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McNamara Papers

Travel brief - West Africa
Nov. 1-15, 1977 / Kock - West
(Guinea)

Folder 6 of 8

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MR. MCNAMARA'S VISIT TO GUINEA

Tuesday, November 8

- 13:30 arrival in Conakry of Mr. and Mrs. McNamara
(from Monrovia by Guinean government plane)
- Accommodation: The Peoples' Palace (Government residence)
- 15:00 (optional): briefing with staff
- 17:00 meeting with UN Resident Representative (at Peoples' palace)
- 17:30 meeting with State Committee in charge of relations with
the Bank (a group of Ministers and other government officials
which coordinates relations with the Bank and with a number
of other bilateral and international agencies)
- 19:30 official dinner.

Wednesday, November 9

- 8:30 departure for Kamsar by helicopter
- 10:00 arrival Kamsar; briefing on Guinean mineral sector and
Boke project
- 11:00 visit to plant site (crusher), city of Kamsar and
bauxite port
- 13:00 lunch
- 15:00 departure by helicopter, with, if possible,
the following stopovers:

- Plaine de Moachon (Russian financed small-scale rice irrigation project)
- Koba (FAO/UNDP paddy seed multiplication center and China financed rice and sugar cane project)
- 20:00 private dinner.

Thursday, November 10

- 8:30 departure for Daboya by road
- 9:30 arrival Daboya
 - visit of Daboya pineapple project (plantation and headquarters)
 - visit of PRL farm brigade
- 12:30 lunch "le voile de la mariée"
- 14:30 return to Conakry by road, with perhaps, a brief visit to Foulaya research station
- 18:30 cocktail with government officials and diplomatic community (could perhaps be dropped but would provide only opportunity for discussions with outsiders)
- 20:00 private dinner.

Friday, November 11

Visits to:

- Forecaria (rice cultivation by smallholders and PRL brigades - possible site of a future Bank project)
- SIFRA (pineapple canning plant rehabilitated with Libyan assistance)
- Kabak island (medium-scale rice cultivation project financed by China)

- An alternative for Friday November 11 would be to fly to Macenta to visit a tea plantation project and processing facilities in Macenta, as well as a plywood factory and a quinquina plantation and processing factory in Saredou. These visits could be combined with a short trip on the road to Nzerekore (recently rehabilitated by the Guinean public works department)
- In both cases, return to Conakry end afternoon for a meeting with President Sekou Toure around 18:00 or 18:30
- 20:00 private dinner.

Saturday, November 12

- 9:00 departure for Banjul by Guinean government plane.

Comments

1. On the plane from Monrovia, Mr. and Mrs. McNamara will be with Mr. Thahane, Mr. W. Clark, Mr. R. Chauffournier and Mr. C. Koch-Waser.

2. While Mrs. McNamara will participate in all field trips, a special program will be organized for her on Tuesday afternoon. She could be accompanied by Mrs. J. Martin-Cisse, former representative of Guinea in New York, who is now Minister of Social Affairs. The program could include the visit to some of the following facilities:

- centre national de promotion féminine in Conakry (center for the promotion of women)
- a school complex (primary and secondary)
- service national d'alphabetisme (headquarters of adult literacy program)
- functional literacy training facilities at Dixinn (accompanied by staff of above-mentioned adult literacy center).

October 21, 1977

Airport Arrival Statement

GUINEA

This is my first visit to Guinea which I have long wanted to see for myself. I am delighted to be here and look forward very much to meeting President Sekou Toure and his associates. I am grateful for this opportunity to learn at first hand more about the development objectives of the Guinean people and to see how the Bank can help them in meeting their goals. While here, I hope to gain a better insight into the great economic potential of your country, with its rich endowment of both human and natural resources. In this way, I hope to understand better the ways in which the World Bank can best contribute to the social and economic progress of the Guinean people.

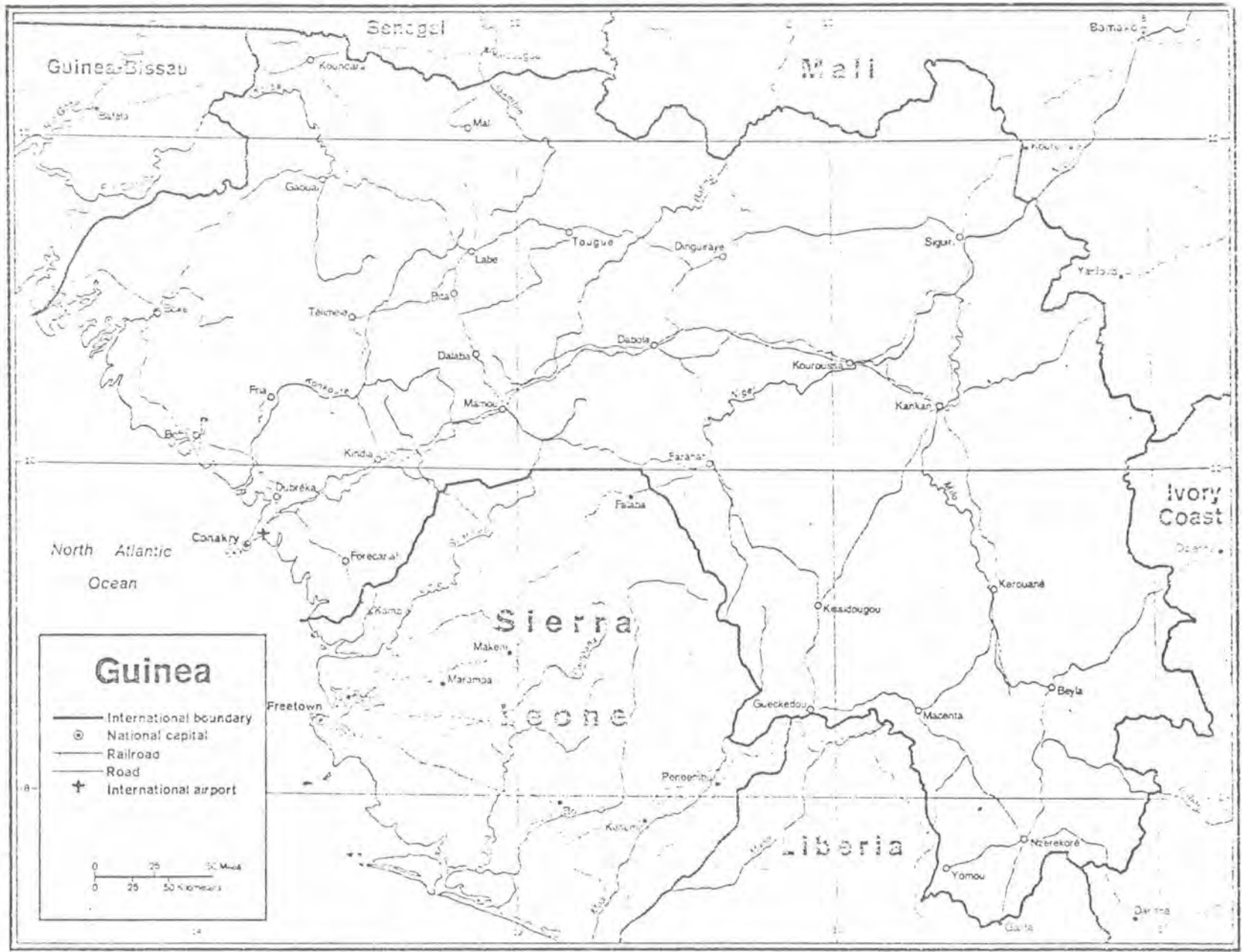
The World Bank has made a greatly expanded contribution to Africa's economic development. Over the five years 1974-78, it expects to provide almost \$7,500 million for this purpose, compared with a total of \$800 million provided in 1964-68. As Africa is a continent of predominantly small farmers and rural workers, much of the success of development will depend on what is done for people in the rural areas, without neglecting the increasingly important economic and social role of the cities. Over a third of the Bank's lending at present is directed to agriculture and rural development, and a good deal of the assistance for transport, power and other infrastructure is designed to support rural development.

In Guinea, the Bank initially contributed to the development of the mining sector by supporting the Boke bauxite project. However, the Government has indicated the high priority it attaches to rural development and supporting infrastructure. Accordingly, in the recent past, we have also assisted projects for agricultural development and highway maintenance. This is, however, a

beginning. We hope not only to continue our activities in support of rural development and rural infrastructure; we intend also to explore opportunities to assist urban development, education and training programs.

We are thus anxious to help more fully your plans to promote economic growth and spread the fruits of development more widely in the many regions of your large and diverse country.

C



background NOTES

Guinea

department of state * august 1976

OFFICIAL NAME: Republic of Guinea

GEOGRAPHY AND PEOPLE

Guinea is located on the "bulge" of West Africa. Its neighbors are Guinea-Bissau, Senegal, Mali, Ivory Coast, Liberia, and Sierra Leone. The Atlantic Ocean is on the west.

The country's four regions are: the narrow coastal belt (Lower Guinea), the pastoral Foutah Djallon (Middle

Guinea), Upper Guinea, and the southeastern Forest Region. The Niger, Gambia, and Senegal Rivers all rise in the Foutah Djallon.

Guinea lies within two climatic zones. The coastal region and most of the country inland have a tropical climate with two rainy seasons, relatively high and uniform temperatures, and high humidity. Conakry's year-

round average high is 85°F and the low is 74°F; its average annual rainfall is 169 inches. Upper Guinea has a single rainy season and greater daily and seasonal temperature variations.

The three most important ethnic groups are: more than 1 million Foulahs (or Peuls) who inhabit the mountainous Foutah Djallon region; some 700,000 Malinkés (or Mandingos) in the northeast; and about 400,000 Soussous in the coastal areas. Non-Africans number about 3,500.

Seven tribal languages are used a great deal, but French is the only significant written language.

PROFILE

Geography

AREA: 95,000 sq. mi. (slightly smaller than Ore.). CAPITAL: Conakry (pop. 530,000). OTHER CITIES: Labé (419,000), N'Zérékoré (291,000), Kankan (265,000), Siguiré (254,000).

People

POPULATION: 4.5 million (1976 est.). ANNUAL GROWTH RATE: 2.5% (1976). DENSITY: 47 per sq. mi. ETHNIC GROUPS: Foulah, Malinké, Soussous, 15 smaller tribes. RELIGIONS: 75% Muslim, 25% animist, less than 1% Christian. LANGUAGES: French (official), tribal languages. LITERACY: 10%. LIFE EXPECTANCY: 41 yrs.

Government

TYPE: Republic (under one-party presidential regime). INDEPENDENCE: October 2, 1958. DATE OF CONSTITUTION: November 12, 1958.

BRANCHES: Executive-President (Chief of State). Legislative-unicameral National Assembly. Judicial-High Court of Justice.

POLITICAL PARTY: Democratic Party of Guinea (PDG). SUFFRAGE: Universal over 18. POLITICAL SUBDIVISIONS: Regions, districts, local entities, local revolutionary powers (PRLs).

FLAG: Red, yellow, and green vertical stripes.

Economy

GDP: \$725 million (1976). ANNUAL GROWTH: 60% in mining, 2.8% in agriculture, 3.2% in manufacturing (1975). PER CAPITA INCOME: \$90-\$130. PER CAPITA GROWTH: 4%.

AGRICULTURE: Land na. Labor 85%. Products--rice, cassava, millet, corn, coffee, bananas, palm products, pineapples.

INDUSTRY: Labor 9%. Products--bauxite, alumina, light manufacturing and processing.

NATURAL RESOURCES: Bauxite, iron ore, diamonds, gold.

TRADE (1976): Exports--\$272 million: bauxite, alumina, pineapples, bananas, palm kernels, coffee. Imports--\$206 million: petroleum, production materials, machinery, transportation equipment, foodstuffs. Partners--Communist countries, Western Europe, US, Canada.

OFFICIAL EXCHANGE RATE: Syli 21.53=US\$1.

ECONOMIC AID RECEIVED: Total--na. Primarily from USSR, Eastern Europe, international organizations, PRC, US. US only--\$130 million (1958-76).

MEMBERSHIP IN INTERNATIONAL ORGANIZATIONS: UN and most of its specialized agencies, Organization of African Unity (OAU), African Development Bank (AfDB), Niger River Commission, Economic Community of West African States (ECOWAS).

HISTORY

Guinea is partial heir to the series of West African empires which, at their height, cast a degree of political and commercial influence over many ethnic groups from Guinea's Atlantic coast to the southern edge of the Sahara. The empires of Ghana, Mali, and Songhai spanned the period from about the 10th to the 15th century. French military penetration into the area began in the mid-19th century. By signing treaties with the French in the 1880's, Guinea's leader Samory Touré secured a free hand to expand eastward. In 1890 he allied himself with the Toucouleur Empire and Kingdom of Sikasso and tried to expel the French from the Sudan. He was finally defeated in 1898, and France gained control of Guinea and the Ivory Coast.

France negotiated Guinea's present boundaries in the late 19th and early 20th centuries with the British in Sierra Leone, the Portuguese in Portu-

4.5 * 130

guese Guinea (now Guinea-Bissau), and the Liberians. After 1894 Guinea was governed by the French Ministry of Colonies assisted by the Supreme Council for Overseas France which included parliamentary deputies from the colonies, delegates elected by French citizens in the colonies, and representatives of African interests nominated by colonial governors.

The French colonies of West Africa were formed into a federation headed by a governor general, with lieutenant governors in charge of the individual colonies. They were subdivided into districts governed by commandants. The commandant ruled through a hierarchy of African chiefs whom he appointed and whom he could dismiss.

Although Europeans held the high administrative posts until after World War II, Africans occupied some of the lower posts, even in the early 20th century. Colonial reforms after World War II gradually reduced the French administration and placed more political responsibility and power in the hands of Africans. These reforms resulted from a heightened sense of nationalism and separatism on the part of the Guinean educated elite and from political pressures in France.

After World War II, French labor confederations and political parties became active in Guinea. Guinea's labor unions were modeled on the French and usually became affiliated with them. Sékou Touré first gained a mass following as leader of Guinea's strongest union, the CGT (*Confédération Générale du Travail*). In 1947 the Democratic Party of Guinea (PDG) was founded as a section of the new interterritorial African Democratic Rally (RDA). This gave Touré and his associates a political instrument which reached beyond the town-centered membership of the unions to the general population.

The RDA broke with the Communists in 1950, and Touré, as head of the PDG, asserted the inapplicability of the Marxist class struggle doctrine to Africa and the necessity of freeing the movement of any vestige of European control. Six years later the unions, under Touré's leadership, withdrew from the CGT to organize a purely African confederation. In the elections of 1957 the PDG won 58 of the 60 seats in the Territorial Assembly. It played the leading role in

Guinea's decision in 1958 to reject participation in the proposed French Community.

Guinea became an independent republic in 1958, the only French colony to vote against community status. Sékou Touré and the PDG have remained in power since independence.

GOVERNMENT

The Constitution established a presidential system within the framework of a strongly centralized republican form of government. The President is elected by universal suffrage for a 7-year term and selects his own Cabinet. A National Assembly of 150 members is elected for a 5-year term.

Actual administration of the country is carried out by a highly centralized regional administration, with a parallel structure for the party (PDG) and the government. The country is divided into 33 Regions, each headed by a presidentially appointed governor. This is matched by 34 PDG Regional Federations. There are 170 administrative *arrondissements* and the same number of PDG "sections." Several hundred Party-State Local Revolutionary Powers (PRLs) of 7 members each exercise considerable authority.

Principal Government Officials

President; Secretary General of PDG—Ahmed Sékou Touré
 Prime Minister—Dr. Louis Lansana Béavogui
 Minister of Foreign Affairs—Fily Cissoko
 Minister of Economic Development and Financial Domain—Ismael Touré
 Ambassador to the U.S.—Harold Han
 Ambassador to the U.N.—vacant

Guinea maintains an Embassy in the U.S. at 2112 Leroy Place, NW., Washington, D.C. 20008.

POLITICAL CONDITIONS

In practice, Guinea is governed by one political party, the PDG, which celebrated its 29th anniversary on May 14, 1976. Decisions by the party's National Political Bureau guide the formulation of government policy. The President, Sékou Touré (reelected for a third 7-year term in January

TRAVEL NOTES

Climate and Clothing—Basic tropical clothing, including rainwear from May to Oct., is appropriate.

Customs—Visas and valid smallpox, yellow fever, and cholera vaccinations are required. Guinean currency may not be imported or exported. All payments must be made in Guinean sylvic.

Health—Sanitation is fair. Tap water is not potable. Tetanus, typhoid, and typhus shots are recommended.

Telecommunications—Long-distance telephone calls can be made, but service is unreliable. Telegraph service is costly and often delayed.

Transportation—Air Afrique, Air Zaire, Sabena, AeroFlot, and Air Algeria operate through Conakry to Europe. Air Guinea operates regional flights. Schedules change on short notice occasionally, and last-minute checks are advisable.

1975), is Secretary General of the Party and Chairman of the National Political Bureau.

Democracy is held to be achieved through operation of the party itself. According to the theory of "democratic centralism," every Guinean can, through membership in his local PDG section, feed his suggestions and opinions into the party machine. In the National Political Bureau, the will of the people, as expressed through the party organizations, is said to be translated into policy which in turn is implemented through the party machine. Periodic party congresses also serve to provide a forum for expression. In pursuit of its policy of African socialism, the PDG and the government maintain stringent controls over all aspects of economic and social life. On the international level, the government is receptive to private investors and has accepted grants, loans, and technical assistance from Communist as well as Western nations.

ECONOMY

Guinea's mineral wealth (including about one-fourth of the world reserves of high-grade bauxite, over 2 billion tons of high-grade iron ore, and significant diamond deposits), its capacity for hydroelectric power development, agriculture, and fishing make its economy potentially one of the

longest in Africa. Possibilities for foreign investment and commercial activities exist in all of these areas.

The government enacted a private investment law in 1972. It wants to attract foreign investment on a scale which will allow for exploiting its resources, particularly iron ore, on mutually advantageous terms (along the lines of the Boké bauxite project agreement) and which will result in developing its regional infrastructure, both power sources and transportation. The United States and Guinea have an investment guaranty agreement.

Joint venture bauxite/alumina operations in northwest Guinea provide the principal source of foreign exchange. The FRIGIDA consortium, 49 percent owned by the government and 51 percent by an international consortium, produces 640,000 tons of alumina annually. The Compagnie des Bauxites de Guinée (CBG) produced 7.1 million tons of bauxite in 1975 and should reach its planned production of 9 million tons by 1976. The Office des Bauxites de Kindia (OBK) produced 1.8 million tons in 1975, all exported to the U.S.S.R. OBK began operations in 1974; plans call for an eventual annual production of 2.5 million tons. Two other bauxite/alumina development agreements were initiated in late 1974 and early 1975 which, if developed, would have project start-up costs of over \$2 billion. Total foreign investment in Guinea exceeds \$600 million, of which about \$150 million is U.S. private investment.

Outside of mixed companies, such as the bauxite/alumina operations, and small privately owned retail trading and transport businesses, the economy

is state-owned and -operated. Public utilities, financial institutions, and import/export and distribution agencies have all been nationalized.

FOREIGN RELATIONS

Guinea professes a policy of nonalignment, balancing close ties with most Communist states and good relations with some Western powers, including the United States. It reestablished relations with France and the P.R.G. in 1975. Relations with Israel remain broken. Ideological differences affect its relations with neighboring Ivory Coast and Senegal. During the Angola dispute, Guinea was one of the foremost advocates of the Popular Movement for the Liberation of Angola (MPLA).

On November 22, 1970, skirmishes of undisclosed origin caused casualties and some physical damage to Conakry. A U.N. factfinding mission, sent to Guinea on November 23, reported that elements of the Portuguese armed forces had participated in the attack. Apprehension over the possibility of future incursions of this nature was a significant feature of Guinea's foreign policy and domestic security for a number of years.

Economic cooperation is a major element in Guinea's foreign relations. Organizationally, separate State Committees are responsible for economic cooperation between Guinea and six geographic regions of the world.

U.S.-GUINEA RELATIONS

The United States seeks to promote closer relations with the Guineans and to identify and develop common

interests. The U.S. encourages regional economic development and private U.S. investment.

From independence through 1971, the United States assisted Guinea's economic development with an AID program that amounted to almost \$100 million. It consisted of agricultural commodities, transportation equipment, machinery, and technical assistance. A P.I. 480 Food for Peace program continues, and AID operations, most of which were suspended in 1971, resumed in 1976 with an agricultural development and training project.

Principal U.S. Officials

Ambassador—William C. Harrop*

Deputy Chief of Mission—Edward A.

Mainland *↳ Charge*

The address of the U.S. Embassy is B.P. 603, Conakry, Guinea.

READING LIST

These titles are provided as a general indication of the material published on this country. The Department of State does not endorse the specific views in unofficial publications as representing the position of the U.S. Government.

American University. *Area Handbook for Guinea*. Washington, D.C.: U.S. Government Printing Office, 1975.

Attwood, William. *The Reds and the Blacks*. New York: Harper and Row, 1967.

Haggood. *Africa from Independence to Tomorrow*. New York: Atheneum, 1965.

Suret-Canale, Jean. *La République de Guinée*. Paris: Editions Sociales, 1971.

* Mr. Oliver S. Crosby has been nominated to succeed Mr. Harrop. This nomination is expected to be approved shortly.

E

E. TOPICS FOR DISCUSSION

About two years ago, with approval of the Daboya Pineapple Project, we embarked on an experimental new phase in our relations with Guinea. Until that time we had limited our interventions in Guinea to two externally-guaranteed IBRD loans for the enclave Boké Bauxite Mining Project. We had concluded that the Government's economic management, itself partly a product of chronic instability within the administration because of periodic political purges, simply rendered the country ineligible for any Bank Group financing except through carefully constructed enclave arrangements. Obviously the conditions underlying this earlier judgment did not disappear overnight; there were, however, some positive signs which induced us to embark on the Daboya experiment:

(1) Government moved to deal with some of the most severe of its economic problems by sharply curtailing inflationary overdraft financing of public investment by the Central Bank;

(2) some of the excess in the money supply was removed through direct monetary reform;

(3) some improvements in the distribution of consumer goods to meet frustrated demand took place; and

(4) Guinea cooperated constructively with its foreign partners in three mining ventures: Friguia (Alumina production with European partners led by Pechiney of France), Compagnie de Bauxites de Guinée (bauxite production with European and North American partners grouped in HALCO and led by ALCAN and ALCOA), and Office de Bauxite de Kindia (bauxite production with Soviet assistance); this cooperation has assured the very rapid recent growth of the Guinean economy after years of stagnation and has provided the needed foreign exchange for the Government to address urgent debt service and import requirements.

Despite these encouraging signs, we remain in an experimental mode vis-à-vis Guinea because the fundamental instability of the Government has not been removed by the economic upturn. This is a Government which is still subject to periodic purges, where interministerial communication and cooperation are almost nonexistent, and where fragmentation of responsibility is carried to such extremes that no-one really feels responsible; this is also a Government which, because of its treatment of its own citizens (an estimated 20% of Guinean nationals have fled the country), has been labelled a violator of basic human rights by Amnesty International (the U.S. Congress did not include Guinea in its famous list of countries to be ineligible for US development assistance because of human rights violations).

Further compounding our difficulties in carrying out a normal program of lending to Guinea is the effective division of the economy in two: on one side there are the civil servants operating and living from the state-controlled system of production, distribution and marketing (state enterprises, import agencies, state transport companies, and state stores); on

the other side sit the vast bulk of the rural population and a fair proportion of the urban dwellers as well who, because prices paid them for their produce cannot buy goods which never are available through the official channels, either trade on the black market or produce for themselves only. We thus cannot reach the bulk of the population in this country through production-oriented projects; we have not yet successfully engaged the Government in a discussion of the dual economy and the required revisions in general prices, import and distribution policies, and other economic tools to eliminate it. In the rural areas, we are left with little choice but to finance state farms and ranches; although the Daboya pineapple plantation is a state farm, we would prefer in a next rural operation to concentrate on smallholders to reach the greatest number of potential beneficiaries.

The least complicated way for us to intervene, outside of enclave operations, is through rehabilitation of existing infrastructure. There is no shortage of infrastructure needing rehabilitation in Guinea and, in fact, our second IDA operation was for highway maintenance. This project was also approved in 1975, and, except for some early attempts to substantially modify the project to bring it more closely into line with short run political considerations, it is being executed reasonably well. In anticipation of building on the success of these first two IDA projects, we are helping the Guineans prepare a second highway maintenance and upgrading project as well as projects for rehabilitation of the power and water distribution systems in Conakry, now on the verge of total collapse. Linked to these operations is a first education project, now being appraised, which is designed to help train manpower for public works jobs.

All of this background is preamble for a probable expressed desire of Government to know why we are not moving faster with new lending. We would reply that a general lack of well-prepared projects is the fundamental reason; a further reason is the need for Government to develop a system of rational priorities -- it's not enough for them to offer us long shopping lists of prospective projects as they did once again at the most recent Annual Meeting. As we grope for effective ways to execute projects within the quixotic Guinean administration, we very much want to have a continuous economic dialogue with a client who has serious debt and other problems, a client whose planning and allocating mechanisms are either non-existent or horribly distorted, but a client who has (through mining exploitation) potentially the means to solve his problems. Unless we can induce the Guineans to come to grips with some of the basic distortions now impeding economic development, it is difficult to see how we can go much beyond the few infrastructure rehabilitation operations we are now preparing. An economic mission will have discussed its draft report with Government just before your arrival; we have modest objectives for the mission:

- (a) to reach agreement with the Government that our report can be distributed to our Executive Directors; if Government agrees, this will be the first report sent to the EDs since 1968; and
- (b) to reach agreement on a program of exchanges of views over the next year on a wide variety of economic issues, e.g., debt, monetary policy, credit and producer price policies, and exchange rate policies just to name a few.

