBRE MAXIMUM. EN CONSEQUENCE MISSION SOU-
HAITERAIT SI POSSIBLE AVOIR AVEC VOTRE DEPARTEMENT UNE
SEANCE DE TRAVAIL PRELIMINAIRE A PARTIR DU 16 OCTO-
BRE ET UNE SEANCE DE SYNTHESE AVANT LE 23 OCTOBRE 1978
POUR FAIRE LE POINT DES RESULTATS DE SON TRAVAIL.
HAUTE CONSIDERATION, EIGEN

NOT TO BE TRANSMITTED

SUBJECT:

CAMEROUN- Highways II, III, IV.

DRAWN BY:

MDia: mvl

CLEARANCES AND COPY DISTRIBUTION:

Cleared with and cc? Messrs. Rabeha-
risoa, Ostenc.

cc: Ms. Finne, Mrs. Calvo.

Cameroon Embassy. Mr. Razafindrabe

AUTHORIZED BY (Name and Signature):

Peter Eigen, Division Chief

DEPARTMENT:

WA2DB

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September 20, 1978
15883

TELEX
SEE ATTACHED

HONNEUR VOUS PROPOSEZ VISITE MISSION DE LA BANQUE COMPO-
SEE DE M. DIA, CHARGE DE PRETS, OSTENC, INGENIEUR PRIN-
CIPAL, CADARIS ET MME. FINNE, ECONOMISTES, MISSION VI-
SITERA LE CAMEROUN A PARTIR DU 13 OCTOBRE 1978 POUR
PRIMO PROCEDER AU SUIVI DEUXIEME ET TROISIEME PROJETS
ROUTIERES, SECONDO COMPLETER PREPARATION QUATRIEME PRO-
JET ROUTIER, TERTIO FAIRE LE POINT DES ETUDES ROUTIERES
DOUALA-YAOUNDE, MISSION SEJOURNERAIT AU CAMEROUN JUS-
QU'AU 26 OCTOBRE MAXIMUM, EN CONSEQUENCE MISSION SOU-
HAITERAIT SI POSSIBLE AVOIR AVEC VOTRE DEPARTEMENT UNE
SEANCE DE TRAVAIL PRELIMINAIRE A PARTIR DU 16 OCTO-
BRE ET UNE SEANCE DE SYNTHESE AVANT LE 23 OCTOBRE 1978
POUR FAIRE LE POINT DES RESULTATS DE SON TRAVAIL.
HAUTE CONSIDERATION, EIGEN

COMMUNICATIONS

Mps: 1978 SEP 21 AM 7:30

Peter Eigen, Division Chief
WASDE

CAMEROUN-Highways III, IV.

Cleared with and cc: Messrs. Raben-
rasc, Ostenc.
cc: Ms. Finne, Mrs. Galvo.
Cameroon Embassy, Mr. Nassifindje

Class of Service: **TELEX** Date: **SEPTEMBER 18, 1978**
Telex No.: _____ Originators Ext: **75320**

Cameroon hr 935/6 429

0 START
HERE

1 TO

FERNANDO, FOODAGRI

CITY/COUNTRY

ROME, ITALY

MESSAGE
NO.:

158

4

ONE. CAMEROON FORESTRY SECTOR SURVEY. PLEASE RECONSIDER

5

SCHEDULE FOR FEBRUARY 1979 THIS BEING THE EARLIEST DATE BANK

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PARTICIPATION POSSIBLE.

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TWO. MR. AND MRS. DEBRICHAUBAUT CONFIRMED DUTCH INN.

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THREE. PORTUGAL FISHERIES. GOVT. HAS AGREED IN PRINCIPLE TO

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PROPOSED CP MISSION TO DRAFT TOR FOR FISHERIES STUDIES UNDER

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AG. CREDIT I PROJECT COMMENCING ON OR ABOUT OCTOBER ONE.

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FOUR. INDONESIA SMALLHOLDER PLANTING PROGRAM IDENTIFICATION

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REPORT 5/78-INS/17. AS RUBBER REPLANTING STAFF APPRAISAL

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REPORT WILL SHORTLY BE IN YELLOW COVER AND NEGOTIATED DECEMBER,

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RECOMMEND THAT YOUR IDENTIFICATION DRAFT REPORT SHOULD NOT BE

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RELEASED UNTIL END DECEMBER. THIS WILL AVOID ANY POSSIBLE

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MISUNDERSTANDINGS AND NEGOTIATIONS WILL PROVIDE OPPORTUNITY

17

FOR US TO EXPLAIN BACKGROUND, ETC. TO GOI.

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FIVE. PLEASE REPLY ASAP TO FOLLOWING CABLES: 99 ITEM SEVEN,

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115 ITEM FIVE, 117 ITEM THREE, 124 ITEM ONE, 130 ITEM ONE.

20

REGARDS VERAART.

21

END

22

TEXT

NOT TO BE TRANSMITTED

SUBJECT:

DRAFTED BY:

CLEARANCES AND COPY DISTRIBUTION:

1-cc: Messrs. Fishwick, Spears.

2-cc: Mr. Haile-Mariam,

4-cc: Messrs. Wadsworth, Elz.

AUTHORIZED BY (Name and Signature):

Mr. Marius Veraart

DEPARTMENT:

Ag. & Rural Dev. Dept.

SECTION BELOW FOR USE OF CABLE SECTION
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440098 WORLDBANK

MINEP 8268KN

(Telex No)

FROM: YAOUNDE

INCOMING TELEX

Cameron m 935/6429
CM326
DISTRIBUTION

Mr. Eigen
Mr. Soges

1978 SEP 14 AM 9:24
COMMUNICATIONS DIVISION

TELEX NO 851T DU 13 SEPTEMBRE 1978

LE MINEP A BANQUE MN MONDIALE WASHINGTON

ATTENTION M.EIGEN

DEUXIEME PROJET ROUTIER ETUDE SECTEUR FORESTIER

REF. M/L NO 4608MINEP/CT2 DU 22 JUILLET 1978 ET V/TELEX

DU 30 AOUT
(29)

HONNEUR VOUS DONNER MON ACCORD POUR DISCUSSION ENTRE M. DICK ET
CTFT PARIS 22 A 25 SEPTEMBRE EN VUE EVALUATION SOLUTION MOINS
COUTEUSE POUR EVALUATION PRODUITS D FORESTIERS ET MISE AU POINT
METHODE EVALUATION STOP

*done
at
9/14*

Mr. Sakurai
cc. Mr. Dia
Mr. Calwood
Mr. Brandt
Mr. Arg
9/14

HAUTE CONSIDERATION STOP ET FIN

YOUSOUFA DAOUDA

MINISTRE ECONOMIE ET PA PLAN

✱

440098 WORLDBANK

MINEP 8268KN

BIEN LIRE M MOINS COUTEUSE ET EVACUATION AU LIEU DE EVALUATION

✱

440098 WORLDBANK

MINEP 8268KNT

INCOMING TELEX

SEP 13 1978

SD

524140 WUFMU D

(Telex NO.)

*Cameroon Im 955/Cv. 429*Distribution:

13.9.78 10.40

TLX NO 1469

AASM/RI/JS

Mr. Soges

Mr. Eigen

"ORIGINAL" - Return to W. Africa
Central Files

ATTENTION: MR PHILIPP OSTENC

RE: CAMEROON - ROAD GAROUA-MORA, LOT A

MR SCHMOELZER FROM OUR OFFICE IN DOUALA HAS CONTACTED THE WORLD BANK REPRESENTATIVE IN YAOUNDE, WHO IS OBVIOUSLY UNCERTAIN OF WHICH DOCUMENT IS STILL OUTSTANDING IN ORDER TO ENABLE PAYMENTS TO BE MADE TO US. ACCORDING TO INFORMATION FROM DOUALA, MR RABEHARISOA, TOGETHER WITH THE MINISTERE DU PLAN AND MINISTERE DES FINANCES, WILL BE TRAVELLING TOMORROW TO WASHINGTON.

WE WOULD BE GRATEFUL IF YOU COULD REGULATE THE MATTER DURING THE
VISIT OF THESE GENTLEMEN IN WASHINGTON AND ALSO IF YOU WOULD
INFORM US HERE, WHICH ~~X~~ PARTICULAR DOCUMENT IS CONCERNED, SO THAT OUR
~~XXX~~ EEE OUR REPRESENT
ATIVE IN YAOUNDE CAN FOLLOW UP THE MATTER.

MANY THANKS IN ADVANCE.

REGARDS

RITTMAYR

WAYSS AND FREYTAG

MUNICH GERMANY

- Soges
- Byl
- ② - Cadario
- Faiz
- Finne
- Johansen
- Jovanovic
- Lane
- Majtenyi
- Millard
- ① - Ostenc
- Parker
- Sebastian
- Sooh
- Staffini
- Trnka

524140 WUFMU D

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248423 WORLD BK ⊕

Class of Service:

TELEX

Date: 11 SEPTEMBER 1978

Telex No.:

LT/MT

Originators Ext: 72687

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Cameroon Im 935/Gr. 429

0 START
HERE

1 TO

MINAGRI

CITY/
COUNTRY

YAOUNDE (CAMEROON)

MESSAGE
NO.:

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ATTENTION MONSIEUR LE MINISTRE

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HONNEUR VOUS DEMANDER BIEN VOULOIR M'INFORMER SITUATION

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RELATIVE NOMINATION ECONOMISTE FORESTIER AVANT ETUDE

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PROPOSEE SECTEUR FORESTIER.

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HAUTE CONSIDERATION. KLAUS BERG

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END
OF
TEXT

22

NOT TO BE TRANSMITTED

SUBJECT:

CAMEROON FORESTRY

DRAFTED BY:

R.Fishwick:mcl

CLEARANCES AND COPY DISTRIBUTION:

cc. Celvo

AUTHORIZED BY (Name and Signature):

K.Berg, Chief

DEPARTMENT:

WAPA II

SECTION BELOW FOR USE OF CABLE SECTION

CHECKED FOR DISPATCH

440098 WORLDBANK

INCOMING TELEX

003 110 sj

UPIEX Z 220429F (Telex Nr.) From: Paris

RECEIVED
Cameron hn 925/0429
Distribution

1978 SEP -7 AM 9:05

Mr. Eigeen

COMMUNICATIONS DIVISION

MESSAGE 07390 - 07/9/78 - DE CTFT NOGENT SUR MARNE

FOR WOLRD BANK WASHINGTON

FOR THE ATTENTION OF MR EIGEN

(s)
REF. VOTRE CABLE RECU 6 SEPTEMBRE, CONFIRME ACCORD REUNION
12 SEPTEMBRE 15 HEURES PARIS.

SALUTATIONS

LEPITRE + C T F T Z TELEX C/O UPIEX 220429F +

440098 WORLDBANK

UPIEX Z 220429F

Mr. Hanna
9/7
cc: Mr. Johnson
Done Mr. Berg
aff
9/7

OFFICE MEMORANDUM

TO: Malise C. Dick, WAPPR

DATE: August 30, 1978

FROM: Harold G. Brandreth, Chief WAPPR

SUBJECT: CAMEROON: Forestry Transport Study, Phase 2

1. On completion of your mission to The Gambia, under separate terms of reference, you will proceed to Paris on or about September 22, 1978 for about 4 days.

2. In Paris you will discuss with consultants Centre Technique Forestier Tropical (CTFT) development of the above study in particular (i) the methodology for determining the appropriate distribution of investment between transport modes, and (ii) Cameroon Government proposals for development of a heavy duty road system for evacuation of timber via ports in the Kribi area.

3. In Paris, you will liase as necessary with Mr. Gamba (WAPA2). On your return to Washington, you will prepare a Back-to-Office and Full Reports on your discussions.

cleared with and cc: Messrs. Soges, Gamba, Dia

Distribution: Messrs. Dyck, WANVP
Eigen, WA2DB
Thalwitz, WAPDR
Pouliquen, WAPDR
van Gigch, WAPDR
King, WAPDR
Rabeharisoa, WAFCM
Munthali, WAFGA
Carter, WAFML
Arben, WAFNG
Geli, WAFWA
Agueh, WAFUV
Brown, WAFSE
van der Tak, PAS (3)
Willoughby, TRP
Chittleburgh, OED
Johnson, WAPPR
Billington, WAPPR
Mrs. Saukel, WAPPR
Western Africa Files

MCDick:srw

Class of Service: **TELEX**Date: **8/29/78**Telex No.: **KN8268**Originators Ext: **75266**

8268

Cameroon Im 935/Cr 429

0 START
HERE

1 TO

S.E. LE MINISTRE DE MINEP

CITY/COUNTRY

YAOUNDE, CAMEROUN

MESSAGE
NO.:

REFERENCE DEUXIEME PROJET ROUTIER ETUDE SECTEUR FORESTIER

ET VOTRE LETTRE NO. 4608 MINEP/CT2 DU 22 JUILLET 1978. VOTRE

LETTRE CITEE EN REFERENCE NE NOUS ETANT PARVENUE QUE LE 11

AOUT 1978, N'AVONS PU VOUS COMMUNIQUER NOS OBSERVATIONS

AVANT DATE DU 5 AOUT 1978. NEANMOINS AVONS REMARQUES

SUIVANTES A FORMULER: PRIMO. ETANT DONNE QUE L'OBJET DE

L'ETUDE DU SECTEUR FORESTIER EST DE DETERMINER LA SOLUTION

LA MOINS COUTEUSE POSSIBLE POUR ASSURER L'EVACUATION DES

PRODUITS FORESTIERS, IL NOUS SEMBLE PREMATURE DE LIMITER

D'AVANCE LES PRESTATIONS ATTENDUES DU GROUPE CTFT/BCEOM

UNIQUEMENT A L'EVALUATION DU COUT ET A LA JUSTIFICATION

ECONOMIQUE DES AXES YAOUNDE-AKONOLINGA-ABONG-MBANG ET

KRIBI-EBOLOWA-SANGMELIMA. SECUNDO. METHODE ADOPTEE DANS

ANNEXE DU RAPPORT PRELIMINAIRE NE NOUS SEMBLE PAS CORRECTE DU

FAIT QU'ELLE EXCLUT COUTS D'ACQUISITION VEHICULES ET COUTS

DE CONSTRUCTION ROUTE. TERTIO. SAUF OBJECTION VOTRE PART

ENVISAGEONS ENVOYER M. DICK, ECONOMISTE, A PARIS DU 22 AU

25 SEPTEMBRE POUR DISCUTER AVEC CTFT DES POINTS EVOQUES CI-

DESSUS. HAUTE CONSIDERATION. EIGEN.

END
OF
TEXT

NOT TO BE TRANSMITTED

SUBJECT:

CAM: II PROJET ROUTIER

DICTATED BY:

MDia/MDick:db

CLEARANCES AND COPY DISTRIBUTION:

cleared with and cc: Messrs. Gamba,
Dick, Soges

AUTHORIZED BY (Name and Signature):

Mr. Peter Eigen, Division Chief

DEPARTMENT:

West Africa IIB

SECTION BELOW FOR USE OF CABLE SECTION
CHECKED FOR DISPATCH

TELEX
KIN2568

8150178
72568

3228

S.E. LE MINISTRE DE MINES

YAOUNDE, CAMEROON

REFERENCE DEUXIEME PROJET ROUTIER ETUDE SECTEUR FORESTIER
ET VOTRE LETTRE NO. 4608 MINER/15 DU 22 JUILLET 1978. VOTRE
LETTRE CITEE EN REFERENCE NE NOUS ETANT PARVENUE QUE LE 11
AOUT 1978, N'AVONS PU VOUS COMMUNIQUER NOS OBSERVATIONS
AVANT DATE DU 2 AOUT 1978. NEANMOINS AVONS REMARQUE
SUIVANTES A FORMULER: PRIMO, ETANT DONNE QUE L'OBJET DE
L'ETUDE DU SECTEUR FORESTIER EST DE DETERMINER LA SOLUTION
LA MOINS COUTUEUSE POSSIBLE POUR ASSURER L'ENVIRONNEMENT DES
PRODUITS FORESTIERS, IL NOUS SEMBLE PREMATURE DE LIMITER
D'AVANCE LES PRESTATIONS ATTENDUES DU GROUPE CTF/ABCON
UNIQUEMENT A L'EVALUATION DU COUT ET A LA JUSTIFICATION
ECONOMIQUE DES AXES YAOUNDE-AKONOLINGA-ABONG-MBANG ET
BANGA-BOLOMA-SANGHELIMA. SECUNDO, METHODE ADOPTEE DANS
ANNEXE DU RAPPORT PRELIMINAIRE NE NOUS SEMBLE PAS CORRECTE DU
FAIT QU'ELLE EXCLUT COUTS D'ACQUISITION VEHICULES ET COUTS
DE CONSTRUCTION ROUTE. TERTIO, SAUF OBJECTION VOTRE PART
ENVISAGEONS ENVOYER M. DICK, ECONOMISTE, A PARIS DU 22 AU
25 SEPTEMBRE POUR DISCUTER AVEC CTF DES POINTS EVOLUES CI-
DESSUS. HAUTE CONSIDERATION. EIGEN.

COMMUNICATIONS

AUG 30 5 07 PM 1978

CAM: II PROJET ROUTIER

DISPATCHED
West Africa TTB
Mr. Peter Edeh, Division Chief
cleared with and cc: Messrs. Gamba,
Dick, Seges

OFFICE MEMORANDUM

TO: Mr. K. Berg, Division Chief WAPA II

FROM: Mr. R. Fishwick *RF*

SUBJECT: Cameroon Forest Road Study.

DATE: August 17, 1978

see July 22

1. The attached report refer to the study carried out by CTFT between mid April and mid July 1978, and financed by the Bank Transport Project. I am not familiar with the geography of the country, but their preliminary recommendation on the road development to improve forest products extraction make sense. However, I have the following observations on the report :

- (a) in the annex to the preliminary report, giving the 2 alternatives on the costs of road transport, it would appear that they have assumed the proposed road cost to be a "sunk cost". It is possible that this very important point will be adequately covered by the second phase referred to by the Minister in the covering letter, but
- (b) the cost of this second phase study has not been estimated, nor has the fact of who will pay for it. This should be discussed as soon as possible.

2. These studies will be of value to our proposed Sector Survey of Cameroon and would mean that we could perhaps dispense with a roads engineer on the mission, by accepting the findings of the CTFT studies.

cc/ : Mr. Malise Dick

① ~~h. f. a. d. e.~~
② ~~h. Redford~~ to review
and report comments
if any
③ ~~h. f. a. d. e.~~ to follow-up
④ ~~h. f. a. d. e.~~ Cameroon
study

Cameroon LW935/G425

Ac

Class of Service: **TELEX** Date: **AUGUST 10, 1978**
Telex No.: **4114212** Originators Ext: **61130**

4114212

Cameroon in 935/G 429

0 **START**
HERE
1 **TO**

WAYSS AND FREYTAG

CITY/COUNTRY

FRANKFURT, GERMANY

MESSAGE
NO.:

ATTN. MR. CHRIST REURTEL AUGUST 8 LOAN 935 CM HAVE NOT RECEIVED
APPLICATION COVERING YOUR DECOMPTES 1B SUGGEST YOU CONTACT
BORROWER IN THIS MATTER PETRETTI INTBAFRAD

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OF
TEXT

NOT TO BE TRANSMITTED

SUBJECT:
File: 935 CM - General

DRAFTED BY:
GPrefontaine/fgj

CLEARANCES AND COPY DISTRIBUTION:
cc: Messrs. Cadario (WAP),
Petretti

AUTHORIZED BY (Name and Signature)
Norman J. Bennett *[Signature]*

DEPARTMENT:
Controller's

SECTION BELOW FOR USE OF CABLE SECTION
CHECKED FOR DISPATCH

TELEX
4114212

AUGUST 10, 1978
00130

WAYS AND FREYTAG

FRANKFURT, GERMANY

ATTN. MR. CHRIST REUTEL AUGUST 8 LOAN 932 CM HAVE NOT RECEIVED
APPLICATION COVERING YOUR DECOMPTES IN SUGGEST YOU CONTACT
BORROWER IN THIS MATTER PETRETTI INTERRAD

COMMUNICATIONS

Aug 10 5 54 AM 1978

cc: Messrs. Cadario (WAF),
Petrecci
DISPATCHES

Controlled
Norman J. Bennett
Approved (initials)

411421Z WUFF D (Tx.No.)

TELEX NR. 7919

AA-CH-MCF

9.08.1978

INCOMING TELEX

13307
ln 935-cr 429-cm
Cameroon 935/4429 1b
1978 AUG -9 AM 11: 16

COMMUNICATIONS DIVISION

ATTN: MR. KADEN OR MR. OSTENC

DIST. - MR. SOGES
CONT. - MR. MITCHELL

REF: 07309 - UNITED REPUBLIC OF CAMEROON
- ROAD GAROUA-MORA

DEAR SIRS:

WE ARE WAITING FOR PAYMENT OF DECOMPTE NR.1B AMOUNTING
DM 2.416.128,63 AND 'ETAT DES SOMMES DUES NR.1B ' DM 1.546.603,68
TOGETHER DM 3.962.732,31 AND WOULD MUCH APPRECIATE RECEIVING
INFORMATION, WHEN WE CAN EXPECT PAYMENTS TO OUR GERMAN BANK.

YOURS FAITHFULLY

WAYSS + FREYTAG AG

FOREIGN DEPARTMENT

(MR. CHRIST)

411421Z WUFF D

64145 WORLDBANK

West Africa Information Centre.

F336

Sept. 20, 1978

Mr. Ostenc:

Please could you indicate whether this Yaounde - Bafoussam Road is going to be financed under Highways (4), Highways (5) (Douala-Yaounde Road) or whether it will be a separate project.

Thank you very much.

None of these projects, but this letter should be filed under the II Ivory Project (Harris Study)

P.O.

"ORIGINAL" - Return to W. Africa

Central Files

L'AMBASSADE DU CANADA

B.P. 572,

YAOUNDE, CAMEROUN

Cameroon M 935/4

429

Aug 8, 1978

cc: M. Représentant résident, Banque Mondiale
 M. Dir. Gén., Parc National Génie Civil
 M. Dir., Direction des routes, Min Equip
 M. Dir.-adj., Direction des routes, Min Equip
 M. Dir., Direction de la Programmation, Min Plan
 M. Dir.-adj., Direction de la Programmation, Min Plan
 M. Pem, Direction de la Programmation, Min Plan
 M. Sec. Gén., Min Plan

B.P. 572,
 Yaoundé, CAMEROUN

le 3 août 1978

Monsieur le Ministre,

J'accuse réception de votre lettre no 114PG/L/
 MINER/DR par laquelle vous avez bien voulu me transmettre
 l'Etude de l'Entretien Routier au Cameroun ainsi que la
 fiche technique du projet Yaoundé-Bafoussam.

En ce qui a trait à ce dernier projet, j'ai été
 avisé récemment par le Ministre de l'Economie et du Plan
 que les études techniques complètes étaient dorénavant dis-
 ponibles auprès des sociétés qui les ont exécutées. L'Agence
 canadienne de développement international (ACDI) en a été
 notifiée et prendra les dispositions nécessaires.

Par contre, pour ce qui concerne le projet d'Entre-
 tien Routier, je crois qu'il est un point qui mérite d'être
 éclairci.

En effet, les conclusions de l'Etude de l'expert-
conseil, plus particulièrement en son deuxième Tome lorsqu'il
est question du matériel canadien existant au Parc National
de Génie Civil, manquent à notre avis d'objectivité et sont,
de ce fait, préjudiciables à notre réputation.

Je pense qu'à la veille d'implications financières
 importantes de la part de l'ACDI dans des vastes projets rou-
 tiers (Yaoundé-Bafoussam, pistes de désenclavement, et éven-
 tuellement le projet d'Entretien Routier...), il devient
 nécessaire de faire valoir notre point de vue afin que ne
 soit pas injustement dévalorisé l'apport canadien en matériel
 et équipement routier.