Technical Assistance

For its part the Government may ask for some help in dealing with these issues. Our economic work program calls for substantial analysis of many of these issues over the next year; we will of course share the results of that analysis with the Government. In addition, we have provided training to Guinean employees of the Central Bank in debt accounting and we will continue to provide statistical support and advice to the Central Bank on debt management. We have made it clear, however, that we will not provide direct assistance to Guinea in its efforts to reschedule some of its debt. The help we have provided already has been very useful in clarifying the situation and exposing to the Guineans their options; they have already succeeded in quietly rescheduling some of their debt.

The Minister of Planning recently approached the Bank for technical assistance to help him reorganize and staff his Ministry whose role is the establishment of investment priorities and project identification and preparation. The reorganization discussions have been accompanied by serious infighting within the top ranks of the Government, and the kind of organization that will emerge is still unclear -- the creation of the position of chief planner and foreign aid coordinator appears possible. The present arrangements for Guinean relations with foreign aid donors are quite peculiar: about four years ago, a number of State Committees were created, each of which was given exclusive responsibility to deal with sources of aid located in a particular geographical area (North America, Western Europe, Japan and the Far East, Eastern Europe) including soliciting financial and technical aid and carrying out all necessary discussions and negotiations. Each State Committee is presided over by a senior minister who jealously guards his monopoly of all communications with the aid sources in his area, and avoids coordination with other State Committees as much as possible. The World Bank Group is included with most other International Organizations in the North American Committee, presided over by the senior minister in charge of the interior, justice and police.

While we would welcome the creation of the position of foreign aid coordinator, we are reluctant to get involved too deeply at this stage and would prefer to limit our involvement to a series of periodic visits by Bank experts who could provide strictly technical advice about possible ways and means of organizing a planning ministry. Once the political infighting is over and the new organizational set-up is in place and top people have been appointed, technical assistance on a more permanent basis could be envisaged; it need not necessarily be provided by us.

The following topics are those which we suspect the Government might raise with you.

- (a) Concept of Rural Development - Will our proposed rice and livestock projects, preparation of which is being financed through the Daboya credit, support the rural development objectives of the country?

We have no objection to the collectivisation of production in principle. However, projects organized on these lines require substantial preparation and would operate more successfully if introduced more gradually than they have been in the past, taking into account the regional diversity of the country. The rural development objectives should also include the development of extension services and marketing to derive the maximum benefit from our projects. We feel that the problem of agricultural development is inseparable from the problem of the distribution of consumer goods to the hinterland as producer incentives, and we therefore look forward to an improvement in the distribution channels for goods to the rural areas. (See section F, para. 3:14).

- (b) Mt. Nimba - Proposed Iron Ore Mining Project - What aspects of the Nimba project would we be prepared to finance? What would be our likely financial commitment and what preconditions must be met before that commitment would materialize?

We would hope that Bank financing could be applied towards the entire Nimba venture, both infrastructure and mining. Our commitment could amount to about 10-15% of the total cost (i.e. \$100-150 million) depending on the volume of finance available from other sources. As for preconditions, we need the results of the feasibility study now being carried out by Kaiser Engineers and which should be available mid 1978. We would wish to be assured as well of the involvement in the venture of at least - one experienced major mining company.

As you probably know, US Steel Corporation renewed its interest in this project last Spring and asked us to help them get in touch with the Guinean authorities responsible for the project (the history of previous negotiations between Guinea and US Steel was not pleasant for the latter and prompted them to ask us for help). There have been several direct exchanges of views between Guinea and US Steel since, and these have culminated in US Steel's having been granted an option to purchase up to 15% of the shares of MIFERGUI-NIMBA, the company promoting the venture and in which the Government has a 50% share. US Steel will be obliged to make up its mind between now and September 1978; they will probably do so at least partly on the basis of the Kaiser study and, in the meantime, have agreed to furnish free technical, financial and administrative advice to the venture including guidance for completion of the study. The Bank will continue to do what it can to facilitate communications between the Government and US Steel, but we cannot assume the role of a promoter in the venture^{1/}.

^{1/} We are, by virtue of our successful intervention through the Boké project and our evident willingness to help Guinea further the development of its vast mineral resources, seen by Government and private investors alike as an important and objective facilitator and, occasionally, quasi-arbitrator. Thus the brief on the Boké project (Section G part 4) was prepared by Mr. P. P. Kuczynski, the new President of HALCO, as part of a continuous effort by both sides to keep us informed of developments in the evolution of that project.

One of the lessons garnered from the Boké experience is that more attention needs to be paid to the regional impact of large mining ventures in order to avoid some of the less agreeable "company town" aspects of them. We oppose the development of a "golden mining enclave" at Nimba just as the Guinean Government does and will gladly send a mission to Nimba, on completion of the feasibility studies, to determine what action could be taken to help balance and spread the benefits of the mining development beyond those immediately involved in the mine. However, we do not wish to find ourselves inadvertently subsidizing the mining venture.

- (c) Other Mining and Related Venture - Fria Bauxite/Alumina: would we help in expanding the alumina plant whose output is an important source of foreign exchange to the country? With an expansion from .65 to 1.3 million tons, an aluminum plant might also be viable whereas a smaller expansion would only justify the production of alumina for which the demand is weaker.

We understand that some expansion of Fria appears justified. However, the timing may be inappropriate in view of present low alumina prices. The viability of an aluminum plant is contingent upon the production of hydroelectric power at Konkouré, but we have not yet received the updated studies of this latter project proposal. These ventures may prove attractive to private investors at some future time and, were Guinea a member, IFC involvement would be conceivable.

The Aye-Koyé Bauxite Mine: would we review the study prepared by Alusuisse of this mine?

We would gladly review the study. (There has not yet been any suggestion that we should become involved in the financing of Aye-Koyé as Guinea has limited participation in the venture to interested Arab sources.)

Trans-Guinean railway: would we help to finance it?

For the moment, we see no economic justification for the proposed 1,000 km railway from the iron-rich southeast to the Port of Conakry. We feel that it would be more prudent to first concentrate on Nimba and other projects which are in more advanced stages of preparation (the Government has agreed to evacuate Nimba through Buchanan in Liberia). We know this is a "pet" project of some high officials in the Government. We have always been furnished with copies of studies and other documents pertaining to it and we have responded, informally, with conservative counsel to go slow with the project and not to frighten prospective investors with demands for commitments to it. This advice was recently followed in the discussions with US Steel over the Nimba project and proved to be an important factor in US Steel's maintaining its interest.

- (d) Other Project Proposals - Rehabilitation of state manufacturing companies: how can the Bank help?

During the last economic mission, a report was prepared sketching the way for such rehabilitation. We are now assisting the Government in approaching UNIDO for two experts needed to assess the feasibility of various rehabilitation proposals. Furthermore, IFC would be ready to send a mission to Guinea to examine the situation if Guinea were to express interest in becoming a member of the Corporation.

Fishing Port Development: is the Bank interested?

The case for port development at Conakry is closely linked to the general development of Guinea and especially the growth in trade. A recent FAO report indicates that per capita fish consumption in Guinea is low at present and that the fish stock is good. However, the timing of port development must be studied more carefully and the most appropriate type of development (i.e., an extension to existing port facilities or a new fishing port) must be determined. If the Government would like such a study, we could consider including it in one of our lending operations. Alternatively, we could help to draw up terms of reference for a study if some other source of financing were to be identified.

F

G

F. REFERENCE MATERIAL

I - Bank Group Strategy

1.1 The Bank Group so far has financed three projects in Guinea: infrastructure for a large bauxite project near Boké in the form of an enclave project (three loans, totalling \$73.5 million, were granted between March 1966 and June 1971), pineapple development (\$7.0 million credit of June 1975) and road maintenance (\$14.0 million credit of December 1975). IDA credits under preparation include education and water supply for FY79, Highways II, energy and rice in FY 80 with total amounts varying between \$5 and 15 million per project; furthermore, a Bank loan for the enclave Nimba iron ore project is under consideration.

1.2 The first (and so far only) CPP on Guinea was discussed on February 24, 1971 in Mr. Knapp's office; it concluded that Guinea was not creditworthy considering its heavy foreign debt burden, and not IDA worthy considering its unsatisfactory economic performance. Furthermore, the meeting took note of the fact that for two of three projects on which preparatory work had been going on (rehabilitation of Conakry port and highways) it was impossible to reach agreement with Government on the detailed project components. On the third project (pineapple), substantial changes in the Government's original project submission were thought necessary. The 1975 IDA credit for Daboya pineapples eventually materialized from this submission.

1.3 The February 1974 economic mission reported some improvements in economic performance (particularly concerning monetary and fiscal policies, the management of public enterprises and resource allocation) that could justify the gradual build up of an IDA lending program. This was confirmed by the 1976 economic mission. Proposed lending was facilitated by the Government's more cooperative attitude which finally made it possible to reach agreement on the project content for the pineapple project and for a first road maintenance operation.

1.4 The Bank's main strategy has consistently been first to attach the export sector, particularly mining, as the fastest means for improving the country's foreign exchange bottleneck, the major constraint to more satisfactory economic growth; hence the past considerable involvement in the Boké project and now our interest in the Mt. Nimba iron ore mine. A mining sector mission concluded in late 1975 that the Mt. Nimba project was indeed the first priority in this sector. The pineapple as well as the road maintenance projects are also export-oriented, either providing export commodities directly or enabling the shipment of export goods to the ports. At the same time, however, these two projects represent a first and important step towards other considerations. The pineapple project was conceived as a test case for future Bank Group involvement in the high priority rural sector. It included two major studies on rice and livestock expected to lead into projects in these important subsectors. The road project marked a major breakthrough in Guinea's transport policy away from the past exclusive emphasis on construction of paved roads towards a more appropriate rehabilitation strategy, as advocated by the Bank for many years. Priority for the maintenance and improvement of existing assets over new construction is again the leitmotif in the proposed water supply and energy projects. Lack of maintenance has resulted in a serious - even dangerous - degradation of the water and power network around Conakry, where a major dam used for both purposes is on the verge of collapse.

1.5 An important additional consideration is institution building. It is important in the Daboya pineapple project, as a starting point for future agricultural lending, but particularly so for the road maintenance project and the two public utilities projects under preparation. Government has recently given high priority to better management of public enterprises and has not hesitated to close down the most hopeless cases. It is now eager to receive assistance and advice in this endeavor.

1.6 Education and training might be the last but certainly not the least aspect of the Bank's strategy. There was a substantial training component in the Boké project, financed by UNDP but executed by the Bank; there is a training component in the Daboya pineapple project and a very important one in the road maintenance project. Technical training in a more formal sense is the subject of the FY79 education project.

2. Political Situation

2.1. Guinea became independent in October 1958 the first French speaking country in black Africa to do so, by voting "no" on Général de Gaulle's proposal for a French Community; it was the only French territory to reject the community. This triggered a sharp break with France, which at once stopped all financial and technical assistance, and withdrew preferential trade treatments. The break away from France was masterminded by Sekou Touré, then Vice-President of the colonial Government and leader of the Parti Démocratique de Guinée (PDG).

2.2. Soon after independence, the PDG became the sole political party and all opposition movements were severely repressed. It set about creating an African socialist society along communal lines. 1/ The PDG soon became all-pervasive in Guinean life, particularly in towns where inter alia it controls distribution of food rationing cards. Sekou Touré was elected President (he was the only candidate) in 1961 and has been re-elected ever since. He and his Party have survived a number of coup d'état attempts first from the extreme left, later from the right (teacher's union soon after independence, the army at least twice, exiled Guineans in 1970, Fulas in 1976). All these failed but gave rise to severe reprisals that spurred massive flights abroad, particularly by middle and high level cadres, so that today an estimated 20% of Guinea's population lives outside the country.

2.3. On the 22nd of November 1970, Portuguese colonial troops together with a number of Guinean exiles, attacked Conakry in a successful attempt to liberate some Portuguese prisoners held in Guinean jails. During the following months a large number of cadres were arrested, including nearly half the cabinet. In mid-1976 an assassination attempt on President Touré failed; apparently, it had been instigated by leaders of the Fula (Peul) tribe, the most numerous in Guinea but also the most anti-PDG. In the aftermath many Fulas were arrested, including Diallo Telli, a well known personality in Africa, having been the first and long time secretary-general of the Organization of African States (OAS); at the time he was Minister of Justice. The latest unrest occurred in mid-September 1977, when general discontent with the recent suppression of all private trade and the unsatisfactory supply situation in the larger towns caused a major uproar in Conakry and N'Zérékoré, led primarily by women; several police stations were burned in Conakry, and the President promised to review the situation.

1/ The economic implications of this strategy are discussed in Section 3.

2.4. As a result of all this, the regime often acts primarily like a beleaguered fortress using the bulk of the resources at its disposal (human and other) to fight for its own survival, giving secondary priority to all other considerations, including economic development. As a logical consequence, the Party has become more important than the regular Government administration to the point that the two were formally and fully merged about 1 1/2 years ago into what is now called the Parti-Etat. The failings and executions of Government oponents have formed the basis for accusations by Amnesty International that Guinea has been in violation of human rights. Petitions to this effect were signed by the three most recent U.S. ambassadors to Guinea and the internal security of Guinea was discussed with Vice President Mondale in a recent visit to the U.S. of the Guinean Prime Minister. The U.S. Congress has not included Guinea in its list of human rights violators.

2.5. In contrast to this tendency towards preoccupation with internal security, however, the last decade has seen the mergence of a large number of middle and higher level technocrats who are becoming increasingly efficient and who have managed to carve out for themselves an expanding field of action where they can make decisions on the basis of objective and rational criteria. As long as their activities and decisions do not interfere with basic policy concerns, they are quite free to operate and in some cases have successfully challenged and reversed decisions at the highest levels based on political considerations. These cadres can be found up to the level of junior ministers and are as well qualified as any in West Africa today.

2.6. In its foreign policy, Guinea has always tried to strike a balance between East and West and has avoided being fully incorporated into the Eastern Block. On the one hand, there are Russian naval and air facilities in and near Conakry and the President is protected by a contingent of Cuban soldiers. On the other hand, diplomatic relations were re-established with France and Germany some two years ago, and French technical and financial aid has become quite substantial. Relations with the US are quite good at this time. Private steel companies from the US and France, as well as very conservative arab countries are Guinea's main partners in the development of two large mining projects under discussion. Furthermore, Guinea became an associate member of the European Community for the first time last year by signing the Lomé convention. Relations with neighboring Senegal and Ivory Coast remain notoriously bad, with both countries being accused periodically of fomenting trouble in Guinea. Relations are better with Mali, Sierra Leone and Liberia.

3. - Economic Situation

Economic Potential

3.1. Guinea is potentially one of the richest countries in West Africa, endowed with substantial natural resources in the rural sector, in mining, and to a lesser extent in hydroelectric power. Rural potential is very diversified, reflecting the country's different climatic zones, ranging from the sub-saharan north to sub-tropical mountain areas in the center, and tropical forest in the south. At the time of Independence, in late 1958, Guinea had been the leading African exporter of bananas (approximately 100,000 tons) and in addition exported sizeable quantities of coffee, pineapples, and palm oil. Furthermore, the country is particularly well suited for irrigated rice production and livestock herding; before 1960, it was able to cover most of its basic foodstuff requirements and it has the potential to become a sizeable exporter of rice and cattle. More recent is the discovery of the extraordinarily rich mining potential. Guinea's bauxite deposits are tentatively estimated at 4-5 billion tons or nearly half of the free world's total reserves, while readily exploitable high grade iron ore deposits are estimated at over one billion tons.

3.2. In spite of this outstanding resource endowment, past economic growth has been disappointingly slow. While lack of data prevent a detailed assessment, GNP at constant prices has certainly increased by less than 2.5% per year since Independence, or less than population growth (2.8% per annum). Thus, real per capita incomes have slightly declined. In 1976, GDP was estimated at \$970 million 1/ and per capita income at \$212. 2/ A major

1/ A rate of exchange of syli 19.65 per US\$ is used throughout this discussion or close to the current official rate of syli 21 per US\$. The profound distortions resulting from a decade of highly inflationary policies have virtually split Guinea's economy into two basically different segments - the official and the parallel sector - where prices for the same goods might differ by as much as 1:10; these price differentials are reflected also in the exchange rate, with the Syli exchanged in the parallel market at little more than one tenth of its official exchange rate. Under these circumstances, national accounts figures are even more approximate than usual in West Africa. All macro-economic figures are Bank estimates that have been put on an official price basis; to be consistent, they have to be changed into \$ at the exchange rate used in the official sector.

2/ There are two different estimates concerning Guinea's total population. After the December 1972 census, an official decree put total population at 5.14 million for end-1972. However, based on likely population growth determined by this census and on a series of demographic data collected during the 1960's, a figure of about 4.2 million seems much more likely resulting in a total population figure of about 4.5 million by mid-1976. All population data, including per capita GDP, are based on this latter figure.

bottleneck for satisfactory growth has been the balance of payments which has remained under heavy pressure since the early 1960's with exports stagnating, imports declining, and foreign debt service reaching unmanageable proportions.

Historical and Institutional Background

3.3. Low economic growth cannot be dissociated from Guinea's political background particularly from the way the country gained its independence. ^{1/} Clearly, the sudden recall of all French civil servants, the end of technical aid, and the abolition of preferential treatment of imports in France created serious economic problems. In 1960, partly for nationalistic reasons and partly to control increasing capital flights, Guinea withdrew from the French controlled West African Monetary Union, and created its own currency, the Guinea franc, renamed syli in October 1972. Unable to obtain large amounts of foreign aid from Western countries, the new regime turned towards the communist world in its search for assistance and export markets; however, this aid often was ill-adapted to Guinea's needs and did little to improve the unsatisfactory economic situation. Despite its heavy reliance on communist aid, the country never integrated into the communist world, but always tried to strike a balance between East and West. Thus, American and German aid were quite substantial and in the mining sector reliance on Western private and public capital and know-how is the rule.

3.4. The desire to avoid too much dependence on any group of countries reflects the Party's basic political option of achieving self-sufficiency and independence, political as well as economic, based on a vaguely marxist ideology. To achieve this goal, the Government decided to build up an entirely state-controlled economy, with virtually all economic decisions to be made by the bureaucracy, and with trade, banking, and manufacturing handled almost exclusively by state enterprises. However, Guinea did not have the necessary administrative skills to implement such comprehensive economic planning and to carry out these plans; thus, planning was replaced by improvisation, project preparation was highly deficient, and the many public enterprises were badly managed. This had particularly dramatic consequences for local and foreign trade; the hasty take-over by inexperienced public enterprises resulted in serious disruptions in the trade network; a major reason for the unsatisfactory growth of rural production. More generally, the lack of leadership and control seriously hampered the necessary coordination between different ministries and between central and regional administrations, with the regions enjoying considerable de facto independence. It has also created a widening gap between the Government's intentions and decisions and what was really going on in the country. This was particularly true for the rural sector that has continually received priority in Government declarations while in fact past policies have largely favored urban interests.

3.5. Manufacturing and banking are entirely Government controlled while mining remained almost fully private until very recently when it was declared

^{1/} see the brief on the political situation.

a "mixed sector" with Government and private foreign companies closely working together. The IBRD-financed Boke project was the first implemented according to this new formula starting in 1968. It serves as an example for all future mining developments. Official trade is entirely controlled by the Government but much trading is carried out in the parallel market, including exports and imports. In the rural sector, limited administrative capability has hampered the Government's desire for full control and repeated attempts to introduce official production cooperatives and communal type production schemes have failed. As a consequence, the rural economy operates largely outside the official trade network.

Past Economic Developments, the Present Situation and Medium Term Prospects

3.6. At the time of Independence Guinea was largely a rural economy with the bulk of population engaged in traditional smallholding agriculture. The modern sector of the economy comprised the foreign and Guinean owned banana plantations as well as considerable bauxite, iron ore, and diamond mining while manufacturing industries were virtually non-existent. Construction of the Friguia alumina mining and processing plant started shortly before Independence. Owned by a consortium of international aluminum companies, this enterprise was soon to become the country's major source of foreign exchange; it was carefully shielded by the Government from the effects of the serious economic problems soon to encompass most other sectors of the economy.

3.7. Soon after Independence, the Government embarked on an ambitious development program giving major emphasis to manufacturing industries and transport infrastructure. Financing of this program, as well as of the heavy current deficits of these enterprises by far exceeded budgetary savings and foreign aid. The shortfall was covered by central bank advances, a policy that soon led to serious balance of payments difficulties, followed by a sharp fall of foreign exchange reserves, galloping internal inflation, and the accumulation of an unmanageable foreign debt. To make things worse, many of the new public enterprises financed through this foreign borrowing were badly conceived and managed. Their contribution to GDP, to the balance of payments, and to public savings remained marginal at best.

3.8. Under these conditions, a sharp cutback of imports soon became unavoidable and establishing of import priorities became a major policy instrument to influence the economy. This tool was not used very efficiently which led inter alia to a serious decline of rural production since most import goods farmers like to buy were in very short supply on the official market and never reached the rural areas, thus creating a lack of farmers' incentives to produce for the market. Furthermore Government did not adapt local prices and the foreign exchange rate to the high inflationary pressures. On the contrary, it required all public enterprises, including trading companies, to operate at artificially low controlled prices, thus creating a widening gap between the sharply reduced offer of consumer goods and the highly inflated local demand. This disequilibrium led to the appearance of a black market, while most goods disappeared from official trade channels. Eventually, Guinea's economy was split into two clearly separated segments, operating in two completely different ways, and at price levels sometimes as much as ten times

different from each other; this split still hampers economic development to date.

3.9. In urban areas, to protect wage earners whose salaries remained largely unchanged, the Government imposed a rationing system for basic commodities based on ration cards very much the way it was done in Europe during the War. In rural areas, however, the only source of supply was the black market at sharply increasing prices so that terms of trade turned very rapidly against the rural producer. Some farmers were able to regain acceptable terms of trade through selling in the parallel market or smuggling into neighboring countries. However, the bulk of Guinea's farming population got more and more squeezed and as a result, lost interest in producing beyond their own subsistence needs. This in turn created an increasing shortage of basic foodstuffs in urban centers to the point that they had to be supplied mostly through imports. In addition, banana exports came to a virtual standstill further aggravating the balance of payments problems.

3.10. These fundamental problems still exist today and still hamper economic development, particularly in the rural sector, where the bulk of Guinea's population lives. Nevertheless, since 1972 there has been a substantial improvement in the overall economic situation as well as in Government performance. Total GDP has increased quite fast (7-8% p.a.), the distribution of goods has somewhat improved, excess liquidity was reduced, public savings were restored and foreign debt declined sharply in relation to exports. These improvements were made possible by the start of exploitation in two major bauxite mines, the Boke mine, financed by the World Bank and a consortium of international aluminium companies, and the Soviet financed OBK mine near Kindia. Nearly three-fourths of the incremental growth of GDP over these years is directly attributable to these two projects, while the longer term rural growth trend remained low (less than 2% p.a.), reflecting the continuing serious problem of lack of incentives for rural producers.

3.11. In spite of this recent growth, real GDP per capita has not yet fully reached its pre-independence level; GDP reached nearly \$190 in 1974/75, and GNP about \$180, still low figures in view of the economic potential of the country. Rough approximations suggest that per capita revenues of the urban population are still substantially below the 1960 level, while rural incomes are very close; in consequence, the urban-rural income differential has narrowed considerably from about 17:1 in 1960 to about 11:1 in 1974/75.

3.12 For foreign trade and the balance of payments, which constituted the most serious bottlenecks to satisfactory economic development in the past, the year 1972/73 was a major turning point. Since then there has been substantial improvement with exports more than doubling over the last 5 years. While the decline of rural exports continued, the beginning of production at Boke and OBK resulted in a sharp increase in mining exports. The resulting increase in foreign exchange resources was used very wisely: first nearly half went to cover the direct foreign exchange costs of the two mining operations; second it was used to increase imports of inputs and consumer goods, and third it served to increase Guinea's foreign exchange reserves. The substantial increase in imports was achieved through special import programs designed to help satisfy the excess demand in the country, to reintegrate the rural sector into the modern sector of the economy, and to stimulate rural output. However, it is unlikely that additional imports can close the enormous gap between supply and demand without supplementary

monetary measures. In addition, it is difficult to judge what part of this additional supply has indeed reached the rural population, where it is most urgently needed. The sharp increase in general imports was accompanied and facilitated by declining imports of foodstuffs reflecting better rainfall conditions in Guinea, and by much lower imports of investment goods.

3.13 The Government has also moved in the right direction on monetary policy. In October 1972, the Guinean Franc was replaced by the Syli in a proportion of GF 10 to Syli 1. The main goal of this operation was to better control money circulation, particularly the outflow of bank notes to neighboring countries, and thus to reduce smuggling; in addition it resulted in a slight reduction of money supply. Since then, Government followed policies that were markedly less expansionist than during any period since Independence. Credits to the economy as well as money circulation expanded at a lower rate than total GDP; thus money circulation declined from 69% of GDP in 1972 to about 59% in 1976. While this is quite a substantial reduction, it still leaves money circulation way above the normal level for West Africa of not more than 20-25% of GDP.

Two conclusions can be reached from these changes:-

- (a) The Government is no doubt determined to improve the monetary situation, to correct the results of past overly expansionary policies, and to do away with the profound disequilibrium between supply and demand (at official prices), the flourishing parallel market and the rationing of basic consumer goods in towns; all of which is very much in line with the position the Bank has taken for a long time;
- (b) While policies have moved in the right direction, the limited results achieved so far indicate that additional measures may be needed. The policy implemented since 1974 consists basically of using a substantial part of new mining revenues to increase the supply of imported consumer goods and thus to satisfy more of the huge excess demand created by a decade of inflationary money expansion. However, in spite of five years of very restraint monetary expansion, an enormous gap still persists between supply and demand; considering the need to use government mining revenues primarily for development purposes (to increase current budget expenditures for maintenance, agriculture, education and health, and to step up public investments) rather than to mop up excess demand, Guinea could still derive major advantages from a monetary reform. Such a measure would aim to narrow the gap not only by increasing supply, but also by reducing nominal demand especially in urban areas through a reduction in money supply by some 50-60%.

3.14 While Government has always refused to discuss a possible devaluation, as proposed by the IMF several times, the idea of a monetary reform similar to the one carried out in Germany in 1948 seems to be more acceptable is under

discussion with the Bank. An economic mission will visit Guinea in November/December to discuss the steps which the Government is prepared to take to alleviate the more pressing economic problems of the country, i.e. foreign debt, money supply and credit, exchange rate, price and wage structure and the supply of goods and services to the countryside. In this way we hope to ascertain the position of the Government on issues of crucial importance for future Bank operations notably in Agriculture and to identify where and how the Bank can help with policy reform.

3.14 Guinea's public finance situation has also improved considerably since 1972/73. Budgetary revenues increased by some 22% p.a.; current budget expenditures by nearly 15% (slightly less than GDP); and the net current budgetary position swung from a deficit of 2% of total revenues in 1972/73 to an expected comfortable surplus of nearly 14% of revenues in 1975/76. This improvement was achieved mainly by the Government not using the sharply increased revenues from mining to go on a spending spree, but to reduce its indebtedness vis-a-vis the Central Bank. However, this improved overall budgetary performance, was also assisted by (a) compressing current expenditure on economic services (rural, industry, transport), the share of which has even slightly declined since 1971/72 to a very low 1.39% of total current budget outlays in 1974/75; (with over 85% of total population living in the rural sector, the allocation of only 2% of current budget outlays to agriculture, livestock and fisheries seems excessively low); and (b) by failing to meet public debt service obligations. On the other hand, public investments in the rural sector increased quite substantially, reaching a level never attained before. As a result, the share of rural development outlays increased from an average of 7% of total Plan outlays through 1972/73 to 26% and nearly 50% in 1973/74 and 1974/75 respectively.

3.15 The large increase in the volume of rural public investments is a positive element in the Government's recent performance; however, the quality and appropriateness of these investments is a different issue considering that the largest part of the increased rural outlays consisted of the purchase of several thousand tractors to equip the newly created mechanized rural brigades. In the past Guinea has attempted more than once to organize its rural sector along collectivistic lines, with no lasting success; it has also tried to introduce tractors with no positive results. It is difficult, therefore, to believe that a combination of the two unsuccessful approaches would result in a more positive outcome, particularly as long as the fundamental problems of incentives for the rural producer are not satisfactorily solved. Even then, it would seem more prudent and more promising to attack the problem of modernizing Guinea's rural economy in a step by step fashion, rather than by trying - as is the case now - to change and improve the whole rural sector in one stroke. Even if the necessary financial means were available, absorptive capacity constraints would demand a more cautious approach.

3.16 Around 1974 the Guinean economy swung from a period of long stagnation into one of growth, which is almost certain to continue during the coming decade. Since 1974, production has increased by 7-8% p.a. in real terms and might expand faster over the coming years with little difference between GDP and GDY as the projected terms of trade show virtually no change. Even deducting the increasing transfer payments closely related to the mining industry, the expected real growth of 6.5-7.5% in GDY over an entire decade is a very satisfactory prospect indeed. It will result in an improvement of real per capita revenues of nearly

4-5% per year. Even more important will be the projected increase in exports and thus in import capacity, that might well average 11-14% per annum in real terms over the 1975-1985 period. In consequence the past serious foreign exchange constraint could be expected to ease considerably; while recent Government performance can be taken as an indication that Government will follow appropriate policies to take better advantage of the improving foreign exchange situation. Thus conditions seem to be ripe for more rapid economic development. Growth of resources (foreign exchange as well as budgetary revenues) over the next 10 years and for a long time thereafter will be dominated by what happens in the mining sector. By 1985 mining is likely to become the leading sector in local production reaching, or even exceeding rural value added; it will account for virtually all exports, for the bulk of Government revenues and for most of the country's investments.

3.17 In spite of the favorable long term prospects, Guinea still faces severe medium term difficulties and even under the best of circumstances higher export growth and capital inflows will not create enough foreign exchange to satisfy all the country's needs at once. During the remainder of the 1970s, the foreign exchange situation is likely to remain very tight, because a high proportion of the rapidly growing export proceeds will be needed to cover the foreign exchange costs of the mining ventures themselves; furthermore, foreign debt service requirements will remain a heavy burden. Thus, during these years, Government will enjoy very little flexibility to carry out more liberal import policies; even by keeping imports at a minimum, foreign debt arrears are likely to further increase until about 1980, except if foreign aid donors were willing to provide considerable amounts of balance of payments support, not tied to the financing of the foreign cost of new investments.

3.18 Beyond 1980 economic growth will depend critically on the speed at which Guinea will be able to further expand its mining sector. If all the mining projects presently under active consideration are completed by 1985 (including Nimba and Aye-Koye), the country will be likely to have overcome its foreign exchange constraints by the mid-1980's and could be expected to experience continuing rapid economic growth thereafter, with financing problems having ceased to be a serious constraint. However, should one of the two major mining projects mentioned above not be undertaken before 1985, there is a serious danger that Guinea will not be out of balance of payments problems by that time, and foreign exchange constraints will continue to hamper faster economic growth. Thus, Government performance in developing the country's mining resources is of overwhelming importance for Guinea's longer term growth.

3.19 These projections have another important bearing on future Government policies; they indicate quite clearly that for the next five years, continuing very careful foreign exchange management will be imperative in order to make the best possible use of limited foreign exchange resources. There will be no room for spectacular increases of imports, which makes it all the more important to establish import priorities carefully; imports of rural inputs as well as of consumer goods for the rural sectors ought to figure high on this priority list as should inputs for the manufacturing sector. Implementation of a monetary reform would make it much easier to stick to these priorities, as it would reduce the excessive amount of purchasing power accumulated in urban areas.

4. Foreign Assistance and Debt

4.1 In the past two years Guinea has been diversifying its sources of foreign assistance seeking aid from the West with whom relations have improved (notably France). They have obtained multilateral aid from ADB, EEC and IDA as well as from OPEC either directly (Algeria, Iraq, Libya) or indirectly through OPEC-financed development agencies (Kuwait Fund, Saudi Fund). Guinea has had a heavy foreign debt burden for many years, which has siphoned off an increasing portion of scarce foreign exchange. In spite of several debt rescheduling agreements, the situation became unmanageable in the early 1970's, and by mid-1976 Guinea had accumulated arrears of nearly US\$113 million, while debt service obligations in that year (excluding arrears) reached some \$80 million or over one fourth of total export proceeds. However, actual payments were at most 20% of what was due. Half of the arrears were due to socialist countries, primarily the USSR and China and some 44% to industrialized countries, particularly Germany. At the end of September 1976, total debt outstanding and disbursed, including payments agreements, reached some \$890 million; nearly 75% was in the form of long-term loans and only 13% was supplier credits. The USSR and China are by far the two largest creditor countries (holding 33% and 18% respectively of Guinea's total debt) while all Eastern Bloc countries together account for 58%; OECD countries hold close to one fourth, IBRD/IDA and the OPEC countries some 8% each, while minor amounts are due to a number of developing countries.

4.2. Although Guinea still faces an extraordinarily difficult debt situation in 1975/76, there had been some improvements since 1972. The total amount of outstanding and disbursed debt increased much more slowly than before. Since exports increased much faster, the relation of total debt outstanding to exports fell dramatically after having risen almost year by year before. Foreign debt also increased at a marginally slower pace than GDP.

DEVELOPMENT OF FOREIGN PUBLIC DEBT OUTSTANDING
Excluding undisbursed but including
bilateral payments agreements
(in million US\$ at current prices) /a

	<u>Total Debt</u>	<u>In % of exports</u>	<u>In % of GDP</u>
1963 Dec.	143.5	229	52
1968 Dec.	277.8	420	69
1972 Sept.	552.1	905	101
1975 Sept.	<u>840.8</u>	<u>365</u>	<u>100</u>

/a At Syll 19.65 the US\$.

4.3. The improvement is not only due to the slower increase in indebtedness over the past three years. Up to 1972 the massive inflow of foreign loan capital was not used in ways to create the debt servicing capacity necessary to assure its repayments. The factories financed with foreign funds worked badly if at all, and foreign borrowing also financed current consumption. However, the Boke and OBK mining projects, which accounted for most of the recent borrowing, are not only able to cover their own debt service but in addition will provide a substantial amount of freely usable foreign exchange to the Government in the form of taxes and profit sharing. Thus, for the first time, export proceeds have increased faster than total indebtedness, and while the short term outlook remains difficult, the longer term outlook has much improved.

GUINEA - Foreign Public Debt Outstanding (excl. undisbursed)
December 1976 - in million US\$

	<u>Supplier Credits</u>	<u>Private Bank Credits</u>	<u>Long Term Loans</u>	<u>Frame Agreements</u> 1/	<u>Total</u>
<u>OECD countries</u>					
US	-	-	43.5	-	43.5
Spain	34.8	-	-	-	34.8
France	40.8	-	4.3	-	45.1
Germany	12.7	-	24.6	-	37.3
Italy	4.2	12.9	-	-	17.1
Others	22.5	5.2	12.2	-	39.9
Sub-total	115.0	18.1	84.6	-	217.7
<u>East Block Countries</u>					
USSR			262.4	27.3	289.7
China			96.7	65.9	162.6
Yugoslavia			32.3	-	32.3
Others			34.0	-	34.0
Sub-total			425.4	93.2	518.6
<u>Developing Countries</u> of which OPEC	0.5	-	78.9 (68.9)	-	79.4
<u>International Organization</u>					
IDA			1.2		1.2
IBRD			66.1		66.1
ADB			8.3		8.3
Sub-total			75.6		75.6
Grand Total	115.5	18.1	664.5	93.2	891.3
Excluding frame agreements:					798.1

1/ Bilateral payments agreements including a certain but unknown amount of undisbursed.

G. THE STATUS OF BANK GROUP OPERATIONS IN GUINEA

1. Statement of Bank Loans and IDA Credits (as of Sept. 30, 1977)

<u>Credit/Loan Number</u>	<u>Year</u>	<u>Borrower</u>	<u>Purpose</u>	<u>Amount (US\$ million)</u>		
				<u>Bank</u>	<u>IDA</u>	<u>Undisbursed</u>
Loan 577-GUI	1968	Republic of Guinea	Boke	64.5		-
Loan 766-GUI	1971	Republic of Guinea	Boke Expansion	9.0		-
Cr. 569-GUI	1975	Republic of Guinea	Pineapple Pro- ject		7.0	5.4
Cr. 596-GUI	1975	Republic of Guinea	Highway main- tenance Project		<u>14.0</u>	<u>10.1</u>
			Total	73.5	21.0	15.5
			Of which has been repaid	<u>8.6</u>	-	-
				64.9		

2. Completed and Existing Projects

Bank loans for Boké: 557-GUI and 766-GUI

2.1 In 1966, the Bank made a US\$1.7 million loan (S1-GUI) for engineering studies for infrastructure related to development of the bauxite mine. This was absorbed into the 1968 US\$64.5 million -loan (557-GUI) for construction of the mining town-site and for port and railway facilities to provide a transportation system for export of the bauxite. The 1971 US\$9.0 million Boké extension loan (766-GUI) increased the evacuation capacity from the originally planned 6.6 million tons per annum to 9.2 million tons. This project has been completed satisfactorily about a year behind schedule. Despite the delays, the successful completion of the construction phase of both the mine and the infrastructure has demonstrated the feasibility of establishing large-scale mining ventures in Guinea. A reference brief on Boké is found in Part four of this section.

Daboya Pineapple Project: 569-GUI

2.2 In June 1975, a development credit of US\$7.0 million (569-GUI) was approved for a pineapple development project. The project consists of the development of a pineapple estate, assistance to small growers in the vicinity of the estate and provision for studies and project preparation in the rice and livestock fields. A more detailed brief on Daboya is attached in Part five of this section for reference on the field trip to the project site.

Highway Maintenance Project: 596-GUI

2.3 In December 1975, a development credit of US\$14.0 million was approved for this project which consists of a four year program to rehabilitate and initiate proper maintenance operations on 2,500 km of the highest priority primary roads in the country. The Ministry of Public Works has already carried out an emergency rehabilitation program to permit the transportation of some agricultural products. The Association accepted the Government's proposal to purchase hand tools for the populations of about 1,250 villages to perform light maintenance activities on the project roads; this effort will be complementary to the work to be done by mechanized brigades to be established under the project. Lack of coordination and control of project works is currently posing project implementation difficulties. The project is being closely supervised and the experience gained through project execution should ease the implementation of a second Highway maintenance project which is currently under discussion.

3. Prospective Projects

Education

3.1 A possible project was identified in October 1976, and agreement in principle was reached with the Government on its objective, specifically to help meet priority needs in manpower development for the industrial sector. Appraisal of this project is taking place between October 17 and November 12, 1977. Three major components are being considered: (i) establishment of a secondary vocational school to train skilled workers for the public works sector; (ii) establishment of an instructor training center to train and upgrade technical instructors for secondary vocational schools; and (iii) technical assistance and fellowships to support project planning and implementation. Total project cost is tentatively estimated at US\$8.0 million.

Water Supply and Sanitation

3.2 In January 1977, the Guinean Government approached the Bank for assistance in financing a first water supply and sanitation project in Conakry. About 18 percent of Conakry's 550,000 inhabitants are presently adequately served with potable water; the rest rely on questionable and polluted sources. Cholera outbreaks have occurred in 1971 and 1973 and health conditions in Conakry remain precarious. The project will consist of extending piped and safe water to about 52 percent of the 1982 population through minor reinforcement of production and storage elements, and major extension of distribution network and basic facilities (standpipes, private connections) to improve accessibility to good quality water. In addition, minor provisions for drainage improvement in flooded areas and for garbage collection will be incorporated to alleviate the present unhealthy situation in Conakry. The Guinean authorities have welcome IDA's assistance in the project preparation and appear receptive to suggestions made to them regarding the strengthening of the manpower, financial and organizational aspects of the entities responsible for operating the system. Government officials also mentioned that the Bank's assistance in reassessing their policies in the water and power sectors would greatly assist them in reviewing their current approach in the management of other industrial public enterprises. Appraisal of the project is scheduled for December 1977 and Board Presentation for FY79. IDA has earmarked US\$10.0 million for the project and ADB about US\$6.0 million; the Government's contribution would amount to the local costs (US\$4.0 million) and taxes (US\$3.0 million).

Power Distribution Project

3.3 The Government sees the rehabilitation of electric power facilities as an immediate priority and asked the Bank to participate in its financing in April 1977. The project is intended to rehabilitate and, possibly expand somewhat Conakry's electricity generating facilities and distribution network in order to improve the standard of service, extend service to areas not heretofore served, and strengthen the operating capability of the Power company (Société Nationale d'Electricité) and the financial position of the power sector. Some further preparation work is required before appraisal (scheduled for April 1978) can take place. The preliminary cost estimate for the project is US\$10.0 million, but firmer estimates will not be available until the completion of the technical studies.

Transport

3.4 A Second Highway Project could include a second phase of maintenance operations, reconstruction of certain bridges and hazardous road sections along the 2.500 km maintenance under the First Project, and expansion of facilities for servicing maintenance equipment. The Government is also interested in a possible component for developing planning capabilities in the responsible agencies and would be receptive to including in the project a study of transport investment (road vs. rail) in the important Conakry-Kankan corridor; execution of such a study by expatriate consultants with Guinean counterpart staff would help the latter acquire experience in planning techniques. The study would also be expected to

make recommendations for other projects suitable for financing by the Bank Group and other donors. CIDA has already expressed some interest in co-financing a second project. Project components will be discussed with the Government during the November supervision mission for the First Project.

Agriculture

3.5 Completion of feasibility studies for rice and for livestock (both financed under the Daboya Project) is expected by en-1977. A review of the draft documents indicates that further preparation work is required before projects in these subsectors could be appraised. BADEA has expressed some interest in co-financing the projects.

Urban Development

3.6 The Government is seriously concerned with the living conditions of the country's urban poor and has resolved to start rehabilitating the environment of the cities. Whereas it will focus initially on water supply and sewerage, the Government has also started to examine the housing needs of the urban poor, and has asked the Bank to assist in identifying the most appropriate methods to do this. At the Government's request, Bank missions visited Guinea last March and June, focussed on housing problems in Conakry, and recommended various low-cost solutions be examined. With the financial assistance of UNDP and UNCF, the Government will launch two small-scale pilot project, one in upgrading and sites and services and a second to examine the feasibility of various housing programs. The Bank will collaborate extensively in project preparation, and may participate in the financing of an eventual project which could include a sites and services component, slum upgrading, employment generation and the provision of social services and community facilities in low incomes areas.

Mt. Nimba Iron Ore

3.7 Following the Government's request for Bank assistance in developing the Nimba iron ore mine, a mission visited Guinea in late 1976 to discuss the preconditions for successful project implementation through the MIFERGUI Company. At that time, MIFERGUI had already decided to go ahead with detailed feasibility studies the contract for which has since been awarded to Kaiser Engineers (US). There is no doubt about the high quality of the ore deposit and the potential for successful development of the mine. However, among the stockholders of MIFERGUI -- a joint venture between the Government and several foreign partners, including two major French steel companies SOLMER and USINOR -- there is no major company experienced in iron ore mining; it is preferable that such a company be brought in as an operating partner in the project. The Government has indicated its willingness to consider participation of such a company, provided the other shareholders agree. US Steel has shown interest in the project but has so far declined to commit itself to the venture until the feasibility studies are available (sometime around June 1978). Further development of this project is based on the premise that the Government would continue to allow evacuation of Nimba ore through the LAMCO line in Liberia over the life of the project. No firm arrangement has been worked out with LAMCO yet, but there is agreement in principle between Liberia

and Guinea regarding use of the LAMCO line (the Government of Liberia is a 25% shareholder of LAMCO). We have consistently indicated to the Guineans that we would consider participating in financing of the mine and the related infrastructure if a satisfactory transport agreement can be arranged and if a major mining company can be added to the MIFERGUI group.



Record Removal Notice

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Correspondents / Participants
Pedro-Pablo Kuczynski HALCO (MINING) INC.

Subject / Title
Guinea - Compagnie des Bauxites de Guinée - Boké Mining Project

Exception No(s).

1 2 3 4 5 6 7 8 9 10 A-C 10 D Prerogative to Restrict

Reason for Removal
Information Provided by Member Countries or Third Parties in Confidence

Additional Comments

The item(s) identified above has/have been removed in accordance with The World Bank Policy on Access to Information. This Policy can be found on the World Bank Access to Information website.

Withdrawn by Trudy Huskamp Peterson	Date Apr 11, 2013
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5. Special Brief

DABOYA PINEAPPLE PROJECT (Credit 569-GUI)

\$7 million

Appraised:	November 1974
Signed:	July 1975
Effective:	October 1975
Completion:	December 1980
Disbursement as of September 30, 1977:	\$1.6 million (47% of appraisal estimate)

Background

5.1 Guinea was the first country in Sub-Saharan Africa to develop a major and sophisticated tropical fresh fruit industry. Initially the industry was based on bananas (100,000 t exported in 1955) and its technical standards were high and well supported by research. After independence many expatriate planters left the country and there was a breakdown in the organization of the industry. The banana trade declined and only 600 t were exported in 1973. This decline was somewhat compensated by the development of the fresh pineapple export industry which was stimulated by the prices paid by the USSR and East European countries. Exports of fresh pineapple grew till 1972 to 11,000 tons but started to drop from then on due to inability of the Government agencies to provide the research, extension, input supply and transportation services needed by growers. In the coming season 1977-78 exports will reach an all time low with 3,500 tons of which 1,000 would come from the project.

Project Description

5.2 The project is intended to rehabilitate the fresh pineapple industry and consists of:

- (a) establishing an irrigated pineapple estate of 420 ha;
- (b) providing some 300 small pineapple growers in the area with support services;
- (c) strengthening transportation, fruit handling capacity and marketing of fresh pineapples including studies to open up new markets in Western Europe;
- (d) providing technical assistance to help execute the project and train Guinean staff;
- (e) providing consultant services for the preparation of projects in the rice and livestock sectors.

At maturity, production of the fresh pineapples for export would total 10,000 tons from the project alone and research capacity and institution building are expected to generate further expansion of the pineapple industry. The total cost of the project excluding taxes was estimated at appraisal to be about US\$8.5 million with a foreign exchange component of 65%. The financing plan includes an IDA credit of US\$7.0 million, a government contribution of US\$1.3 million and pineapple growers' participation of US\$0.2 million.

Project Progress

The project has been facing some implementation problems and delays due principally to difficulties arising from a complicated bureaucracy, poor infrastructure and services, lack of basic supplies for the project and staff and the fact that this is the first Bank group operation in Guinea apart from the Boke mining loans. To help Government overcome these problems, the Bank has carried out intensive supervision with a mission about every quarter; the latest mission was in early October 1977. The project is now expected to be completed on schedule.

Progress of main components is as follows:

- (1) Irrigation works of the first 200 ha are under construction by a contract awarded through ICB; the contractor TECHISPAN, a Spanish firm, is not performing in a totally satisfactory manner. In July the construction of the pumping station was held up due to flooding of the site but work is scheduled to resume shortly.
- (2) Project buildings' construction is almost completed.
- (3) The outgrowers program has started with services and inputs provided to outgrowers in the immediate vicinity of the plantation. The project has also selected a 10 ha plot and is organizing a group of farmers to plant this area. This action will be extended to other groups next year.
- (4) A marketing study to determine outlets in Western Europe, methods of transportation and marketing procedures has been carried out by consultants and approved by Government. The first project pineapples will be exported to France next November. Government is expected to fix new prices after analyzing the results of this export drive.
- (5) The preparation of the rice and livestock projects is on schedule.

Main Issues

1. The performance of the contractor, which has given cause for concern has to be supervised closely. Should it appear that, contrary to current expectations, he is unable to complete the works satisfactorily, the contract should be cancelled. Alternatives for the completion of the works are being considered.
2. Production and marketing of fresh pineapples which will command the premium off season prices requires a highly efficient organization. While high quality production is reasonably assured under the project, marketing policies and mechanisms have to be established. The consultants study makes sound proposals to that effect and procedures will be tested in marketing the present crop.

3. Because of increases in civil work costs updated current estimates for total costs are US\$10.9 million as compared to US\$8.5 at appraisal. Financing of the cost overrun of US\$2.4 million which will be needed by early 1979 was discussed with Government who stated that financing will be provided from other sources.

Key Project Personnel

Responsible Minister: LOUIS HOLIE, has followed the project from the beginning and has full knowledge of all project aspects.

Project Manager: KABA SQUARE, Guinean agronomist, intelligent, dedicated, hard working, no experience with pineapples; learning quickly and growing in authority. Performing very well.

Plantation Manager: PHILIPPE BONAMOUR, French agronomist, long plantation experience in Congo; before joining post three months training in Ivory Coast pineapple Research Center. Performing very well.

Outgrowers and Research Officer: R. DE LA TOUCHE, French agronomist, same training as above. Dedicated. Performing very well.

Pineapple Consultants (production, research, marketing) IRFA. French Government Research Institute for Tropical Fruits. From inception of project provided senior Pineapple Specialist, Mr. C. Py, who, has worked in Guinea during pre-independence years. He makes frequent missions for supervision and training of managers.

October 13, 1977

AMEimarisl/m

6. Memorandum of Conversation

6.1 On Tuesday, September 2, 1977 Messrs. Chauffournier, de la Renaudière Gillette, Rabeharisoa, Eachmann, Boulch and Geli met with the Guinean delegation to the Annual Meeting led by Mr. Momory Camara, Governor of the Central Bank and the Bank's Governor, accompanied by Messrs. Touré (BGCE), Kondiano (Central Bank), Keita (Primature), and Ambassador to the U.S. designate Camara.

6.2 After confirming the invitation to Mr. McNamara to visit Guinea, Mr. Camara referred to the press reports of the women's riots in Conakry on August 27, 1977. He stated that the situation is now back to normal. However, following on these demonstrations the Party asked the workers' committees, Youth organization and women's union to respond to a set of specific questions regarding national policies. Examples of some of the more controversial questions are:

- a) Should the Party abandon the nationalization of trade and reinstate free trade?
- b) Should nationalization and price control of transport be abandoned?
- c) Should price control and official price fixing be abandoned for locally produced goods?
- d) Should the concept of production brigades (i.e. collectivization) be abandoned?