Son Excellence Monsieur le Ministre,
 Ministère de l'Équipement et de l'Habitat,
 YAOUNDE

M. Soges

M. Byl

① M. Cadario

M. Faiz

② M. Finne ✓

M. Johansen

M. Jovanovic

M. Lence

M. Majjeenyi

M. Mithedd

M. O'Brien

M. Parker

M. Sébastien

M. Soehn

M. Staffini

M. Trukala

RECEIVED
1978 AUG 18 AM 9:44
INCOMING MAIL UNIT

À ce titre, j'aimerais que vous preniez en considération les éléments suivants:

1. L'Expert-Conseil retenu par la Banque Mondiale n'a pas rencontré les responsables du premier projet canadien et n'a donc pu recueillir leurs commentaires sur, par exemple, l'utilisation des niveleuses. Il eût été pourtant d'une démarche logique que de rencontrer, à cet effet, les intervenants de la société Niveleuses Champion.
2. Le rapport de l'Expert-Conseil exclut toute allusion à l'évaluation, entérinée par les autorités camerounaises, du premier projet canadien. Or, cette évaluation démontre la satisfaction des utilisateurs dans le contexte général du Parc. Cette évaluation, ainsi que les commentaires des personnes interrogées (consignés sur bandes magnétiques), sont toujours disponibles.
3. L'analyse économique relative à l'équipement ne tient aucunement compte des conditions de l'aide canadienne pour l'acquisition de l'équipement canadien.
4. Le rapport ne fait que superficiellement allusion aux problèmes d'entretien et conclut faussement à l'inadaptation du matériel canadien à ce chapitre.

Il y a bien sûr d'autres aspects de cette question qui méritent d'être évoqués. De ce fait, je vous saurais gré de prévoir une rencontre où moi-même et mon Premier Secrétaire (ACDI) puissions en discuter avec vous et vos collaborateurs.

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

Le Chargé d'Affaires a.i.,

D. N. COYLE

David Coyle

Class of Service: **TELEX**Date: **AUGUST 8, 1978**

Telex No.:

Originators Ext: **61130**

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BOOK OF THREE (SEE ATTACHED TEXT)

CITY/COUNTRY

MESSAGE
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1) DIRECTEUR PROGRAMMATION

MINEP

YAOUNDE, CAMEROON

2) SON EXCELLENCE

LE MINISTRE

MINEP

YAOUNDE, CAMEROON

3) S.E. LE MINISTRE

DE L'EQUIPEMENT ET DE L'HABITAT

YAOUNDE, CAMEROON

NOT TO BE TRANSMITTED

SUBJECT:

DRAFTED BY:

CLEARANCES AND COPY DISTRIBUTION:

AUTHORIZED BY (Name and Signature):

DEPARTMENT:

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Class of Service: **TELEX** Date: **AUGUST 8, 1978**
Telex No.: _____ Originators Ext: **61130**

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CITY/COUNTRY

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END
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OBJET PRET 935 CM DEUXIEME PROJET ROUTIER HONNEUR VOUS INFORMER
QU'APRES PAIEMENT DEMANDES RETRAIT FONDS NO. 227 AU PROFIT
CONSULTANT INGEROUTE LAMARRE VALOIS NO. 230 AU PROFIT CONSULTANT
BCEOM ET NO. 231 AU PROFIT ENTREPRENEUR EDOK ETER SOLDE COMPTE PRET
935 CM SERA D'ENVIRON 813.000 DOLLARS EU AU TITRE CATEGORIES 2 ET
III CONSULTANTS. LE MONTANT ALLOUE POUR COUVRIR DEPENSES GENIE
CIVIL (CATEGORIE I) SERA DEPASSE D'ENVIRON 770.000 DOLLARS EU STOP
LES FONDS BANQUE DESTINES AUX DEPENSES GENIE CIVIL ETANT DONC
EPUISES HONNEUR VOUS INFORMER QU'A L'AVENIR GOUVERNEMENT CAMEROUNAIS
DEVRA PAYER DIRECTEMENT LES ENTREPRENEURS POUR TRAVAUX GENIE CIVIL.
BANQUE MONDIALE CONTINUERA A REGLER FACTURES SUR CATEGORIES II ET
III CONSULTANTS STOP NOUS VOUS SERIONS RECONNAISSANTS D'AVISER LES
ENTREPRENEURS EN CONSEQUENCE STOP LA DEMANDE 233 DE 4.299.941.22
FRANCS SUISSES EQUIVALENT A ENVIRON 2.3 MILLIONS DOLLARS AU PROFIT
GROUPEMENT MONDELLI-ITINERA-EXARCOS VOUS EST DONC RETOURNEE SOUS
PLI SEPRE POUR ETRE REGLEE PAR VOS SOINS HAUTE CONSIDERATION
PETRETTI INTBAFRAD

NOT TO BE TRANSMITTED

SUBJECT:

File: 935 CM - General

DRAFTED BY:

GPrefontaine/fgj

CLEARANCES AND COPY DISTRIBUTION:

cc; Mr. Petretti, Ms. Prefontaine
Mr. Rabeharisoa (Cameroon), Cl. with
& cc: Messrs. Ostenc (WAP), Dia
(WA2), Ms. Morin (LEG)

AUTHORIZED BY (Name and Signature)

Norman J. Bennett

DEPARTMENT:

Controller's

SECTION BELOW FOR USE OF CABLE SECTION
CHECKED FOR DISPATCH

TELEX

AUGUST 8, 1978
01130

OBJET PRET 935 CM DEUXIEME PROJET ROUTIER HONNEUR VOUS INFORMER
QU'APRES PAIEMENT DEMANDES RETRAIT FONDS NO. 257 AU PROFIT
CONSULTANT L'AGENCE LAHARRE VALOIS NO. 230 AU PROFIT CONSULTANT
BCEOM ET NO. 231 AU PROFIT ENTREPRENEUR EBOK ETRE SOLDE COMPTE PRET
935 CM SERA A ENVIRON 815.000 DOLLARS EN AU TITRE CATEGORIE 2 ET
III CONSULTANTS. LE MONTANT ALLUE POUR COUVRIR DEPENSES GENIE
CIVIL (CATEGORIE 1) SERA DEPASSE D'ENVIRON 770.000 DOLLARS EN STOP
LES FONDS BANQUE DESTINES AUX DEPENSES GENIE CIVIL ETANT DONC
EPUISES HONNEUR VOUS INFORMER QU'A L'AVENIR GOUVERNEMENT CAMEROUNAIS
DEVRA PAYER DIRECTEMENT LES ENTREPRENEURS POUR TRAVAUX GENIE CIVIL.
BANQUE MONDIALE CONTINUERA A REGLER FACTURES SUR CATEGORIES II ET
III CONSULTANTS STOP NOUS SERIONS RECONNAISSANTS D'AVISER LES
ENTREPRENEURS EN CONSEQUENCE STOP LA DEMANDE 232 DE 4.299.941.22
FRANCS SUISSES EQUIVALENT A ENVIRON 2.3 MILLIONS DOLLARS AU PROFIT
GROUPEMENT MONDELLI-TINERA-EXARCO VOUS EST DONC RETOURNEE SOUS
PLI SEPARÉ POUR ETRE REGLEE PAR VOS SOINS HAUTE CONSIDERATION
PETRETTI INTABRAB

COMMUNICATIONS

Aug 10 10 44 AM 1978

File: 935 CM - General (Prestations)

cc: Mr. Petretti, Ms. Prestation Norman J. Bennett
Mr. Rabeharisoa (Cameroon), Cl. with
cc: Messrs. Ostone (WAP), Dia Controller's
(WAS), Ms. Morin (LEG)

Class of Service: **TELEX**

Date: **July 26, 1978**

Telex No.: **8307**

Originators Ext: **75266**

TRT

0 **START
HERE**

1 **TO**

INTBAFRAD

CITY/COUNTRY

YAOUNDE, CAMEROON

MESSAGE
NO.:

410

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FOR MR. MAMADOU DIA. REFERENCE LOAN 935-CM. ROADS II.

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KINDLY ASK MINEP TO CONFIRM THAT CLOSING DATE FOR

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ABOVE CREDIT IS POSTPONED TO DECEMBER 31 1979 AND NOT

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1978 AS MENTIONED IN THEIR CABLE OF JULY 20. REGARDS

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MRS. CALVO.

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**OF
TEXT**

Cameroon Im 935/C 429

NOT TO BE TRANSMITTED

SUBJECT:

CAMEROON - Roads II

DRAFTED BY:

CLEARANCES AND COPY DISTRIBUTION:

cc: Mr. Dia o/r

AUTHORIZED BY (Name and Signature)

Doreen E. Calvo
Doreen E. Calvo, Acting Div. Chief

DEPARTMENT:

West Africa, Programs IIB

SECTION BELOW FOR USE OF CABLE SECTION
CHECKED FOR DISPATCH

717
 13500
 July 26, 1978

THIRX
 8307

INTERAD

YOUNDE CAMEROON

410

FOR MR. MANADOU DIA, REFERENCE LOAN 923-CH. ROADS II.
 KINDLY ASK MINER TO CONFIRM THAT CLOSING DATE FOR
 ABOVE CREDIT IS POSTPONED TO DECEMBER 31 1979 AND NOT
 1978 AS MENTIONED IN THEIR CABLE OF JULY 20. REGARDS
 MRS. CALVO.

DISPATCHED

1978 JUL 24 PM 11: 42
 COMMUNICATIONS
 SECTION

CAMEROON - Roads II

cc: Mr. Dia o/r

West Africa, Program IIB

VERAART

INTBAFRAD

WASHINGTON

From M Rome

Cameroon 935/6429

RECEIVED

INCOMING TELEX

1b

NUMBER 192

1978 JUL 24 PM 12:26

COMMUNICATIONS DIVISION

ONE SOUTH EAST ASIA FORESTRY STUDY WOULD BE GRATEFUL FOR COPY
OF STUDY EARLIEST

*Paunched draft
July 18.*

DIST. - AGRIC. & RURAL

TWO CAMEROUN FORESTRY REURCAB 118 ITEM FOUR KINDLY INDICATE AGENCY RESPONSIBLE COMMA DRAFT TO COMMA RANGE EXPERTISE FORESEEN
COMMA LIKELY DURATION AND TIMING OF MISSION TO PERMIT INTELLIGENT
ASSESSMENT YOUR REQUEST

*Berg
gamma*

THREE CAMEROUN FORESTRY URCAB 120 ITEM FOUR THERE APPEARS TO
BE MISUNDERSTANDING SINCE WE UNDERSTOOD CP RESPONSIBLE IDENTIFICATION AND HAVE ALREADY SCHEDULED MISSION FOR NOVEMBER

*Weed
Fishwick*

FOUR FROM DE BRICHAMBAUT WOULD APPRECIATE RECEIVING FIGURES GNP
PER CAPITA FOR 1976 INDIVIDUALLY FOR ALL DEVELOPING COUNTRIES
(JONES FOODAGRI ROME)

ML

440098 WORLDBANK

64286 FOODAGRI..... (Tx.No.)

[Handwritten signature]

ROUTING SLIP		DATE: 8/8/78	
NAME		ROOM NO.	
Mamadou			
Dr. Bader cald you please			
make a copy for my file and			
distribute the rest as proposed			
below M. A. 8/10/78			
APPROPRIATE DISPOSITION		NOTE AND RETURN	
APPROVAL		NOTE AND SEND ON	
CLEARANCE		PER OUR CONVERSATION	
COMMENT		PER YOUR REQUEST	
FOR ACTION		PREPARE REPLY	
INFORMATION		RECOMMENDATION	
INITIAL		SIGNATURE	
NOTE AND FILE		URGENT	
REMARKS:			
These and others that I am sending you were in my in-box - presumably hand-carried by somebody. May I suggest a rather wide distribution for forestry: i.e. Messrs F. Church, Ostene Dick, Tarnawiecki (because of the wood processing project), Grant, Duff (because of possible Kribi port)			
FROM: DIV. FILE & W. af. file. Doreen		ROOM NO.:	EXTENSION:

Cameroon Im 935 / C429
République Unie du Cameroun

Paix - Travail - Patrie

4608

N° _____ /MINEP/CT2

MW

Ministère de l'Economie
et du Plan

Yaoundé, le 22 JUIL. 1978

Le Ministre

Objet : Crédit 429 CM Prêt 935 CM
Deuxième Projet Routier
Etude du secteur Forestier

Monsieur le Directeur,

J'ai l'honneur de vous adresser ci-joints le rapport préliminaire établi par le Centre Technique Forestier Tropical à l'issue de la première phase d'études du Secteur Forestier, études incluses dans le deuxième projet routier, ainsi que le compte rendu de la réunion du 20 juillet 1978 au cours de laquelle a été exprimée l'orientation que les différents départements et organismes concernés souhaitent voir donnée à la deuxième phase d'études.

Il apparaît nettement de l'avis unanime des services officiels et des représentants de la profession forestière que le blocage pour l'évacuation de la production forestière ne se situe pas au niveau des routes joignant les chantiers aux grands axes mais bien au niveau de ces derniers.

Aussi le Gouvernement entend-il demander au groupement CTFT/BCEOM de faire porter la seconde phase d'études sur l'évaluation du coût et de la justification économique de l'aménagement pour écoulement d'un trafic lourd des axes Yaoundé-Akonolinga-Abong Mbang et Kribi (avec bretelle sur Campo)-Ebolowa-Sangmelima. Je pense que cette nouvelle définition des prestations de deuxième phase, qui remplace la description de l'article 11 des termes de référence, ne soulève pas d'objections de votre part et je me propose de donner les instructions nécessaires en ce sens au groupement CTFT/BCEOM à l'issue du délai contractuel de réponse de 20 jours après le dépôt du rapport préliminaire, c'est à dire le 5 août 1978.

Je vous prie d'agréer, Monsieur le Directeur, l'assurance de ma haute considération./-

Monsieur le Directeur,
Département des Projets
Région Afrique de l'Ouest,
Banque Mondiale,
1818 H Street NW,
Washington DC, 20433
Etats Unis d'Amérique



YOUSOUFA DAOUDA

THE WORLD BANK

ROUTING SLIP		DATE 7/31/78	
NAME		ROOM NO.	
SUSANA		F 336	
☐	APPROPRIATE DISPOSITION	☐	NOTE AND RETURN
☐	APPROVAL	☐	NOTE AND SEND ON
☐	COMMENT	☐	PER OUR CONVERSATION
☐	FOR ACTION	☐	PER YOUR REQUEST
☐	INFORMATION	☐	PREPARE REPLY
☐	INITIAL	☐	RECOMMENDATION
☐	NOTE AND FILE	☐	SIGNATURE
REMARKS THIS CABLE IS NOT AN OFFICIAL DOCUMENT, THE CABLE FROM THE BANK IS OFFICIAL DOCUMENT. THANK YOU. R.			
FROM Lic		ROOM NO. E953	EXTENSION 73482

INCOMING CABLE

RECEIVED

Cameroon 935/CV. 4299

Distribution:

1978 JUL 21 AM 10:13

COMMUNICATIONS DIVISION

Mr. Egen

Mr. Soges

CM 264
sj

WORLD BANK WSH

WU WSH

TLXA391 WAC246(2032)(1-023733B201-001)PD 07/20/78 1531

ICS IPMWAWB WSH

SUSPECTED DUPLICATE: 1-155547G201 WAC 179 ICS IPMIIHA IISS

IISS FM FCH 20 1531

July 20, 1978

PMS WASH DC

BT

FCA935 VIA FRENCH FUF830 KNF759 YDE359

UFWA CO KNYA 051

YAOUNDE 51/47 20 1100

ETAT

LE MINISTRE DE L'ECONOMIE ET DU PLAN

A

INTBAFRAD

WASHINGTON

RVT LX DU 23 JUIN 1978 A/S PRET NO 935-CM

STOP HONNEUR VOUS CONFIRMER ACCORD GOUVERNEMENT CAMEROUNAIS

POUR PROROGATION DATE CLOTURE DEBLOCATES DU 30 JUIN 1978 AU 31

DECEMBRE 1978 SSTOP

HAUTE CONSIDERATION STOP ET FIN

BXX

Mr. Dura o/r
Mr. Rothenbuhler
Ms. Prefontaine
Ms. Ostene o/r

done DB
7/24/78

Cameroon Im 935/C429

July 21, 1978

Dr. C. Letta
Frederic R. Harris, Inc.
Consulting Engineers
83 Pall Mall
London SW1Y5HG
England, UK.

Your Ref: Ordre de Service No. 106-78-26-722/FRH/RUDC
Marché No. BE-040/NORD/AID/75-76
Rapport 2ème Phase

Our Ref: Loan 935/Credit 429-CM
Second Highway Project
Highway Maintenance Study

Dear Dr. Letta:

We acknowledge the receipt of your letter of July 17th enclosing a complete set of the Final Report and Working Documents of Phase II of the Cameroon Highway Maintenance Study, entitled:

"Le Sauvetage d'un Patrimoine National"
Le Réseau Routier.

We note that this report was submitted to the Government of Cameroon on May 10, 1978. As we have not yet received the copy of the report which you forwarded from Yaounde, we appreciate very much your sending us a duplicate copy by air freight.

Thanking you for your kind cooperation,

Sincerely,

Grace W. Finne

GWFinne:gk

Class of Service: **TELEX**Date: **JULY 19, 1978**

Telex No.:

Originators Ext: **75320**

12

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0 START
HERE

1 TO

FERNANDO, FOODAGRI*Cameroon in 935/G429*

CITY/COUNTRY

ROME, ITALYMESSAGE
NO.:**120**

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ONE. SRI LANKA RAINFED SUGAR REURCAB 187 UNABLE LOCATE

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HOCOMBE ADDRESS BUT HAVE CABLED THORNLEY WHO ON HOME LEAVE TO

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PASS ON MEETING PROPOSAL ASSUMING HE HAS ADDRESS. WILL ADVISE.

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TWO. REURCAB 188 ITEM ONE. AYAZI MOST WELCOME BUT BELIEVE

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MADE ARRANGEMENTS FOR MEETING YUDELMAN AND OTHERS AT 3.00 PM

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AUGUST 15. PLEASE CONFIRM.

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THREE. INDIA UP SOCIAL FORESTRY PROJECT FOR HEYMANS FROM

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FOUR. CAMEROON FORESTRY SECTOR STUDY PREID RE SCHEDULED MID

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JANUARY THREE TO FOUR WEEKS. GRATEFUL CONFIRM YOUR

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PARTICIPATION.

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REGARDS VERAART.

21

END

22

OF

TEXT

NOT TO BE TRANSMITTED

SUBJECT:

DRAFTED BY:

CLEARANCES AND COPY DISTRIBUTION:

1-cc: Messrs. Parsons, Thornley o/r**3-cc: Messrs. Rowe, Parsons****4-cc: Messrs. Weed, Fishwick**

AUTHORIZED BY (Name and Signature):

Mr. Marius Veraart

DEPARTMENT:

Ag. & Rural Dev. Dept.SECTION BELOW FOR USE OF CABLE SECTION
CHECKED FOR DISPATCH



HARRIS

Frederic R. Harris Inc. Consulting Engineers
London address: 83 Pall Mall London SW1Y 5HG

New York, N.Y. USA
Telephone: 01-930 3081 Telex: 917307 Cables: HARINC G

17th July 1978

h2

Mrs. Grace Finne,
I.B.R.D.,
World Bank,
1818 H Street, N.4.,
Washington D.C. 20036,
U.S.A.

Dear Mrs. Finne,

As arranged, I have pleasure in forwarding herewith one complete copy of the Salvage of a National Patrimony Study for the Cameroons.

This duplicates the previous copy which I sent to you direct from the Cameroons.

With kind regards,

Yours sincerely,
For FREDERIC R. HARRIS, INC.,

C. Letta

Dr. C. Letta

Encs.

Cameroon 4th Highway
Cameroon 935/C429

Doc 123328(a-j)



RECEIVED
1978 JUL 20 PM 2:30
INCOMING MAIL UNIT

Cameroun lin 935 / W 429

4 4 2 9

N° _____ / MINEP/CT2.-

15 JUIL. 1978

Objet : Crédit 429 CM }
Prêt 935 CM } 2ème projet routier
Partie C du projet

Messieurs,

Doc # 123.292(B)

J'ai l'honneur de vous adresser ci-joint deux exemplaires de la Convention conclue, après accord de la Banque (photocopie télex en date du 15 mai 1978 jointe, le 12 juillet 1978 entre le Gouvernement de la République Unie du Cameroun et le Groupement Centre Technique Forestier Tropical (CTFT)/ Bureau Central des Equipements d'Outre-Mer (BCEOM) représenté par Monsieur LEPITRE du CTFT pour l'exécution de l'étude de factibilité d'environ 400 kilomètres de routes forestières, ladite étude constituant la partie C du projet faisant l'objet de l'Accord de Crédit 429 CM et de l'Accord de Prêt 935 CM.

Le montant des dépenses de ladite convention est remboursé à 100 % par la Banque Mondiale au titre des dépenses de la catégorie II définie à l'annexe 1 de l'Accord de Crédit 429 CM. Les demandes de retrait de fonds seront présentées en appliquant la procédure III.

Je vous prie d'agréer, Messieurs, l'assurance de ma haute considération./-

Division des Déboursements
Banque Mondiale
1818 H Street NW,
WASHINGTON DC, 20433
Etats Unis d'Amérique
Ampliations : WA 2
BM Yaoundé
PROG
CTFT


pour le Ministre
Vice-Ministre
Ministère de l'Economie et du Plan
Siano Robert NAAH

RECEIVED

TELEX NO 64 T DU 14 JUILLET 1978

1978 JUL 15 PM 12:56

COMMUNICATIONS DIVISION

Distribution: Mr. Palein ✓
Mr. Eigen

LE MINISTRE DE L ECONOMIE ET DU PLAN YAOUNDE

A BANQUE MONDIALE WASHINGTON

File
AM Highway II
for
*07/17/78*ATTENTION M. S. WEED

REF VOTRE TELEGRAMME DE FIN MAI OU DEBUT JUIN LE E

RECU LE 1ER JUILLET : CONCERNANT MISSION TRANSPORT
CIFT STOP

HONNEUR VOUS CONFIRMER DEMARRAGE MISSION MI AVRIL STOP

TRAVAUX SE DEROULENT NORMALEMENT STOP

RAPPORT ATTENDU FIN ANNEE STOP

HAUTE CONSIDERATION STOP ET FIN

ROBERT NAAH

VICE MINISTRE ECONOMIE ET PLAN

440098 WORLDBANK

MINEP 8268KNO (TELEX NO.)

Cameron loan 935/429

July 5, 1978

Country
CAMEROON

Loan # 935
Credit # 429
Investment #

Project

Title and Description

Etude des transports des produits forestiers dans la
zone de foret dense:
Projet de convention entre CTFT & BCEOM.

Form No. 114
(1-73)

Document
Date undated

Prepared By see above

Transmittal Letter
No. Filed
Date July 5, 1978

From
No Letter-Copy
Card for File ☐

Document #

123292

Class of Service: TELEX Date: 27 JUNE 1978
Telex No.: _____ Originators Ext: 726870 START
HERE
1 TO

BOOK OF TWO (SEE ATTACHED TEXT)

CITY/COUNTRY

MESSAGE
NO.:

- 1) VICE MINISTER NAAH, MINISTRY OF PLANNING AND
ECONOMIC AFFAIRS, YAOUNDE (CAMEROON)
- 2) VICE MINISTER AWONTI, MINISTRY OF AGRICULTURE
YAOUNDE, (CAMEROON)

Cameroon hoan 935/1429
cc Cameroon Ag Sector
(Forestry)

8268LT/148325LT/1421 END
OF
22 TEXT

NOT TO BE TRANSMITTED

SUBJECT:

CAMEROON FORESTRY

CLEARANCES AND COPY DISTRIBUTION:

CC MR M. DICK
MR P. GISLE
Mr. M. PALEIN

DRAFTED BY:

R FISHWICK mcl

AUTHORIZED BY (Name and Signature)

S WEED, ACTING DIVISION CHIEF

DEPARTMENT:

WAPA 2

SECTION BELOW FOR USE OF CABLE SECTION
CHECKED FOR DISPATCH

Class of Service: _____ Date: 27 JUNE 1978Telex No.: _____ Originators Ext: 72687

12

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CITY/COUNTRY

MESSAGE
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VEUILLEZ NOUS COMMUNIQUER DES QUE POSSIBLE DECISION DE
VOTRE MINISTERE RELATIVE MISSION TRANSPORT FORESTIER CTFT
DONT DEBUT ORIGINALLEMENT PREVU AVRIL 1978. DELAI MISSION
ENTRAINERAIT DELAI ETUDE SECTORIELLE POUR IDENTIFICATION
PROJETS FORESTIERS AUXQUELS BANQUE MONDIALE POURRAIT
EVENTUELLEMENT PARTICIPER.
HAUTE CONSIDERATION. STEPHEN WEED, CHEF DE DIVISION P.I.