Mr. Camara said that the Party is now awaiting responses to these questions.

6.3 Mr. Camara then went on to describe the economic situation in Guinea emphasizing some ventures where the Bank might be of assistance:

a) Agriculture

Mr. Camara emphasized recent efforts to revise production norms to take natural regional variations into account. He also mentioned the efforts to improve the marketing of farm produce and to increase the supply of consumer goods to the rural areas in order to raise producer incentives. He specifically cited the price increase in coffee (from 17 to 34 Syllis per kilo) which was granted recently. He also stressed the need for action in the livestock subsector where the estimated population of animals has fallen from 1,937,000 in 1974 to a present 1,137,000. The Government has now organized fishing brigades and a survey of forest resources is now underway. Mr. Camara also mentioned the following developments: Lilya has entered into a joint venture with the Government to rehabilitate and expand the pineapple plantation and canning plant, SIFRA; a sugar cane plantation is proposed at Forecariah (1,200 ha), tobacco at Bayla and Sigiri, Quinquina at Sercion, and tea at Macenta. He also stated that an effort is needed to develop palm kernel plantation.

b) Industry

Mr. Camara described the progress in this sector: The Fruitaguinee (fruit juice) plant at Mamou has been rehabilitated; SOBRACUI (beer) at Conakry is under rehabilitation; the tea processing plant of Macenta is very old and needs rehabilitation ; the brick plant at Kaboya is stopped after a lightning bolt destroyed transformers; a study by Alusuisse laid out a plan for the rehabilitation of aluminium roofing, sheet metal and housewares of SOGUIFAB; the tobacco and matches plant ENTA is in need of urgent rehabilitation; the plastic molding plant of Conakry is now closed down.. He raised the possibility of Bank participation in rehabilitation of these ventures.

c) Mining

As regards the mining sector Mr. Camara stated that: Boké is running well; Friguia (Alumina) has not found the financing necessary to increase its output from 650,000 to 1,000,000 tons a year; the Kindia Bauxite mine (constructed by the USSR) is functioning --however, discussions of bauxite transfer prices have not yet reached any conclusion.

d) Infrastructure

Utilities: Mr. Camara stressed the urgency of action in the utilities sector. Conakry is on the brink of total disruption of its water and electricity services due to the imminent breakdown of the Grandes-Chutes power plant and damage to the dam. Other cities are also in deep need of water supply rehabilitation (Koundara, Mamou, Pita, Labe). A feasibility study of the telecommunication network has been completed and he would like financial assistance from the Bank for the continued development of this network.

Mr. Camara then terminated his speech thanking the Bank for its efforts and stressing the excellent relations between Guinean officials and Bank staff. He stressed that the Government is giving due attention to Bank advice.

6.4 Mr. Chaufournier confirmed the acceptance of the invitation extend to Mr. McNamara and early November was agreed upon for the visit. Mr. de la Renaudière pointed out that the Bank may not be the best source of help in telecommunications and that some ordering of priorities has to be made. He stressed the need for continuity of efforts (First Highway Project to be followed by a second one), and referred to projects under study (urban projects in Conakry, water and energy, rice, livestock).

H

GUINEA

H. UNDP ACTIVITIES

As of 30 June 1977

Project number and title	Code	Executing agency	Date approved	Estimated completion date	Estimated project cost (US dollar equivalent)	
					UNDP	Government counterpart contribution
<u>AGRICULTURE, FORESTRY AND FISHERIES (10501)</u>					<u>1,087,029</u>	<u>7,110,988</u>
GUI-64-503 FORESTRY TRAINING AND DEMONSTRATION CENTER	40	FAO	06/64	01/79	1,340,676	1,451,624
GUI-68-003 COFFEE DISEASE (PLANT PROTECTION)	10	FAO	12/68	01/77	17,149	
GUI-68-022 PALM OIL PRODUCTION	10	FAO	02/71	01/77	63,673	
GUI-70-518 DEVELOPMENT OF RICE CULTIVATION (PHASE II)	10	FAO	01/70	02/75	731,570	76,437
GUI-73-007 CONTROL OF THE MASAIC OF MANIAC	10	FAO	04/74	01/79	304,294	
GUI-73-010 AGRICULTURAL STATISTICS	80	FAO	12/73	01/77	162,600	975,709
GUI-73-011 CENTER FOR RICE PRODUCTION	10	FAO	08/74	01/79	612,450	
GUI-73-012 ASSISTANCE TO FORESTRY CENTER, SEREDOU	40	FAO	08/74	01/78	594,217	1,526,886
GUI-74-006 ASSISTANCE TO MARITIME STUDY AND RESEARCH CENTER	30	FAO	05/75	11/75	6,000	
GUI-74-012 VEGETABLE AND FOODSTUFF PROTECTION LABORATORY	10	FAO	10/75	01/75	256,000	256,344
GUI-74-020 ESTABLISHMENT OF A VETERINARY DIAGNOSTIC BUREAU AND IMPROVEMENT IN VETERINARY VACCINE PRODUCTION	20	FAO	11/75	01/80	400,000	1,760,364
GUI-74-021 CAMPAIGN AGAINST CATTLE DISEASE	20	FAO	10/75	12/78	408,900	1,264,089
GUI-74-022 CENTER FOR N'DAMA CATTLE STUDY, SELECTION AND REPRODUCTION	20	FAO	05/76	01/78	178,989	
GUI-74-023 DEVELOPMENT OF APICULTURE	20	FAO	08/75	01/78	150,000	53,720
GUI-74-024 DEVELOPMENT OF COASTAL FISHING	30	FAO	10/75	01/80	1,844,578	100,537
GUI-74-025 DEVELOPMENT OF RIVER FISHING AND PISCICULTURE	30	FAO	05/75	08/75	6,000	
GUI-74-030 EQUIPMENT FOR RURAL STUDY AND RESEARCH CENTERS	60	ILO	01/75	01/77	2,800	
<u>EDUCATION (15001)</u>					<u>870,255</u>	
GUI-67-510 WORK-ORIENTED ADULT LITERACY PILOT PROJECT	40	UNESCO	01/67	06/76	764,545	
GUI-68-013 SECONDARY TECHNICAL EDUCATION	22	UNESCO	12/68	02/74	100,200	
GUI-72-015 NATIONAL TEACHERS INSTITUTE, CONAKRY-PROGRAM	10	UNESCO	04/73	03/74	3,000	
GUI-73-008 EDUCATION AND SCHOOL PLANNING	10	UNESCO	06/73	08/74	2,500	
<u>GENERAL ECONOMIC AND SOCIAL POLICY AND PLANNING (20001)</u>					<u>2,349,598</u>	<u>1,625,751</u>
GUI-70-516 CENTRAL ACCOUNTING POOL FOR STATE ENTERPRISES	20	UN	06/70	01/76	316,986	
GUI-72-006 ADMINISTRATION AND FINANCIAL MANAGEMENT OF THE OFAB	20	IBRD	05/73	12/76	433,964	136,176
GUI-73-003 AGRICULTURE, FORESTRY AND FISHERY SECTOR COUNTRY PROGRAMMING	12	FAO	03/73	01/75	6,026	
GUI-74-003 NATIONAL CENTER OF RURAL DEVELOPMENT DOCUMENTATION AND INFORMATION	12	FAO	10/75	01/78	342,500	221,849
GUI-74-005 NATIONAL ACCOUNTING POOL FOR STATE ENTERPRISES	20	UN	07/74	01/78	1,275,500	1,267,516
GUI-74-901 COUNTRY PROGRAMMING EXERCISE	11	UNDP	04/74	05/74	4,518	
<u>HEALTH (125001)</u>					<u>771,352</u>	<u>529,593</u>
GUI-68-017 ENVIRONMENTAL HYGIENE	70	WHO	10/68	01/77	77,100	
GUI-68-018 TRAINING IN MEDICINE	30	WHO	12/68	01/75	24,806	
GUI-73-001 CONAKRY SANITATION IMPROVEMENT	70	WHO	05/75	01/78	489,271	59,054
GUI-73-002 ENVIRONMENTAL SANITATION AND HYGIENE	70	WHO	02/73	01/75	32,750	120,166
GUI-74-016 WORK SHOP FOR ELECTROMEDICAL EQUIPMENT REPAIR AND MAINTENANCE	10	WHO	05/75	04/77	131,500	210,731
GUI-75-001 CENTRAL LABORATORY FOR OCCUPATIONAL HEALTH SERVICES	10	WHO	11/76	05/76	15,925	

COUNTRY PROJECTS
AS OF 30 JUNE 1977

Project number and title	Code	Executing agency	Date approved	Estimated completion date	Estimated project cost (US dollar equivalent)	
					UNDP	Government counterpart contribution
<u>INDUSTRY (5000)</u>					153,208	552,734
GUI-68-019 INDUSTRIAL ECONOMICS	10	UNIDO	11/69	01/75	3,039	
GUI-71-522 MAINTENANCE AND REPAIR OF INDUSTRIAL EQUIPMENT	40	UNIDO	11/73	01/78	147,269	
P* GUI-71-801 INDUSTRIAL PROJECT EVALUATION	10	UNIDO	05/70	11/73	17,500	
L* GUI-71-803 ESTABLISHMENT OF A CONTROL LABORATORY IN THE FIELD OF VEGETABLE OIL AND ESSENTIAL OILS INDUSTRY	22	UNIDO	12/71	01/77	45,800	
GUI-72-007 INDUSTRIAL PROJECT EVALUATION	10	UNIDO	04/73	10/76	70,550	31,412
L* GUI-73-801 INDUSTRIAL PROJECT EVALUATION	10	UNIDO	05/70	02/74	10,000	
GUI-74-026 CONTROL LABORATORY IN THE FIELD OF VEGETABLE OIL AND ESSENTIAL OILS	24	UNIDO	11/75	01/79	103,460	362,324
L* GUI-74-026 CONTROL LABORATORY IN THE FIELD OF VEGETABLE OIL AND ESSENTIAL OILS	24	UNIDO	11/76	01/76	56,350	
GUI-75-003 ASSISTANCE TO ESTABLISH AN ALUMINUM WELDERS WORK SHOP	21	UNIDO	11/75	01/78	93,500	
L* GUI-75-008 AGRO-INDUSTRIAL COMPLEX FOR REFUSE DISPOSAL	24	UNIDO	05/76	01/77	58,400	
<u>LABOUR MANAGEMENT AND EMPLOYMENT (5000)</u>					173,936	281,542
GUI-72-014 NATIONAL VOCATIONAL SCHOOL OF BELLEVUE, CONAKRY	50	ILO	04/73	01/78	526,136	
GUI-74-013 STRENGTHENING OF EC'S LEVERAGE	10	ILO	03/75	01/78	68,500	46,660
GUI-74-032 CENTRAL RECORDS	30	ILO	10/75	01/79	75,300	234,582
<u>NATURAL RESOURCES (5000)</u>					1,223,400	573,680
GUI-74-014 ASSISTANCE TO THE NATIONAL HYDROLOGICAL BUREAU AND IMPROVEMENTS IN THE TURNING BASINS OF GUINEE MOYENNE	30	WHO	06/75	01/81	1,223,400	573,680
<u>RELIEF ACTIVITIES (6000)</u>					10,000	
*GUI-73-009 MEASURES AGAINST THE DROUGHT ALONG THE NORTHERN BORDER	40	UN	10/73	01/76	10,000	
<u>SCIENCE AND TECHNOLOGY (6500)</u>					525,363	1,860
GUI-68-023 METEOROLOGY (INSTRUMENTS)	50	WHO	01/71	01/75	486,488	
GUI-71-520 TECHNICAL TEACHER TRAINING INSTITUTE	70	UNESCO	01/72	01/76	6,336	
GUI-75-002 INSTALLATION OF A GEOCHEMICAL LABORATORY	30	UN	06/75	02/75	3,539	1,860
GUI-75-002 STRENGTHENING THE NATIONAL METEOROLOGICAL BUREAU (PHASE II)	50	WHO	10/75	05/76	429,000	
<u>SOCIAL SECURITY AND OTHER SOCIAL SERVICES (7000)</u>					18,000	
GUI-70-005 TRAINING IN SOCIAL SECURITY	10	ILO	12/70	01/77	18,000	
<u>TRANSPORT AND COMMUNICATIONS (7500)</u>					3,019,568	331,947
GUI-68-028 TELECOMMUNICATIONS (EQUIPMENT MAINTENANCE)	50	ITU	10/69	01/76	83,663	
GUI-72-011 IMPROVEMENT OF THE MANAGEMENT OF THE PORT OF CONAKRY	30	UNCTAD	02/73	01/77	15,650	
GUI-72-012 ASSISTANCE TO THE POSTAL AND TELECOMMUNICATION SCHOOL	60	UPU	02/74	01/76	1,250	
GUI-72-016 DEVELOPMENT OF TELECOMMUNICATIONS	50	ITU	05/77	01/79	882,200	176,154
GUI-74-002 CIVIL AVIATION ASSISTANCE	40	ICAO	12/74	10/75	722,900	114,067
GUI-75-005 EQUIPMENT AND REORGANIZATION OF THE PORT OF CONAKRY	30	UNCTAD	10/75	01/79	297,805	41,680

P* --- PROGRAMME RESERVE PROJECT
L* --- SPECIAL MEASURES FOR LOC PROJECT

COUNTRY PROJECTS
AS OF 30 JUNE 1977

Project number and title	Code	Executing agency	Date approved	Estimated completion date	Estimated project cost (US dollar equivalent)	
					UNDP	Government counterpart contribution
L* GUI-75-005 EQUIPMENT AND REORGANIZATION OF THE PORT OF CONAKRY	30	UNCTAD	11/76	01/78	516,000	
<u>TOTAL</u>					<u>17,591,652</u>	<u>11,548,497</u>
OF WHICH						
IPF PROJECTS					<u>16,532,084</u>	<u>11,548,497</u>
PROGRAMME RESERVE PROJECTS					<u>22,018</u>	
SPECIAL MEASURES FOR LDC PROJECTS					<u>1,136,550</u>	



I. THE NEWS MEDIA IN GUINEA

The media is governed by the Guinean Democratic Party (PDG). The Minister of Information and Ideology is Mr. Semeynou Behansin.

(a) Newspapers

Horoya

This is the official party newspaper, published daily in French by the Government Press Service in Conakry. It has a circulation of 10,000. Mr. Musa Dumbuya is the editor.

In addition there are periodical publications that include one weekly paper, an official gazette, and a trade union journal.

(b) Radio

An effective government broadcasting service, Radio Guinea, is on the air for 11 hours a day, broadcasting in French, English, Portuguese, Arabic and National languages.

(c) Television

Established only three months ago.

(d) News Agencies

There is no national news agency. Foreign agencies represented in Conakry include Novosti and Tass.

Information and Public Affairs Department
October 18, 1977

OFFICE MEMORANDUM

TO: Mr. Chaufournier
THRU : Mr. de la Renaudiere
FROM: M. J. Gillette *MJG*
SUBJECT: GUINEA - Security Conditions

DATE: October 19, 1977

Attached are some indications of current difficulties in Guinea. Although reports from exiles probably stretched the truth, there is clearly something going on and you may wish to advise Mr. McNamara accordingly. P. P. Kuczynski told me that HALCO knew nothing about the purported incidents in Boké; but he also said that the Minister of Mines had begged him not to come to Guinea until after the end of October. We have not had as yet a report from R. Rabeharisoa, but he will be in Paris the week of October 24 before returning to Guinea and we can check with him then.

MJGillette:ptt

GUINEA

ACCORDING TO EXILED OPPONENTS
DISTURBANCES MAY HAVE LEFT SOME FIFTY DEAD

"Popular uprisings" against the regime of President Sekou Touré may have left some fifty dead on October 2 and 5 in several cities of Guinea, according to a statement made by Mr. James Soumah, on behalf of the Guinean Coordination Committee for the Defense of Democratic Freedom, in a communique published in Paris on Friday, October 7.

According to Mr. James Soumah, these events took place in the cities of Conakry, Bendi, Tamara, Kindia, Famoriah and Boke (in the southwest of the country). It would appear that the Governors of these three last cities were killed during these incidents and that most other victims were women.

These disturbances, if confirmed - as the authorities in Conakry have so far not mentioned them - would follow several manifestations organized since August 27 by Guinean women and condemned several times by President Sekou Touré.

GUINEAMR. SEKOU TOURE WISHES PARIS TO "CONSIDER NEW MEASURES"
AGAINST EXILED OPPONENTS

The Thirtieth National Council of the Guinean Revolution (C.N.R.) opens today, Monday, October 10, in Conakry's People's Hall. It is expected that this supreme body will establish itself as a "Revolutionary Court" to try the people who were arrested following the anti-Government manifestation that took place on August 27 and in which women were mostly involved. Extraordinary sessions of workers, women and youths organizations have in most cases requested the death penalty for the accused. Furthermore, the Regional Revolutionary Councils have been meeting since October 2. They are, at the request of President Sekou Touré, to decide on the "continuation or suspension of the revolutionary process".

According to the Conakry radio, the present session of the National Council will give the people an opportunity to "prove their undivided loyalty to the regime and this requires that the traitors in their midst who are making an attempt against the regime, be eliminated".

On the other hand, the Guinean President expressed the wish, on Saturday, October 8, that "new measures be considered" by the French Government to avoid the "repetition of events similar to the aggression perpetrated on September 28 by exiled opponents against the Guinean Embassy in Paris". In his reply to the message sent to him by Mr. Giscard d'Estaing on October 2, on the occasion of the Guinean National Day, Mr. Sekou Touré states his belief that such events "can only undermine the worthwhile task undertaken by our two Governments" and his conviction that "bilateral relations of friendship and cooperation will be strengthened" -AFP., Reuter).



HOTEL BEAU-RIVAGE GENÈVE

TÉLÉPHONE : (022) 31 02 21
TÉLÉGRAMMES BEAURIVAGE
TÉLEX : 23 362

cc Mr. Gillette

OCT 7 1977

NEWS ITEM IN TODAY'S
"TRIBUNE DE GENÈVE"

... (5000 fr.) chacun, mais cet argent a été

Des incidents auraient fait près de 50 morts en Guinée

Paris (AFP). - Des «soulèvements populaires» contre le régime du président Sekou Touré auraient fait, les 2 et 5 octobre, une cinquantaine de morts dans plusieurs villes de Guinée, affirme M. James Soumah, au nom du comité de coordination pour la défense des libertés démocratiques de Guinée, dans un communiqué remis vendredi à la presse à Paris.

Selon M. James Soumah, ces manifestations auraient eu pour théâtre les villes de Conakry, Benty, Tamara, Kindia, Faramah et Boke (dans le sud-ouest du pays) et les gouverneurs de ces trois dernières villes auraient été tués au cours de ces incidents dont les victimes seraient en majorité des femmes.

Ces incidents, s'ils se confirment - car les autorités de Conakry n'en ont jusqu'ici pas fait mention - feraient suite, notent les observateurs, à plusieurs manifestations organisées depuis le 27 août dernier par des femmes guinéennes et dénoncées à plusieurs reprises par le président Sekou Touré.

Ces manifestations ont au départ opposé des commerçantes de Conakry à la police économique, pour protester contre «les tracasseries» qu'elle leur faisait subir. Les incidents ont pris assez d'ampleur pour que le chef de l'Etat les évoque publiquement et les attribue «à des agents de la cinquième colonne camouflée derrière le paravent des femmes et des jeunes».

W.D.

Rec'd.: **OCT 13 1977**

A. F. ...

Mr. Bussab K1

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Attaché ...

Reply date: *[Signature]*

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Guinée

Selon des opposants en exil

DES TROUBLES AURAIENT FAIT UNE CINQUANTAINNE DE MORTS

Des « soulèvements populaires » contre le régime du président Sekou Touré auraient fait, les 2 et 5 octobre, une cinquantaine de morts dans plusieurs villes de Guinée, affirme M. James Soumah, au nom du Comité de coordination pour la défense des libertés démocratiques de Guinée, dans un communiqué diffusé à Paris vendredi 7 octobre.

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Guinée

M. SEKOU TOURÉ SOUHAITE QUE PARIS « ENVISAGE DE NOUVELLES DISPOSITIONS » CONTRE LES OPPOSANTS EN EXIL.

Le trentième Conseil national de la révolution guinéenne (C.N.R.) s'ouvre, ce lundi 10 octobre, au Palais du peuple de Conakry. On s'attend que cette instance suprême se constitue en « tribunal révolutionnaire » pour juger les personnes arrêtées après la manifestation antigouvernementale du 27 août dernier qui regroupait surtout des femmes. Les congrès extraordinaires des organisations de travailleurs, de femmes et de jeunes ont, pour la plupart, réclamé la peine capitale pour les inculpés. En outre, les conseils régionaux de la révolution siègent depuis le 2 octobre. Ils doivent, à la demande du président Sekou Touré, se prononcer sur « la poursuite ou l'arrêt du processus révolutionnaire ».

Selon la radio de Conakry, l'actuelle session du Conseil national sera l'occasion pour le peuple de « prouver son adhésion totale au régime, ce qui exige que les traîtres qui, en son sein, attentent à son pouvoir, soient éliminés ».

D'autre part, le président guinéen a souhaité, samedi 8 octobre, que de « nouvelles dispositions soient envisagées » par le gouvernement français pour éviter le « renouvellement d'événements semblables à l'agression perpétrée le 28 septembre par des opposants en exil contre l'ambassade de Guinée à Paris ». Dans sa réponse au message que M. Giscard d'Estaing lui avait adressé le 2 octobre à l'occasion de la fête nationale guinéenne, M. Sekou Touré juge que des tels événements ne « peuvent que saper l'œuvre méritoire entreprise par nos deux gouvernements » et se dit « persuadé que les relations bilatérales d'amitié et de coopération vont se renforcer davantage ». — (A.F.P., Reuter.)

OFFICE MEMORANDUM

TO: Mr. Xavier de la Renaudière

DATE: October 28, 1977

FROM: Heinz Bachmann *Bachmann*

SUBJECT: President Sékou Touré's Books given to Mr. McNamara

1. In Spring 1976, President Sékou Touré addressed to Mr. McNamara volumes XX and XXI of his works, entitled "For a Popular and Revolutionary Economy", and "Revolutionary Strategy and Tactic". The two books were specially bound in red, with the dedication to Mr. McNamara printed in gold letters on the cover; they were signed personally by President Sékou Touré.

2. Both volumes are now at the Joint Library.

cc: Mr. Koch-Weser

HBachmann:11b

COMPAGNIE DES BAUXITES DE GUINEE

OPERATING REPORT

Fourth Production Year
(Year ending 30 September 1977)

SUMMARY

The Fourth Production Year (1 October 1976 through 30 September 1977) was certainly a successful one. The total quantity of bauxite shipped included 7,211,647 tons of metallurgical grade material (calculated at 3% moisture) plus 60,371 tons of calcined grade bauxite. These figures represent 100% of forecasted amounts.

Among the noteworthy production statistics for the year should be included:

- (1) two months (March and June) during which over 800,000 tons of bauxite were exported from Kamsar;
- (2) the month of March during which twenty-one ships were loaded;
- (3) some 12,900 tons of bauxite calcined during the month of May, and
- (4) total bauxite shipments since 1973 having passed the 22,000,000 ton mark.

Operating revenues exceeded \$ 170,000,000 whereas taxes paid to the Government of Guinea totalled \$ 65,800,000 (estimated). These figures represent substantial increases over 1976 when exports of 6,275,850 tons generated revenues of \$ 128,000,000 and tax payments of \$ 46,895,397. The operating loss-carry-forward from earlier years was entirely liquidated in 1977 and dividends were paid to Halco for the first time.

Meetings of the Board of Directors were held in Conakry in October, December and March, whereas the Advisory Committee met in November, February and May. The institution of the Advisory Committee as a forum for open discussion on matters pending before the Board of Directors has greatly facilitated the rational search for solutions to difficult problems. Recommendations submitted by the Advisory Committee now serve as the basis for the agendas established for subsequent Board Meetings.

OPERATIONS

At the Sangarédi mine, preliminary work was started on development of the second level. This work will continue in 1978, although some 22,000,000 tons of ore still remain on the top bench.

Diamond drilling of the Sangarédi ore body was carried out, and a detailed evaluation of the deposit completed. As a result the original ore reserve estimate has been slightly increased, and accurate information on the monohydrate content of the ore has been obtained which will facilitate alumina production planning at various plants throughout the world.

At Kamsar further modifications were made to the car elevator and crusher system, thus considerably reducing maintenance costs. The dryers have been redesigned to prevent further mechanical failures, whereas shiploading operations have been facilitated with the installation of a new pan feeder system over the main conveyor on the bauxite jetty.

The capacity of the chemical laboratory was greatly increased with the installation of atomic absorption equipment. The laboratory was thus able to extend its services to cover the geological exploration program at Sangarédi and to act in support of the Ayékoyé bauxite/alumine project.

The calcining facility at last achieved its design specifications with a future production capacity of 120,000 tons per year now considered a reasonable objective. An intensive sales effort by our European representative has developed markets which will probably be able to absorb total production capability in the coming years, thus offering an optimistic picture in terms of future profitability. Inadequate storage at Kamsar for calcined product now appears to be the most serious drawback to this program.

The water supply system, particularly in regard to shortages during the dry season, was greatly improved with the construction of a low dam across the Tinguilinta at the Batafong pumping station.