NOT TO BE TRANSMITTED

SUBJECT:

CAMEROON FORESTRY

CLEARANCES AND COPY DISTRIBUTION:

CC MR M. DICK

MR P. GISLE

MR M. PALEIN

DRAFTED BY:

R FISHWICK mcl

AUTHORIZED BY (Name and Signature):

S. WEED, ACTING DIVISION CHIEF

DEPARTMENT:

WAPA 2

SECTION BELOW FOR USE OF CABLE SECTION
CHECKED FOR DISPATCH

27 JUNE 1978
75687

VEUILLEZ NOUS COMMUNIQUER DES QUE POSSIBLE DECISION DE
VOTRE MINISTERE RELATIVE MISSION TRANSPORT FORESTIER CITE
DONT DEBUT ORIGINALEMENT PREVU AVRIL 1978. DELAI MISSION
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PROJETS FORESTIERS AUXQUELS BANQUE MONDIALE POURRAIT
EVENTUELLEMENT PARTICIPER.
HAUTE CONSIDERATION. STEPHEN WEEB, CHIEF DE DIVISION P.I.

CAMEROON FORESTRY

CC MR M. DICK
MR P. GIRIE
MR M. PALMIN

S. WEEB, ACTING DIVISION CHIEF

WAPA 2

JUN 28 12 26 PM 1978
WICK mcl

WORLD BANK / IFC
OUTGOING MESSAGE FORM
(TELEGRAM/CABLE/TELEX)

☐ IBRD
☐ IDA
☐ IFC
☐ ICSID

TO:

BOOK OF TWO

DATE: June 22, 1978

ORIGINATOR'S EXT.:

COUNTRY:

CLASS OF
SERVICE:

CABLE NO. & TEXT:

1) S.E. LE MINISTRE
MINEP
YAOUNDE
CAMEROUN

2) S.E. LE MINISTRE
DE L'EQUIPEMENT ET DE L'Habitat
Yaounde
Cameroun

NOT TO BE TRANSMITTED

REFERENCE:

AUTHORIZED BY (Name):

DRAFTED BY:

DEPARTMENT:

CLEARANCES AND COPY DISTRIBUTION:

SIGNATURE (Of individual authorized to approve):

SECTION BELOW FOR USE OF CABLE SECTION

CHECKED FOR DISPATCH:

☐ 1BRD
☐ 1DA
☐ 1FC
☐ 1CSID

WORLD BANK / IFC
 OUTGOING MESSAGE FORM
 (TELEGRAM/CABLE/TELEX)

FORM NO. 33
 1-73

TO:		BOOK OF TWO		DATE: June 22, 1978	
COUNTRY:		ORIGINATOR'S EXT:		CLASS OF SERVICE:	
CABLE NO. & TEXT:		1) S.E. LE MINISTRE MINEP YAOUNDE CAMEROUN 2) S.E. LE MINISTRE DE L'EQUIPEMENT ET DE L'HABITAT YAOUNDE CAMEROUN			
NOT TO BE TRANSMITTED REFERENCE DRAFTED BY CLEARANCE AND COPY DISTRIBUTION AUTHORIZED BY (Name) DEPARTMENT SIGNATURE (for individual authorized to approve) SECTION BELOW FOR USE OF CABLE SECTION CHECKED FOR DISPATCH					

Class of Service:

TELEX

Date:

6/22/78

Telex No.:

KN 8268

Originators Ext.:

73681

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HERE

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CITY/COUNTRY

MESSAGE
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END
OF
TEXT

REF. DEUXIEME PROJET ROUTIER PRET 935-CM. HONNEUR VOUS PROPOSER
PROROGATION DATE CLOTURE LE PRET DU 30 JUIN 1978 AU 31 DECEMBRE
1979 POUR PERMETTRE ACHEVEMENT TRAVAUX ET DEBOURSEMENT RELIQUAT
DU PRET QUI A LA DATE DU 9 JUIN 1978 S'ELEVAIT ENVIRON A 4.300.000
DOLALRS. VOUS SERIONS RECONNAISSANTS BIEN VOULOIR NOUS CONFIRMER
ACCORD VOTRE GOUVERNEMENT SUR CETTE PROROGATION PAR TELEX SIGNE
DU MINEP. HAUTE CONSIDERATION. EIGEN.

NOT TO BE TRANSMITTED

SUBJECT:

CAM: II Projet Routier 935-CM

DRAFTED BY:

M. J. A. db

CLEARANCES AND COPY DISTRIBUTION:

cleared with Messrs. Rothenbuhler
Ms. Prefontaine, Mrs. Finne

AUTHORIZED BY (Name and Signature):

Mr. Peter Eigen, Division Chief

DEPARTMENT:

West Africa IIB

SECTION BELOW FOR USE OF CABLE SECTION
CHECKED FOR DISPATCH

6122178
73681

TELEX
3328

REF. DEUXIEME PROJET ROUTIER PRET 925-CM. HONNEUR VOUS PROPOSER
PROROGATION DATE CLOTURE LE PRET AU 30 JUIN 1978 AU 31 DECEMBRE
1979 POUR PERMETTRE ACHIEVEMENT TRAVAUX ET DEBOURSEMENT RELIQUAT
DU PRET QUI A LA DATE DU 9 JUIN 1978 S'ELEVAIT ENVIRON A 4.300.000
GOLAIRES. VOUS SERIONS RECONNAISSANTS BIEN VOULOIR NOUS CONFIRMER
ACCORD VOTRE GOUVERNEMENT SUR CETTE PROROGATION PAR TELEX SIEGE
DU MINER. HAUTE CONSIDERATION. EIGEN.

SECTION
COMMUNICATIONS

JUN 22 7 37 PM 1978

CAM: II Projet Routier 925-CM

Mr. Peter Eigen, Division Chief
DISPATCHED
West Africa IIB

cleared with Messrs. Rothendubler
Mr. Protonstine, Mr. Famine

64145 WORLDBANK

EDOKETER 5511KN

INCOMING TELEX

EDOKETER 5511KN (Tx.No.) Yaounde *Cameroun 935/429*

Mr. Eigen CM237
RECEIVED
to handle, ph.
1978 JUN 21 AM 8:20 *SS 6/21*
COMMUNICATIONS DIVISION

T 4085/20-6-78

DE : EDOK - ETER CAMEROUN.

DIST. - MR. STECKHAN
MR. EIGEN
MR. SOGES

PROJET : AMENAGEMENT DE LA ROUTE DOUALA-KEKEM (LOT 2).

MARCHE : 026/BIRD-AID/74-75.

CREDIT : 429 CM/ PRET 935 CM.

A : WORLD BANK (A L'ATTENTION DE MR. STECKHAN).

NOUS APPRENNONS CE JOUR DE YAOUNDE QUE VOUS AVEZ DONNE A LA
BANQUE CENTRALE L'ORDRE DE VIREMENT EN NOTRE FAVEUR DE LA SOMME
DE 542.291.836 F.CFA EN COUVERTURE DE NOS DECOMPTES FAISANT L'OB-
JET DE NOTRE DERNIER TELEX NO 4066 DU 24-05-78.

NOUS VOUS REMERCIONS VIVEMENT DE LA DILIGEANCE ET VOUS PRIONS
D'AGREER NOS SALUTATIONS DISTINGUEES./-

POUR EDOK-ETER CAMEROUN

A. BASSIOUDIS

EDOKETER 5511KN

Class of Service: LT Date: JUNE 8, 1978
Telex -No.: _____ Originators Ext: 72523

12

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0 START
HERE

1 TO

MINEP

CITY/COUNTRY

YAOUNDE, CAMEROUN

MESSAGE
NO.:

ATTENTION SON EXCELLENCE LE MINISTRE. HONNEUR VOUS INFORMER

AVONS TRANSMIS TELEGRAMME SUIVANT A SON EXCELLENCE LE MINISTRE

D'ETAT CHARGE EQUIPEMENT ET HABITAT CITATION OBJET DEUXIEME

PROJET ROUTIER ETUDE DE L'ENTRETIEN ROUTIER. HONNEUR VOUS

REMERCIER VOTRE LETTRE 19 MAI 1978 NOUS DONNANT JUSTIFICATIONS

RELATIVES AVENANT NO 1 CONTRAT HARRIS POUR ETUDE PRECITEE.

CONFORMEMENT AVENANT NO 1, HARRIS PEUT DEMANDER 52,6 HOMMES

MOIS POUR PREMIERE PHASE ETUDE. OR, JUSQU'A MARS 1977, 56,6

HOMMES MOIS LUI ONT DEJA ETE REGLES DANS DECOMPTES NO 1 A 14.

NOUS PARAIT QUE FRAIS DES SERVICES DU BUREAU D'ETUDES EXCEDANT

PLAFOND CONTRACTUEL 52,6 HOMMES-MOIS DEPASSENT LE COUT

RAISONNABLE DES SERVICES NECESSAIRES A L'EXECUTION DE CET

ELEMENT DU PROJET. NE POUVONS DE CE FAIT PRENDRE EN

CONSIDERATION DECOMPTE NO 15 (AVRIL, MAI, JUIN, 1977 ET

JANVIER 1978) CORRESPONDANT DEMANDE RETRAIT DE FONDS NO 206

DU 22 MARS 1978 POUR 68.116,56 DOLLARS EU, QUI COMPREND ENVIRON

4,5 HOMMES MOIS POUR PREMIERE PHASE ET 4,2 HOMMES-MOIS POUR

DEUXIEME PHASE, CE DERNIER MONTANT COMPENSANT APPROXIMATIVEMENT

/c

NOT TO BE TRANSMITTED

SUBJECT:

DRAFTED BY:

CLEARANCES AND COPY DISTRIBUTION:

AUTHORIZED BY (Name and Signature):

DEPARTMENT:

SECTION BELOW FOR USE OF CABLE SECTION
CHECKED FOR DISPATCH

Class of Service: **LT**Date: **JUNE 8, 1978**

Page 2

Telex No.:

Originators Ext: **72523**

12

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0 **START
HERE**1 **TO** TROP PERCU SUR PREMIERE PHASE EN ATTENDANT VOULIEZ BIEN

CITY/COUNTRY RECTIFIER DECOMPTES PREMIERE PHASE. EFFECTUONS PAIEMENT

MESSAGE NO.: DECOMPTES 16 (FEBRIER 1978) ET R2 CORRESPONDANT DEMANDES

4 RETRAIT DE FONDS NO 216 ET 217 DU 22 AVRIL 1978 POUR

5 MONTANTS RESPECTIFS 24.996,04 ET 27.929 DOLLARS EU FIN

6 CITATION. TRES HAUTE CONSIDERATION, SOGES, INTBAFRAD

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21 **END
OF
TEXT**

22

NOT TO BE TRANSMITTED

SUBJECT: Highway Maintenance Study
CAMEROON - Second Highway Project

DRAFTED BY:

P.OSTENC:pl

CLEARANCES AND COPY DISTRIBUTION:

AUTHORIZED BY (Name and Signature)

cleared w /& cc: Ms. Prefontaine,
Mr. Rothenbuhler,
Mr. Dia

P.OSTENC, WAPHW

DEPARTMENT:

cc: Mrs. Finne,
Mr. Palein

WAPHW

SECTION BELOW FOR USE OF CABLE SECTION
CHECKED FOR DISPATCH

Class of Service:

LT

Date:

June 8, 1978

Telex No.:

Originators Ext:

72523

12

Via (BRD)

Cameroon loan 935/4429

0 START
HERE

1 TO

MINEH

CITY/COUNTRY

YAOUNDE, CAMEROON

MESSAGE
NO.:

~~ATTENTION SON EXCELLENCE LE MINISTRE D'ETAT. OBJET DEUXIEME~~

PROJET ROUTIER ETUDE DE L'ENTRETIEN ROUTIER. HONNEUR VOUS

REMERCIER VOTRE LETTRE 19 MAI 1978 NOUS DONNANT JUSTIFICATIONS

RELATIVES AVENANT NO 1 CONTRAT HARRIS POUR ETUDE PRECITEE.

CONFORMEMENT AVENANT NO 1, HARRIS PEUT DEMANDER 52,6 HOMMES

MOIS POUR PREMIERE PHASE ETUDE. OR, JUSQU'A MARS 1977, 56,6

HOMMES MOIS LUI ONT DEJA ETE REGLES DANS DECOMPTES NO 1 A 14.

NOUS PARAIT QUE FRAIS DES SERVICES DU BUREAU D'ETUDES EXCEDANT

PLAFOND CONTRACTUEL 52,6 HOMMES MOIS DEPASSENT LE COUT

RAISONNABLE DES SERVICES NECESSAIRES A L'EXECUTION DE CET

ELEMENT DU PROJET. NE POUVONS DE CE FAIT PRENDRE EN

CONSIDERATION DECOMPTE NO 15 (AVRIL, MAI, JUIN 1977 ET

JANVIER 1978) CORRESPONDANT DEMANDE RETRAIT DE FONDS NO 206

DU 22 MARS 1978 POUR 68.116,56 DOLLARS EU, QUI COMPREND ENVIRON

4,5 HOMMES MOIS POUR PREMIERE PHASE ET 4,2 HOMMES MOIS POUR

DEUXIEME PHASE, CE DERNIER MONTANT COMPENSANT APPROXIMATIVEMENT

TROP PERCU SUR PREMIERE PHASE EN ATTENDANT VOULIEZ BIEN

RECTIFIER DECOMPTES PREMIERE PHASE. EFFECTUONS PAIEMENT

/c

21 END
OF
TEXT

NOT TO BE TRANSMITTED

SUBJECT:

DRAFTED BY:

CLEARANCES AND COPY DISTRIBUTION:

AUTHORIZED BY (Name and Signature):

DEPARTMENT:

SECTION BELOW FOR USE OF CABLE SECTION
CHECKED FOR DISPATCH

MINIEN
YAGUINDE, CAMEROON
ATTENTION SON EXCELLENCE LE MINISTRE D'ETAT. OBJET DEUXIEME
PROJET ROUTIER ETUDE DE L'ENTRETIEN ROUTIER. HONNEUR VOS
REMERCIER VOTRE LETTRE 19 MAI 1978 NOUS DONNANT JUSTIFICATIONS
RELATIVES AVEANT NO 1 CONTRAT HARRIS POUR ETUDE PRECISEE.
CONFORMEMENT AVEANT NO 1, HARRIS PEUT DEMANDER 25,6 HOMMES
MOIS POUR PREMIERE PHASE ETUDE. OR, JUSQU'A MARS 1977, 28,2
HOMMES MOIS LUI ONT ETE REGLES DANS DECOMPTES NO 1 A 14.
NOUS PARRAIT QUE TRAIS DES SERVICES DU BUREAU D'ETUDES EXCEPANT
PLAFOND CONTRACTUEL 25,6 HOMMES MOIS DEPASSENT LE COUT
RAISONNABLE DES SERVICES NECESSAIRES A L'EXECUTION DE CET
ELEMENT DU PROJET. NE POUVONS DE CE FAIT PRENDRE EN
CONSIDERATION DECOMTE NO 12 (AVRIL, MAI, JUIN 1977 ET
JANVIER 1978) CORRESPONDANT DEMANDE RETRAIT DE FONDS NO 202
DU 23 MARS 1978 POUR 68,116,26 DOLLARS EU, QUI COMPREND ENVIRO
4,2 HOMMES MOIS POUR PREMIERE PHASE ET 4,2 HOMMES MOIS POUR
DEUXIEME PHASE. CE DERNIER MONTANT COMPRENANT APPROXIMATIVEMENT
TROP PERCU SUR PREMIERE PHASE EN ATTENDANT VOULIEZ BIEN
RECTIFIER DECOMPTES PREMIERE PHASE. EFFECTUONS PAIEMENT

DISPATCHED
1978 JUN 10 AM 11:07
COMMUNICATIONS SECTION

Class of Service: _____ Date: _____

Telex No.: _____ Originators Ext.: _____

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DECOMPTES 16 (FEVRIER 1978) ET R2 CORRESPONDANT DEMANDES
RETRAIT DE FONDS NO 216 ET 217 DU 22 AVRIL 1978 POUR MONTANTS
RESPECTIFS 24.996,04 ET 27.929 DOLLARS EU. TRES HAUTE
CONSIDERATION SOGES INTBAFRAD

NOT TO BE TRANSMITTED

SUBJECT:

2nd Hwy Project - Cameroon

DRAFTED BY:

P0stenc:meg

CLEARANCES AND COPY DISTRIBUTION:

cleared w/& cc: Ms. Prefontaine,
Mr. Rothenbuhler,
Mr. Dia
cc: Mrs. Finne,
F Mr. Palein

AUTHORIZED BY (Name and Signature)

P. Ostenc

DEPARTMENT:

WAPHW

SECTION BELOW FOR USE OF CABLE SECTION
CHECKED FOR DISPATCH

DECOMPTES DE ET (1978) ET RS CORRESPONDANT DEMANDES
 RETRAIT DE FONDS NO 216 ET 217 DU 22 AVRIL 1978 POUR MONTANTS
 RESPECTIFS 24.896.04 ET 27.929 DOLLARS EU. TRES HAUTE
 CONSIDERATION SOCS INTBARRAD

COMMUNICATIONS SECTION
 1978 JUN 10 AM 11:07
 DISPATCHED

2nd Hwy Project - Cameron
 cleared w/2 cc: Mr. Preston
 Mr. Rotherdun/
 Mr. Dja
 cc: Mrs. Finner
 Mr. Poirin



Record Removal Notice

The World Bank Group
Archives
& Records Management

File Title Highway Project (02) - Cameroon - Loan 0935 - Credit 0429 - P000324 - Correspondence - Volume 8		Barcode No. 30165284		
Document Date June 7, 1978	Document Type Telex			
Correspondents / Participants To: Mal Dick From: Kaus Berg				
Subject / Title CV of candidate				
Exception(s) Personal Information				
Additional Comments		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>Withdrawn by Ann May</td><td>Date March 05, 2021</td></tr></table>	Withdrawn by Ann May	Date March 05, 2021
Withdrawn by Ann May	Date March 05, 2021			

Cameroon loan 935/6429

FRENCH ENGINEERING BUREAU

1825 Jefferson Place, N.W. Washington, D.C. 20036 • telephone: (202) 659-8630

in your reply refer to:

June 1, 1978

Mr. Philippe Ostenc
Projects Department
Western Africa Regional Office
The World Bank
Washington, D.C. 20433

Re: CAMEROON - Second Highway Project
(Credit 429 CM) - Supervision of
construction of the Douala-Kekem road

Dear Mr. Ostenc:

We are forwarding you herewith copy of INGEROUTE's
Progress Reports for March and April 1978 (Nos 32 & 33)
concerning the above project.

Very truly yours,



D.C. LEFEBVRE
INGEROUTE

Class of Service: **TELEX** Date: **JUNE 1, 1978**
Telex No.: **%%!! 5511 KN** Originators Ext: **61132** **551/**

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EDOKETER

NKONGSAMBA, CAMEROON

ATTENTION KRITIKOS REVOTELEX 24 MAI PRET 935 CM DEMANDES
CORRESPONDANT VOS DECOMPTES 32, 33 ET 34 ETATS DES SOMMES
DUES 9, 10, 11 ET 12 PAS ENCORE RECUES INTBAFRAD

Cameron loan 935/429

NOT TO BE TRANSMITTED

SUBJECT: **File: 935CM - General**

DRAFTED BY: **J Renkewitz/jd**

CLEARANCES AND COPY DISTRIBUTION:

cc: Messrs. Eigen, W.A. 2
Ostenc, W.A. 2, Petretti

AUTHORIZED BY (Name and Signature):
NORMAN J. BENNETT

DEPARTMENT:
CONTROLLERS

SECTION BELOW FOR BLUE CABLE SECTION
CHECKED FOR DISPATCH

COMMUNICATIONS

JUN 1 6 10 PM 1978

DISPATCH

République Unie du Cameroun
Paix - Travail - Patrie

3415

N°/MINEP/PROG/P2.

Ministère de l'Economie
et du Plan

Yaoundé, le 31 MAI 1978

Le Ministre

Monsieur le Représentant-Résident,

MR (Douala-Kekem)

J'ai l'honneur de vous transmettre,
un exemplaire du rapport n° 32 du mois de mars
1978, sur l'état d'avancement des travaux de
construction de la route Douala-Kekem, établi
par le Groupement Ingéroute Lamarre Valois
International Limitee.

Veuillez agréer, Monsieur le Représentant-
Résident, l'assurance de ma considération distin-
guée. *dl*



Monsieur le Représentant-
Résident de la Banque
Mondiale

B.P. 817 YAOUNDE

Class of Service: **TELEX**Date: **31 MAY 1978**

Telex No.:

Originators Ext: **72687**

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5322 AKWAPAL0 **START
HERE**1 **TO****MALISE DICK, AKWA PALACE HOTEL**

CITY/COUNTRY

DOUALA (CAMEROON)MESSAGE
NO.:

FOREST ECONOMIST CAMEROON CV ALBERT MAZEL CANADIAN
RECEIVED WITH EXPERIENCE COMMERCIAL INDUSTRIAL STUDIES,
TRANSPORT AND MARKETING IN AFRICA. YOU MAY WISH TO DISCUSS
THIS WITH GOVERNMENT AS POSSIBLE CANDIDATE SUITABLE FOR
FORESTRY ECONOMIC ADVISOR. WILL MAIL COPY CV TO MR PALEIN.
BEST REGARDS. KLAUS BERG, INTBAFRAD

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OF
TEXT**

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NOT TO BE TRANSMITTEDSUBJECT:
CAMEROON FORESTRYDRAFTED BY:
RFISHWICK mcl

CLEARANCES AND COPY DISTRIBUTION:

cc. Mr. Lopez
Mr. CalvoAUTHORIZED BY (Name and Signature)
KLAUS BERG, DIVISION CHIEFDEPARTMENT:
WAPA 2SECTION BELOW FOR USE OF CABLE SECTION
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Class of Service: TELEX Date: MAY 30, 1978
Telex No.: _____ Originators Ext: 72303

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YAOUNDE, CAMEROON

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OF
TEXT

REFERENCE VOTRE LETTRE 18 MAI No 3086 NOUS AVONS AUCUNE
OBJECTION MM. LACHENE ET MARSAC COMME RESPECTIVEMENT
ECONOMISTE ET INGENIEUR ROUTIER POUR ETUDE SECTEUR FORESTIER
PHASE 2. CONSIDERATION. KLAUS BERG.

NOT TO BE TRANSMITTED

SUBJECT:

CAM Second Highway Project Forestry Study JGamba/ag

CLEARANCES AND COPY DISTRIBUTION:

cc: M. Lopes
Mr Celvo

DRAFTED BY:

AUTHORIZED BY (Name and Signature):

Klaus Berg, Division Chief

DEPARTMENT:

West Africa Projects II

SECTION BELOW FOR USE OF CABLE SECTION
CHECKED FOR DISPATCH

MAY 30 1978
55303

TELEX

MINER

YAOUNDE CAMEROON

PHASE 2. CONSIDERATION. KLAUS BERG.
ECONOMISTE ET INGENIEUR ROUTIER POUR ETUDE SECTEUR FORESTIER
OBJECTION M. LACHENE ET MARCAC COMME RESPECTIVEMENT
REFERENCE VOTRE LETTRE 18 MAI NO 3086 NOUS AVONS AUCUNE

SECTION
COMMUNICATIONS

MAY 30 3 45 PM 1978

CAN Second Highway Project

Klaus Berg, Division Chief

West Africa Project 11

from Yaounde

Cameron hoan 93514425

INCOMING TELEX

RECEIVED

cc: Wegayehu mpf

informed over 1/147
the phone 5/30

1978 MAY 27 AM 11:40

COMMUNICATIONS DIVISION

Distribution: Mr. Eigen
Mr. de la Renaudiere

235 CALVO CC DE LA RENAUDIERE

O.K.
Thanks
PSC

LATE PAYMENTS. CR 429 CM DUE 4/17. BEAC SAY BANQUE DE FRANCE
CONFIRMED THEY TRANSFERRED FUNDS TO FEDERAL RES. BANK NY ON
APRIL THIRTEEN. REGARDS

PALEIN

Camerounhoan 935/4429 Mr Gamba ✓
ms Calas
Mr Dick

Filed May 25, 1978

CAM Forestry

05/25/78

na

TELEX

N° 376 /MINEP/CT3.-

MINEP

A

BANQUE MONDIALE - WASHINGTON

ATTENTION M. GAMBA

OBJET : ETUDE DU SECTEUR FORESTIER

SUIVE VOTRE APPEL TELEPHONIQUE DU 21 AVRIL 1978

HONNEUR VOUS DEMANDER AUTORISER FINANCEMENT ETUDE CTFT/BCEOM

POUR UNE SOMME TOTALE DE 321 700 FF. Stop

CURRICULUM VITAE DES EXPERTS BCEOM (INGENIEUR ROUTIER ET ECONOMISTE)

VOUS SERA TRANSMIS DES QUE POSSIBLE Stop

HAUTE CONSIDERATION

STOP ET FIN

LE MINISTRE DE L'ECONOMIE ET DU PLAN



Pour le Ministre
Le Vice-Ministre

Signé: Robert NAAM

OFFICE MEMORANDUM

TO: FILES

DATE: May 25, 1978

FROM: P. Ostenc, Senior Engineer, WAPHW P.O.SUBJECT: CAMEROON - Loan 935/Credit 429-CM, Second Highway Project
Highway Maintenance Study

1. On May 17, 1978, Mr. de Gaster, Senior Vice President of Frederic R. Harris, Inc. (US), consultant for the above study, called me to inquire about the payment of their latest application (No. 206 of March 22, 1978 amounting to US\$68,116.56). I told him that this payment depends on receipt of clarifications the Bank has requested from the Government, and suggested that he refer the matter to the Ministry of Equipment and Housing in Cameroon.

2. I have now reviewed the financial situation of Phase I of the study, which is as follows. The original contract provided for 34 man-months of services by expatriate professionals. The consultants argued that their report had been delayed because the Government had not submitted essential data in a timely fashion. In spite of the fact that the scope of the study had been reduced in the meantime, the consultants requested an increase of 11 man months in their letter of November 16, 1976. On December 13, 1977, the Government approved Amendment No. 1 to the consultants' contract increasing Phase I by 18.6 man-months. The Bank asked for clarification of this increase (letter of February 9, 1978 and cable of April 26, 1978), but has received no answer from the Government to date. However, the total payments actually claimed by the consultants and approved by the Government for Phase I from February 1976 to June 1977^{1/} amount to 61.1 man-months, or 8.5 man-months in excess of what is provided under Amendment No. 1.

3. On May 19, 1978, the Bank sent the attached cable ^{filed} to the Government explaining that the Bank was compelled not to proceed with payments under the Harris contract until the Government re-examined the invoices submitted by the consultants for Phase I.

cc: Messrs. Dia, Rothenbühler, Rahkonen, Mrs. Finne

POstenc:mcd

^{1/} Phase I, scheduled to last seven months, was completed after seventeen months.

Class of Service: TELEX

Date: May 25, 1978

Telex No.: 8307 KN

Originators Ext: 73682

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INTBAFRAD

Cameroon loan 1039
cc Cameroon loan 1321/4657
cc Cameroon C 302
cc Cameroon C 574
cc Cameroon loan 935/4429

YAOUNDE, CAMEROUN

MESSAGE
NO.:

315

RELATE PAYMENTS URTLX 220. FOLLOWING LATE PAYMENTS RECEIVED:
LOAN 1039CM ON MAY 18, CREDIT 657CM ON MAY 22 AND CREDITS
302CM, 574CM ON MAY 18. CREDIT 429CM AND 429-1CM STILL
OUTSTANDING. REGARDS CALVO INTBAFRAD

END
OF
TEXT

NOT TO BE TRANSMITTED

SUBJECT:

Cameroon Late Payments

CLEARANCES AND COPY DISTRIBUTION:

cc: Mr. Wegayehu

DRAFTED BY:

ar.
Doreen E. Calvo, Acting Div. Chief

DEPARTMENT:
WA2DB

SECTION BELOW FOR USE OF CABLE SECTION
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INCOMING TELEX

Cameroon loan 935/4429
SSEDOKETER 5511KN
(Telex No)DISTRIBUTIONMr. de la Renaudiere
Mr. Eigen
Mr. Thalwitz
Mr. Steckhan?1978 MAY 24 AM 9:21
COMMUNICATIONS DIVISION

CM194

Ms. Calvo

cc sent to
Mr. Fitchell
5/30

T 4066/24-05-78

DE : EDOK - ETER CAMEROUN.

PROJET : AMENAGEMENT DE LA ROUTE DOUALA-KEKEM (LOT 2).

MARCHE : 026/BIRD-AID/74-75.

CREDIT : 429 CM/PRET 935 CM.

A : WORLD BANK (A L'ATTENTION DE MR. STECKHAN).

NOUS VOUS REMERCIONS DU REGLEMENT DE N/DECOMPTE NO. 31, DE F. CFA
90.644.887, ARRIVE A YAOUNDE VERS LE 10 MAI.

AVONS L'AVANTAGE DE VOUS INFORMER QUE LA DIRECTION DE PROGRAMMATION
VOUS A ADRESSE PAR LA VOIE HABITUELLE, EN DATE DU 18 MAI COURANT ET
SOUS REFERENCE NO. 689, LES DECOMPTES ET ETATS DE SOMMES DUES SUI-

VANTS, TOTALISANT UN MONTANT DE F.CFA DE 542.291.836 :

-	DECOMPTE NO. 32 (TRAVAUX DEC. 1977)	=	66.879.853 F.CFA
-	-''- NO. 33 (-''- JAN. 1978)	=	89.220.354 -''-
-	-''- NO. 34 (-''- FEVR. -''-)	=	96.137.855 -''-
-	ETAT SOMMES DUES NO. 9 (NOV. 1977)	=	77.994.242 -''-
-	-''- -''- NO.10 (DEC. 1977)	=	49.143.572 -''-
-	-''- -''- NO.11 (JAN. 1978)	=	88.848.395 -''-
-	-''- -''- NO.12 (FEV. 1978)	=	74.067.565 -''-

542.291.836 F.CFA
=====

NOUS VOUS SERIONS RECONNAISSANTS DE BIEN VOULOIR NOUS INFORMER
QUANT A LA BONNE RECEPTION DE CES DOCUMENTS AINSI QUE DE NOUS
TENIR AU COURANT DE TOUTE NOUVELLE CONCERNANT LE REGLEMENT DES
SOMMES CI-DESSUS.

REMERCIEMENTS ET SALUTATIONS DISTINGUEES .-

EDOK - ETER /CAMEROUN-

EDOKETER 5511KN®

REPUBLIQUE UNIE DU CAMEROUN

Peace — Work — Fatherland

MINISTRE DE L'EQUIPEMENT
ET DE L'HABITAT

DIRECTION DES ROUTES

DR 2/10/MM

"ORIGINAL" - Return to W. Africa
Central Files

UNITED REPUBLIC OF CAMEROON

Peace — Work — Fatherland

MINISTRY OF EQUIPMENT
AND HOUSING

DEPARTMENT OF HIGHWAYS

N° 206 P4 L /MINEH/DR /DR2/10

Réf. : Yaoundé, le 19 MAI 1978 19

Objet : Second Highways Project
Subject : (Loan 935/Credit 429-CM)
Highways Maintenance Study

Le Ministre d'Etat chargé de l'Equipement et de l'Habitat
The Minister of State in charge of Equipment and Housing

à M. The Chief of Division of Road Projects Regional
to Mr. Office of West Africa World Bank
1818 H Street, N.W. WASHINGTON DC
U S A

Your letter of 9th February 1978 on the above subject has been received. The queries you raised shall be tackled charge by charge as follows :

1.- Justification of the Extension of Time for The Phase I Report :

By a photocopy of my letter n° 035/L/MINEH/DR2/10 of 10th February 1977 to the Minister of Economic and Plan, please be informed of the reasons for the extension in time for the Phase I of the Study. This letter was written after a thorough examination of the Consultant's application for a time extension of 3 months, detailed to 13 man-months. Only 11 man-months was considered reasonable. The letter is self-explanatory. Here attached also is a copy of the minutes of the sixth coordinating committee meeting in which Mr. OSTENC participated.

2.- Justification for the Increase of Time Extension from 11 man-months to 18.6 man-months as in Variation Order n° 1 (Avenant n° 1)

On February 20th 1977, there was a meeting to review the progress of the Consultant in Yaounde. In this meeting Mr. DE GASTER represented the Consultant and Mr. OSTENC represented the World Bank. According to the representative of the World Bank the Phase I report as presented by the Consultant was too general, and so, the report had to be redone giving specific details of the execution of the proposed five-year maintenance programme complete with economic justification.

The Consultant accepted to redo the work as demanded but contested that he will require the following experts for 3 months :

- 1 Economist
- 1 Highways Maintenance Expert
- 1 Equipment Expert
- 1 Organisation Expert

.../... 2

18 MAI 1978

Yaoundé, le

Le Ministre d'Etat chargé de l'Equipe-ment et de l'Habitat
The Minister of State in charge of Equipment and Housing

Second Highways Project
Objet : (Loan 932/Credit 422-CN)
Sujet : Highways Maintenance Study

M. The Chief of Division of Road Projects
Regional
Office of West Africa World Bank
1818 H Street, N.W., WASHINGTON DC

U S A

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extension of 3 months, detailed to 13 man-months. Only 1 man-month was con-
sidered reasonable. The letter is self-explanatory. Here is also a co-
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Consultant and Mr. OSTENC represented the World Bank. According to the report
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of the execution of the proposed five-year maintenance programme compatible
with economic justification.

The Consultant accepted to redo the work as demanded but contested
that he will require the following experts for 3 months :

- 1 Economist
- 1 Highways Maintenance Expert
- 1 Equipment Expert
- 1 Organisation Expert

... 2

This gave a total of 12 man-months. It was agreed that the 12 man-months be broken down as follows :

8 man-months for Phase 1
4 man-months for Phase 2

On June 23rd 1977 during another visit of Mr. OSTENC it was computed from our records that :

a) - By the end of March 1976, the Consultant had been paid the price of 56.6 man-months by payment Vouchers n°s 1 to 14.

b) - Adding the 8 man-months for the First Phase as above gives $56.6 + 8 = \underline{64.6 \text{ man-months}}$ for the Phase

c) - The original contract stipulated 34 man-months for the Phase 1. Adding the approved time extension of 11 man-months, gives $34 + 11 = \underline{45 \text{ man-months}}$

d) - The difference between 64.6 man-months and 45 man-months is 19.6 man-months outstanding.

It was unanimously agreed upon that 7.6 man-months of the 19.6 man-months should be the responsibility of the ADMINISTRATION while the Consultant took charge of the remaining 12 man-months. The overall responsibility of the Administration thus amounted to 11 man-months plus 7.6 man-months giving 18.6 man-months which appears on Variation Order n° 1. Attached is a photocopy of a letter from the Consultant accepting the 12 man-months responsibility.

3.- Feeder Roads :

In the preliminary report of the Consultant a general review of the Feeder Roads was included. During the first Coordinating Committee, the ADMINISTRATION contented itself with the general review as presented by the consultant because a more detailed study posed numerous difficulties.

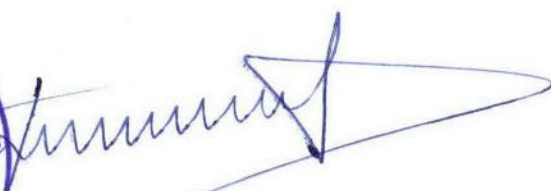
The World Bank has recently launched a separate programme for rural roads (feeder roads) which is actually in operation right now.

So it would have appeared unreasonable to deduct time for the partial exclusion of feeder roads from the study because time extension for the Phase I of the study became necessary and was granted. Besides the time to indulge in the study of rural roads cannot be precisely determined.

Incidentally, the World Bank contributed to some of the delays in the study ; particularly, the time it took for the World Bank Comments to be received. It is worthwhile mentioning that the World Banks comments usually came in so late that it constituted more somewhat a hindrance than help. They characteriscally came several weeks after the Coordinating Committee meetings were held.

It is hoped and in good faith that in future the World Bank comments be received before the Committee sits so that this committee could present her resolutions to the Government without disputable late comments.




Enoch KWAYEB

Yaoundé, le 13 juillet 1977

Monsieur ITEM
Directeur de l'Entretien
Routier
Direction des Routes

Y A O U N D E

Ordre de Service No. : 111-77/FRH-RUDC
Référence : MARCHE No. BE 040/BIRD/AID/75-76
ETUDE DE L'ENTRETIEN ROUTIER
O b j e t : REPARATION DES COUTS DE L'AVENANT
A SIGNER

Monsieur le Directeur,

Comme suite à notre conversation de ce matin, je vous confirme que la Société HARRIS est disposée à prendre à sa charge, les coûts des 12 hommes/mois du total des 19,6 hommes/mois supplémentaires, accumulés jusqu'à la fin de Mars à condition que la Direction des Routes prenne de son côté, les coûts des 7,6 hommes/mois.

Ainsi qu'il a été convenu, la Direction des Routes pourra ajouter les fonds pour couvrir les coûts des 7,6 hommes/mois, restants dans le total de 30.696.096 Frs qui est dans l'Avenant faisant objet de l'extension de notre contrat.

Je suis aussi d'accord comme déjà convenu, que l'analyse concernant les pistes de dessertes qui sera supprimée, soit mentionnée dans l'Avenant.

Je vous serais très reconnaissant de bien vouloir me faire parvenir cet Avenant, signé par Monsieur Happi le Directeur, et vous même, le plus rapidement possible.

Veuillez agréer, Monsieur le Directeur, l'expression de ma considération distinguée.

LE DIRECTEUR



Dr CORRADO LETTA

DIRECTION DES ROUTES

DR-2/10/IB.-

COMITE DE COORDINATION DE L' ETUDE DE
L' ENTRETIEN ROUTIER.-

/-) ROCES- (/ ERBAL DE LA 6ème REUNION

L'an mil neuf cent soixante dix sept et le vingt-quatre du mois d'Octobre, s'est tenue dans la Salle des Conférences du Ministère de l'Equipement et de l'Habitat, la 6ème réunion du Comité de Coordination de l'Etude de l'Entretien Routier confiée à la Firme HARRIS.

L'ordre du jour portait sur l'examen du rapport de Phase I présenté au mois de Mars 1977 qui vient de subir des retouches suivant les orientations du Comité de Coordination tenue lors de ses réunions du mois de Mars.

Participaient à cette réunion :

Messieurs :

- HAPPI DAKLEU Joseph - MINEH - DIROUTES - Président.
- ITEM Dieudonné - MINEH - S/DR Ent. Routier-Membre.
- EBE EVINA - DR P.N.M.G.C. - M e m b r e.
- MATTHIEU, Représentant le MINEP - M E M B R E -
- A L A M A, Représentant le MINEP - M e m b r e -
- Z A M B O U, Représentant le MINAGRI - Membre -
- O S T E N C, Représentant BANQUE MONDIALE - Membre.
- Mme - F I N N E, Représentant Banque Mondiale - Membre.
- MM. - BATOKO Emmanuel - MINEH - SDER - SMP - M e m b r e.
- L A N V O U, MINEH - SDER - SMP - M e m b r e -
- P I N Ç O N - MINEH - DIROUTES - M e m b r e -
- H U B E R - MINEH - DIROUTES - M e m b r e -
- B L A N C - MINEH - DIROUTES - M e m b r e -
- TOGHOUA FONTO RENE - MINEH - SDER - Secrétaire.

Etaient absents :

- Les Représentants du MINFI - MINAGRI (Eaux et Forêts),
MINT - MINAT.

En ouvrant la séance qu'il allait présider au nom de Monsieur le Ministre d'Etat, Monsieur HAPPI a rappelé que :

- Le Comité de Coordination avait demandé que soit modifié le premier Rapport de Phase I et que ce dernier a subi assez de modifications. Cependant, des points restent à préciser au cours des réunions techniques qui devront avoir lieu, entre autres avec la Direction du Parc National de Matériel de Génie Civil.

- Cette étude a déjà connu beaucoup de retards et il convient d'en tenir compte au cours des débats en vue d'autoriser le commencement de la deuxième Phase ; Le rôle du Comité de Coordination, comme son nom l'indique est surtout d'orienter l'Etude, de la coordonner.

- De plus, des experts de la BANQUE sont déjà là pour procéder à l'évaluation du 3ème Projet BIRD au Cameroun, il ne devrait pas y avoir des problèmes majeurs susceptibles de retarder le travail du Comité.

Ensuite, comme il assure l'intérim du Secrétaire Général en congé, Monsieur HAPPI passe la Présidence à Mr. ITEM qui sans plus tarder demande aux membres du Comité de formuler s'il y a lieu des observations d'ordre général sur le rapport d'exécution de la Phase I que le Bureau HARRIS vient de nous soumettre.

Monsieur MATHIEU déplore que les remarques qu'il avait formulé lors des réunions du Comité au mois de Mars n'aient pas été suivies d'effets en ce qui concerne les appréciations budgétaires.

En ce qui concerne le présent rapport, Monsieur MATHIEU fait les observations suivantes :

- Le problème de la dette publique a été très mal situé, il aurait fallu tenir compte du fait que dans les budgets, la dette publique figurait avant 1976 dans le budget de fonctionnement alors qu'à partir de 1976 elle est dans le budget d'investissement.
- Il aurait fallu inclure dans l'analyse budgétaire les crédits d'investissement du génie militaire.
- Il n'a pas été tenu compte des dotations pour les pistes de collecte.

- l'étude des rentrées budgétaires a été faite par véhicule type en prenant un prix moyen, il aurait été nécessaire de connaître la fourchette dans laquelle se situe cette moyenne.
- Il fallait replacer les rentrées budgétaires des routes dans les rentrées générales de l'Etat.
- La carte routière de la page 15 du réseau principal n'est pas complète.
- Les équipes sont prévues comme devant intervenir sur un réseau considéré en bon état d'entretien ce qui n'est pas le cas actuellement.
- L'étude de la création d'un Office des Routes est insuffisante car il n'y a pas d'étude coûts-avantages comme cela avait été demandé au mois de Mars.

En concluant, Monsieur Mathieu considère que le Ministère du Plan n'a rien à retirer de cette nouvelle étude et n'est pas plus avancé qu'au mois de Mars.

Monsieur EBE EVINA regrette n'avoir pas fini de lire le document néanmoins, il a relevé des observations sur les cinquante premières pages qu'il a déjà parcourues :

- Dans la présentation de la situation actuelle, le consultant est resté aux généralités concernant surtout les causes de dégradation de la route ; il aurait souhaité une étude plus détaillée prenant en compte les particularités régionales.
- Dans les pages 22 à 23, il aurait fallu une étude de l'évolution de l'entretien routier avec évaluation de la longueur du réseau car les 12% de 1977 pourraient bien constituer l'augmentation de la longueur du réseau.
- Dans les pages 38 - 46, le consultant s'est contredit lorsque dans un premier temps il dit que " Le Ministère de l'Equipement ne joue aucun rôle dans la gestion et le fonctionnement du Parc, ni au niveau central, ni au niveau provincial " et ensuite : " ... le Parc est sous la Tutelle du Ministère de l'Equipement et de l'Habitat qui a certaines prérogatives supérieures à celles du conseil d'Administration."

De plus le Directeur du Parc n'a pas compris le sens de la phrase suivante :

" ... L'autonomie financière est maintenant effective pour l'essentiel, à l'exception de la création d'un bureau du Trésor. "

Mr. ZAMBOU, a posé la question de savoir pourquoi le rapport n'a pas fait état des pistes de collecte. Mr. ITEM lui a répondu que la BANQUE MONDIALE a demandé une étude distincte pour les pistes de collecte, étude qui va bientôt démarrer ; C'est pour cette raison que, dans l'avenant en préparation, on a demandé à HARRIS de laisser de côté le problème des pistes de collecte.

MM. OSTENC et MATHIEU demandent alors à Mr. ITEM de communiquer aux autres membres du Comité, les observations d'ordre général de la Direction des Routes sur ce Rapport de HARRIS.

Mr. ITEM répondant aux observations des uns et des autres a indiqué :

- que le Directeur des Routes a donné son opinion générale sur l'ensemble du rapport HARRIS avant de lui passer la Présidence ;

- que le quorum n'est pas atteint et qu'il ne voit pas qui pourra donner la position des deux principaux Ministères intéressés, mais, non représentés : le MINFI et le MINT ;

- qu'il a demandé aux uns et aux autres de formuler des observations d'ordre général sur l'ensemble du Rapport mais qu'à son avis seul le représentant du MINAGRI a fait une observation d'ordre général concernant les pistes les deux autres membres ayant versé dans les détails dès le début de leurs interventions.

Mr. ITEM a donc demandé au Comité d'opter soit pour la poursuite des travaux et l'examen des détails, soit pour la suspension de la réunion compte tenu de l'absence des représentants des deux principaux Ministères qui sont les Finances et les Transports. Il a cependant donné la parole à Mr. OSTENC.

Monsieur OSTENC fait les remarques suivantes :

- Les études faites ne partent pas des données précises et réelles ce qui fait que le programme qui en découle est théorique ;

- Il conviendrait de faire ressortir un programme d'aménagement et un programme d'entretien ;

- Le programme de formation de techniciens n'est pas clair ;

- Le calcul économique aurait dû séparer les avantages de l'entretien courant et de l'entretien périodique ;

- Le consultant a présenté un programme exhaustif qui inclue le programme actuel dans les Subdivisions ;
- Il convient de donner une justification à la nouvelle méthode de rechargement proposée.

Mr. ITEM en réponse, dit que les responsables actuels du Bureau HARRIS ont continué l'étude commencée par d'autres et n'ont pas eu le temps d'entrer dans les détails, l'Administration leur ayant demandé de terminer ce rapport avant l'arrivée de la Mission d'évaluation de la BIRD en fin Septembre 1977.

En ce qui concerne les programmes, le consultant a proposé la composition des Brigades types étant entendu que lors de l'établissement des programmes détaillés en Phase II, on pourrait soit renforcer certaines Brigades pour tenir compte des nécessités de réhabilitation ou de reprofilage, soit alléger d'autres en cas de besoin.

Pour ce qui est de la formation, Mr. ITEM a estimé pour sa part que le consultant ne pouvait pas entrer dans le détail et qu'il lui revenait dans cette 1ère Phase d'évaluer les besoins globaux en formation.

Il en est de même de l'assistance technique que l'on ne peut résoudre de façon précise que dans des programmes détaillés, les besoins d'assistance technique sont nombreux comme le prouvent les organigrammes proposés par le Consultant et la Direction des Routes n'a pas attendu les résultats de cette étude pour commencer à mettre petit à petit en place, une partie de l'assistance technique dont elle a besoin : Ainsi une équipe BCEOM a été mise en place, une consultation pour le recrutement de l'assistance technique dans le cas des pistes de collecte est en cours de dépouillement...

Mr. OSTENC se trouve satisfait des réponses du Président de séance.

M. LETTA : déclare que le Bureau d'Etudes ne pourrait présenter toutes les justifications possibles qu'à partir du moment où des décisions seront prises sur le financement de l'organisation ...etc ; d'ailleurs, a-t-il poursuivi, nous avons travaillé en étroite collaboration avec la Direction des Routes pour déterminer les priorités à prendre en compte, nous avons même demandé l'avis des Experts de la BIRD à Washington et jusqu'ici nous n'avons reçu aucune suite.

Mr. ITEM : La Banque Mondiale souhaite toujours que les Consultants utilisent les méthodes qui lui sont propres. Chaque fois qu'il n'en est pas ainsi, elle ne cesse de créer des problèmes provoquant souvent des retards. C'est le cas ici pour l'étude HARRIS.

Mr. OSTENC : précise que seuls les termes des références devraient guider le Bureau, la BANQUE ne possédant pas des méthodes précises à elle ; elle n'a d'ailleurs pas de préférence à certaines méthodes, mais nous insistons toujours que le Bureau donne des justifications à chaque changement de méthodes utilisées.