ADMINISTRATION

A significant improvement to the Kamsar organization was carried out at the managerial level resulting in a reallocation of major responsibilities. All activities now come under three division managers reporting to the General Manager and/or the Assistant General Manager. Mr. R.R. CHEYNE has been named Operating Manager; Mr. Frank GAUTHIER, Financial and Materials Services Manager; and Mr. Roch BOLSVERT, Administrative Manager. All three of these managers are on loan to CBG from Alcan.

The roles of Halco's office in Pittsburgh and Boké Service Company in Brussels were clarified for the Board of Directors. It was

made clear that services emanating from these offices would be provided only at CBG's request and would remain under CBG's control. Several inspection visits to Pittsburgh and Brussels were made by representatives of the Government during the year.

The Centre Industrialisé de Perfectionnement was completed in March of this year, and training activities have been greatly intensified as a result. Some fifteen professional instructors are now assigned to the CIP covering a wide range of specialties. It is likewise expected that the number of authorized overseas training programs will be increased in 1978, thus permitting CBG staff to acquire the experience necessary to accept greater responsibility within CBG.

Efforts towards rapid Africanization of CBG continued with approximately twenty-five positions Africanized during the past year. This process has been greatly facilitated by the creation of a Comité de Développement de l'Organisation within CBG and the establishment of a mixed Commission on Africanization in accordance with the Government's suggestion. The functioning of these two groups has helped assure a logical and objective approach to Africanization.

A reduction in the Conakry office payroll was not achieved during the year in spite of management's efforts to carry out the recommendation of the Board of Directors. Social pressures, practical considerations and administrative difficulties have all made such a reduction impossible to date.

FINANCIAL

Comparison of budget-to-actual costs for the year showed a favorable balance of approximately 1.9%. Final figures have yet to be established, but operating costs fortunately remained relatively stable throughout the year.

In accordance with the decision of the Board of Directors, all accounting services were transferred from Pittsburgh to Guinea. Financial control is now fully exercised from Kamsar with only support services provided from Pittsburgh.

Verification of CBG's Construction Balance Sheet continued during the year with further progress made towards final acceptance of the accounts. It is estimated that the amount remaining to be fully justified by CBG is less than \$ 2,000,000.

GENERAL

The Company actively pursued its efforts to improve the housing situation for its employees. Some fifty "X" houses were completed at Kamsar and Sangarédi plus eight Poutalo houses at Kamsar. A \$ 1.7 million interim housing program was authorized by the Board as part of the 1977 capital expenditure program. At Kamsar a start has been made on the construction of quarters for seventy-two (72) bachelors and trainees plus ten (10) families. Additional units at Sangarédi are also budgeted for calendar year 1977.

A \$ 15 million three-year housing program was approved in principle by the Board of Directors. The program was reviewed extensively during the year, and the assistance of the World Bank was requested in establishing terms of reference for the program. In view of the complexity of the problem and the substantial cost involved in infrastructure improvements, however, the scope of the project was subsequently reduced somewhat below World Bank proportions. CBG's engineering department, together with Servizi Tecnici Internazionali (I.T.S.) of Rome, have now prepared a final project proposal for consideration by the Advisory Committee.

CBG's working relationship with OFAB continued to be frustrated by the difficult financial situation of OFAB. A comprehensive amendment to the Railway-Port Project Agreement was submitted to the Advisory Committee for consideration. Such amendment, if adopted, will improve OFAB's financial situation and will allow greater control by CBG over the management of the infrastructure. This should result in significant cost savings while permitting more efficient operations.

CBG continued to provide assistance to ONAH for the distribution of fuel to MDR-Boké. Some 4,500 tons of gasoline and diesel fuel passed through CBG's installations and were delivered into ONAH's tank trucks. CBG was also able to ease a gasoline shortage in Conakry during September with an emergency delivery of fuel destined for Kamsar.

The Company provided support services to the Ayékoyé exploration project through an assistance agreement signed with Alusuisse. It is believed that the work at Ayékoyé was greatly facilitated and significantly accelerated by such cooperative effort.

LJJ/t1

Kamsar, November 7, 1977.

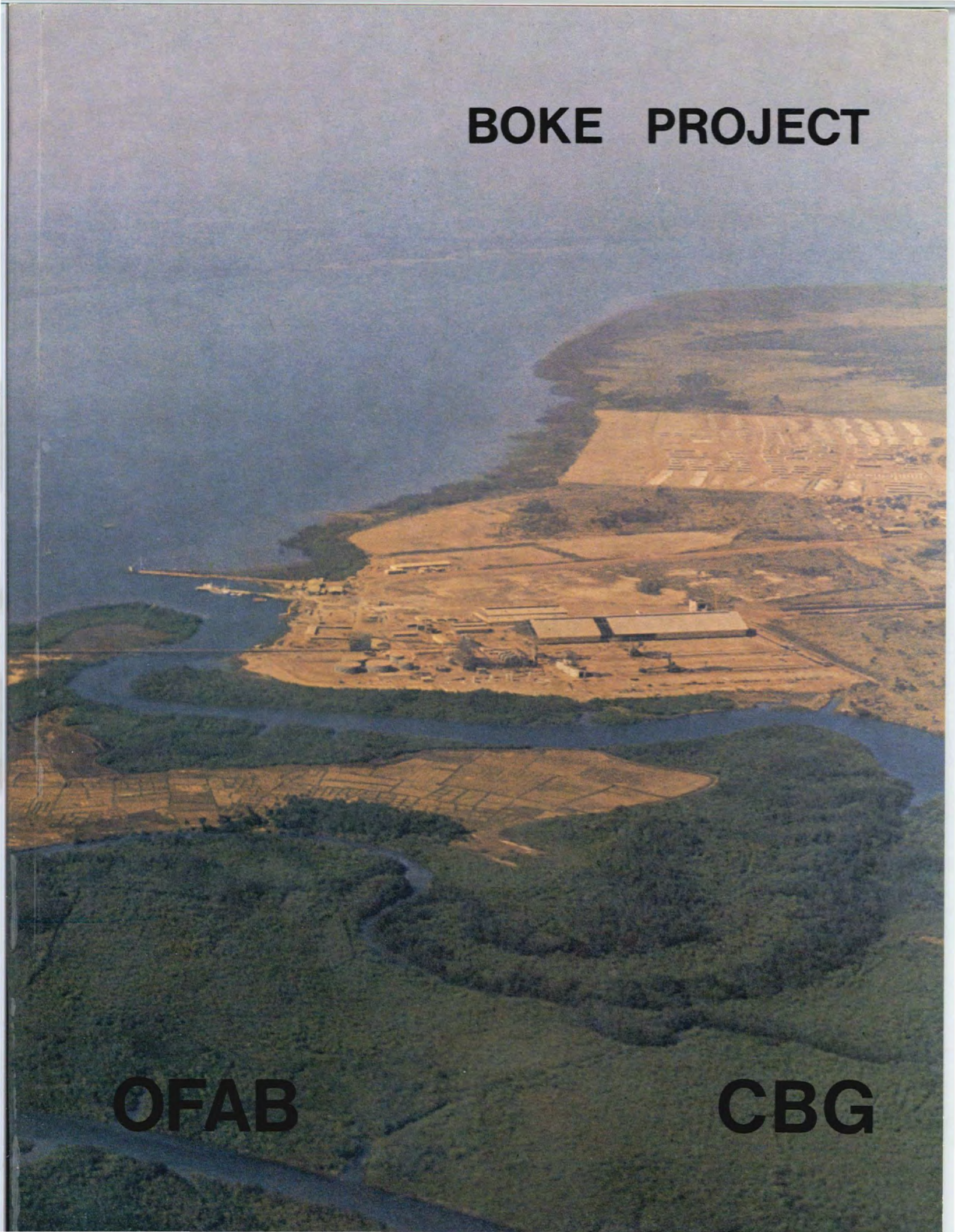
COMPAGNIE DES BAUXITES DE GUINEE

OPERATING STATISTICS
STATISTIQUES D'EXPLOITATION
(Metric Tonnes)

	<u>1973</u>	<u>1974</u>	<u>1975</u>	<u>1976</u>	<u>1977</u>
CRUSHING/BROYAGE	403,694	3,669,653	5,574,761	6,871,443	7,848,182
DRYING/SECHAGE	236,643	2,882,569	3,881,369	5,852,522	6,794,524
CALCINING/CALCINATION		1,750	2,412	16,850	72,739
SHIPPING METAL GRADE EXPEDITION BAUXITE METAL.	127,650	3,623,850	4,962,680	6,369,790	7,357,671
SHIPPING CALCINE GRADE EXPEDITION BAUXITE CALCINEE				15,387	60,371
SHIPS LOADED MINERALIERS CHARGES	5	104	135	140	191
TOTAL TONNAGE SHIPPED END SEPTEMBER 1977 TONNAGE TOTAL EXPEDIE FIN SEPTEMBRE 1977					22,544,399
GUINEAN EMPLOYEES EMPLOYES GUINEENS		2,010			
EXPATRIATE EMPLOYEES EMPLOYES EXPATRIES		145			

Kamsar, le 8 novembre 1977

BOKE PROJECT



OFAB

CBG

BOKE PROJECT
Républic of Guinée



THE VERY Democratic Revolution is based on fundamental principles, which concurrently express and justify its treble meaning, historic, social and human.

Continuous promotion of human welfare is always the focus point of the activities and actions required to truly translate and actualize the aims of the Revolution through time and space, for the benefit of the People.

This welfare is the synthesis of the immaterial and material attainments originating in the intellectual and physical effort of the People and Man and in the inmost insertion of this latter in a community which grows fairer and fairer and debars any kind of exploitation of the ones by the others.

In the revolutionary concept, international cooperation is the free, equalitarian cooperation entered into by the will of two responsible entities, not belonging to a same Nation, to increase their experience in the field of the struggle engaged to better master nature and the forces that are adverse to their aims and to develop their capability of solving in the best possible way the problems of their future.

The forces that are adverse to one Party may not be hostile to the other Party; they may even be favourable to this other Party. The futures of both Parties may even be antagonistic and often they are. This however, is not in contradiction with the necessity of international cooperation, but rather shows and finely delineates the rules of such a cooperation if neither Party is to act against its essential interests which may be opposed to the interests of the other Party, in the overall situation, but convergent in a particular joint venture which each of the associated Parties expects to be successful.

The activities based on the cooperation between our Government and private partners are numerous, but if this cooperation is to be fruitful and beneficial, it implies careful compliance by both Parties with the rules on which the prosperity and the profit-earning capacity of the joint, bilateral or multilateral venture are based.

To fulfil completely its obligations in the scope of the infrastructure of the Project, the Republic of Guinea, by Decree N° 425/PRG dated December 31, 1965, organized a Guinean public institution, endowed with financial autonomy and legal status, called Office d'Aménagement de Boké (O.F.A.B.).

This organization, OFAB, will be used as the chief element of the social and economic development of the whole north-west region of Guinea, in close and permanent cooperation with the other regions of the Nation and in strict conformity with the socialist line of development enacted by the G.D.P.

In accordance with article 6 of the basic Agreement signed with HALCO, the Guinean Government will receive 65 % of the profits while the other 35 % are reserved for the foreign partners. But the Government of the Republic of Guinea obtains other substantial prerogatives and advantages.

The various responsibilities, technical or administrative, must be assumed by Guinean Nationals whose efficiency, technical skill and exactness in carrying out their duties will satisfy both Parties.

Guinean ore carriers may participate in the transportation of ore up to 50 % of the exports.

Finally, as stated in the preamble of the Agreement, the Parties commit themselves to extend as rapidly as possible their activities, beyond production of metallurgic and calcined bauxite, to production of alumina and aluminium.

These are the essential provisions contained in the Agreement signed on October 1, 1963 between the Government and the private partners of C.B.G. These bold arrangements reflect a philosophy which is undeniably new in the field of industrialization and foreign private investment in Africa.

Since they are new, uncommon, bold, it is natural that the strangest, the fanciest and most malicious comments have been spread and fostered in circles that are hostile to our popular form of Government and our country, specially concerning alleged concessions that would have been made to American capital or even complete renunciation, by the Guinean Party, of sovereign

national rights. Guinea deliberately refused to answer this insidious campaign and set against it the serenity that becomes in such a case, because she was relying on her rights and above all on the rightful inrerests of her People.

Experience demonstrates that islands of prosperity are usually targets of attacks. Everybody is perfectly aware of this. In numerous parts of the world and more and more often the old structures of cooperation are being reworked, or completely new structures are being designed which better protect the interests involved.

Such is the case for the copper mines in Chile, the former Union Minière of Congo (Zaire) and the recent agreements signed by Algeria, Nigeria and Iran concerning hydrocarbons. A similar change is occurring in the Republic of Guinea with the Compagnie Internationale d'Alumine de Fria, which ranks eighth in the world by its production and whose part in the Guinean Economy, is naturally appreciated. The urgency of the readaptation of its structures as generated by the colonial rule to the requisites for a dynamic and harmonious development has been recognized. After negotiations which recently arrived at a conclusion, Guinea will play a still larger part in the organic structures of this important industrial complex.

In the name of the People of Guinea and its various partners, we give all official and private authorities full credit for their various forms of support which made it possible to materialize the actual operation of the Boké Mining Project.

The partners may be assured of full care and complete security in a trustful and honest cooperation wherein Guinea wishes to make all possible efforts to guarantee the perfect profit-earning capacity of the young Compagnie des Bauxites de Guinée.

The dynamism and efficiency of the struggle for economic and social progress will depend on our resolution to constantly increase the intellectual and technical capabilities of every Guinean man or woman and on our consistent will of turning each village community into a modern economic production unit and a cultural center. International cooperation depends on this imperative which it makes more constraining.

Indeed, international cooperation is considered by the People of Guinea as a requisite of the historical progress to which all Peoples of the world are unanimously and deeply striving.

The sole certain means of harmonization between a developed world and a world in course of development consists in setting up friendly cooperation between Nations, based on mutual deference to the options taken by each party and reciprocal benefit.

Since it is free and contractual, this cooperation may not be compared with the unnatural association forced on some Peoples by the colonial or neo-colonial fact. To stand and to develop constantly the goals to be reached and the line adopted, cooperation must be based on Equality, Respect, Liberty and contain, Loyalty and Efficiency.

Liberty, Equality and Responsibility of the partners in the attainment of common aims certainly constitute the most reliable fundamental of the uprightness without which no enterprise can be jointly conducted.

The Guinean People is still convinced that world peace in justice and the chances of development, depend on fair economic relations between Nations, regardless of race or colour.

The Guinean regime is a form of government which bases its political strength, economic progress and moral influence on the conscious will, rightful desires and creative action of the People. In comparison with the recent past of our country which suffered from foreign rule and irresponsibility for its fate, our regime is carrying on a global Revolution whose essential features are national unity and progress of the People, use by all and everyone of the democratic rights, conscious and joint commitment to ensure human happiness by work, justice and solidarity, strong and non-differential economic, social and cultural development turning each rural or urban community into a prosperous collectivity able to progress successfully in all fields. The philosophy and ideology of the « P.D.G. » are based on all these principles.

After this short introduction, we would like to express to all our partners and friends our faith and our confidence. We are now engaged in a joint work, huge by its size, exalting by its aims, original by its nature and which must be deeply human in its objects. Success becomes a must for all of us. This success is possible. It is consistent with the stability of our political structures, with their sound democratic nature, with the unity and enthusiasm of our populations. The success will be complete if, beyond mining of bauxite, the Guinean State treads its way toward progressive and complete industrialization of this country so abundantly endowed by nature and if, from this initial source and with an intensive effort of planned work, the People creates the conditions required for an integrated economic promotion resulting from rational development of all the resources of this north-west region of Guinea.



AHMED SEKOU TOURE,
PRESIDENT OF THE REPUBLIC OF GUINEA.



History of the project

The existence of bauxite deposits in Guinea has been known for numerous decades; indeed in 1819, laboratory tests made at the Royal School of Mines of Paris on samples of ore extracted in the Boke region revealed the existence of a high alumina content in the mineral. During the 20th century, several explorations of the Boke region were made by representatives of large aluminum producers and the earlier determination of the existence there of large quantities of high quality bauxite was confirmed. In October 1963, an agreement was signed between the Republic of Guinea and Harvey Aluminum Co. of Delaware; whereby a jointly-owned company, Compagnie des Bauxites de Guinée (CBG), was established to develop the deposits of bauxite in the Boke region.

During the next several years, negotiations among the Republic of Guinea, Harvey Aluminum Company of Delaware and a number of primary aluminum producers led to the participation in the project by such producers through acquisition of shares in Halco (Mining) Inc. (formerly Harvey Aluminum Company of Delaware).

CBG was established, with an ownership of 49 % by the Republic of Guinea and 51 % by Halco. The participation by primary aluminum producers in the Boke project is accounted for by the interest that such producers have long had in Guinea, which is one of the leading countries insofar as the potential production of bauxite is concerned. Moreover, Guinean bauxite ranks amongst the best in the world, since it may contain over 65 % of aluminum oxide.

Consistent with her policy of national independence, the Republic of Guinea undertook to arrange for the construction of the infrastructure of the project; i.e. the ore loading harbour, Kamsar Townsite and Sangaredi/Kamsar railroad. CBG undertook to develop the mining project concurrently.

It comprises Sangaredi Townsite and the mining installations proper, ore car unloading, crushing, storage, drying and calcining, intermediate storage and ship loading facilities, and associated facilities such as housing, workshops, power plants, etc...

The total cost of all the facilities — infrastructure and mining projects — was initially estimated at \$185,000,000. The total cost

of the infrastructure was estimated at \$84,500,000, of which \$64,500,000 was to be furnished by International Bank for Reconstruction and Development (World Bank) and the balance by the U.S. Agency for International Development (AID). These loans were granted in September 1968. An additional loan was granted by the World Bank in May 1971, in view of the fact that Halco and the Republic of Guinea had agreed to expand the annual production of 4,760,000 metric tons initially planned to 9,000,000 metric tons. The mining project has been financed through a combination of equity and loans from private sources.

For a variety of reasons, the cost of the total project — infrastructure and mining projects — is expected to be in excess of \$300,000,000.

Construction started on October 3, 1969. First bauxite shipments are scheduled to start in August 1973.

OFAB and CBG Offices in Conakry.



THE DEVELOPERS

OFAB

An Agency of the Guinean Government

Office d'Aménagement de Boké - OFAB

Owner, developer and operator of the infrastructure : railway, townsite, port,...

and

51%

HALCO

Alcan Aluminium Limited	27 %
Aluminum Company of America	27 %
Martin Marietta Aluminum Inc.	20 % (1)
Vereinigte Aluminium-Werke A.G.	10 %
Aluminium Pechiney	10 %
Montedison	6 %
	100 %

(1) wich absorbed Harvey Aluminum

49%

REPUBLIC OF GUINEA

CBG

A Delaware Corporation registered in the Registry of Commerce of Conakry, Guinea, in compliance with the laws of Guinea.

Owner, developer and operator of the mining and industrial facilities.

Mineral resources and geography of Guinea

The Republic of Guinea, proclaimed on October 2, 1958, after she voted for independence on September 28, 1958, is situated on the western coast of the African continent.

Its area is approximately 246,000 km² and its population more than 5 million inhabitants. The capital, Conakry numbers 450,000 inhabitants.

Maritime Guinea

Maritime Guinea is the country's open window on the ocean, with a coast of approximately 550 km.

Mount Kakoulima (1003 m.), the Kaloum Peninsula where Conakry is located, are the only significant points above sea level.

The most important rivers that fall into the ocean are the Konkoure River, the Fatala River, the Tinguilinta River extended

by respectively the Rio Pongo, the Rio Nunez and the Rio Compony.

The main cities are Conakry, Kindia, Dubreka Boffa, Boké and Forrecariah.

Mineral resources are naturally considerable as Maritime Guinea harbors the rich bauxite deposits of Sangaredi (Boké Project), Kindia (common Guinea-USSR venture) and Fria, the latter to yield about 1,000,000 metric tons of alumina.

Middle Guinea or Fouta Djalon

This is the only entirely mountainous region of the Republic of Guinea. Actually, the altitude, there, is rarely less than 750 meters.

The highest points of this region are Mount Loura (1515 m) near Mali and Mount Tinka (1425 m) on the Dalaba Plateau.

Large rivers originate in the Fouta Djalon: the Bafing, Senegal, Gambia, Konkoure, Fatala and Tinkisso rivers.



Typical landscape.



The major towns are Labé, Gaoual, Mamou, Mali, Dalaba, Pita, Tougué and Koundara.

Large bauxite deposits exist in the Fouta Djalou : Tougué (Guinean-Swiss project).

Upper Guinea

The outstanding feature of Upper Guinea is the drainage basin of the Niger river. The average altitude of the region is approximately 420 m. Rivers are not numerous and mainly consist of the Niger and its affluents : Tinkisso, Niandan, Milo and Bakoy.

The main cities are Kankan, Faranah, Siguiri, Dabola, Kouroussa, Dinguiray and Kerouané.

As far as the mineral resources are concerned, Upper Guinea has gold, diamonds and also bauxite (Guinean-Yugoslavian common venture of Dabola). A railway, 662 km long, links Kankan to Conakry.

Forest Guinea

The outstanding feature of Forest Guinea's landscape is composed of diversified hills and mountains. The highest points are Mount Lele (Mount Konosso, 1346 m), the range of the Ziama mountains (1387 m), the range of the Simandou mountains (Pic de Fon, 1656 m) and Mount Nimba (1752 m).

The main rivers are the Diani, Nianda, Milo and Makana rivers.

The major towns are N'zérékoré, Guéckedou, Macenta, Kissidougou, Beyla and Yomou. The main mineral resources are the large Mount Nimba iron-ore deposits, the mining of which is under study. A railway line has to be built to take the iron-ore to the sea ports, as well as the exportable agricultural products, the expansion of which always suffered from the lack of economic communication lines.

*
* *

All the regions which have been briefly described are part of a dynamic country, with a promising economic future, with a number of industries including mining ventures being added to the traditional agriculture-inclined economy.

Moreover, the Guinean territory offers extremely favorable tourist prospects due to the large variety of its features and the beauty of its landscapes as well as the friendly welcome of its people. Pacific and dynamic, the people of Guinea offer, in a disturbed world, the image of nation in full expansion, struggling with faith and courage to achieve a balanced economic development.

Bauxite

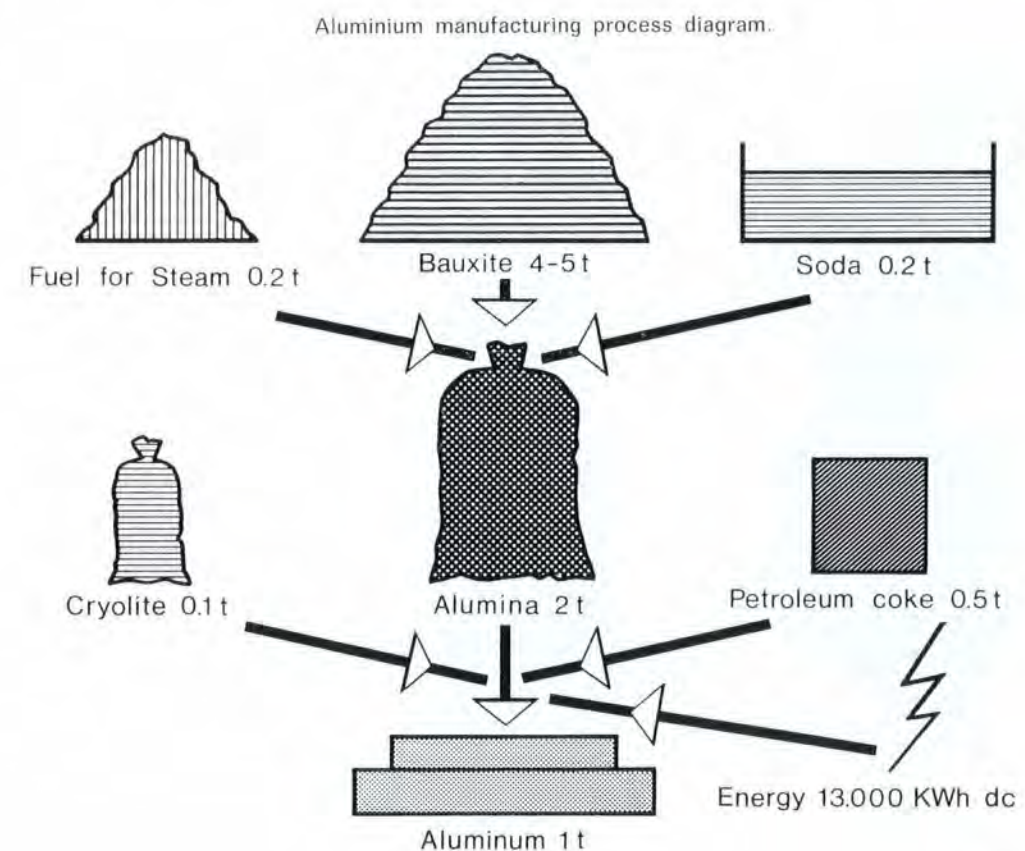
Bauxite is the main raw material source of aluminum, the most abundant metallic element in the earth's crust. Bauxite consists of hydrated aluminum oxides — chemical combinations of alumina and water — usually associated with minor quantities of oxides of iron, silicon and titanium.

Bauxite results from the weathering and alteration — laterization — of parent rocks over extended periods of geologic time.

Under favorable conditions of temperature, rainfall and composition of parent rock, chemical reactions occur, dissolving and carrying away certain elements, leaving as residue a concentration of hydrated aluminum oxides known as bauxite.

The chemical laterization process occurs primarily in regions which are now or were in the geologic past moist and tropical in nature. Notable producers of bauxite are : The Republic of Guinea, Ghana, Surinam, Guyana, Jamaica, Australia, France, Arkansas in the United States.

Alumina is contained in bauxite either in the form of trihydrate or a mixture of trihydrate and monohydrate aluminum oxides.



The trihydrate form is specially favorable to the extraction of alumina by the Bayer process since it is easy to attack bauxite with caustic soda at moderate temperatures of approximately 140°C.

Manufacture of alumina by the Bayer process consists of digesting the ore in a solution of caustic soda, heated to a temperature which depends on the composition of the particular bauxite, and of precipitating by cooling the dissolved alumina. The alumina is collected on filters, then dried, calcined, and shipped to aluminum smelters.

Alumina is obtained by electrolysis of a molten bath of alumina containing cryolite.

The metal is liberated at the cathode and is collected in liquid form at the bottom of the electrolytic cells from which it is tapped and cast in ingots.

The two stages of the aluminum manufacturing process with bauxite of average quality are outlined below.

In 1971, world consumption of bauxite used for aluminum production was in the range of 65 millions tons.

Between 1900 and 1971 annual world production of aluminum grew from 5,700 tons to over 10,800,000 tons.

Bauxite on Sangaredi mine tableland.



The Port of Kamsar (under construction).

Construction

Development of the Boké Project, as described in the following pages, raised a large number of technical problems to be solved by the Owners, the Consulting Engineers, and the Companies undertaking construction work.

Only a very limited infrastructure was available in the beginning. It consisted primarily of an existing wharf at Kamsar and the remainders of camps used during the preliminary reconnaissance survey in 1966-1967.

The small existing harbor had to be developed before worksite construction equipment and material could be off-loaded from arriving ships.

An access channel had to be dredged to allow arrivals of 4,000-ton ships and an additional wharf had to be built.

The existing wharf was equipped with a high-capacity derrick crane to unload heavy plant equipment and materials.



Track laying.



Pile boring pontoon.



The Kamsar area before the works.

In less than 3 years, the newly developed construction port received over 350,000 tons of cargo (building materials, construction equipment, plant equipment and operations materials).

New camps were built to house the workers and worksite staff.

Construction of a temporary hospital and the installation of automotive repair shops, warehouses, a water supply network, radio links, etc. were granted priority.

Roads were developed and several fords had to be crossed by temporary or permanent bridges.

Living conditions at the worksite improved considerably, thanks to local and imported supplies.

In the scope of the general economic policy of the project, the areas selected for the port and industrial facilities required implementation of the most modern techniques.

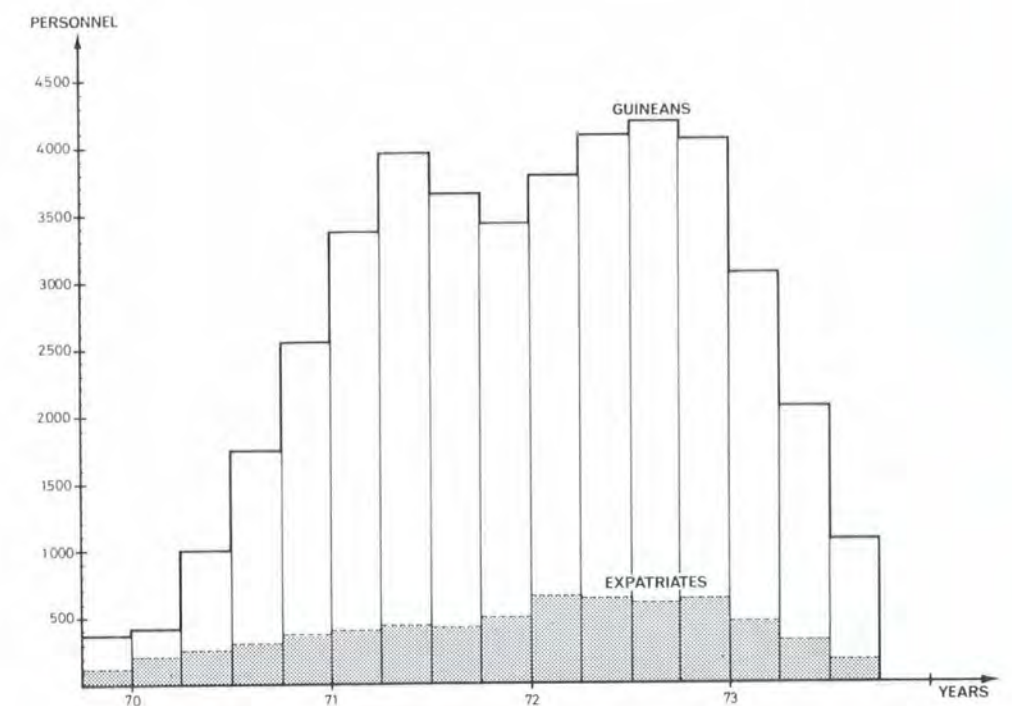
The access channel was dredged down to a depth which will permit the passage of ships drawing 32 feet of water, at mid-rising tide.

The surface layer of poto-poto in the industrial and townsite areas of Kamsar had to be removed because it was not suitable as a base for buildings. It was replaced by sand and other less compressible materials filled in by the hydraulic process.

The wharf and jetty in the ore loading port, as well as the main buildings in the industrial area, had to be founded on long piles to a great depth.

The layout of the 135 kilometer railroad to the Sangaredi plateau required complex design studies and involved the excavation of millions of cubic meters of dirt and rock.

Diagram of personnel employed for the works.

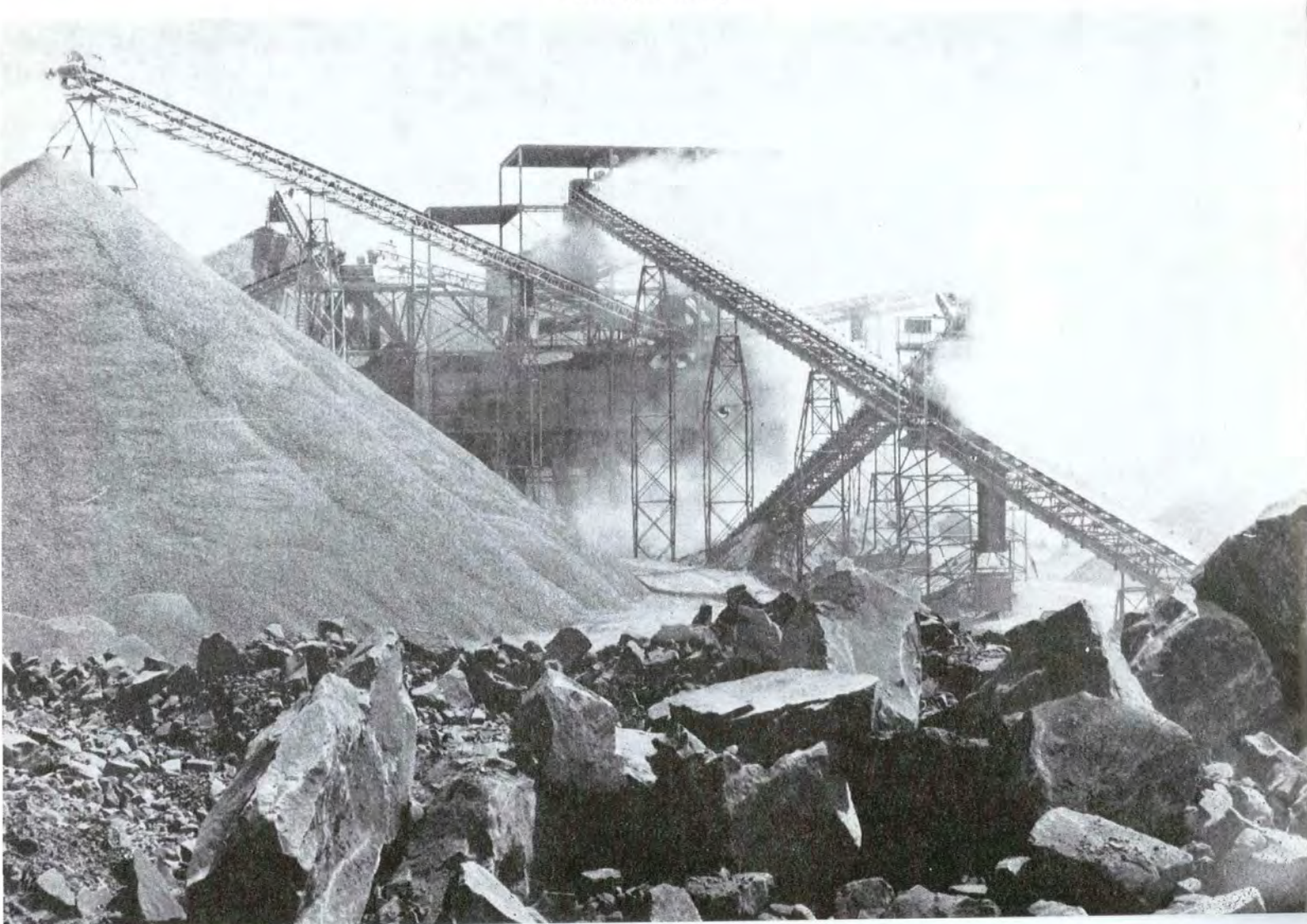


Guinean and expatriate workers had to be brought into the Boké Region to complete the work within the time allowed. The number of Guinean and expatriate workers assigned to construction is outlined in the graph below.

The main construction stages can be summed up as follows.

- a. Installation of Civil Engineering worksite equipment, dredging and soil improvement in the Kamsar Area : September 1969 through July 1970.
- b. Civil Engineering works including the railroad : July 1970 through end of 1972.
- c. Infrastructure of the Kamsar plant : early 1971 through early 1973.
- d. Kamsar townsite and road infrastructure : September 1970 through June 1973.
- e. Erection of electrical and mechanical plant : end of 1971 through mid-1973.
- f. Sangaredi townsite and industrial area : early 1972 through mid-1973.

Kassongoni Quarry.



Buoy in the access channel.

The infrastructure project

Introduction

At the same time as the concession for mining the bauxite deposits in the Boké region was granted to Compagnie des Bauxites de Guinée, the Guinean Government committed itself to build the infrastructure required for the development and operation of the mining project.

The infrastructure to be built had to comprise a complex of coordinated elements to remove the ore from the mine and load it on the ore carriers ; i.e. :

- a railroad, to carry the ore from the deposit to the coast,
- a harbor townsite, with the infrastructure required for future development, including sanitation of the inhabited region,
- floating equipment and harbor facilities,
- harbor works required for berthing and loading large ore carriers,
- an access channel in the Rio Nunez estuary allowing incoming and outgoing ships to maneuver.

Moreover, this infrastructure had to be so designed as to cope with, from the very beginning, a traffic of several million tons per year and which would very rapidly increase to a much larger volume after a few years of operation.

Access Channel

The port of Kamsar, located as mentioned above on the east shore of the Rio Nunez estuary, is built approximately 3.5 km south of a rocky headland called Pointe Malouine, which constitutes the north end of a 20 km long estuary.

Approximately 5 km south of Pointe Malouine, a more or less rocky shelf, called Ile de Sable, is located in the middle of the river and divides the estuary into two branches, called respectively « east channel » and « west channel ». Configuration of the ebbing currents is such that it was necessary to dredge a fairway through the east channel to give access to the port of Kamsar. Dredging was carried out to allow the passage of ships drawing 32 feet of water departing Kamsar on the mid-rising tide.

The dredged channel is 17 km long approximately and consists of an outer channel, 7 km long approximately, exposed to the ocean swell and an inner channel, 10 km long approximately, where only small waves, due to local winds, may develop. The result of this situation is that the outer channel has to be kept at a somewhat greater depth than the inner channel.

To prevent excessive maintenance dredging costs, maximum use had to be made of the natural run of the deep waters and this run had to be altered as little as possible by deepening and broadening.

For this reason, the loading wharf had to be built in deep waters in spite of the high cost of a long approach jetty.

Moreover, it was specified that, in the loading basin, the depth at low tide had to be 13 to 14 meters.

In addition a polygonal turning basin, 300 m. across, has been dredged upstream of the loading wharf to a depth of 10.50 m., since it would only be used by empty ships sailing in and turning before berthing or riding at anchor in the mooring harbor.

After loading, an ore carrier may have to await favorable conditions for sailing and give up her berth along the wharf. For this purpose, a 13 meter deep waiting basin was dredged in the upstream prolongation where two anchor buoys and three fendering piles were placed to belay the ship until the tide would rise in the estuary allowing her to sail out to sea.

Harbor Installations

The harbor facilities located along the Rio Nunez estuary near the mouth of the Dougoufissa creek consist of two structures built on piles : the loading wharf and the approach jetty.

The wharf, 260 meters long and 18 meters wide, is built on a series of portal frames spaced 7.2 meters apart.

The deck consists of transverse and longitudinal beams, 2 m. high, cast in situ, and of a 50 cm. thick slab cast in reinforced concrete prefabricated elements, constituting the formwork.

To prevent large transverse stresses which might occur when a heavy vessel is berthing, the fendering system of the loading wharf consists of separate individual tubular steel piles driven every 21.6 meters in front of the wharf and independent of it.

The shiploader runs on this wharf, on an 11-meter wide track whose gauge is calculated to support this machine weighing 320 tons. The wharf also supports other equipment, especially the structure of the belt conveyor feeding the gantry shiploader and the water and fuel piping systems.

The loading wharf is linked to the land by an approach jetty, 1,800 meters long and 8 meters wide. It consists of 128 bays, with a span of 12 meters each.



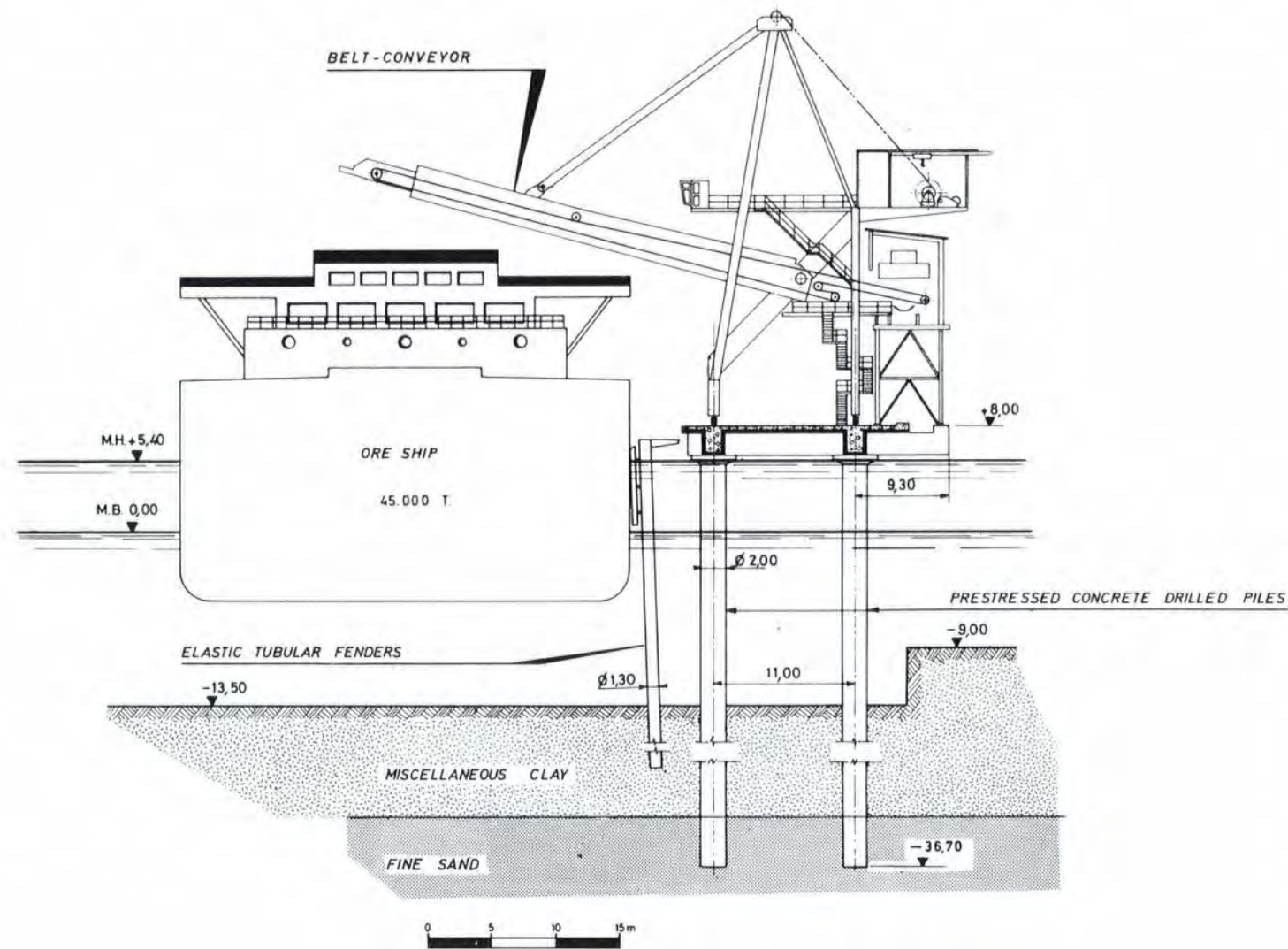
The deck consists of precast reinforced concrete beams, placed with a crane fitted on a pontoon. This structure is covered with a concrete slab cast in situ which makes the whole a solid entity constituting a carriage way capable of withstanding the traffic of 15-ton trucks.

The mechanical equipment consists of a structural steel gallery carrying the 1,600 mm. wide belt conveyor, capable of carrying 4,250 tons of ore per hour, and the water and fuel piping systems.

HARBOUR OF KAMSAR

LOADING WHARF

TYPICAL SECTION



Cross section of the loading wharf.

Floating Equipment and Harbor Facilities

A coastal and harbor tugboat and motor launches had to be purchased for the harbor service, which includes a pilot service for sea-going ships from the mouth of the Rio Nunez estuary to the loading wharf.

These vessels have the following characteristics :

Tugboat :

- overall length : 28 m.
- width : 8.3 m.
- speed, without load : 10 knots
- tractive force : 10.5 tons

The tug is powered by a 900 HP diesel engine revving at 750 RPM. It is equipped with a small 3-ton derrick crane which can reach out 3 meters over the side.

Motor Launches :

- overall length : 13 m.
- width : 3.45 m.
- cruising speed : 9 knots
- main engine : 145 HP at 1,500 RPM

Coasting tugboat.



Besides this fleet, there are two 25 m. long, 8.15 m. wide barges, each powered by a 157 HP, 1,800 RPM engine.

Navigational aids consists of a series of light-buoys fitted with radar reflectors marking the ship route from the open sea to and through the access channel leading to the ore loading harbor.

The port facilities comprise warehouses to store the townsite consumer goods, including cold rooms and freezers to store meat and other perishables.

The two-story maritime office building houses the maritime traffic department, the customs office, health and immigration office, and a radio station capable of communicating with ships on the high seas.

The inner port of Kamsar also includes the old wharf restored to receive the first supplies for the Boké project. Furthermore, a temporary wharf was built to receive the building materials required for the construction of the Project. Both structures lie in the estuary of the Dougoufissa and allow 4,000-ton ships to berth. A stationary derrick crane capable of hoisting a maximum weight of 125 tons has been erected on the outer end of the existing wharf.

Kamsar Townsite.



The Townsite

The Kamsar townsite infrastructure consisting of roads, sewer system, power distribution system, water distribution, hospital, school, commercial center, sports fields, police station, fire house, post telephone and telegraph, etc. constitute part of the total infrastructure owned, operated and administered by OFAB.

In addition to the Kamsar townsite infrastructure described above, there exists also, as part of the total infrastructure, the housing for OFAB personnel.

Several surveys conducted in the past have shown that the selected area offers the best conditions from a geographic and climatic as well as a human point of view.

Landward winds bring some freshness during the day and a gentle seaward breeze causes a temperature drop at night. The townsite was located 1 to 2 km. from the industrial area and port to minimize the possibility of airborne dust being a problem.

A surgical operation at Kamsar Hospital.



An extensive drainage and diking system is planned in connection with mosquito control. This, together with a spraying program and medical prophylaxis, will be organized for malaria control.

In order to meet the requirements laid down by the Guinean Government, the townsite was planned to allow a subsequent development, in stages, of the town which, designed to house a population of approximately 5,000 at the beginning, has an ultimate capacity of 15,000 inhabitants in its final stage. The residential area has, therefore, been divided into three approximately equal parts.

The first part, now under development, is entirely located within the sanitized area of approximately 100 ha., which is enclosed by a 15 km. perimeter of dikes and drains. Because of this arrangement, the nearest areas where conditions favorable to the hatching of anopheles larvae might exist is at a distance of 2 kilometers.

The main road to the townsite joins the existing road linking the port to the town of Boké, near the local railroad station. This road has a 6.5 m. wide asphalt covering, with 2.5 m. wide shoulders.

Kamsar schoolhouse.



Administration Building at Kamsar.

drains, wide sidewalks and trees and bushes on both sides. This road, which can be doubled for two-lane traffic at a later stage, separates the part of the townsite which is presently under construction from the part to be built later.

A secondary road leading to the community buildings crosses the main road in the center of the townsite now under construction.

Town life will develop along both these roads. The commercial center is located at their intersection.

The community buildings include a schoolhouse with about twenty classrooms, public service buildings, an administration center, a post office and a sports ground. The commercial center has a department store, a market place lined by a number of covered stalls and a service station with a repair shop.



B-type house at Kamsar.

A sixty-bed hospital is under construction, and an area has been designated for the possible construction of a hotel. Residential areas have been built on both sides of the secondary road; the areas with lower population density (35 inhabitants per square hectare) lying nearest to the road.

In the areas with a higher population density (approximately 120 people per hectare), space has been provided for the future construction of shops and stalls, play areas, and meeting places.

The open space behind the rows of houses will be an ideal playground away from the danger of traffic.

Kamsar has its own sports ground comprising a football field, 3 tennis courts, 2 volley-ball and 2 basket-ball courts.

Housing

The average density of the town population is 60 inhabitants per ha approximately.

There are four types of OFAB and CBG houses :

- the B-type House (for management and senior staff)
- the C-type House (for staff)
- the D-type House (for skilled workers)
- the E-type House (for laborers)

The size of the houses can easily be adapted to suit families of any size. The duplex B- and C-type houses have partition walls that can be removed, allowing the number of bedrooms to be adapted to the requirements of the moment.

The number of bedrooms of D- and E-type houses can be adapted to the requirements by adding extra rooms built with low-cost standard components.

Public Utilities

The infrastructure provides for distribution of water to the townsite, the port area and to the C.B.G. industrial site; distribution of power to the townsite and the internal port area; sewage in the total townsite and internal port area; telephone service to the whole townsite and port area with trunk lines to C.B.G. exchanges.

Drinking Water Supply System

Surveys of the underground sheets of water have shown that their output would never meet the requirements, and it was decided to consider them as a possible emergency reserve. A pipeline, 250 mm. in diameter, had to be built between Kamsar and the Tinguilinta River near Boké, 60 km. away. The water is filtered at the Boké water treatment plant before being pumped into the line.

At Kamsar, the water is stored in an underground concrete tank. A set of three pumps with a capacity of 250 cu. m. per h. each, pumps the water into the 1000 cu. m. steel tank of the water tower, 40 m. above the ground.

The supply network is based on an average daily consumption of 200 to 250 liters per inhabitant. It is made of steel pipes. Furthermore, some 50 hydrants are distributed all over the townsite area.

Kamsar Water Tower.



Boké Water Pumping Station.

Electric Power Supply

A 6 KV cable transports electric power from the C.B.G. power plant in the industrial area to a main substation. From this main substation, power is distributed to eight 250 to 400 kW. low voltage transformers. The distribution system of the infrastructure is split into two networks : one supplying the port area and the other supplying the townsite and public buildings with power.