Aucun membre ne demandant plus la parole, Mr. ITEM lève la séance à 12 heures. La prochaine séance est fixée au 18 Novembre 1977 à la même heure et au même lieu. Il est demandé au Président de prendre contact avec les membres absents pour les amener à assister à la réunion du 18 Novembre 1977./-

LE SECRETAIRE,

LE PRESIDENT,

- TOGHOUA FONTO RENE -

- ITEM DIEUDONNE -

Yaoundé, le 17 avril 1978

Monsieur HAPPI
Directeur des Routes
Ministère de l'Equipement
et de l'Habitat

C O P I EY A O U N D E

Ordre de Service n° : 101-78-26-722/FRH/RUDC
REFERENCE : MARCHE N° BE 040/BIRD/AID/75-76
ETUDE DE L'ENTRETIEN ROUTIER
O B J E T : AVANCE RELATIVE A L'AVENANT N° 2

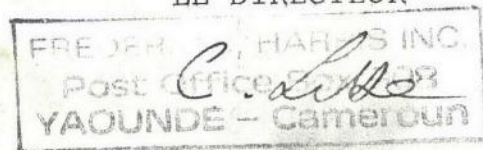
Monsieur le Directeur,

Me référant à l'avenant repris en rubrique du contrat qui lie la Société Frédéric R. Harris au Gouvernement Camerounais en vue de l'étude de l'Office des Routes, et suite aux entretiens que j'ai eu à cet effet avec son Excellence, le Ministre d'Etat, Chargé de l'Equipement et de l'Habitat, je vous serais très obligé de vouloir bien faire virer à mon compte l'avance contractuelle de 50 % soit 5 (cinq) millions de F.CFA prévue à l'avenant n° 2.

Sans mise à ma disposition urgente de ce montant je me verrai obligé, faute de liquidités, d'abandonner cette étude et de rentrer en Europe avec mon expert.

Avec mes remerciements anticipés veuillez agréer, Monsieur le Directeur, l'expression de mes sentiments très distingués.

LE DIRECTEUR



Dr. C. LETTA



YAOUNDE, le 10 JANV. 1977

Le Ministre d'Etat, Chargé de l'Equipeement et de
l'Habitat

Contract n° BE 040/BIRD/AIE/
75-76 Highways Maintenance
Studies.-

Honourable Minister of Economy and Plan

Application for time extension.-

[Handwritten signature]
YAOUNDE -

Honourable Minister,

I have the honour to bring to your notice that the Engineer's Project Manager has demanded an extension in time of 3 months to be able to complete his Phase I report and present it on January 7th 1977. In principle according to Article 7 of the Contract the phase I report should have been completed by October 3rd 1976, that is, 7 months after the Start of the Project (3rd March 1976) ; but the project Manager can hand in this report only around the end of December 1976.

The reasons for the extension of time are as follows :

1°/ The Project Manager and his team have lost considerable time plodding on their own for items of information from several persons in different Ministeries. This has been so because the ADMINISTRATION was not able to supply them with liason agents (one from Parc and from Direction des Routes) as stipulated in the Terms of Reference, paragraph II, item n° 3, because of acute shortage of qualified staff. However the Directeur des Routes managed to place Mr. BATOKO, the Chief of Service for Equipment and Programmes of Road Maintenance, at the disposal of HARRIS Bureau for only part time. Unfortunately Mr. BATOKO was not available between mid-June and September because he was called for the Military Service where he sustained an injury.

Translation has also been a cause of delay to the team. They have not been able to obtain a competent translator in the Country capable of translating a highways technical report well. As a result the ones they have must spend much more time with them to be able to come up with something comprehensible.

.../...

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6.12.1.77

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6.12.1.77

2°/ The Export of Equipment demanded a Spare Parts Inventory from the Parc National since he Started work but the Parc has not been able to supply it. This does not affect the Phase I report, but since it has not been presented now for checking, the phase II report will be effected in time.

3°/ The Highways Maintenance Expert needs the Soil Survey Report for Road Maintenance to be compiled by C.R.E.T.P. (DNAREST, formerly Laboratoire de T.P.) on a contract n° DE 096/75-76 between C.R.E.T.P. and Direction des Routes, approved on the 22nd of July 1976 and the Stipulated Starting date of work was 26th August 1976. This report is stipulated to be out by April 1977 in principle (8 months) project. It may take longer.

4°/ The Budget Expert has been waiting for copies of the National Budget of 1970/71 through to 1975/76 since June 1976 but only received them towards the end of August 1976. This amounts to about 3 months delay which affected all the other experts who naturally had to tie up their work with his. It is obvious that if time extension is now granted to HARRIS Bureau, it will involve extra expenditure as follows :

Project Manager	=	3 Months
Equipment Expert	=	2 Months
Highways Expert	=	2 Months
Budget Expert	=	2 Months
Organisation Expert	=	2 Months
TOTAL	=	11 Months

It will be also necessary to run the Office during the extension period of 3 months to coincide with the period for the Project manager./-

AMPLIATIONS :

- MINCH
- DR
- DR 2
- BUREAU HARRIS P.O.BOX 908 YAOUNDE.
- CHRONO.-



Signé: Enoch KWAYEB

- DEVIS ESTIMATIF

I.- * PERSONNELS EXPATRIES - SALAIRES :

Directeur de l'Etude : 1655.400 x 3 mois	=	4.966.200
Expert en Organisation : 1.589.200 x 2 mois	=	3.178.400
Expert en Budget : 1.523.000 x 2 "	=	3.046.000
Expert en Matériel : 1.456.700 x 2 "	=	2.913.400
Expert en Entretien Routier 1.456.700 x 2 "	=	2.913.400
	=	<u>17.017.400</u>

II.- * PERSONNEL LOCAL SALAIRES :

Traducteur : 219.000 x 3 mois	=	657.000
Secrétaire : 2382 700 x 3 "	=	704.100
5 chauffeurs : 52.000 x 5 x 3	=	760.000
	=	<u>2.121.000</u>

III.- * Location et Fonctionnement du Bureau : 712.700 x 3 =	2.138.100
* Fonctionnement et Entretien de 5 véhicules :	
123.000 x 3 x 5 =	1.845.000
* Logement de 5 personnes Expatriées : 245.000 x 11 =	2.695.000
	<u>6.678.100</u>

IV.- * Indemnité de Déplacement et heures supplémentaires du personnel local

Forfait ~~1 mois~~ ^{days} = $\frac{5.956.000}{34} \times 3 \times 7 = 1.330.596$

V.- Indemnité d'éloignement -- 330 ~~par~~ ^{days} = 3.531.000

TOTAL

= 30.695.096

HIGHWAYS MAINTENANCE STUDY CONTRACT N° BE 040/BIRD/AID 75-76 AND VARIATION ORDER N° 1

EXPATRIATE PERSONNEL TIME SCHEDULE

PERSONNEL		F	M	A	M	J	J	A	S	O	N	D	J	F	M	A	M	J	J	A	S	O	N	D	Total month
DIRECTOR	1																								17.6
ORGANISATION & TRAINING EXP	1																								13.5
BUDGET & FINANCE EXPERT	1																								13.5
EQUIPMENT EXPERT	1																								13.5
MAINTENANCE EXPERT	1																								13.5
ECONOMIST	1																								5
COUNSELLOR	1																								2

PERSONNEL	Contract Man-months	Variation order ^{no} Man-months	Total Man months
DIRECTOR	13	4.6	17.6
ORGANISATION & TRAINING EXP	13	3.5	16.5
BUDGET & FINANCE EXPERT	10	3.5	13.5
EQUIPMENT EXPERT	10	3.5	13.5
MAINTENANCE EXPERT	10	3.5	13.5
ECONOMIST	5	—	5
COUNSELLOR	2	—	2

Class of Service: TLX 8307

Date: MAY 19, 1978

Telex No.: 8307

Originators Ext: 72523

C/c

0 START
HERE

1 TO INTBAFRAD

CITY/COUNTRY YAOUNDE CAMEROON

MESSAGE
NO.:

312

4 WOULD APPRECIATE YOUR CONVEYING FOLLOWING TO MINEH COPY MINEP
5 QUOTE ATTENTION SON EXCELLENCE LE MINISTRE OBJET DEUXIEME PROJET
6 ROUTIER ETUDE DE L'ENTRETIEN ROUTIER PAR LETTRE DU 9 FEVRIER
7 1978 ET TELEGRAMME 26 AVRIL 1978 VOUS AVONS DEMANDE CERTAINES
8 JUSTIFICATIONS CONCERNANT AVENANT NO 1 AU MARCHE ETUDE PRECITEE
9 AVEC BUREAU D'ETUDES FREDERIC HARRIS. APPRECIERIONS NOUS
10 TRANSMETTIEZ URGENCE PAR TELEX RESUME JUSTIFICATIONS DEMANDEES
11 QUI SERAIT SUIVI LETTRE DETAILLEE INCLUANT EN PARTICULIER
12 NOUVEAU CHRONOGRAMME AFFECTATION PERSONNEL. AVONS D'AUTRE PART
13 REVU SITUATION DECOMPTES PRESENTES POUR PHASE 1 ETUDE DONT
14 LE DERNIER EST ANNEXE A DEMANDE RETRAIT DE FONDS NO 206 DU
15 22 MARS 1978 POUR 68.116,56 DOLLARS EU. CONSTATONS QUE TOTAL
16 HOMMES MOIS POUR PHASE 1 S'ELEVERAIT A PLUS DE 61 HOMMES MOIS
17 ALORS QUE MARCHE INITIAL PREVOYAIT 34 HOMMES MOIS ET AVENANT
18 NO 1 POUR LEQUEL VOUS DEMANDONS CERTAINES JUSTIFICATIONS PREVOIT
19 UN SUPPLEMENT DE 18,6 HOMMES MOIS, SOIT UN MAXIMUM DE 52,6
20 HOMMES MOIS POUR PHASE 1. ESTIMONS NECESSAIRE RECONSIDERIEZ

21 END
OF
TEXT
22

/c

NOT TO BE TRANSMITTED

SUBJECT:

DRAFTED BY:

CLEARANCES AND COPY DISTRIBUTION:

AUTHORIZED BY (Name and Signature):

DEPARTMENT:

SECTION BELOW FOR USE OF CABLE SECTION
CHECKED FOR DISPATCH

Class of Service: TLX Date: MAY 19, 1978
Telex No.: 8307 Originators Ext: 72523

12

10

0 START
HERE

1

TO

DECOMPTES PRESENTES PAR HARRIS. EN ATTENDANT ECLAIRCISSEMENTS

CITY/COUNTRY

NECESSAIRES SOMMES AU REGRET NE PAS ETRE EN MESURE DE DONNER

MESSAGE
NO.:

SUITE A DEMANDES DE RETRAIT DE FONDS AU TITRE DE CE CONTRAT.

4

TRES HAUTE CONSIDERATION SOGES INTBAFRAD UNQUOTE REGARDS

5

EIGEN

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END
OF

22

TEXT

NOT TO BE TRANSMITTED

SUBJECT:

Cameroon - Second Highway Project

CLEARANCES AND COPY DISTRIBUTION:

Cleared with and cc: Ms. Prefontaine,
Messrs. Rothenbuhler, Dia

cc: Mrs. Finne, Mr. Rahkonen

DRAFTED BY:

POstenc:mcd

AUTHORIZED BY (Name and Signature):

PEigen, Division Chief

DEPARTMENT:

WA2DB

SECTION BELOW FOR USE OF CABLE SECTION
CHECKED FOR DISPATCH

MAY 19 1978
75252

TLX
8307

COMPTES PRESENTES PAR HARRIS. EN ATTENDANT ECLAIRCISSEMENTS
NECESSAIRES. SOMMES AU REGRET NE PAS ETRE EN MESURE DE DONNER
SUITE A DEMANDES DE RETRAIT DE FONDS AU TITRE DE CE CONTRAT.
TRES HAUTE CONSIDERATION SOUS INTRAFAS UNQUOTE REGARDS
EIGEN

May 20 1 33 PM 1978
COMMUNICATIONS

DISPATCHED

Cameron - Second Highway Project
Cleared with and cc: Mr. Pretontine,
Messrs. Rothenduhler, etc
cc: Mrs. Finne, Mr. Rakkonen

République Unie du Cameroun
Paix - Travail - Patrie

① File with
② File Cameroon
RDT
For long

3086

N° _____/MINEP/CT3.-.D

Ministère de l'Economie
et du Plan

Yaoundé, le 18 MAI 1978

Cameroon loan 935/4429

Le Ministre

Objet : Etude du secteur forestier
phase 2

Ref. : M/T n° 376 MINEP/CT3

Date Received	MAY 26 1978
Div. Log No.	_____
Acknowledge by (date)	_____
Action by (date)	_____
Original sent to	_____
W. A. Files (date)	_____

Monsieur le Chef de Division,

Suite à mon télex cité en référence, j'ai l'honneur de vous transmettre ci-joint une copie des curriculum vitae de MM. LACHENE et MARSAC respectivement économiste et ingénieur routier que je propose pour compléter l'étude actuellement entreprise par le C.T.F.T.

Veuillez agréer, Monsieur le Chef de Division, l'assurance de ma haute considération./-

P. le Ministre de l'Economie et du Plan
et par dérogation
Le Secrétaire Général



Signature

Louis-Claude NYASSA

Monsieur le Chef de Division
Projets Agricoles 2
Région Afrique de l'Ouest
Banque Mondiale - 1818 H Street NW
WASHINGTON DC 20433 - Etats Unis d'Amérique

RECEIVED
MAY 26 1978

File 100
File 100
100
100

3038
République du Cameroun
Ministère de l'Économie
et du Plan

N° 100
18 MAI 1978

Ministère de l'Économie
et du Plan

Le Ministre

Objet : Étude du secteur forestier
phase 2
Réf. : WT n° 376 MINER/CTP

Date Received	MAY 20 1978
Div. des	
Adm.	
Act. n°	
Original sent to	
W. A. Files (date)	

Monsieur le Chef de Division,

Suite à mon téléx cité en référence, j'ai l'honneur de vous
transmettre ci-joint une copie des conclusions vécues de MM. JACHEN et
MAHSAO respectivement économiste et ingénieur routier que je propose
pour compléter l'étude actuellement entreprise par le C.T.P.T.

Veuillez agréer, Monsieur le Chef de Division, l'assurance
de ma haute considération.

P. le Ministre de l'Économie et du Plan
Le Secrétaire Général



RECEIVED
1978 MAY 24 PM 3:48
INCOMING MAIL UNIT
CLAUDE NYASSA

WASHINGTON DC 20475 - États Unis d'Amérique
Banque Mondiale - 1818 H Street NW
Région Africaine de l'Ouest
Projet Agricola 2
Monsieur le Chef de Division



Record Removal Notice

File Title Highway Project (02) - Cameroon - Loan 0935 - Credit 0429 - P000324 - Correspondence - Volume 8		Barcode No. 30165284		
Document Date January 1977	Document Type CV			
Correspondents / Participants				
Subject / Title CV of Rene Lachene				
Exception(s) Personal Information				
Additional Comments		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>Withdrawn by Ann May</td><td>Date March 05, 2021</td></tr></table>	Withdrawn by Ann May	Date March 05, 2021
Withdrawn by Ann May	Date March 05, 2021			

CLASS OF SERVICE: **TELEX**
Telex No.: **8307 KN**

Date: **May 16, 1978**
Originator's Ext: **73682**

L/C

Cameroon loan 1391/1392

0 START
HERE

1 TO

INTBAFRAD

2 BY/COUNTRY

YAOUNDE, CAMEROUN

3 MESSAGE
NO.

297

4

REURTELEX 199 LATE PAYMENTS. VERY GRATEFUL FOR THE INFORMATION

5

RECEIVED. PRIMO LOAN 1392CM RECEIVED ON APRIL 2. SECUNDO LOAN

6

886CM AAA US DOLLARS 77.793,75 DUE APRIL 10 RECEIVED APRIL 19

7

EIGHT DOLLARS SHORT. BBB US DOLLARS<11.719,00 DUE APRIL 17

8

RECEIVED ON TIME BUT ALSO EIGHT DOLLARS SHORT CCC SWISS FRANCES

9

105.096 RECEIVED APRIL 19. OUTSTANDING BALANCE ON 886CM US

10

DOLLARS SIXTEEN, REASON COMMISSION CHARGED TO BANK.

11

TERTIO FOLLOWING PAYMENTS STILL OUTSTANDING CREDIT 657CM,

12

302CM, 574CM, 429CM AND LOAN 1039CM (TWO AMOUNTS) REGARDS

13

EIGEN INTBAFRAD

14

15

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21

END

22

OF

TEXT

Cameroon Late Payments

cc: Mr. Wegayehu

ar.

Peter Eigen, Division Chief

WA2DB

FOR THE DIRECTOR OF THE INTERNATIONAL MONETARY FUND
CHIEF OF INFORMATION

Cameroon loan 935/4429

cc: Controller's
Mr. Subramanian
Files -x@x1012 F-336
o/file - s/l file

AB/hw

May 12, 1978

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

Re.: Loan No. 935 CM

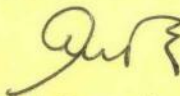
Gentlemen:

With reference to our letter dated March 8, 1978, please be informed that your payment in the amount of French Francs 2,122,230.00 has been applied for purchase of currencies as detailed in the attached statement.

The unused balance of French Francs 189,553.25, as shown in the statement, has been refunded to Banque de France, Paris, for account of Banque Nationale de Paris, Paris, for account of Banque Internationale Pour le Commerce et l'Industrie des Cameroun, Douala, in your favor.

Sincerely yours,

INTERNATIONAL BANK FOR
RECONSTRUCTION AND DEVELOPMENT



Ajai Bararia
Chief, Receipts Section
Cashier's Division

Enc.

cc: Embassy of Cameroon, Washington, D.C.
World Bank Resident Mission, Yaounde

CASHIERS DIVISION - TREASURERS DEPARTMENT
SINGLE-LOAN PURCHASE OF CURRENCIES WORKSHEET

AL 08 0058

REQUESTED
FFR 2,122,230.00

LOAN NO. 09350 CM
DUE 4/15/78

C/W	CURRENCY	AMOUNT	RATE	FFR COST
	U.S.A.	57,523.00	0.2190	262,662.10
	FINLAND	22,975.00	0.9090	25,275.03
	GERMANY	358,547.00	0.4455	804,819.31
	JAPAN	63,987.00	48.34	1,323.69
	SWITZERLAND	347,175.00	0.414	838,596.62

TOTAL F 1,932,676.75
=====

RECEIVED	F 2,122,230.00
(-) COST	1,932,676.75

BALANCE F 189,553.25
=====

Class of Service:

TELEX

Date:

MAY 11, 1978

Telex No.:

Originators Ext:

76596

12

10

0 START
HERE

1

TO

MINEP

CITY/COUNTRY

YAOUNDE, CAMEROON

MESSAGE
NO.:

RENOTEL 3 MAI ATTENTION M. GAMBA

4

PRIMO PROPOSITION REVISEE POUR ETUDE CTFT/BCEOM COUTANT 321700 FF

5

ACCEPTABLE. SECUNDO SUGGERONS SELECTION EXPERT EN ECONOMIE

6

FORESTIERE POUR AIDER MINAG. CE DERNIER POINT SERA DISCUTE

7

AVEC DICK LORS MISSION DU 27 MAI AU 7 JUIN. CONSIDERATION

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DISTINGUEE. BRANDRETH, INTBAFRAD

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END
OF
TEXT

22

NOT TO BE TRANSMITTED

SUBJECT:

Cameroon Second Highway Project

DRAFTED BY:

MCDICK SMS

CLEARANCES AND COPY DISTRIBUTION:

AUTHORIZED BY (Name and Signature)

H.G. Brandreth

DEPARTMENT:

West Africa Projects

Cleared with and cc:

Mr. Gamba

Mrs. Finne

cc:

Mr. Dia

Mr. Palein

SECTION BELOW FOR USE OF CABLE SECTION
CHECKED FOR DISPATCH

8258

MAY 17 1978

TELEX

76396

MINER

YAOUNDE, CAMEROON

RENOTEL 3 MAI ATTENTION M. GAMBIA

PRIMO PROPOSITION REVISEE POUR ETUDE CTFYBCEGM COUTANT 231700 FF

ACCEPTABLE. SECUNDO SUGGERONS SELECTIONS EXPERT EN ECONOMIE

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DISTINGUEE. BRANDRETH, INTERRAD

SECTION
COMMUNICATIONS

May 15 12 38 PM 1978
Cameroon Second Highway Project

Cleared with and cc: Mr. Gambia
Mrs. Finne
cc: Mr. dia
Mr. Palsin
H.G. Brandreth
DISPATCHED
West Africa Projects

Cameron loan 935/4 429

May 8, 1978

OFFICE MEMORANDUM

TO: Mr. F. Soges, Chief, WAPHW

DATE: May 8, 1978

FROM: P. Ostenc, Senior Engineer, WAPHW *P.O.*

SUBJECT: CAMEROON - Loan 935/CREDIT 429-CM, Second Highway Project
Brief Supervision Mission
Back-to-Office and Full Report

1. During the appraisal mission for the proposed Fourth Highway Project in Cameroon (April 3-20, 1978), I briefly supervised the Second Highway Project. Attached is my Back-to-Office and Full Report.

The progress of implementation is now satisfactory, and the project is substantially completed. However, because of the devaluation of the US Dollar vis-à-vis the Deutsche Mark and Swiss Franc, an overrun of US\$8.7 million is expected. This overrun will be totally borne by the Government.

cc: Messrs. Thalwitz, WAP
de la Renaudière, WA2
Bourgin, WAP
Pouliquen, WAP
van Gigch, WAP
King, WAP
Eigen, WA2DC
Dyck, WAN
Billington, WAPHW
Millard, WAPHW
Faiz, WAPHW
Dia, WAPHW
Miss Johansen, WAPHW
Mrs. Finne, WAPHW
Ms. Nguyen, WA2DC
Ms. Antelin, WAPHW
Ms. DeVan, WAPHW
Messrs. Palein, WAFCM
Munthali, WAFGA
Carter, WAFML
Reitter, WAFNG
Geli, WAFWA
Agueh, WAFUV
Brown, WAFSE
van der Tak, PAS (3)
Willoughby, TRP
Rothenbuhler, LEG
Subramanian, CTR
Ms. Prefontaine, CTR

POstenc:mcd

IBRD AND IDA - SUPERVISION SUMMARY

This summary is ☐ the initial summary
☒ part of a mission report
☐ a semi-annual update
☐ the completion summary

Regional Office: West Africa	Project Name: Second Highway Project	Project Code: 3CAMTH03	Loan ☒ Credit ☒ No.: 935/429-CM	L/C Amount (\$xx.xm): 63.0 <u>1</u> /
Country: Cameroon	Borrower/Beneficiary: Government of Cameroon	Board Date: 07/03/73	Signing Date: 09/26/73	Effective Date: 12/20/73
Projects Dept./Div. Name: WAPHW	Org. Code No.: 136/32	Projects Officer: P. Ostenc	Loan Officer: M. Dia	

SECTION 1: SUMMARY PROJECT DESCRIPTION

See Annex I (attached).

SECTION 2: PERFORMANCE RATING

STATUS: 1 - Problem-free or Minor Problems; 2 - Moderate Problems; 3 - Major Problems

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

TYPES OF PROBLEMS: F - Financial; M - Managerial; T - Technical; P - Political; O - Other (Explain in Section 5)

If more than one type of problem, enter most critical factor first.

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

This Summary	Last Summary
<u>1</u>	<u>2</u>
<u>1</u>	<u>2</u>
F M ☐ ☐ ☐	F M ☐ ☐ ☐

SECTION 3: PROJECT DATA

SECTION 3: PROJECT DATA			Total	of which:		Cumulative Disbursements
Estimated/Actual:	Project	Loan/Credit	Project	Foreign	Local	through most recent
	Completion	Closing	Cost	Currency	Currency	Quarter ended (03/31/78)
	(Mo./Yr.)	(Mo./Day/Yr.)	(\$xx.xm)	(\$xx.xm)	(\$xx.xm)	(\$xx.xm)
Appraisal Est.	<u>12,78</u>	<u>12, 31, 78</u>	<u>71 . 0</u>	<u>48 . 0</u>	<u>23 . 0</u>	<u>46.0</u> (Est.)
Last Summary (04/29/77)	<u>12,78</u>	<u>12, 31, 78</u>	<u>114 . 7</u>	<u>77 . 1</u>	<u>37 . 6</u>	
Current	<u>12,78</u>	<u>12, 31, 78</u>	<u>119 . 3</u>	<u>80 . 1</u>	<u>39 . 2</u>	<u>49.4</u> (Actual)

SECTION 4: MISSION SCHEDULE

	No. of Staff on Mission	No. of Days in Country	Return to HQ (Mo./Day/Yr.)	Final Report Date (Mo./Day/Yr.)
Latest/Present Mission	<u>2</u>	<u>18</u>	<u>02.27.77</u>	<u>05.08.78</u> CS)*
Previous Mission	<u>2</u>	<u>16</u>	<u>02.22.77</u>	<u>04.29.77</u> FS)*
Next Mission Departure (Mo./Yr.) <u>10.78</u>	Recommended interval between missions (Months) <u>6</u>		End of period covered by latest progress report (Mo./Day/Yr.) <u>08.31.77</u>	

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

SECTION 5: COMMENTS (Explain "other" in Section 2 and clarify, if necessary, data in Sections 3 and 4)

1/ Including a US\$15.0 million supplementary Credit.

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

- Project implementation has improved and is now satisfactory. The project is nearing completion.
- Construction of the Douala-Pont du N'Kam road (161 km) is progressing well and should be completed by July 1978, after a one-year delay. Construction of the Pont du Noun-Foumban road (50 km) was satisfactorily completed in December 1976. Construction of the Figuil-Mora section (163 km) of the Garoua-Mora road was completed in July 1977. The Garoua-Figuil section (95 km) of this road was deleted because of the overall project cost overrun. Its construction started in March 1978 under the Third Highway Project.
- The Second Phase of the highway maintenance study started in early January 1978. The final report should be issued in May 1978.
- Three technical assistance experts have been helping the Department of Highways since May 1978. However, they have been employed on operational tasks and, because of lack of counterparts, unable to train Cameroonian professionals.

Preparing Officer: P. Ostenc

Initials: P.O.

Date: 5/8/78

INSTRUCTIONS FOR COMPLETION AND DISTRIBUTION OF SUPERVISION SUMMARIES

GENERAL INSTRUCTIONS

Projects Subject to Summary Report: All projects not fully disbursed and fully disbursed projects on which a significant amount of manpower is being expended for supervision. In addition, all UNDP and Bank/IDA technical assistance projects being administered by the Bank (in these cases, grant amounts should be substituted for loan/credit amounts, and certain dates not applicable need not be filled). Where supervision of one loan/credit necessarily involves supervision of several loans/credits (e.g., with DFCs), a summary should be prepared for each, but the Summary of Project Status, Trend and Major Problems (Section 6) for the most recent loan/credit can cover all the loans/credits involved.

Responsibility: To be assigned by responsible projects division chief. Normally the chief of the project's appraisal team for the initial summary prepared at signing and the author of the most recent supervision report thereafter.

Timing: Initially distributed at signing, thereafter whenever a supervision or project completion report is prepared and within 10 days after return of an appraisal mission where appraisal of a follow-up project involves full supervision of earlier projects. In addition, summaries should be prepared as of September 15 and March 15 for all projects which have not had a summary in the respective previous three months; these semi-annual updatings coincide with preparation for the "problem projects" reviews of end-October and end-April respectively.

Distribution: Summaries prepared in association with supervision or completion reports are distributed as the first two pages of the reports. Summaries prepared at signing, after an appraisal or during the September and March updatings, should be sent to the office of the Regional Program Coordinator and forwarded to P & B each Wednesday. Distribution outside the regions will be handled by P & B. Within the regions distribution should be arranged as the regional offices direct.

Dates: All dates used in the summary should follow the order of month/day/year (e.g., 3/31/75), unless otherwise specified.

Amounts: All amounts should be in million dollar equivalents to one decimal (e.g., \$29.6).

DEFINITIONS AND SPECIAL INSTRUCTIONS

Project Code: The identification number provided in the P & B Identification Code Book.

L/C Amount: The current loan/credit amount (incorporating any cancellation or addition).

Effective Date: The latest estimated/actual date of loan/credit effectiveness.

Projects Dept./Div. Code No.: The numeric code given to the responsible projects division in the Master Organization Code list issued by P & B.

Projects Officer and Loan Officer: The Projects Officer and Loan Officer with primary responsibility for the project.

SECTION 1 - Summary Project Description: Provide as complete a description of the project as the space allows. If necessary, a more detailed description can be included in an appendix to the supervision report.

SECTION 2 - Performance Rating: The "status" rating should provide a view of the project situation in terms of its basic objectives and the Bank's expectations at the time the loan/credit was signed. "Moderate problems" can be characterized as difficulties worth recording because they have some potential of becoming major in the future, but which presently are not serious enough to cause concern about the successful completion of the project or the financial situation of the project entity. "Major problems" on the other hand, are serious problems in project execution or operations which demand special attention and action, and intensive supervision at the present time. The "trend" should take account of progress, or lack of it, in resolving the problems indicated under "types of problems." The "type of problem" should indicate the category of assumptions or requisites for successful project implementation that are not developing as expected or planned. "Political" problems are those caused by policy decisions made external to the project entity. If there are more than one "type of problem," rank the categories according to perceived degree of significance by entering the most critical "type" first (left-most block), the next most critical second, etc.

SECTION 3 - Project Data: For all dates and \$ amounts give the estimates made for the board presentation (appraisal estimates), the estimates/actuals taken from the latest previous supervision summary for the project (and indicate date of this last summary), and estimates/actuals as of the date of the current summary.

Project Completion: The month and year by which all components of the project listed in the loan/credit agreement are expected to be completed or in place. For DFC and other credit-type projects show the estimated final authorization date. If delays affect only a minor part of the project which is otherwise going well, give the completion date for the major components and note the minor delays in Section 5.

Project Cost: For DFC projects and many credit-type projects, total project cost will be equal to loan/credit amount.

Cumulative Disbursements: Give the appraisal estimate and current actual (from Controller's "Statement of Loans") of cumulative disbursements through the full fiscal year quarter most recently completed. Use the current quarter if the summary is prepared around the last day of the quarter. Indicate the date (in parenthesis) of the quarter considered the most recently completed.

SECTION 4 - Mission Schedule: When a supervision summary is prepared as part of a supervision report, the final report date should correspond to date of the summary. If the mission involved is an appraisal mission, the date of return of appraisal mission should be used (date of appraisal report can be left blank). The currently recommended interval between missions may change during different phases of the project's implementation.

SECTION 6 - Summary of Project Status, Trend, and Major Problems: Provide a succinct summary of the project's overall implementation status including a review of major problems. The summary should fit on the first page if possible but may be continued on the second page if necessary.

SECTION 7 - Actions Taken and Recommended: To be included on a second or third page. Required when summary is prepared in conjunction with a supervision report or as part of "problem projects" review --- otherwise, optional.

SECTION 6: SUMMARY OF PROJECT STATUS, TREND, AND MAJOR PROBLEMS (Cont'd.):

5. The Second Phase of the forestry study will be carried out in April-October 1978. It consists of a reconnaissance of possible improvements in the transport network serving forestry areas.

6. Because of the recent reevaluation of the Deutsche Mark and the Swiss Franc vis-à-vis the US Dollar, the financial situation of the project has deteriorated. An overrun of US\$8.7 million is now expected. It will be entirely borne by the Government.

SECTION 7: ACTIONS TAKEN OR RECOMMENDED

7. No action is necessary at this time.

LIST OF ANNEXES

- I. Project Description
- II. Project Execution
- III. Detailed Cost Estimates
- IV. Status and Cost Estimates
- V. Schedule of Disbursements

CAMEROON

LOAN 935/CREDIT 429-CM

SECOND HIGHWAY PROJECT

Project Description

The project consists of:

- A. construction of the Douala-Pont du N'Kam road (161 km);
- B. construction of the Pont du Noun-Foumban road (50 km)
- C. construction of the Garoua-Mora road (258 km);
- D. supervision of the above works;
- E. study to improve highway maintenance and to define a better-ment program for feeder roads;
- F. technical assistance to the Ministry of Transport (later transferred to the Department of Highways, Ministry of Equipment and Housing);
- G. technical assistance to the Ministry of Agriculture to formulate forestry policies; and
- H. feasibility study of about 400 km of forestry access roads.

CAMEROON

LOAN 935/CREDIT 429-CM

SECOND HIGHWAY PROJECT

Project Execution

Road Construction

1. Construction of the Douala-Pont du N'Kam road is divided into two lots: Douala-Loum (93 km) and Loum-Pont du N'Kam (68 km). On both lots, the contractors started working slowly in early 1975, but works are now progressing well. Because of delays in freeing the right of way and borrow pits, and an increase in the volume of earth moving, the Government extended the construction period from 30 to 42 months, up to June 1978.
2. At end-March 1978 all structures, earth moving and sub-base course on the Douala-Loum section had been completed, and 84 km of base course and 82 km of surfacing had been laid. The works are expected to be completed by end-May 1978. As the Department of Highways (DH) was unable to free the quarry which was to provide crushed stone for the base course on the last third of the road section, it authorized the contractor to use stabilized laterite instead, which increases transportation costs.
3. On the Loum-Pont du N'Kam section, the project provides for the strengthening of 9.6 km of the existing road, north of Nkongsamba, which will be parallel to a new city bypass and would only be used to link the bypass with the northern district of Nkongsamba. At the Bank's suggestion, DH has decided to include in the project a direct and much shorter alignment (0.8 km) to link the bypass and the city center. However, DH still insists on a full strengthening of the existing road. To reduce construction cost, DH has decided that on the last 6 km of the section near Pont du N'Kam, where traffic is lower, pavement width will be reduced to 6 m with a simple overlay of 7 cm-thick bituminous concrete, instead of a full pavement reconstruction to 7 m width. Total construction length is 78.4 km. At the end of March 1978, all structures, 77.6 km of earth moving and sub-base course and 67 km of surfacing had been completed. The works should be completed in early July 1978.
4. Construction of the Pont du Noun-Foumban road (50 km) was satisfactorily completed in late December 1976, after a 4-1/2 month delay. The Government has accepted the contractor's claim for additional payments to cover price escalation on advance payment and increase in compaction specifications. The contractor is still claiming compensation for the reduction of percentage of payment in DM (CFAF 14 million) and interest on delayed payments (CFAF 10 million), and deletion of penalties for late completion of works (CFAF 61 million). An amicable settlement can be expected.

5. Construction of the Figuil-Mora section (163 km) of the Garoua-Mora road was satisfactorily completed in June 1977. The southern section, Garoua-Figuil (95 km), was deleted from the project to reduce its overall cost overrun. Construction of this section actually started in March 1978 under the Third Highway Project and the works should be completed in June 1979.

Highway Maintenance Study

6. Frederic R. Harris, Inc. (US) was awarded the highway maintenance study and began work in early March 1976. The First Phase of the study was to have been completed in seven months, by September 1976, but the six-volume First Phase Report was not delivered in full until mid-February 1977. The Bank found the report unsatisfactory and conveyed comprehensive comments to the Government in its telex of March 14 and letter of April 7, 1977.

7. With a new team in the field, the consultants totally revised their work in June-August 1977. However, their amended report, issued in early September 1977, was improved, but still unsatisfactory. In October 1977, a Bank mission defined with the Government the framework of a possible maintenance program. The Bank also sent extensive comments on the amended report in its letter of November 30, 1977.

8. In early January 1978, the consultants, again with a new team, started the Second Phase of the study, consisting of a more detailed analysis of the program worked out under the First Phase. They issued their draft final report in mid-April 1978. The final report, incorporating the Government's comments on the draft, should be ready by mid-May 1978.

9. On December 13, 1977, the Government approved Amendment No. 1 to the consultants' contract. This amendment deleted the part of the study of feeder roads (which the consultants had not carried out) and concurrently increased the number of man-months authorized under the First Phase by about 55%. By letter of February 9, 1978, the Bank requested Government clarification of this apparent contradiction between a reduction in the size of the study and an increase in its cost. The mission could not obtain a clear explanation from DH and pressed for an answer to the Bank's letter.

Technical Assistance to Various Ministries

10. Three technical assistance experts from consultants BCEOM (France) are being provided to DH under the project: one road engineer to assist in road project management, one road maintenance engineer, and one transport economist. To date, the Government has been unable to provide counterparts and the three experts are principally used to perform operational tasks without being able to train Cameroonian professionals.

11. In late 1977, Mr. Huet, a French forestry expert, submitted his draft report of the first phase of the forestry study, identifying major constraints in the development of timber production. The main bottleneck

is the unsatisfactory transport network which impedes evacuation of logs to the seaports. Under the Second Phase of the study (April-October 1978), two experts from CTFT (Centre Technique Forestier Tropical, France) will carry out a reconnaissance of possible improvements in the transport network serving forestry areas.

Financial Status of the Project

12. The new cost estimates of the project (CFAF 26,574 million, Annex III) are in line with estimates of the previous Supervision Report, dated April 29, 1977 (CFAF 27,441 million). However, most of the construction contracts include a fixed exchange rate for the payment of the foreign cost of the works in heavy currencies (Deutsche Mark and Swiss Franc). As the fixed rates were set when bids were called, in early 1974, and the value of the US Dollar has been declining, the foreign cost of the project expressed in US Dollars is increasing. Prior to March 1978, the average exchange rate for the foreign cost of the project was about US\$1 = CFAF 227. If current exchange rates were to remain stable until project completion, the project exchange rate for future Bank disbursements would be about US\$1 = CFAF 188. Because of these currency realignments, an overrun of about US\$8.7 million is now to be expected (Annex IV). This overrun will be entirely borne by the Government.

CAMEROON

LOAN 935/CREDIT 429-CM

SECOND HIGHWAY PROJECT

Detailed Cost Estimates as of April 1978
 (Total Cost Including Taxes in CFAF Millions)

I. Construction of the Douala-Pont du NKam Road	
Contract amount	7,593
Physical contingencies:	
on the Douala-Loum section	1,025
on the Loum-Pont du NKam section	1,110
Price contingencies (59%)	5,780
	<u>15,508</u>
II. Construction of the Pont du Noun-Foumban Road	
Contract amount	1,258
Physical contingencies	180
Contractor's Claim	174
Price contingencies (55%)	893
	<u>2,505</u>
III. Construction of the Figuil-Maroua-Mora Road	
Contract amount	3,823
Physical contingencies	354
Price contingencies (54%)	2,252
	<u>6,429</u>
IV. Road Construction Supervision	
Douala-Pont du NKam road	722
Pont du Noun-Foumban road	113
Figuil-Maroua-Mora road	490
Laboratory	345
	<u>1,670</u>
V. Highway Maintenance Study	
Contract amount	214
Physical contingencies	15
Price contingencies (10%)	23
	<u>252</u>
VI. Technical Assistance to the Road Department	140
VII. UNDP Transport Planning Project	20
VII. Forestry Studies	<u>50</u>
TOTAL	26,574

CAMEROON

LOAN 935/CREDIT 429-CM

SECOND HIGHWAY PROJECT

Status and Cost Estimates as of April 1978

Project Item	Executed by	Contract Signed	Contract Amount (CFAF Million)	Completion Date		Cost Estimates in US\$ Million (Including Contingencies)								% of Completion	
				As of Contract	Mission Estimate	At Appraisal ^{1/}				Current ^{2/}					
						Bank %	Bank	Gov't.	Total	Bank %	Bank	Gov't. ^{2/}	Total		
<u>Construction Works</u>															
A. Douala-Loum Road	Mondelli/Itinera/Exarcos	11/5/74	4,362	June 77	June 78)	68	20.2	9.8	30.0	60 ^{3/}	24.1	14.6	38.7	90	
B. Loum-Pont du NKam Road	Edok/Eter	11/5/74	3,231	June 77	June 78)					60 ^{3/}	17.6	12.5	30.1	90	
C. Pont du Noun-Foumban Road	Held and Francke	11/5/74	1,258	Aug. 76	Feb. 77	68	4.4	2.1	6.5	60 ^{3/}	5.9	4.8	10.7	100	
D. Fiquil-Mora Road	Wayss and Freytag	11/5/74	3,823	June 77	June 77)	68	18.8	9.2	28.0	60 ^{3/}	18.8	12.0	30.8	100	
E. Garoua-Fiquil Road	Deleted	---	---	---	---					---	---	---	---	---	
<u>Consulting Services</u>															
F. Supervision of Douala-Pont du NKam Road	Ingeroute/Lamarre-Valois	5/13/75	392	June 77	June 78)					70	1.9	0.8	2.7	90	
G. Supervision of Pont du Noun-Foumban Road	Gauff	5/19/75	95	Dec. 76	Feb. 77)	70	3.2	1.4	4.6	60	0.4	0.2	0.6	100	
H. Supervision of Fiquil-Mora Road	Lamarre-Valois/Ingeroute	5/13/75	549	June 78	June 77)					70	1.5	0.7	2.2	100	
I. Supervision Geotechnics	CRET	1/22/76	312	June 78	June 78)					0	0.0	1.4	1.4	95	
J. Maintenance Study	Harris	1/22/76	214	Apr. 77	June 78	75	0.5	0.2	0.7	55	0.6	0.5	1.1	90	
K. Technical Assistance	BCEOM	6/23/77	118	May 79	May 79	75	0.45	0.15	0.6	100	0.6	0.0	0.6	50	
L. Forestry Studies	CIFT				Oct. 78	75	0.45	0.15	0.6	70	0.2	0.1	0.3	50	
M. UNDP Transport Plan Subtotal	UNDP					--	---	---	---	100	0.1	0.0	0.1	0	
						48.0		23.0		71.0					
Supplementary Financing						15.0									
TOTAL						63.0						71.7	47.6	119.3	
overrun compared with present Bank allocation: 8.7															

overrun compared with present Bank allocation: 8.7

^{1/} At an exchange rate of US\$1 = CFAF 230.^{2/} At an exchange rate of US\$1 = CFAF 245.^{3/} The Bank's percentage of participation has changed during project implementation.

CAMEROON

LOAN 935/CREDIT 429-CM

SECOND HIGHWAY PROJECT

Schedule of Disbursements
(April 1978)

IBRD FISCAL YEAR AND SEMESTER	ACCUMULATED DISBURSEMENTS US\$'000 EQUIVALENT				ACTUAL DISBURSEMENTS AS A PERCENTAGE OF APPRAISAL (UP TO LATEST SEMESTER) OR NEW ESTIMATE DISBURSE- MENTS AS PERCENTAGE OF APPRAISAL ESTIMATE (FOR FUTURE SEMESTERS) (1½)x100 or (4½)x100
	ACTUAL TOTAL DISBURSEMENTS	APPRAISAL ESTIMATE	LATEST REVISED ESTIMATE 1/	NEW DISBURSEMENT ESTIMATE 1/	
<u>1974</u>					
1st	0	200	-	-	0
2nd	0	500	-	-	0
<u>1975</u>					
1st	0	3,000	-	-	0
2nd	7,030	8,500	-	-	83
<u>1976</u>					
1st	10,983	15,500	-	-	71
2nd	18,269	23,500	-	-	78
<u>1977</u>					
1st	24,910	31,500	-	-	79
2nd	35,210	39,500	-	-	91
<u>1978</u>					
1st	47,679	44,000	-	-	102
2nd	-	48,000	54,000	54,000	112
<u>1979</u>					
1st	-	48,000	63,000	62,000	129
2nd	-	48,000	63,000	62,500	130
<u>1980</u>					
1st	-	48,000	63,000	63,000	131
Closing Date:		12/31/78		12/31/78	

1/ Including supplementary financing of US\$15.0 million.

INCOMING CABLE

Regional Forestry
Transport

RD RCW 16 FYR 583 QAE449 JGF624 613

BRAZZAVILLE 128/126 3 1315

LT May 3rd 1974

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29 APRIL WITH NDIGUI PROGRAMMATION NYOM PLANIFICATION MBENG
FORESTRY DIRECTOR AND ESSO ROADS DIRECTOR WE WERE ASSURED BY
NDIGUI THAT MINIPLAN WOULD PROCEED FORMATION INTERMINISTERIAL
STUDY COMMITTEE ALREADY ANNOUNCED IN JANUARY

1974 TO TECHNICAL MINISTRIES WE RECOMMENDED CLOSE COOPERATION
TRANSPORT AND FORESTRY PLANNING ALSO WHEN SEEKING TECHNICAL
ASSITANCE BBB ASSIGA AWAITS BANK ACTION RECRUITMENT EXPERTS
TRANSPORT PLANNING PLEASE INFORM MELEGARI OF PRECEDING POINTS
CCC CONFIRM NO CAR MISSION HENCE MELHUSH MAY TENTH TO ROME VIA
ACCRA SCHMITHUSEN MAY TENTH TO ROME

for terms
reference
Messrs. Soges
+ Melegari

VIA PARIS SUBJECT TO CHANGE IN VIEW VANGIGCH CABLE AND GORIS MAY
TENTH TO ROME VIA ABIDJAN TAKEUCHI LEFT CONGO TWO MAY FOR EUROPE
REGARDS

GORIS

440098 WORLDBANK

YAOUNDE APRIL 27 1978

Cameroon loan 935/9429

INCOMING TELEX

RECEIVED

1b

179 GAMBA

TELEX NO. 76 (TROIS SEPT SIX)

DE MINEP YAOUNDE

A BANQUE MONDIALE WASHINGTON

ATTENTION M. GAMBA

OBJET : ETUDE DU SECTEUR FORESTIER

SUITE VOTRE APPEL TELEPHONIQUE DU 21 AVRIL 1978 HONNEUR VOUS
DEMANDER AUTORISER FINANCEMENT ETUDE CTFT/BCEOM POUR UNE SOMME
TOTALE DE 21 700 (TROIS, DEUX UN SEPT ZERO ZERO) FF.

3

[321,700] ?

CFAT 16 H

CURRICULUM VITAE DES EXPERTS BCEOM (INGENIEUR ROUTIER ET ECONOMISTE)
VOUS SERA TRANSMIS DES QUE POSSIBLE.

HAUTE CONSIDERATION

LE MINISTRE DE L'ECONOMIE ET DU PLAN

POUR LE MINISTRE

LE VICE-MINISTRE

ROBERT NAAH

(VIA IBRD - MINEP TELEX DER)

1978 MAY -3 AM 10:13

COMMUNICATIONS DIVISION

DIST. - MR. BERG
MR. EIGEN

① Com Brandel
② h. Tilleo do

handle +

Letter reply

③ families in OIR

④ File Cameroon

Family

This had been answered by
M. Dick with our clearance!

For

05/15/78

File

Cam Forestry

05/15/78

Date Received	05/03/78
Div. Log No.	150
Acknowledge by (date)	
Action by (date)	
Original sent to	
W. A. Files (date)	

Class of Service: **TELEX** Date: **1ER MAI 1978**
Telex No.: **5511 KN** Originators Ext: **61132**

LT/MA
5511

12

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0 START
HERE
1 TO

EDOKETER

Cameroun 935/429

CITY/COUNTRY

NKONGSAMBA, CAMEROON

MESSAGE
NO.:

ATTENTION KRITIKOS REVOTELEX 26 AVRIL PRET 935 CM

4

DEMANDE 205 FRANCS CFA 90.644.887 CORRESPONDANT VOTRE

5

DECOMPTE 31 APPROUVEE POUR PAIEMENT AUJOURD'HUI. INDEVAS

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END
OF
TEXT

NOT TO BE TRANSMITTED

SUBJECT:
File: Loan 935 CM - General

DRAFTED BY: *sub*
JRenkewitz/lth J R

CLEARANCES AND COPY DISTRIBUTION:
**cc: Messrs. Eigen, Ostenc,
Petretti
Mrs. Renkewitz**

AUTHORIZED BY (Name and Signature):
Norman J. Bennett

DEPARTMENT:
Controller's

SECTION BELOW FOR USE OF ORIGINATOR
CHECKED FOR DISPATCH

TELEX
5211 KN

TER MAY 1978
81135

EDOKETER

IKONGSABA, CAMEROON

ATTENTION KRITIKOS REVOTELX 26 AVRIL PRET 932 CM

DEMANDE 202 FRANCS CFA 90.644.887 CORRESPONDANT VOTRE

DECOMPTE 21 APPROUVE POUR PAIEMENT AUCOURD'HUI. INGBAS

SECTION
COMMUNICATIONS

MAY 2 9 53 AM 1978

cc: Messrs. Eiden, Ostene,
Perle, Hatched
Mrs. Renkowitz

Norman J. Bennett

Controller's

INTERNATIONAL DEVELOPMENT
ASSOCIATION

INTERNATIONAL BANK FOR
RECONSTRUCTION AND DEVELOPMENT

INTERNATIONAL FINANCE
CORPORATION

Cameroon loan 935/9429

OUTGOING WIRE

TO: GAMBA

DATE: April 27, 1978

INTBAFRAD
WASHINGTON

CLASS OF
SERVICE: TELEX

COUNTRY: USA

TEXT:
Cable No.: 179

TELEX NO. 376
DE MINEP YAOUNDE
AABANQUE MONDIALE WASHINGTON

ATTENTION M. GAMBA

OBJET : ETUDE DU SECTEUR FORESTIER

SUITE VOTRE APPEL TELEPHONIQUE DU 21 AVRIL 1978 HONNEUR VOUS
DEMANDER AUTORISER FINANCEMENT ETUDE CTFT/BCEOM POUR UNE SOMME
TOTALE DE 321 700 FF.