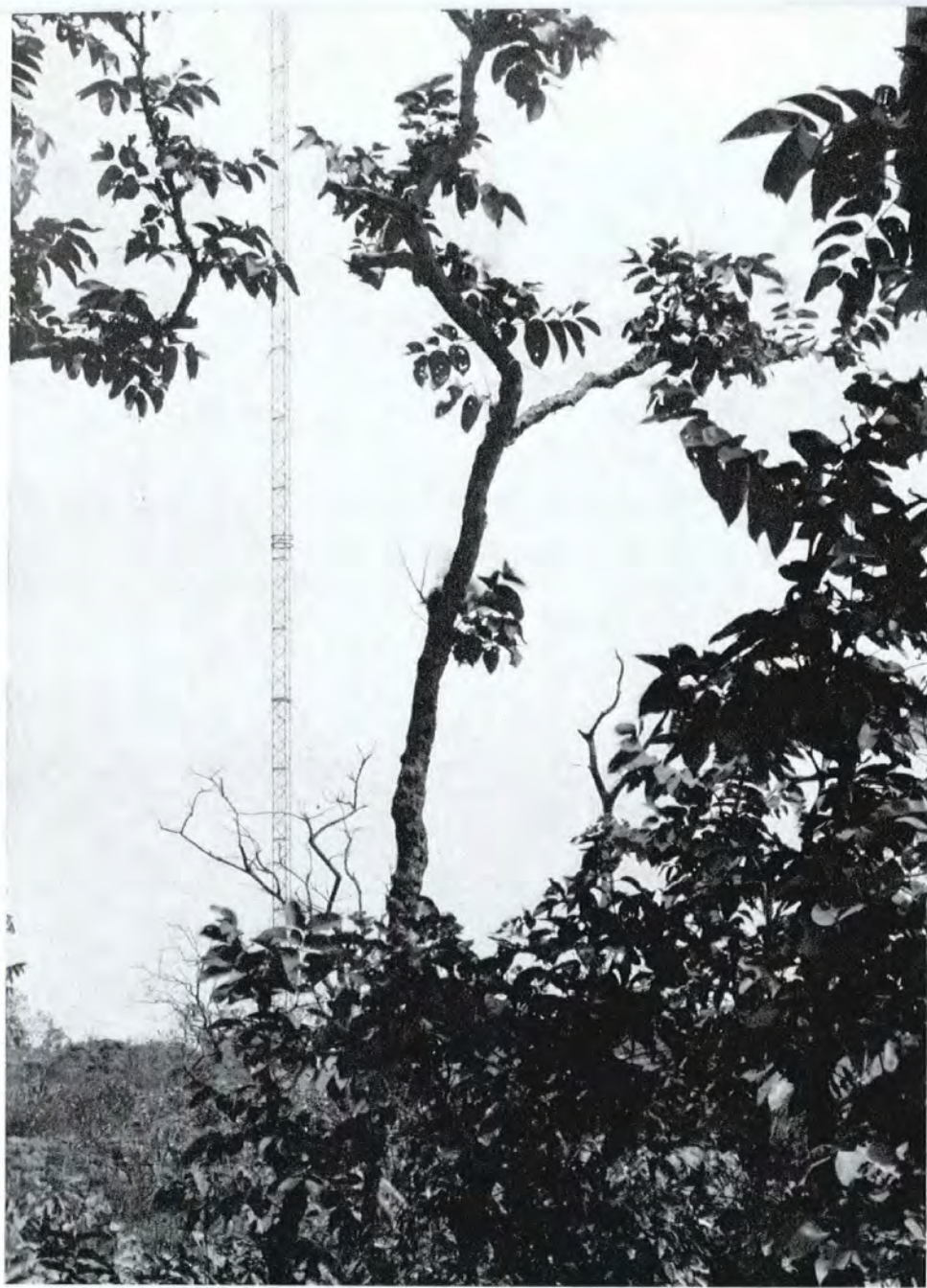
Telephone System

The telephone system of the infrastructure comprises a central exchange with 300 lines allowing for unlimited extension and three auxiliary exchange desks; one at the administration center, one at the maritime office, and one at the hospital.

Radio System

Several radio links have been set up with a view to future operation. The first network links Kamsar, Boké, Sangaredi and Conakry.

The railroad will have its own network comprising mobile sets on the locomotives, tractors and inspection cars as well as one sta-



Gobiré radio station tower.

tionary set at both line terminals. The central station at the Kamsar OFAB station can call any of the mobile units or railroad stations.

The radio network of the port consists of one stationary central desk located at the port administration building. The loading wharf supervisor having his office at the corner island has one mobile set and three more are at the disposal of the tugs and port service boats.

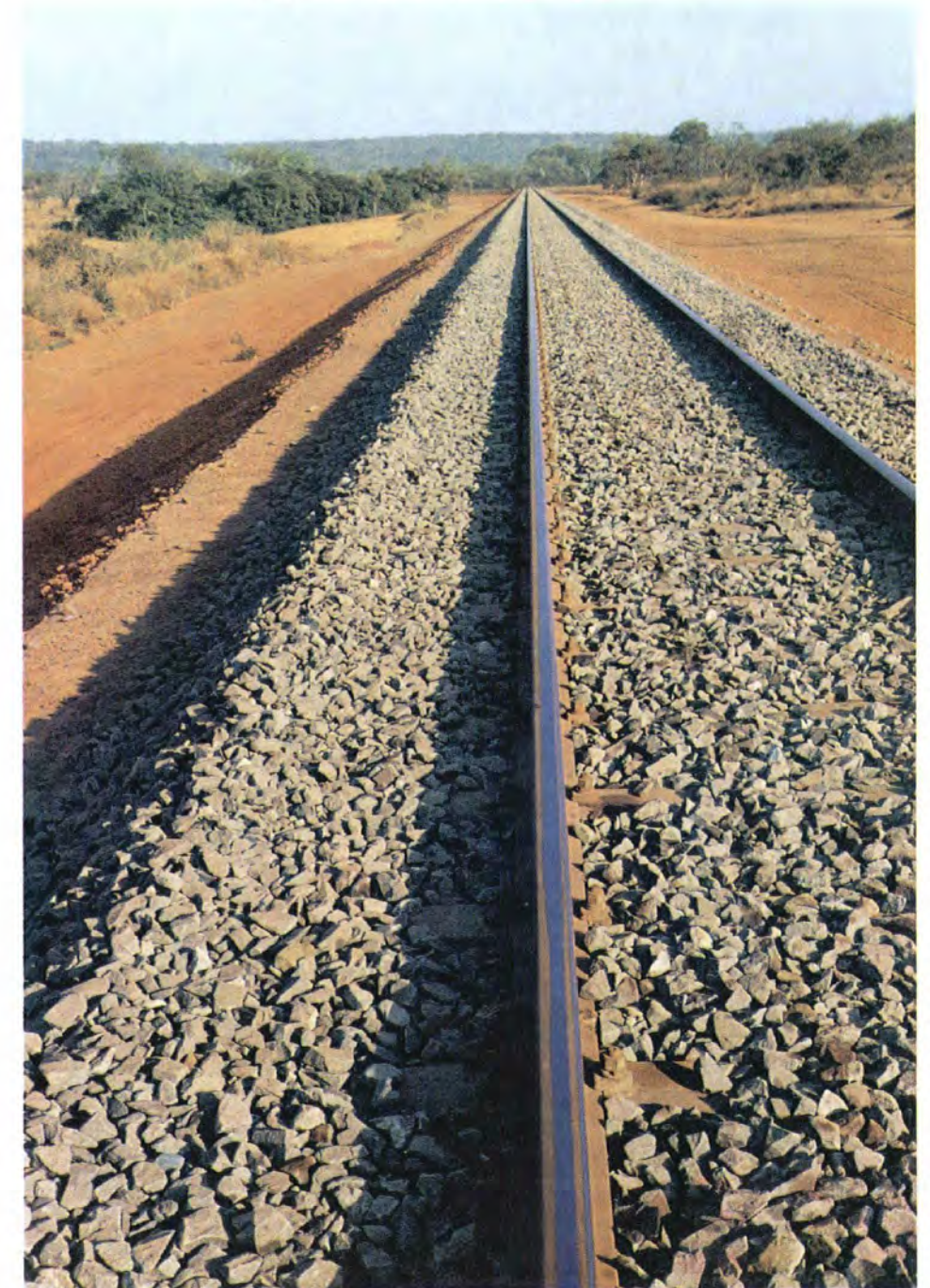
Public Utility and Fire Fighting Equipment

The town administration has two garbage trucks, one fire engine, one lift truck, one bulldozer and several other pieces of special equipment for public utility service.

Railroad

The extent of annual ore export, the distance to the coast, and the planned economic development of the region have justified the construction of a high capacity railroad. It was, therefore, decided to adopt the standard 1.435 mm. gauge track which allows the operation of high capacity ore cars with a high axle load and a much higher useful load ratio than the one of metric railroad equipment.

Sangaredi - Boké - Kamsar railroad track.





Boké railway station.

Inland from the port area lies a flat, marshy coastal strip intersected by a large number of creeks, then a long, somewhat rolling estuary plain reaching as far as Boké. Beyond Boké, the land presents a more and more rugged surface with the morphology of a low plateau cut by steep-sided valleys. The primarily lateritic soil forms a nearly continuous crust. In some areas it is merely a layer of gravel which may reach 4 m. in thickness.

The newly built rail line follows the left bank of the Rio Nunez as far as Km. 45 where a steel railroad bridge of five 41.2 m. spans crosses the river. It passes a few kilometers from Boké, the major town of the administrative region, and follows the right bank of the same river called Tinguilinta upstream of Boké. The river is crossed again at Km. 80 and once more at Km. 102, where the railroad leaves the valley.

The line then continues along the banks of small valleys, passes the crest of the Dongol Koobi mountain at an altitude of 180 m. and then follows the Lafou and Pora river valleys to the point where the Pora falls into the Tiapikoure at Km. 130, 132 m. above sea level. Then it climbs to the terminal station on the Sangaredi plateau and ends on the mine plateau.

A branch track leads to the OFAB station near the Sangaredi townsite.

The standards for the track layout are :

- minimum curve radius : 500 m.
- maximum up-gradient for loaded trains : 5 mm./m.
- maximum up-gradient for empty trains : 20 mm./m.

Track :

In view of the heavy traffic, the maximum axle load of 25 tons and the speed of 60 km. per hour, rails of 60.3 kg. per m. and steel sleepers of 28 kg. per m. were chosen. There are 1,700 sleepers per kilometer.

For freight reasons, the rails were supplied in 12 and 18 meters lengths and assembled by the thermic welding method.

Each meter of track was ballasted with 1,400 liters of dolerite ballast taken from the quarry at Kassongoni, near Km. 52 of the railroad line.

Double headed trains will initially, at the mining rate of six million tons per year, consist of rakes of 50 ore cars totalling a live

Earthmoving along Sangaredi - Kamsar railroad line.



General view of Kamsar installations. →



load of 3,750 tons having a length of 650 meters. Triple heading will be used in the future, allowing up to 90 cars per train will a live load of 6,750 tons and having a length of 1,100 meters. The length of side tracks and terminal stations had to be adapted to the longer train length.

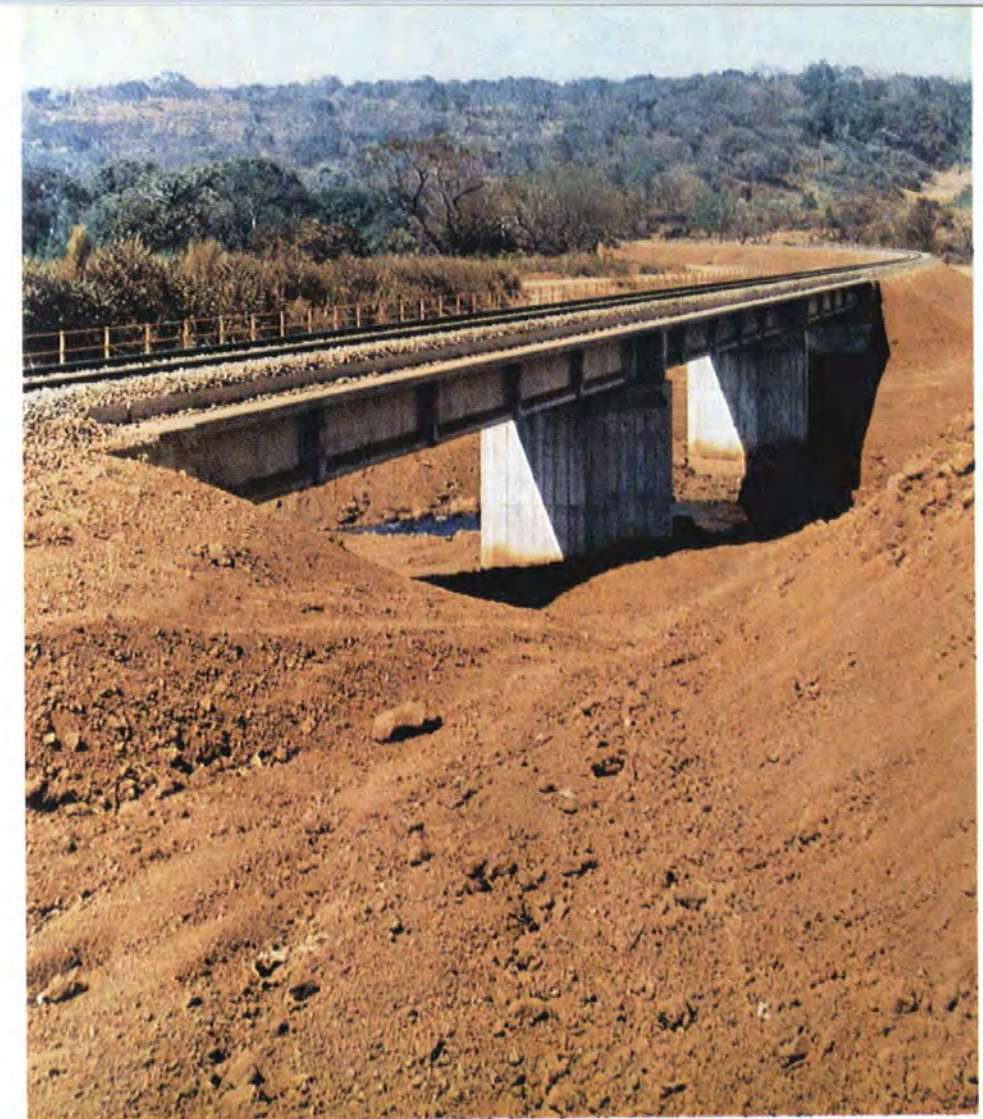
Bridges :

The railroad required the construction of 13 new bridges of various lengths and the repairing of three existing ones.

Excavations were made by power shovels, scrapers, and front-end loaders. Bridge foundations rest on hard rock and soundings were made to check whether the thickness and the uniformity of the rock layer met the static requirements. Explosives had to be used in only a few cases.

In order to facilitate construction of formwork components, the dimensions of superstructure, piers and abutments were standardized. Most of the concrete was produced in one of the two concrete mixing plants located within 20 km. of the worksites. The concrete bridge beams were prefabricated on the spot and post-tensioned after casting.

Steel bridge on the Rio Nunez.



Concrete bridge.

In view of the adopted speed of 60 km. per hour on the flat and speeds as low as 35 km. per hour on up-gradients and loss of time at the sidings, traveling time in either direction will be about three hours.

Local traffic :

Both line terminals as well as Boké, the major town of the region, have station buildings to handle local traffic.

The track will not be used only for ore freight traffic. Passenger and general freight traffic is expected to increase as economical development of the region grows.

The rolling stock operated by the OFAB includes :

- three G22 W type 1,500 HP General Motors diesel-electric locomotives assigned to passenger and freight service, unit weight 87 tons.
- four passenger cars and 26 other cars consisting of flat cars, ballast cars, and box cars.



3000 HP line locomotive to tow ore trains.

Railroad track along Sangaredi bauxite mine stope.



Mining Project

Introduction

The Mining Project consist of all those structures, facilities, equipment, etc. necessary for the mining, transportation, drying, calcining, conveying, storage, and shiploading of bauxite, together with such ancillary facilities, as those required for power generation, maintenance, warehousing, and housing for C.B.G. employees.

Sangaredi Mining Operation

The Mining program presently envisages an itinial production of 4.5 million dry metric tons per year rising to 9.0 million DMT within six years. The orebody at Sangaredi is roughly pear shaped in plan view in a hill formation. Thickness of bauxite averages 25 meters. Reserves are estimated at 185 million tons at Sangaredi with further massive occurrences nearby. Al_2O_3 content is generally about 60 %. The bauxite occurs in both trihydrate and monohydrate forms, the latter principally located in the deeper and central sections. High iron content bauxite is generally found along

the periphery of the deposit and 2-3 m. under the surface. Mining will be carried out in benches averaging 15 meters in height. Bauxite will be removed from the floor of the first cut within a year after production begins in order to provide calcine grade bauxite to the kiln at Kamsar. Initial calcined bauxite capacity will be 100,000 CMT per year.

Mine pit boring at Sangaredi.



Mine shovel. →



The orebody has no significant overburden. Mining will consist essentially of the following work elements :

- two diesel powered rotary drills will drill 6"-7" blast holes some 15 meters in depth.
- once a week the holes will be loaded and blasted with a mixture consisting of ammonia nitrate and fuel oil to produce about 135,000 tons of shot ore.

A preparation plant will mix and meter AN/FO into a delivery truck which will then charge the holes by auger delivery. During the rainy season ammonia nitrate/fuel oil will be prepared by grinding to 1.1 specific gravity and bagged before loading.

Secondary boulder breaking will be by a truck-mounted impactor drill. The mine will maintain three to four months' supply of blasting agents.

Initially three 9-yard electric shovels (one a standby) will carry out loading operations on a 24-hour, 6-day schedule. The two operation shovels will each load a 25-car train coupled to a 1,000 HP diesel-electric tramping locomotive. Ore cars will be approximately 25 tons tare and 75 tons payload capacity.

Mine and mainline track is standard gauge, 60 kilograms per meter rail mounted on steel sleepers. Mine track will be maintained by mechanical methods by using high iron bauxite ballast produced in the pit by a portable crushing-screening plant. Some 50 meters of track advance is expected each day. A crane truck and tamping machine will be utilized to provide proper trackwork and minimize derailments.

A communication network in the mine will consist of radio elements to all shovels, locomotives and supervisory, operating and maintenance personnel vehicles from a central dispatching station at the switchyard. This station will also communicate with the OFAB mainline railroad dispatcher regarding mainline train movements.

Sangaredi Powerhouse

A C.B.G. powerhouse, containing three 3,000 HP, 500 RPM water cooled diesel engines with superchargers and coupled with 2,500 KVA generators and a 175 KVA, 1,500 RPM air cooled emergency set, supplies electric current to all the installations.

Sangaredi Townsite

This townsite, built by C.B.G. for the workers and their families, is located 4 km. from the technical area and bauxite quarry on a plateau 200 m. above sea level.

Houses are provided for all C.B.G. management, staff, skilled workers, and laborers in exactly the same types as are provided at Kamsar.

Sangaredi infrastructure comprises a school, a police station with a telephone exchange, a small commercial center, a resident bachelors quarters, and a dispensary.

The C.B.G. technical area is located between the townsite and the mine. It contains a workshop where the mechanical railroad and mining equipment is repaired, an administration building with sanitary installations, and warehouse facilities for storage of spare parts and consumables.

The townsite is supplied with water from an intake with a treatment plant at the Kogon River. Electric current is supplied by the same diesel powerhouse which also supplies current to the mine.

An airstrip will be constructed west of the city.

Sangaredi townsite.



C.B.G. Rolling Stock

The initial fleet of rolling stock consists of :

- 6 General Motors SD40 type CC, 3,000 HP locomotives, weighing 150 tons and intended to be operated in tandem for the rail transportation of 50 - car trains.
- 4 General Motors SW1001 type BB, 1,000 HP switching engines, weighing 95 tons for the train maneuvers in the mine and in the terminal stations.
- Two hundred thirty railroad cars of 75 tons payload and 100 tons gross weight, 25 tons per axle, with compressed air braking, easily replaceable roller bearings, cast steel bogies in three pieces.
- A wrecking crane with a lifting power of 100 tons at 4 m. radius, is capable of re-railing cars.

Its special feature is that it is fitted with tires and therefore capable of running on roads, but it can also be placed on a special railroad car and its own driving engine coupled with railroad car axles so that it can run self-propelled on rails.

A rake of ore cars.



Kamsar Ore Treatment Plant

Kamsar Plant - Foundation Problem

The plant was built on an area of approximately 700 m. x 700 m. where the ground is very poor. It was necessary to remove the layer of poto-poto to a depth of 2 meters minimum and of 3-6 meters at the places which had to withstand the heaviest loads. The ground was then filled with good sand taken by dredging from a river island and partly from the channel.

Soil tests indicated that railroad car unloading facilities, the ore crushing plant, and all the foundations of the dryers and calcine kiln had to be built on bored, steel jacketed, concrete filled piles.

Car Unloading Facilities and Crushing Plant

The station where the bauxite trains coming from the mine are unloaded consists of twin parallel car tipping installations, incorporating twin parallel screening/crushing plants. It works by the following principle :

The trains are spotted by locomotives to a point where the first car arrives near the tipper. After the locomotive is uncoupled, it departs leaving the rake of cars. A special carriage couples itself to that rake and, after an operator has uncoupled the first car, pulls it to a position in front of the elevator/tipper. A carriage runs on a track located between the track with the loaded cars and the track where the empty cars are sided. It is fitted with a swinging arm which attaches itself to the car to be positioned and draws it, at low speed, to the elevator platform. This position is checked by a photoelectric cell which also unlocks the car raising system. The platform with the car is held sidewise in a cradle fitted on the elevator carriage which is guided on an almost vertical rolling track and hoists the car 12.50 m above the ground.

In the last part of the run, two retaining arms grasp both ends of the car body and hold it in the final stage of the tipping process. The cradle and the car are almost completely turned over and their whole weight is supported by the retaining arms while the ore is dumped into the hopper.

The reverse movement brings the car down to ground level, the carriage pushes it onto the traverser, where it is left and concurrently brings the second car onto the tipper.

This traverser then brings the car in front of the track for empty cars and, pushed by an arm placed in the centerline of the track, the empty car leaves the traverser and runs into the rake of empty cars being formed.

This operation is continuously repeated at the rate of 15 to 20 cars per hour in each one of both installations.

This elevating/tipping system was selected instead of the conventional rotary dumpers where the trains roll through a rotating drum and the materials are dumped below track level because of the difficulty of excavating the soil, providing piles against uplift, and keeping watertight the works located below the ground water level.

The height of the present installation, with the car reaching a level of 12.5 m., makes the rational placement of the screening and crushing equipment possible.

Both installations consist of a constant output apron feeder which feeds a wobbler where the 0-100 mm. portion of the material passes through thus bypassing the crusher.

The movement of the wobbler rollers, whose speed can be changed with a variable speed drive, feeds the +100 mm. blocks into the hammermill crusher which reduces them to dimensions smaller than 100 mm. with a minimum production of fine material.

To prevent clogging the traveling breaker plate anvils move slowly to allow continuous cleaning. As the crusher is driven through a flexible coupling placed between the rotor and the flywheel, the mechanism is protected against possible sudden shock loads.

The product coming from the wobbler and crusher falls first on an apron feeder which discharges onto the conveyor that delivers the material to the plant conveyor system from which the bauxite may be directed to the stockpiles, to the drying plant, or to the shiploading facility, depending on the moisture of the material.

The total production of both installations exceeds 2,000 tons per hour.



Top : 1000 HP switching engine
→

Bottom : Railroad track at Kamsar
bauxite unloading station.

Raw Bauxite Stacker/Reclaimer Bucket Wheels

The crude bauxite is stored or reclaimed by two identical machines, each one is capable of stacking out material in stockpiles or reclaiming from the same stockpiles by operating the wheel and reversing the direction of the boom conveyor belt.

At present, these machines are of the largest two-purpose type existing in the world.

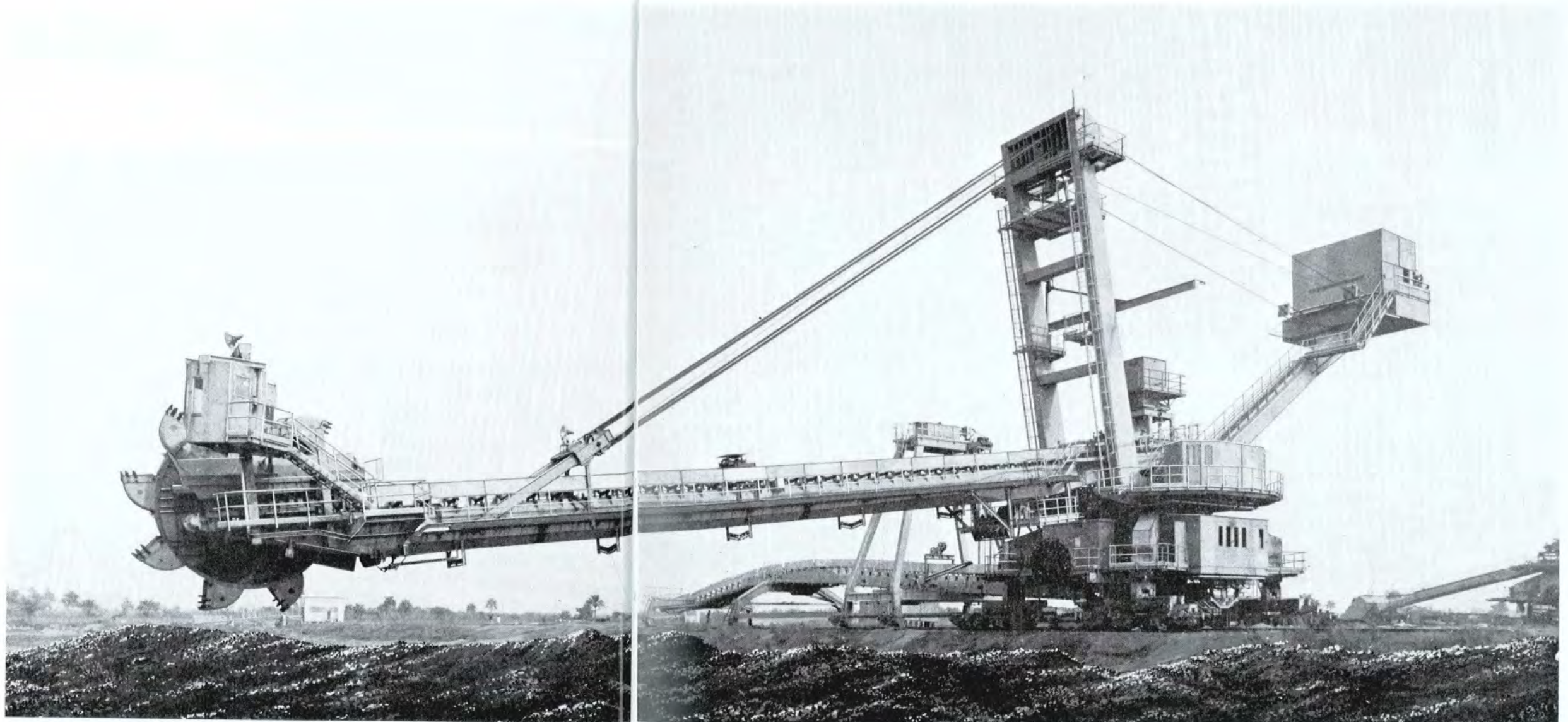
Bauxite can be stored at the rate of 2,000 tons per hour per machine, each one equipped with a jib boom of 45 meters fitted with a 1,400 mm. wide conveyor belt running at 3.2 m. per second. This machine makes piles up to 17.5 m. high and either 65 m.

wide, when the material is to be reclaimed from one side only, or 75 m. wide when it is to be reclaimed from both sides.