CURRICULUM VITAE DES EXPERTS BCEOM (INGENIEUR ROUTIER ET ECONOMISTE)
VOUS SERA TRANSMIS DES QUE POSSIBLE.

HAUTE CONSIDERATION

LE MINISTRE DE L'ECONOMIE ET DU PLAN

POUR LE MINISTRE
LE VICE-MINISTRE

ROBERT NAAH
(VIA IBRD - TELEX MINEP DER)

NOT TO BE TRANSMITTED

AUTHORIZED BY:

NAME M. Palein, Chief

DEPT. WAFCM

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

REFERENCE: *Ln 935 - CM (Second Highway Project)
- Forestry study*
ORIGINAL (File Copy)

(IMPORTANT: See Secretaries Guide for preparing form)

CLEARANCES AND COPY DISTRIBUTION:

For Use By Communications Section

MAY 03 1978

Checked for Dispatch:

Class of Service: **TELEX** Date: **April 26, 1978**
Telex No.: **8307 KN** Originators Ext.: **73682**

4c

0 START
HERE
1 TO

INTBAFRAD

Cameroon

loan 1391/1392

cc Cameroon

loan 1321/1325

cc Cameroon

loan 593/88

cc Cameroon

loan 1039

cc Cameroon

C 302

cc Cameroon

C 574

cc Cameroon

loan 935/1439

CITY/COUNTRY

YAOUNDE, CAMEROUN

MESSAGE
NO.:

256

RELATE PAYMENTS. FOLLOWING PAYMENTS RECEIVED: LOAN 1391 DUE
JANUARY 15 RECEIVED FEBRUARY 15; LOAN 1392CM DUE MARCH 1 RECEIVED
APRIL 2; LOAN 1321CM DUE MARCH 15 RECEIVED APRIL 17; LOAN 935CM
DUE APRIL 10 RECEIVED APRIL 12; LOAN 886CM AAA US DOLLARS
77.793,75 DUE APRIL 10 RECEIVED APRIL 19 EIGHT DOLLARS SHORT
BBB SWISS FRANCS 105.096,00 DUE APRIL 17 RECEIVED APRIL 19.
FOLLOWING PAYMENTS OUTSTANDING: CREDIT 657CM DUE MARCH 15;
LOAN 1039CM TWO AMOUNTS DUE MARCH 27 AND APRIL 3 RESPECTIVELY;
CREDIT 302CM DUE APRIL 3; CREDIT 574CM DUE APRIL 3; LOAN
886CM US DOLLARS 11.719,00 DUE APRIL 17; CREDIT 429CM AND
429-1CM DUE APRIL 17. MANY OF THE ABOVEMENTIONED OUTSTANDING
PAYMENTS WILL GO TO THE EDS ONE MONTH AFTER DUE DATE. PLEASE
LET US KNOW WHAT IS THE STATUS AND HOW TRANSFER WERE MADE.
THANKS AND REGARDS EIGEN INTBAFRAD

21 END
OF
22 TEXT

Cameroon Late Payments

ar.

cc: Mr. Lenfant, Mr. Wegayehu

Peter Eigen, Division Chief

WA2DB

CHECKED FOR DISPATCH

A

Class of Service: LTDate: APRIL 26, 1978Telex No.: Originators Ext: 72494

12

10

0 START
HERE

1 TO

MINEP

CITY/COUNTRY

YAOUNDE, CAMEROON

MESSAGE
NO.:

ATTENTION SON EXCELLENCE LE MINISTRE OBJET DEUXIEME
PROJET ROUTIER. ETUDE DE L'ENTRETIEN ROUTIER. HONNEUR
VOUS INFORMER TELEX SUIVANT A ETE ENVOYE A MINEH CITATION
PAR LETTRE DU NEUF FEVRIER 1978 VOUS AVONS DEMANDE
CERTAINES JUSTIFICATIONS CONCERNANT AVENANT NO. 1 AU
MARCHE D'ETUDE PRECITEE AVEC BUREAU D'ETUDES FREDERIC
HARRIS. AVONS MAINTENANT RECU DEMANDE DE RETRAIT DE
FONDS NUMERO 206 DU 22 MARS 1978 POUR 68.116,46 DOLLARS EU.
POUR NOUS PERMETTRE PRENDRE EN CONSIDERATION CETTE DEMANDE
RETRAIT DE FONDS APPRECIERIONS NOUS TRANSMETTIEZ PAR TELEX
RESUME JUSTIFICATIONS DEMANDEES QUI POURRAIT ETRE SUIVI
D'UNE LETTRE DETAILLEE INCLUANT EN PARTICULIER NOUVEAU
CHRONOGRAMME AFFECTATION PERSONNEL. FIN DE CITATION TRES
HAUTE CONSIDERATION SOGES INTBAFRAD

21 END
OF
TEXT
22

NOT TO BE TRANSMITTED

SUBJECT:

Cameroon: Second Highway Project

CLEARANCES AND COPY DISTRIBUTION:

c/w and cc: Ms. Prefontaine
Mr. Dia

DRAFTED BY:

P0stenc:lt

AUTHORIZED BY (Name and Signature):

P0stenc

DEPARTMENT:

WAPHW

SECTION BELOW FOR USE OF CABLE SECTION
CHECKED FOR DISPATCH

RECEIVED APRIL 26 1978
75494

APR 26 4 03 PM 1978

COMMUNICATIONS
SECTION

MINER

YAOUNDE, CAMEROON

ATTENTION SON EXCELLENCE LE MINISTRE OBJET DEUXIEME
PROJET ROUTIER. ETUDE DE L'ENTRETIEN ROUTIER. HONNEUR
VOUS INFORMER TELEX SUIVANT A ETE ENVOYE A MINER CITATION
PAR LETTRE DU NEUF FEVRIER 1978 VOUS AVOUS DEMANDE
CERTAINES JUSTIFICATIONS CONCERNANT AVEANT NO. 1 AU
MARCHE D'ETUDE PRECITEE AVEC BUREAU D'ETUDES FREBERIC
HARRIS. AVOUS MAINTENANT RECU DEMANDE DE RETRAIT DE
FONDS NUMERO 204 DU 25 MARS 1978 POUR 68.116,45 DOLLARS EU.
POUR NOUS PERMETTRE PRENDRE EN CONSIDERATION CETTE DEMANDE
RETRAIT DE FONDS APPRECIERIONS NOUS TRANSMETTES PAR TELEX
RESUME JUSTIFICATIONS DEMANDEES QUI POURRAIT ETRE SUIVI
D'UNE LETTRE DETAILLEE INCLUANT EN PARTICULIER NOUVEAU
CHRONOGRAMME AFFECTATION PERSONNEL. FIN DE CITATION TRES
HAUTE CONSIDERATION SOGEE INTSABAS

Poste: 11

Cameroon: Second Highway Project

Poste: 11

c/w and cc: Mr. Prestons
Mr. D's

Class of Service: LT *MA* Date: APRIL 26, 1978
Telex No.: _____ Originators Ext: 725230 START
HERE

1 TO MINEH

CITY/COUNTRY YAOUNDE, CAMEROON

MESSAGE
NO.:

ATTENTION SON EXCELLENCE LE MINISTRE D'ETAT OBJET DEUXIEME
PROJET ROUTIER. ETUDE DE L'ENTRETIEN ROUTIER. PAR LETTRE
DU NEUF FEVRIER 1978 VOUS AVONS DEMANDE CERTAINES JUSTIFICATIONS
CONCERNANT AVENANT NO. 1 AU MARCHE D'ETUDE PRECITE AVEC BUREAU
D'ETUDES FREDERIC HARRIS. AVONS MAINTENANT RECU DEMANDE DE
RETRAIT DE FONDS NUMERO 206 DU 22 MARS 1978 POUR 68.116,46
DOLLARS EU. POUR NOUS PERMETTRE PRENDRE EN CONSIDERATION CETTE
DEMANDE RETRAIT DE FONDS APPRECIERIONS NOUS TRANSMETTIEZ PAR
TELEX RESUME JUSTIFICATIONS DEMANDEES QUI POURRAIT ETRE SUIVI
D'UNE LETTRE DETAILLEE INCLUANT EN PARTICULIER NOUVEAU
CHRONOGRAMME AFFECTATION PERSONNEL. TRES HAUTE CONSIDERATION
SOGES INTBAFRAD

21 END
OF
TEXT
22

NOT TO BE TRANSMITTED

SUBJECT:

Credit 429/Loan 935-CM

CLEARANCES AND COPY DISTRIBUTION:

Cleared with and cc: Ms. Prefontaine
Mr. Dia

DRAFTED BY:

P0stenc:mcd

AUTHORIZED BY (Name and Signature):

P0stenc *Ph. Hens*

DEPARTMENT:

WAPHW

SECTION BELOW FOR USE OF CABLE SECTION
CHECKED FOR DISPATCH *E*

7.

HENRI

02-200 00011954 310913

H4QAW

64145 WORLDBANK

EDOKETER 5511KN

INCOMING TELEX

RECEIVED

Cameron loan 935/9429

sd

T 4039 /26-04-78

1978 APR 26 AM 8 51

Distribution:

COMMUNICATIONS DIVISION

Mr. Steckhan

Mr. Eigen

Cont. Mr. Mitchell

DE : EDOK - ETER CAMEROUN

PROJET : AMENAGEMENT DE LA ROUTE DOUALA-KEKEM (LOT 2).

MARCHE : 026/BIRD-AID/74-75.

CREDIT : 429 CM/PRET 935 CM.

Mr. Eigen

A : WORLD BANK (A L'ATTENTION DE MR. STEKHAN).

VOUS SERIONS OBLIGES DE BIEN VOULOIR NOUS CONFIRMER BONNE

RECEPTION N/DECOMPTE NO. 31 DE FRF. CFA 90.644.887, VOUS AYANT

ETE ADRESSE PAR LA DIRECTION DE PROGRAMMATION - YAOUNDE SOUS

REFERENCE 452/28-3-78, ET, DANS L'AFFIRMATIVE, NOUS INFORMER

DE LA DATE PROBABLE DE SON REGLEMENT.

REMERCIEMENTS ET SALUTATIONS DISTINGUEES.-

EDOK - ETER/CAMEROUN.-

EDOKETER 5511KN@

64145 WORLDBANK

FRENCH ENGINEERING BUREAU

1825 Jefferson Place, N.W. Washington, D.C. 20036 • telephone: (202) 659-8630

in your reply refer to:

6054 ING

April 17, 1978

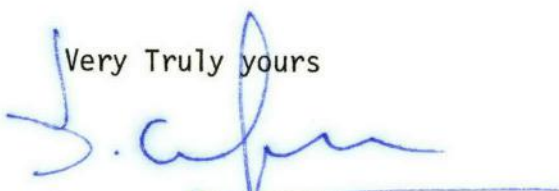
Mr. Philippe Ostenc
Projects Department
Western Africa Regional Office
1818 H Street
Washington, D.C. 20433.

Re: CAMEROUN
Second Highway Project-Credit 429 C M
Supervision of Construction of the
Douala-Kekem Road.

Dear Mr. Ostenc:

MR (Douala-Kekem)
We are forwarding you herewith copy of INGEROUTE's
Progress Report for February 1978, (No. 31) concerning the above
project.

Very Truly yours


D. C. Lefebvre
INGEROUTE

Class of Service: TELEX Date: April 6, 1978
Telex No.: _____ Originators Ext: 72507

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0 **START
HERE**1 **TO**

BOOK OF TWO:

CITY/COUNTRY

1) MINPLAN - YAOUNDE, CAMEROON TELEX 8268

45 4/178

MESSAGE
NO.:

ATTEN. MR. VAN DAWEN.

4

2) MR. LEPITRE CTFT, C/O UPIEX 220429F

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PARIS, FRANCE.

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**END
OF
TEXT**

22

NOT TO BE TRANSMITTED

SUBJECT: Second Highway Project
Loan 935, Credit 429

DRAFTED BY:

JGamba/ha

Jha

CLEARANCES AND COPY DISTRIBUTION:

AUTHORIZED BY (Name and Signature):

Cleared and cc: Messrs. Billington
Dia

F.C. Soges, Division Chief, WAPHW

DEPARTMENT:

WESTERN AFRICA PROJECTS

SECTION BELOW FOR USE OF CABLE SECTION
CHECKED FOR DISPATCH

Class of Service: TELEX Date: April 6, 1978
Telex No.: _____ Originators Ext: 72507

12

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0 START
HERE

1 TO

CITY/COUNTRY

MESSAGE
NO.:

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END
OF
TEXT

REF SECOND HIGHWAY PROJECT LOAN 935 CREDIT 429. FORESTRY SECTOR
STUDY PHASE 2. HAVE NO OBJECTION FOR CTFT STARTING ETUDE TRANSPORTS
PRODUITS FORESTIERS AU CAMEROUN AT COST 10,000,000 FCFA OR 200,000 FF
AND EXCLUDING PARA 11 (ELEVEN) OF TERMS OF REFERENCE AS PROPOSED BY
CTFT. WE UNDERSTAND FIELD WORK WOULD START APRIL 16 AND FINAL
REPORT READY END-SEPTEMBER. FOR SAID PARA 11 CTFT CONTACTING BCEOM
SEEKING THEIR AVAILABILITY TO CARRY OUT SUCH PART. IF BCEOM
CONSULTANT AVAILABLE HIS CV NEEDED FOR GOVERNMENT AND BANK APPROVAL.
ALTERNATIVE APPROACH WOULD BE ENTRUSTING PARA 11 TOR TO FORESTRY
ECONOMIST. UNDERSTAND THIS POST AGREED BY GOVERNMENT AND TO BE
FILLED SOONEST. REGARDS. SOGES.

NOT TO BE TRANSMITTED

SUBJECT: Second Highway Project
Loan 935, Credit 429

DRAFTED BY:

J Gamba/ha

CLEARANCES AND COPY DISTRIBUTION:

AUTHORIZED BY (Name and Signature)

F.C. Soges, Division Chief, WAPHW

DEPARTMENT:

WESTERN AFRICA PROJECTS

SECTION BELOW FOR USE OF CABLE SECTION
CHECKED FOR DISPATCH

COMMUNICATIONS
APR 7 7 17 AM 1978

DISPATCHED

République Unie du Cameroun
Paix - Travail - Patrie

File
Cameroun Forestry
05/02/78 Jhe

2073

N° /MINEP/CT3

VD

*Ministère de l'Economie
et du Plan*

Yaoundé, le 4 AVRIL 1978

Cameroun No 935/4425

Le Ministre

Objet : Etude du secteur forestier
Deuxième Projet Routier.-

Monsieur le Chef de Division,

Suite aux discussions que mes services ont eues avec M. GAMBA à l'occasion de sa dernière mission au Cameroun, j'ai l'honneur de vous demander de bien vouloir assurer le financement de la deuxième phase de l'étude du secteur forestier sur la base des termes de référence en date du 22 février 1978 élaborés par votre division. Entretemps, j'ai saisi le Centre Technique Forestier Tropical (C.T.F.T.) en vue de l'exécution de cette étude. Le C.T.F.T. est tout à fait disposé d'entreprendre cette étude conformément à son offre du 22 décembre 1977, mais n'étant pas spécialisés en matière de construction de routes, M. LEPITRE a émis des réserves en ce qui concerne le paragraphe 11 de vos termes de références où il est question entre autres, d'estimer les coûts et la rentabilité économique des investissements routiers éventuels. Le C.T.F.T. me propose par conséquent d'ajouter à l'équipe du C.T.F.T. un spécialiste (1 homme/mois le cas échéant) proposé par ce Centre pour couvrir cette partie de l'étude. Ce spécialiste ferait les estimations nécessaires sur la base des travaux des experts du C.T.F.T. et des commentaires du Gouvernement.

Monsieur le Chef de la Division des
Projets Agricoles 2
Région Afrique de l'Ouest
Banque Mondiale 1818 H Street NW
WASHINGTON DC 20433
Etats Unis d'Amérique

.../...

Je pense que cette proposition du C.T.F.T. est raisonnable et vous demande en conséquence de bien vouloir assurer le financement du temps des experts supplémentaires, dont le devis vous sera transmis dès que possible, dans le cadre du 2ème projet routier.

Afin de ne pas retarder le démarrage des travaux du C.T.F.T. qui seraient alors gênés par la saison des pluies - j'ai donné des instructions à celui-ci de commencer son étude le 16 avril 1978 sur la base de son offre du 22 décembre 1977 en attendant qu'une solution définitive soit trouvée concernant l'étude du paragraphe 11 des termes de références.

Veillez agréer, Monsieur le Chef de Division, l'assurance de ma haute considération./-

POUR LE MINISTRE
LE VICE MINISTRE
Rman
Robert NAAH



Les exp. en la co. et al. le
classé!

Je pense que cette proposition du C.T.P.T. est raisonnable et

vous demande en conséquence de bien vouloir assurer le financement du temps
des experts supplémentaires, dont le devis vous sera transmis dès que possible.
dans le cadre du 2ème projet routier.

+ 672

Afin de ne pas retarder le démarrage des travaux du C.T.P.T. qui
seraient alors gênés par la saison des pluies - j'ai donné des instructions
à celui-ci de commencer son étude le 15 avril 1978 sur la base de son offre
du 22 décembre 1977 en attendant qu'une solution définitive soit trouvée
concernant l'étude du paragr. II des termes de références.

Veuillez agréer, Monsieur le Chef de Division, l'assurance

de ma haute considération. /-

LE VICE MINISTRE
DES TRAVAUX PUBLICS



Robert NWAH

R.N.W.

MESSAGE 03100 - 4/04/78 - DE CTFT
POUR BANQUE MONDIALE

ATT: GAMBA WAPA 2 ET JOHNSON

INCOMING TELEX

DIST. - MR. BERG
MR. EIGEN

1978 APR -4 AM 11:11

COMMUNICATIONS DIVISION

Cameron has 935/4429

Reply prepared; 1b
Cleared by Berg,
Dia, Johnson, and
① Mr. Gamba to
handle

To be replaced by Lopez

② File Cameron

Fwedy

04/04/78

JGZ

CONFIRME ENTRETIEN TELEPHONIQUE CE JOUR AU SUJET
TERMES DE REF. ETUDE DES TRANSPORTS DES PRODUITS FORESTIERS
AU CAMEROUN. LE CENTRE TECHNIQUE FORESTIER TROPICAL EST D ACCORD
POUR REALISER ETUDE PREVUE AUX TERMES DE REF. SAUF PARAGRAPHE
11 (ONZE) RELATIF AUX INVESTISSEMENTS QUI SORT DE SA COMPETANCE
SUGGERE DE FAIRE REALISER CETTE PARTIE DE L ETUDE PAR BCEEOM
AVEC LEQUEL IL PRENDRA CONTACT.
LE DEVIS DEJA PRESENTE PAR LE CTFT(10.000.000 FCFA OU 200.000 FF)
CORRESPOND A L EXECUTION DE L ETUDE TELS QUE PROPOSEE
PAR MR HUET, C EST A DIRE SANS LE PARAGRAPHE 11 (ONZE)
EVOQUE CI SESSUS.

MEILLEURS SENTIMENTS. LEPITRE CTFT + TELEX C/O UPIEX 220429F +

@KCHDWUUKIPWORLDBANK

UPIEX B 22047 (Tx. NO.) Bruxell

Date Received	APR 4 1978
Div. Log No.	103
Acknowledged by (date)	—
Action by (date)	04/06/78
Original sent to W. A. Files (date)	04/06/78

Class of Service: **TELEX** Date: **MARCH 28, 1978**
Telex No.: _____ Originators Ext: **61132**

LA/RWS

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Cameroun loan 935/6429

0 START
HERE

1 TO

HELD AND FRANCKE

CITY/COUNTRY

MUNICH, GERMANY

MESSAGE
NO.:

FOR KOENIGER RE LOAN 935 CM. FURTHER OURTEL MARCH 15 APPLICATION

4

198 DM 678,421.24 COVERING DECOMPTE 27 APPROVED FOR PAYMENT TODAY

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REGARDS PETRETTI INTBAFRAD

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END
OF
TEXT

NOT TO BE TRANSMITTED

SUBJECT:

File: 935 CM - General

DRAFTED BY:

JRenkewitz/GPrefontaine/fgj

CLEARANCES AND COPY DISTRIBUTION:

**cc: Mr. Petretti
Mrs. Renkewitz**

AUTHORIZED BY (Name and Signature):

Norman J. Bennett

DEPARTMENT:

Controller's

SECTION BELOW FOR USE OF CABLE SECTION
CHECKED FOR DISPATCH

MARCH 28, 1978
01132

TELEX

HELD AND FRANKS

MUNICH, GERMANY

FOR KOENIGER RE LOAN 932 CM. FURTHER QUARTER MARCH 15 APPLICATION
198 ON 678,457.24 COVERING ACCOUNTS BY APPROVED FOR PAYMENT TODAY
REGARDS PATRETTI INTERFAS

Frankfurt/Operational

File: 932 CM - General

Norman J. Bennett

cc: Mr. Patrety
Mrs. Bennett

Controller's

MARCH 28, 1978

(M.)

Class of Service: **TELEX**

Date:

Telex No.: **4114212**Originators Ext: **61132**

12

411421 WUFF

Cameron loan 935/4429

0 START
HERE

1 TO

WAYSS FREYTAG

CITY/COUNTRY

FRANKFURT

MESSAGE
NO.:

GERMANY

RE LOAN 935 CM. FURTHER OURTEL MARCH 21 APPLICATION 203
DM 6,095,037.31 COVERING DECOMPTE 25 B APPROVED FOR PAYMENT
TODAY. REGARDS PETRETTI INTBAFRAD

21 END
OF
TEXT

NOT TO BE TRANSMITTED

SUBJECT:

DRAFTED BY:

JRenkewitz/jtds

CLEARANCES AND COPY DISTRIBUTION:

cc: Mr. Petretti, Mrs. Renkewitz
File: 935 CM - General

AUTHORIZED BY (Name and Signature):

8 CONTROLLERS NORMAN J. BENNETT

DEPARTMENT:

CONTROLLERS

SECTION BELOW FOR USE OF CABLE SECTION
CHECKED FOR DISPATCH

WORLD BANK OUTGOING MESSAGE FORM (Type in Code Only)
 IMPORTANT: PLEASE READ INSTRUCTIONS
 4114215
 58 MAR 1978
 61135

WAYS FREYTAG
 FRANKFURT
 GERMANY
 RE LOAN 932 CM. FURTHER OUTLET MARCH 21 APPLICATION 203
 ON 6.092.037.21 COVERING DECOMPT 22 B APPROVED FOR PAYMENT
 TODAY. REGARDS PETRETTI INBARAB

COMMUNICATIONS
 Mar 28 9 15 PM 1978
 DISPATCHED CONTROLLERS
 cc: Mr. Petretti, Mrs. Renkewitz, CONTROLLERS, NORMAN J. DENNETT

Class of Service: **TELEX** Date: **MARCH 21, 1978**
Telex No.: **411421Z** Originators Ext: **61130**

411421Z

0 START
HERE
1 TO
CITY/COUNTRY
MESSAGE
NO.:
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21 END
OF
TEXT
22

WAYSS FREYTAG

FRANKFURT

GERMANY

REURTEL MARCH 20 LOAN 935 CM APPLICATION 203 DM 6,095,037.31
COVERING YOUR DECOMPTE 25 B RECEIVED MARCH 20 HOWEVER APPLICATION
IS IN SUSPENSE PENDING RECEIPT CONFIRMATION OF AUTHORIZED SIGNATORY
REQUESTED FROM OUR BORROWER MARCH 6 AND FOLLOW- UP MARCH 20
REGARDS PETRETTI

Cameroon loan 935/6429

NOT TO BE TRANSMITTED

SUBJECT:

DRAFTED BY:

GPrefontaine/jtds

CLEARANCES AND COPY DISTRIBUTION:

cc: Ms. Calvo, Mr. Ostenc, Petretti
Ms. Prefontaine
File: 935 CM - General

AUTHORIZED BY (Name and Signature)

NORMAN J. BENNETT

DEPARTMENT:

CONTROLLERS

SECTION BELOW FOR USE OF CABLE SECTION
CHECKED FOR DISPATCH

WORLD BANK OUTGOING MESSAGE FORM (Telegram, Cable, Telex)
IMPORTANT (PLEASE READ INSTRUCTIONS BELOW BEFORE TYPING FORM.)

Class of Service:

TELEX

Date:

21 MARS 1978

Telex No.:

Originators Ext:

61130

12

~~8268~~ LT/1000 START
HERE

1 TO

MINEP

Cameron

C320

cc Cameron

hoen935/4429

CITY/COUNTRY

DIRECTION PROGRAMMATION

MESSAGE
NO.:

YAOUNDE, CAMEROON

REFERENCE NOTRE TELEX 6 MARS VOUS DEMANDONS BIEN VOULOIR NOUS
CABLER D'URGENCE SUIVI DE CONFIRMATION PAR ECRIT QUE RICHARD
NGUE AUTORISE SIGNER DEMANDES RETRAIT FONDS AU TITRE PRET 935 CM
ET CREDIT 320 CM STOP DEMANDES 198 PROFIT HELD FRANCKE, 203
PROFIT MONDELLI ET 203 BIS PROFIT WAYSS FREYTAG PRET 935 CM ET
DEMANDE 90 PROFIT GTE CREDIT 320 CM EN INSTANCE EN ATTENDANT
VOTRE REPONSE STOP CONSIDERATIONS DISTINGUEES PETRETTI INTBAFRAD

21 END
OF
TEXT
22

NOT TO BE TRANSMITTED

SUBJECT:

DRAFTED BY:

GPrefontaine/jttds

CLEARANCES AND COPY DISTRIBUTION

cc: Ms. Calvo, Mr. Rothenbuhler,
Mr. Petretti, Ms. Prefontaine
File: 320 CM - Credit Agreement
935 CM " "

AUTHORIZED BY (Name and Signature)

NORMAN J. BENNETT

DEPARTMENT:

CONTROLLERS

SECTION BELOW FOR USE OF CABLE SECTION
CHECKED FOR DISPATCH

64145 WORLDBANK

411421Z WUFF D (Telexx Nr.) From: Frankfurt INCOMING TELEX

hm. 935-a. 429_{sj}

cm.

RECEIVED

Cameroon loan 935/a. 429

Distribution:

Mr. Soges
Mr. Eigen

**1978 MAR 20 AM 9:50
COMMUNICATIONS DIVISION**

TELEX NR. 6505

AA-CH-MCF

20.3.1978

ATTN: MR. KADEN OR MR. OSTENC

REF: 07309 - ROAD GAROUA-MORA

UNITED REPUBLIC OF CAMEROON

DEAR SIRS:

WE ARE WAITING FOR PAYMENT OF DECOMPTE NR. 25B AMOUNTING
DM 6.095.037,31 AND WOULD MUCH APPRECIATE RECEIVING INFORMATION,
WHEN WE CAN EXPECT PAYMENT TO OUR GERMAN BANK.

YOURS FAITHFULLY

WAYSS + FREYTAG AG

FOREIGN DEPARTMENT

PPA. I.V.

HAASS CHRIST

411421Z WUFF D

64145 WORLDBANK

Cameroon
République Unie du Cameroun
935/4429
Paix - Travail - Patrie

Ministère de l'Economie
et du Plan
Le Ministre

M. Soges
1693
N°/MINEP /PROG/P2

Yaoundé, le 18 MARS 1973

Monsieur le Représentant-Résident,

hla
J'ai l'honneur de vous transmettre
ci-joint, un exemplaire du Rapport n° 30 sur
l'état d'avancement des travaux de construc-
tion de la route Douala-Kekem, établi par le
Groupement Ingéroute Lamarre Valois Interna-
tional Limitee.

Veuillez agréer Monsieur le
Représentant-Résident, l'assurance de ma
considération distinguée.-

Monsieur le Représentant-Résident
de la Banque Mondiale
B.P. 817 YAOUNDE



WORLD BANK / IFC
OUTGOING MESSAGE FORM
(TELEGRAM/CABLE/TELEX)

☐ IBRD
☐ IDA
☐ IFC
☐ ICSID

Cameroon loan 935/4429

cc Cameroon loan 593/886

TO:

DATE:

ORIGINATOR'S EXT.:

COUNTRY:

CLASS OF
SERVICE:

CABLE NO. & TEXT:

MARCH 16, 1978

BOOK OF TWO

1) SON EXCELLENCE LE MINISTRE

MINEP TELEX 8268 KN

YAOUNDE, CAMEROUN

2) SON EXCELLENCE LE MINISTRE

MINFI TELEX 8260 KN

YAOUNDE, CAMEROUN

NOT TO BE TRANSMITTED

REFERENCE:

AUTHORIZED BY (Name):

DRAFTED BY:

DEPARTMENT:

CLEARANCES AND COPY DISTRIBUTION:

SIGNATURE (Of individual authorized to approve):

SECTION BELOW FOR USE OF CABLE SECTION

CHECKED FOR DISPATCH:

ICSID
RFC
IDA
IBRD

WORLD BANK / IFC
OUTGOING MESSAGE FORM
(TELEGRAM/CABLE/TELEX)

FORM NO. 22
(7-78)

DATE

TO

ORIGINATOR'S EXT.

COUNTRY

CLASS OF
SERVICE

CABLE NO. & TEXT

MARCH 16, 1978

BOOK OF TWO

1) SON EXCELLENCE LE MINISTRE

MINFI TELEX 8568 KN

YAOUNDE, CAMEROON

2) SON EXCELLENCE LE MINISTRE

MINFI TELEX 8560 KN

YAOUNDE, CAMEROON

NOT TO BE TRANSMITTED

AUTHORIZED BY (Name)

REFERENCE

COMMUNICATIONS

DEPARTMENT

DRAFTED BY

MAR 18 3 20 PM 1978

SIGNATURE (of individual authorized to approve)

CLEARANCES AND COPY DISTRIBUTION

SECTION BELOW FOR USE OF CABLE SECTION

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DISPATCHED

PINK - File COPY; WHITE - Transmittal COPY; YELLOW - INFO

Class of Service: SEE ATTACHEDDate: March 16, 1978Telex No.: SEE ATTACHEDOriginators Ext: 73682

12

10

0 START
HERE

1 TO

REFERENCE PROCHAINES ECHEANCES PAIEMENT MONTANTS DUS BANQUE

MONDIALE. AVONS EXPEDIE EN DATE 8 MARS RELEVES DE COMPTE

AINSI QUE ETATS RECAPITULATIFS DES MONTANTS DUS AU TITRE

PRETS ET CREDIT SUIVANTS PRIMO PRET 935CM 2,122,230.00 FRANCS

FRANCAIS PAYABLES BANQUE DE FRANCE ECHEANCE DIX AVRIL

SECUNDO PRET 886CM AAA 77,793.75 DOLLARS EU PAYABLES FEDERAL

RESERVE BANK OF NEW YORK ECHEANCE 10 AVRIL BBB 11,719.00

DOLLARS EU PAYABLES FEDERAL RESERVE BANK OF NEW YORK ECHEANCE

17 AVRIL CCC 105,096.00 FRANCS SUISSSES PAYABLES BANK FOR

INTERNATIONAL SETTLEMENTS ECHEANCE 17 AVRIL TERTIO CREDIT

429CM ET 429-1CM 146,634.00 DOLLARS EU PAYABLES FEDERAL

RESERVE BANK OF NEW YORK ECHEANCE 17 AVRIL. HAUTE CONSI-

DERATION EIGEN INTBAFRAD

21 END
OF
TEXT

NOT TO BE TRANSMITTED

SUBJECT:

Cameroon Late Payments

cc: Mr. Razafindrabe

Cameroon Embassy

cc: Mr. Lenfant, Mrs. Pan

DRAFTED BY:

ar.

AUTHORIZED BY (Name and Signature):

Peter Eigen, Div. Chief

DEPARTMENT:

WA2DB

SECTION BELOW FOR USE OF CABLE SECTION
CHECKED FOR DISPATCH

SEE ATTACHED
SEE ATTACHED
March 16, 1978
73682

REFERENCE PROCHAINES ECHANCES PAIEMENT MONTANTS DUS BANQUE
MONDIALE. AVONS EXPEDIE EN DATE 8 MARS RELEVES DE COMPTE
AINSI QUE ETATS RECAPITULATIFS DES MONTANTS DUS AU TITRE
PRETS ET CREDIT SUIVANTS PRIMO PRET 935CM 2,122,230.00 FRANCS
FRANCAIS PAYABLES BANQUE DE FRANCE ECHANCE DIX AVRIL
SECUNDO PRET 886CM AAA 77,792.75 DOLLARS EU PAYABLES FEDERAL
RESERVE BANK OF NEW YORK ECHANCE 10 AVRIL 886 11,719.00
DOLLARS EU PAYABLES FEDERAL RESERVE BANK OF NEW YORK ECHANCE
17 AVRIL 886 102,096.00 FRANCS SUISSES PAYABLES BANK FOR
INTERNATIONAL SETTLEMENTS ECHANCE 17 AVRIL TERTIO CREDIT
429CM ET 429-4CM 146,634.00 DOLLARS EU PAYABLES FEDERAL
RESERVE BANK OF NEW YORK ECHANCE 17 AVRIL. HAUTE COMI-
DERATION EIGEN INTERBANK

COMMUNICATIONS

MAR 18 3 20 PM 1978

Peter Higon, Div. Chief

DISPATCHED

Cameron Late Payments
cc: Mr. Nazafindaba
Cameron Embassy
cc: Mr. Lantant, Mrs. Pen

Class of Service: **TELEX** Date: **March 16, 1978**
Telex No.: **8307 KN** Originators Ext: **73682**0 START
HERE
1 TO **INTBAFRAD**CITY/COUNTRY **YAOUNDE, CAMEROUN**MESSAGE
NO.: **155**

FOLLOWING CABLE SENT TODAY TO MINEP, MINFI AND SOCAPALM
ACCORDINGLY. QUOTE
REFERENCE PROCHAINES ECHEANCES PAIEMENT MONTANTS DUS BANQUE
MONDIALE. AVONS EXPEDIE EN DATE 8 MARS RELEVES DE COMPTE
AINSI QUE ETATS RECAPITULATIFS DES MONTANTS DUS AU TITRE
PRETS ET CREDIT SUIVANTS PRIMO PRET 935CM 2.122.230,00 FRANCS
FRANCAIS PAYABLES BANQUE DE FRANCE ECHEANCE DIX AVRIL
SECUNDO PRET 886CM AAA 77.793,75 DOLLARS EU PAYABLES FEDERAL
RESERVE BANK OF NEW YORK ECHEANCE 10 AVRIL BBB 11.719,00
DOLLARS EU PAYABLES FEDERAL RESERVE BANK OF NEW YORK ECHEANCE
17 AVRIL CCC 105.096,00 FRANCS SUISSES PAYABLES BANK FOR
INTERNATIONAL SETTLEMENTS ECHEANCE 17 AVRIL.
TERTIO CREDIT 429CM ET 429-1CM 146.634,00 DOLLARS EU PAYABLES
FEDERAL RESERVE BANK OF NEW YORK ECHEANCE 17 AVRIL. UNQUOTE
REGARDS EIGEN INTBAFRAD

NOT TO BE TRANSMITTED

SUBJECT:

Cameroon Late Payments

CLEARANCES AND COPY DISTRIBUTION:

cc: Mr. Lenfant, Mrs. Pan

DRAFTED BY

ar.

AUTHORIZED BY (Name and Signature):

Peter Eigen, Div. Chief

DEPARTMENT:

WA2DBSECTION BELOW FOR USE OF CABLE SECTION
CHECKED FOR DISPATCH

March 16, 1978
73685

YOUNG, EMMETT

16.

DISPATCHED

Class of Service: TELEX Date: MARCH 15, 1978
Telex No.: 5218 KN Originators Ext: 61130

12

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0 START
HERE

1 TO

BIAOCAM

CITY/COUNTRY

DOUALA, CAMEROON

MESSAGE
NO.:

ATTENTION DIRECTION CREDIT REVOTELEX 8 MARS PRET 935 CM DEMANDE

NUMERO 201 DE 164.414.133 FCFA COUVANT DECOMPTE 29 ET 30 ET ETATS

REVISION PRIX 7 ET 8 EDOK-ETER RECUE 13 MARS ET APPROUEE POUR

PAIEMENT AUJOURD'HUI STOP N'AVONS PAS RECU DEMANDES CORRESPONDANT

AUX DECOMPTE 31 ET 32 CONSIDERATIONS DISTINGUEES PETRETTI

INTBAFRAD

END
OF
TEXT

NOT TO BE TRANSMITTED

SUBJECT:

File: 935 CM - General

DRAFTED BY:

GPrefontaine/fgj

CLEARANCES AND COPY DISTRIBUTION:

cc: Mr. Petretti
Ms. Prefontaine

AUTHORIZED BY (Name and Signature)

Norman J. Bennett

DEPARTMENT:

Controller's

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Class of Service: **TELEX**Date: **MARCH 15, 1978**

Telex No.:

Originators Ext: **61130****522984**
522164

10

0 **START
HERE**1 **TO****HELD AND FRANCKE**

CITY/COUNTRY

MUNICH, GERMANYMESSAGE
NO.:

**FOR KOENIGER REURTEL MARCH 14 LOAN 935 CM APPLICATION 201 BIS
DM 1,264,916.92 COVERING YOUR DECOMPTE 28 RECEIVED MARCH 13 AND
APPROVED FOR PAYMENT TODAY STOP APPLICATION 198 DM 678,421.24
COVERING DECOMPTE 27 HELD IN SUSPENSE PENDING CONFIRMATION OF
AUTHORIZATION OF SIGNATORY OF APPLICATION REQUESTED FROM OUR
BORROWER BY CABLE OF MARCH 6 REGARDS PETRETTI DISBURSEMENTS
INTBAFRAD**

21 **END
OF
TEXT**
22**NOT TO BE TRANSMITTED**

SUBJECT:

File: 935 CM - General

DRAFTED BY:

GPrefontaine/fgj

CLEARANCES AND COPY DISTRIBUTION:

**cc: Ms. Calvo, Messrs. Ostenc,
Petretti, Ms. Prefontaine**

AUTHORIZED BY (Name and Signature)

Norman J. Bennett

DEPARTMENT:

Controller's**SECTION BELOW FOR USE OF CABLE SECTION
CHECKED FOR DISPATCH**

TELEX

MARCH 12, 1978

01130

HELD AND FRANKKE

MUNICH, GERMANY

FOR KOENIGER REURTEL MARCH 14 LOAN 935 CM APPLICATION 501 BIS
ON 1,564,916.95 COVERING YOUR DECOMPT 28 RECEIVED MARCH 12 AND
APPROVED FOR PAYMENT TODAY STOP APPLICATION 198 ON 878,451.24
COVERING DECOMPT 27 HELD IN SUSPENSE PENDING CONFIRMATION OF
AUTHORIZATION OF SIGNATORY OF APPLICATION REQUESTED FROM OUR
BORROWER BY CABLE OF MARCH 6 REGARDS PETRETTI DISBURSEMENTS

INTBRAD

COMMUNICATIONS

MAR 15 10 02 PM 1978

cc: Mr. Calvo, Messrs. Ostenc, Norman J. Bennett
Petretti, Mr. Prestontine
Controller's

522984 HFMUN D (Telex Nr.)

Cameroun hoan 935/4429
INCOMING TELEX

RECEIVED

sj

NO. 670 NL A/KOE/RO 14-3-78

1978 MAR 14 AM 7:30
COMMUNICATIONS DIVISION

FOR ATTENTION OF MR. OSTENC

Distribution:Mr. Soges
Mr. Eigen

RE: HIGHWAY DIVISION ,WESTERN AFRICA, REGIONAL OFFICE
PROJECT NO. 027 - BIRD/AID/74-75
COMEROON - SECOND HIGHWAY PROJECT
CONSTRUCTION OF THE PONT UDU NOUN - FOUMBAN ROAD

DEAR SIRS,

WE REFER TO OUR TELEX NO. 447 DATED FEBRUARY 20, 1978, AND SHOULD LIKE TO ASK YOU ONCE MORE, WHETHER YOU MEANWHILE HAVE RECEIVED FROM THE AUTHORIZED ORDONNATEUR IN CAMEROON THE APPLICATIONS FOR DISBURSEMENT OF THE FOREIGN CURRENCY-PORTIONS OF OUR INVOICES (DESCOMPTES) NOS. 27 AND 28 IN THE AMOUNTS OF DM 678.421,24 AND DM 1.264.916,92.

ACCORDING TO INFORMATION RECEIVED FROM CAMEROON THESE APPLICATIONS WERE FORWARDED TO YOU AS FOLLOWS:

ON 9.2.78, LETTER MINEP/PROG 00220 FOR INVOICE NO. 27 AND ON 17.2.78, LETTER MINEP/PROG 00244 FOR INVOICE NO. 28.

KINDLY LET US HAVE AN ANSWER AS SOON AS POSSIBLE.

THANK YOU VERY MUCH IN ADVANCE FOR YOUR EFFORTS, WE REMAIN YOURS FAITHFULLY,

HELD + FRANCKE MUNICH

- METZ / KOENIGER -

INTBAFRAD WSH

522984 HFMUN D

64145-WORLDBANK

YACUNDE MARCH 11 1978

Cameron loan 983

~~INCOMING TELETYPE~~

RECEIVED

cc Cameron loan 935/429

① Heather J.

deal with

sd

part ①

part ②

② Fishwick
Distribution:

105 TILLIER

1978 MAR 13 AM 7:23

Mr. Berg

COMMUNICATIONS DIVISION

Mr. Eigen

PRIMO. RE LIVESTOCK PROJECT 983-CM SUPERVISION. EARLY RAINS
DELAYED PROGRAM FIELD VISITS. FINAL MEETING NOW SCHEDULED
MARCH 22. SUGGEST URBINA STAYS CAMEROON UNTIL SUCH DATE TO COM-
PLETE FIELD WORK AND WRITE REPORT. SUBJECT YOUR APPROVAL PSE
ADVISE TRAVEL CANCEL WASH HOTEL RESERVATION AND MAKE NEW ONE FROM
MARCH 28. URBINA WILL STAY HQ MINIMUM DAYS REQUIRED FINALIZE RE-
PORT.

①

OK

SECUNDO. REURTEL 133 MARCH 11 WILL TAKE CARE DECISION BIDS FOR
EQUIPMENT FINANCED UNDER 983-CM.

OK.

TERTIO. REURTEL 133 MARCH 11 WILL DISCUSS APPOINTMENT FORESTRY
ECONOMIST WITH MINAGRIC. HOWEVER CIPT PARIS HAS NOT RECEIVED TOR
FORESTRY MISSION. PSE ENSURE THROUGH POPIEL AND DICK CIPT AGREES
SUCH TOR WHICH HAVE BEEN APPROVED BY GOVT. PSE INFORM ON SITUA-
TION ASAP. BEST REGARDS

②

Fishwick

GAMBA

COPREC 133 MARCH 11

MAR 13 1978

Date Received

Div. Log No.

66

Acknowledged by

Action by (date)

Class of Service:

TELEX
8307

Date:

March 9, 1978

Telex No.:

Originators Ext:

4608

12

10

0 START
HERE

1 TO

INTBAFRAD

CITY/COUNTRY

YAOUNDE, CAMEROON

MESSAGE
NO.:

134

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END
OF
TEXT

MR. JULIO GAMBA C/O MR. MICHEL PALEIN. PLEASE CONFIRM
BEFORE DEPARTURE FROM CAMEROON THAT MINISTER OF AGRICULTURE
HAS BEEN CONSULTED ABOUT APPOINTMENT OF BANK FINANCED
FOREST ECONOMIST THREE MONTHS BEFORE BANK SECTOR SURVEY
SCHEDULED FOR END 1978. ECONOMIST WOULD HAVE DUTIES
DESCRIBED IN HUET REPORT WOULD ASSIST SECTOR SURVEY AND
WOULD REMAIN ON POST FOR FOLLOW UP. CAN YOU ADVISE ON
RECRUITMENT OR DISCUSS WITH CTFT. SECOND HIGHWAY PROJECT
CONFIRMS FINANCING OF ECONOMIST FOR UP TO TWELVE MONTHS.
REGARDS JACQUES TILLIER

NOT TO BE TRANSMITTED

SUBJECT:

Cameroon-Forestry

DRAFTED BY:

RFishwick/mcc

CLEARANCES AND COPY DISTRIBUTION:

cl. and cc/ P. Eigen

AUTHORIZED BY (Name and Signature):

J. Tillier, Ag. Division Chief

DEPARTMENT:

West Africa Projects, Agriculture 2

SECTION BELOW FOR USE OF CABLE SECTION
CHECKED FOR DISPATCH

March 9, 1978
4008

TELEX
8307

INTBFRAD

YAOUNDE, CAMEROON

134

MR. JULIO GAMBIA C/O MR. MICHEL FALEIN. PLEASE CONFIRM
BEFORE DEPARTURE FROM CAMEROON THAT MINISTER OF AGRICULTURE
HAS BEEN CONSULTED ABOUT APPOINTMENT OF BANK FINANCED
FOREST ECONOMIST THREE MONTHS BEFORE BANK SECTOR SURVEY
SCHEDULED FOR END 1978. ECONOMIST WOULD HAVE DUTIES
DESCRIBED IN HUET REPORT WOULD ASSIST SECTOR SURVEY AND
WOULD REMAIN ON POST FOR FOLLOW UP. CAN YOU ADVISE ON
RECRUITMENT OR DISCUSS WITH CTEF. SECOND HIGHWAY PROJECT
CONFIRMS FINANCING OF ECONOMIST FOR UP TO TWELVE MONTHS.
REGARDS JACQUES TILLIER

COMMUNICATIONS

Cameroon-For 18 10 24 PM 1978

Refishwick/mce

J. Tillier, Ag Division Chief

West Africa Projects, Agriculture

cl. and cc: P. Eise

Class of Service: **TELEX**Date: **MARCH 6, 1978**

Telex No.:

Originators Ext: **61132**

12

10

0 START
HERE

1 TO

MINEP, DIRECTION PROGRAMMATION

CITY/COUNTRY

YAOUNDE, CAMEROONMESSAGE
NO.:**RE PRET 935 CM AVONS RECU DEMANDE PAIEMENT NUMERO 198 DM 678,421.24****SIGNEE RICHARD NGUE STOP SELON NOS DOSSIERS N'AVONS PAS RECU****AUTORISATION CONCERNANT CETTE SIGNATURE STOP AFIN PERMETTRE REGLER****CETTE DEMANDE NOUS DEMANDONS BIEN VOULOIR NOUS ADRESSER D'URGENCE****AUTORISATION ET SPECIMEN SIGNATURE INTBAFRAD**

9

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21 END
OF
TEXT

22

NOT TO BE TRANSMITTED

SUBJECT:

File: 935 CM - Credit Agmt.

DRAFTED BY:

JRenkewitz/fgj JR

CLEARANCES AND COPY DISTRIBUTION:

**cc: Messrs. Rothenbuhler (F935),
Petretti, Ms. Calvo (C309),
Mrs. Renkewitz**

AUTHORIZED BY (Name and Signature):

Norman J. Bennett

DEPARTMENT:

Controller'sSECTION BELOW FOR USE IN CABLE SECTION
CHECKED FOR DISPATCH