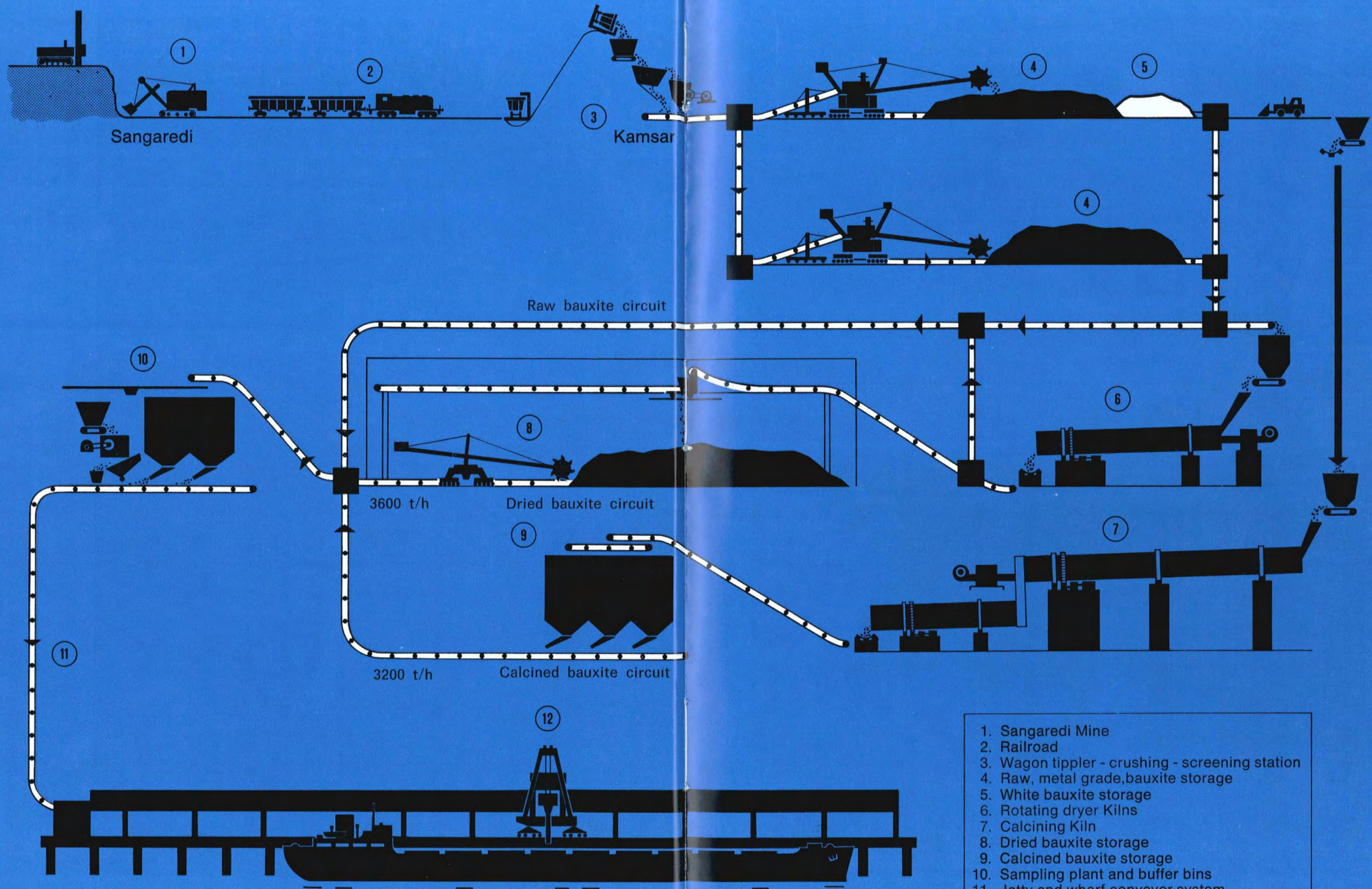
The material is reclaimed by operating the bucket wheel located at the end of the boom. The buckets discharge onto the jib conveyor which, in this case, runs in reverse and delivers the product onto the main conveyor belt which runs just above the ground and carries it to its destination; i.e., either to the silos feeding the dryers or directly to the ship if the moisture content of the bauxite is smaller than 6 %.

Bauxite can be reclaimed at the maximum rate of 2,000 tons per hour per machine.

The wheel, with an inclination of 8°, has nine 800-liter buckets and is driven at 5 RPM by a 125 HP motor.



Raw bauxite storing and reclaiming bucket wheel at Kamsar.



FLOW SHEET

- 1. Sangaredi Mine
- 2. Railroad
- 3. Wagon tippler - crushing - screening station
- 4. Raw, metal grade, bauxite storage
- 5. White bauxite storage
- 6. Rotating dryer Kilns
- 7. Calcining Kiln
- 8. Dried bauxite storage
- 9. Calcined bauxite storage
- 10. Sampling plant and buffer bins
- 11. Jetty and wharf conveyor system
- 12. Shiploader

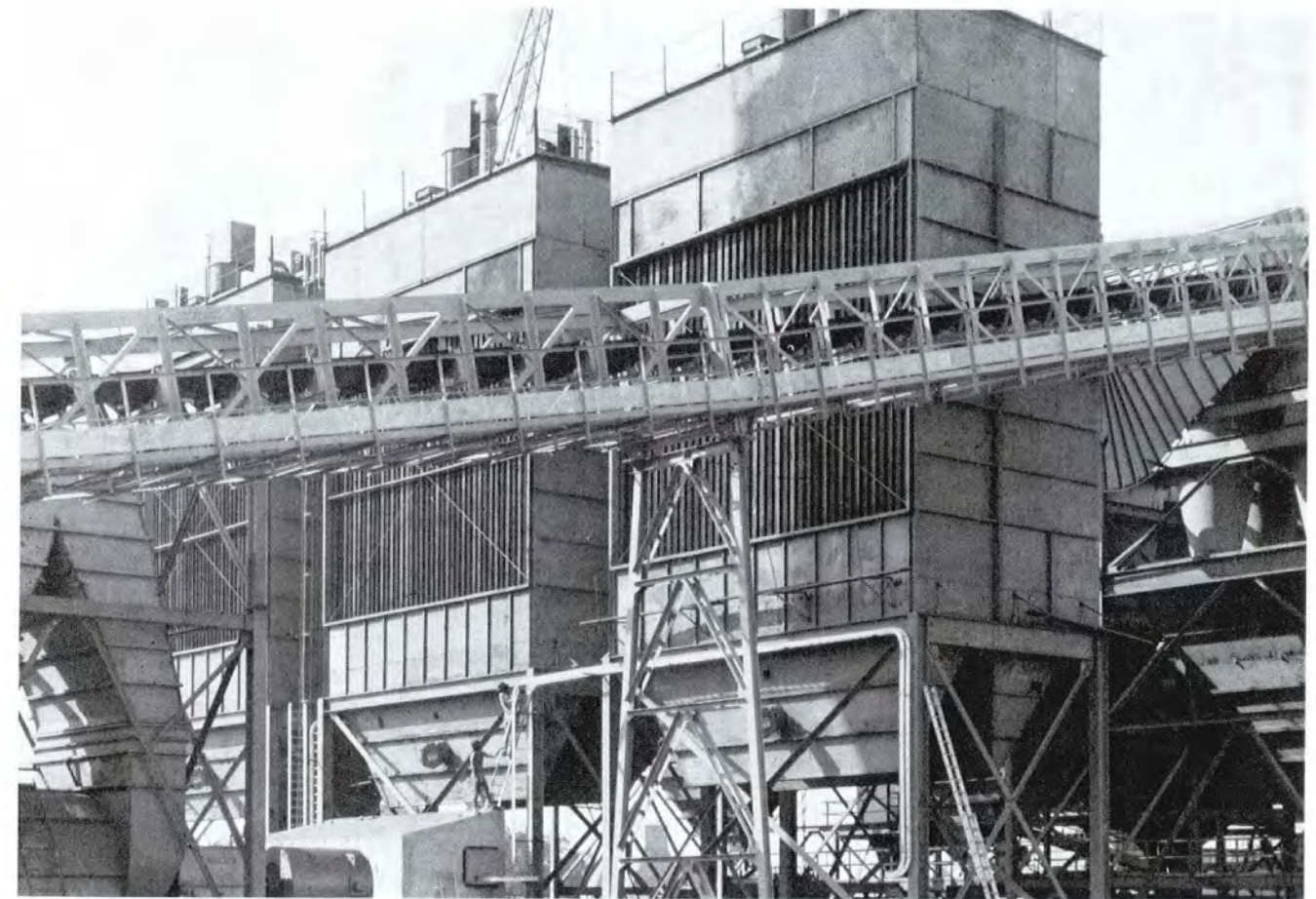
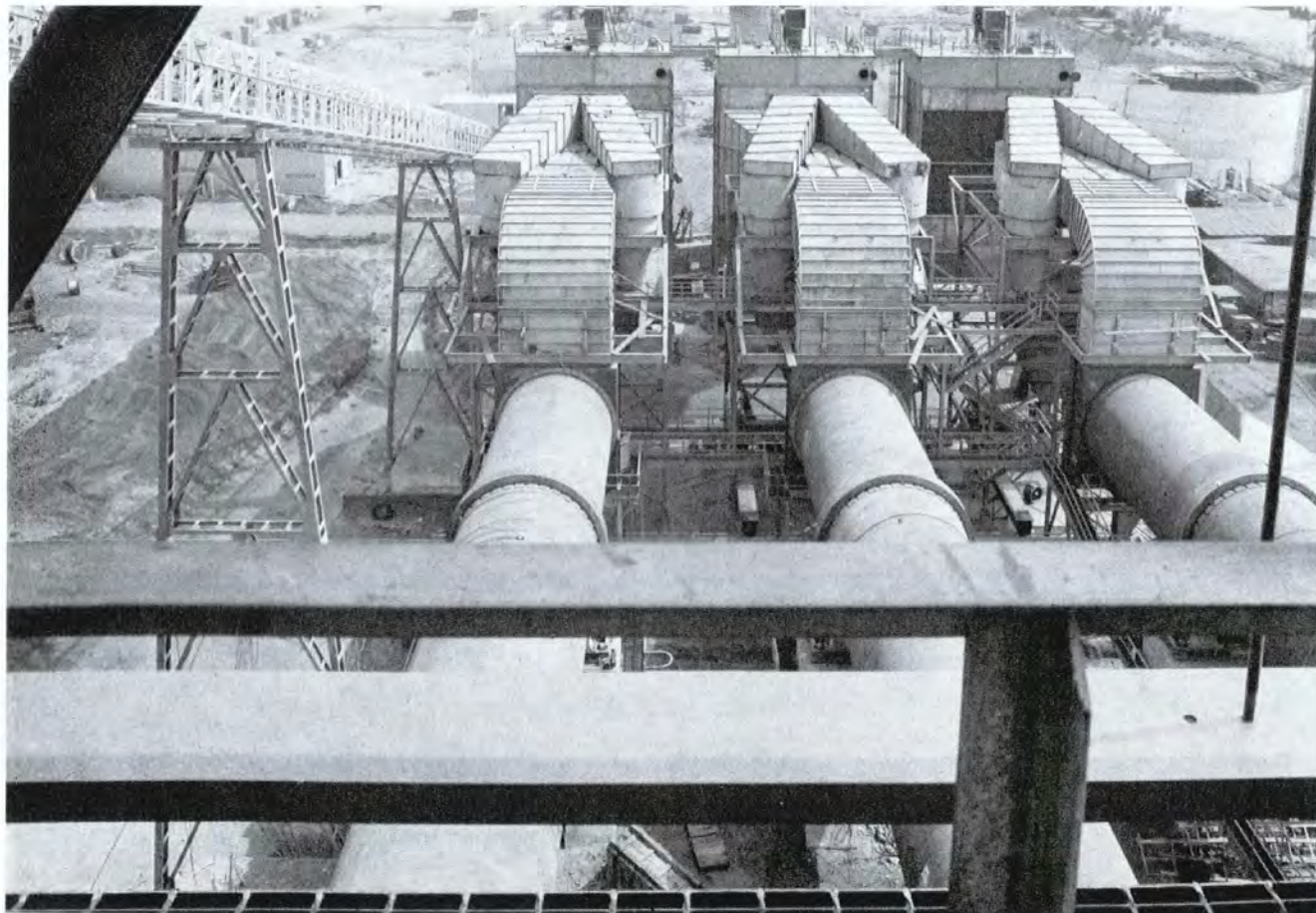
Description of the Dryers

The crushed raw bauxite is dried in three rotating kilns placed side by side. They are located in such a way that three additional kilns with common feed and common discharge conveyors can be installed later on.

The feed belt ends above a chute which transfers the material either directly into the hopper of dryer No. III or onto a conveyor belt system consisting of a shuttle conveyor and an intermediate reversing shuttle belt which feeds the hoppers of dryers No. I and No. II.

The three feed bins have a capacity of 200 tons each and are fitted with apron feeders which discharge the material into a vibrating feeder ending in a chute which discharges it into the firing end of the rotating dryer, where the hot gases and material move in the same direction. The rotating dryer consists of a tube, 4.6 m in external diameter and 49 m. long, supported by two riding rings carried by trunnion rollers. The tube is rotated by a girth gear driven by a motor and speed reducer system. Since the tube is

Three dryers and smoke filtering equipment.



Electric filters to collect the dust at the dryer outlet.

sloped, the horizontal component is taken by thrust rollers with vertical axles. The rotating portion is preceded by a fixed chamber where the air is heated by two heavy fuel burners. Primary combustion air is fed by a blower. The secondary quench air is fed by a second blower and is mixed with the hot fumes and introduced at the upstream end of the rotating shell of the dryer.

The temperature of the hot gases reaches a maximum of 870°C. and, after having raised the temperature of the bauxite, the moisture laden gases leave the dryer at 120°C. At the discharge end of each rotating tube, the material falls onto a transverse conveyor, common to the three dryers, while the gases containing a large proportion of steam are drawn through a dust collection system (consisting of a multiple cyclone and an electrostatic precipitator) by a forced draft fan which directs them into a stack common to the three dryers. The dust collected is taken by a screw conveyor and reintroduced into the dried bauxite circuit on the dryer discharge conveyor.

From this point, the material is carried to the covered storage building.

Dried Bauxite Storage Hall

This building has a metal framework. The overall length is 320 m. and the width is 66 m.

There are no internal columns. At the top, a track is suspended on which runs a tripper that receives dried bauxite from a conveyor and distributes it in the centerline of the building through two chutes.

The rails of this tripper are at level 21.7 m. above the ground, allowing the bauxite to be stacked up to 20.7 m. above the ground. The pile is approximately 56 m. wide at the base and 250 m. long. The total useful stock is 230,000 tons.

As the ships are mainly loaded from that stock, a powerful machine was selected to reclaim it : a bucket wheel reclaimer rather than an underground reclaiming system that would have entailed foundation problems and high costs.

Bucket wheel reclaiming dried bauxite in the storage hall.



The columns foundations of the building consist of independent concrete blocks which have not been consolidated by transverse ties. They have only been broadened to better withstand the forces acting upon them horizontally toward the outside of the building.

Dried Bauxite Reclaiming Bucket Wheel

This machine has a single function; i.e., to reclaim the material from the pile and dump it on the discharge conveyor which runs laterally along the building columns.

The capability of this machine was calculated in direct relation to the capability of the ship loading installations. It can reclaim, on an average, 4,000 tons per hour with 5,000 tons per hour peaks.

The wheel, with an inclination of 8° and 10.2 meters in diameter, has nine 2,000-liter buckets and rotates at 3.7 RPM. It is driven by a 190 kW./500 RPM motor.

The rolling track of the bucket wheel is in the centerline of the bauxite heap. As the arm can swivel, bauxite is reclaimed on both sides of the track. To clear the latter completely, the machine is fitted with a steel pilot.

To keep the wheel regularly fed, the jib has a cantilever lifting harrow fitted beyond the reclaiming wheel. This harrow rests on the heap and helps the material to slide down regularly.

The material placed by the wheel on the jib conveyor falls onto another transverse conveyor which delivers it to the fixed conveyor through a mobile device. This mobile device consists of a carriage supporting a chute and moving concurrently and parallel with the bucket wheel, by its own automotive system.

Besides that, it tows a sledge fitted with impact rollers that inserts itself underneath the belt carrying the material to the ship.

Electric power is supplied through a cable unwinded on the ground, and winded up on a reel attached to the machine and driven by servo-motors.

All movements of the machine are remote controlled from a central station. The operator intervenes only in case of emergency.

Calcining Kilns and Stock of Calcined Bauxite

One year after commissioning of the plant, a first calcining kiln will be put into operation to process the bauxite intended for the abrasive product industry.

This kiln will have an output capacity of 20 tons per hour. This material is stored in a reserved area at the far end of the stockpile.

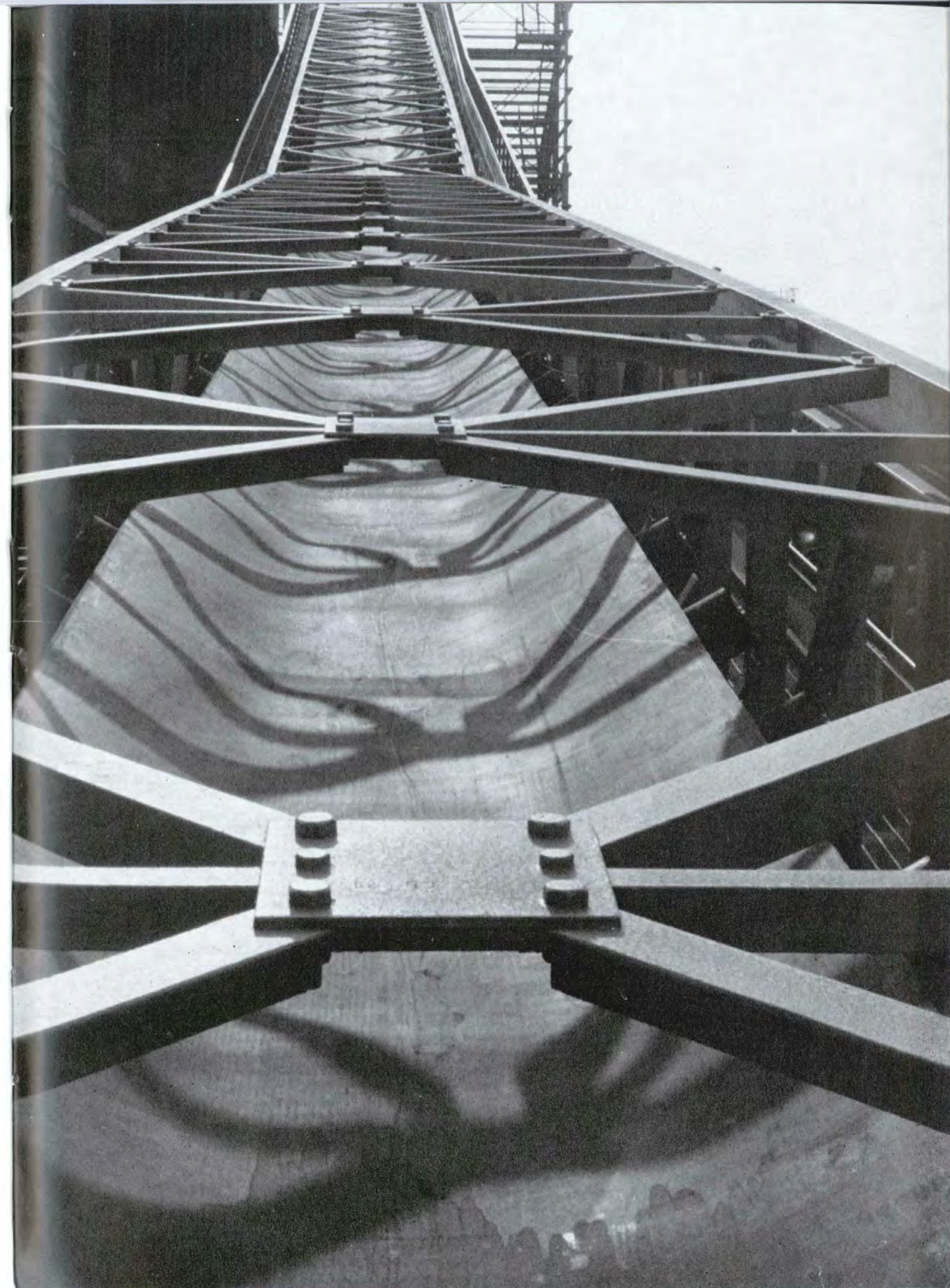
This bauxite is reclaimed from the storage pile by a rubber-tired front loader and discharged at ground level into a bin, then it is taken by an apron feeder and placed on a system of belt conveyors that carry it to the top of the buffer bin located above the head of the kiln. An apron feeder discharges the material onto a vibrating chute that delivers the feed into the rotating kiln. This kiln is 2.9 meters in diameter and 91 meters long.

It is counter-current heated since the burner is at the discharge end of the kiln and the fumes are drawn by a fan from the feed end.

At the outlet of the kiln, the calcined material is discharged into the cooler at the rate of 20 tons per hour. The cooler is a cylindrical shell 3 m. in diameter and 36 m. long. At the discharge end, calcined bauxite is taken by a series of conveyors which carry it above a set of three concrete silos whose total capacity is 5,000 tons. When a ship is being loaded, bauxite is reclaimed by apron feeders with a combined capacity of 3,600 tons per hour.

The kiln and the cooler are driven by electric motors through speed reducers. Because of the temperature reached in this type of kiln, the latter cannot be stopped when hot. Therefore, in the case of a power failure, a special driving device, powered by emergency diesel engines, rotates the kiln and the cooler at very low speed. Multiple cyclones and electrostatic precipitators are provided for the collection of dust. Dust removed from the gases is collected in a bin and hauled away by truck as waste material.

The burner is fed with heavy fuel from the tanks by a system of pumps and pipes kept at the required temperature by steam tracing.



Ore belt conveyor. →

Sampling Plant and Buffer Bins

The invoiced quantity of ore loaded on a ship is based on the actual quantity of product; i.e., on the average analysis of the cargo and its weight.

For this reason, samples are continuously taken from the ore on the conveyor carrying it to the shiploader. This operation consists of taking a continuous 1 % sample from the flow of material, crushing it from 0-100 mm. to 0-15 mm. and taking approximately 10 Kg. per hour to measure the moisture content by drying and weighing the product. A portion of this is dried and crushed down to 150 microns and divided again to obtain the final sample which will be analyzed in the laboratory. The material not used is returned to the conveyor belt. The buffer bins play an essential part in the transport circuit. In effect, loading is stopped each time the shiploader moves to another hatch. To avoid stopping the large reclaiming machines at the same time, the flow of material is simply stopped at the buffer bins which, because of their total capacity of 900 tons, can absorb the arriving material until loading starts again.

From the sampling station, the ore is transferred to the jetty conveyor, carried a distance of some 1,690 meters and transferred via an angle tower to the wharf conveyor belt, some 210 meters in length arranged with a tripper for feeding the shiploader.

Shiploader

The traveling gantry shiploader, operating on railroad tracks embedded in the wharf, has been designed for loading ships up to 60,000 tons at maximum rate of 4,250 tons per hour under a tidal range of 5.5 meters. The loader is operated from a cab mounted on the machine, and power is supplied by a high voltage cable.

The length of this boom was determined taking into account the size of the ships which may berth at Kamsar sometime in the future. In order to be able to load ships of up to 65,000 tons, with a width of over 30 meters, the jib has a length of 27.75 meters, measured from the centerline of the rail on which the shiploader runs.

However as the material has to be distributed evenly across the hold, the jib length can be extended up to 14 meters by telescopic arrangement of the boom belt. Its height must also vary from 2 to 18 meters above the wharf, following tide conditions and the depth of the holds as well, since the material falling from a greater height would produce too much dust. To avoid this situation the jib can be raised and lowered and its end is fitted with a telescopic tube which guides the falling material.

Shiploader. →





← Rear view
of the loading wharf
(seen from the jetty).

The boom belt is fed by an elevated belt running all along the wharf. The tripper feeds directly onto the belt of the jib conveyor.

The gantry rests on four legs fitted with translation devices consisting, on the most loaded side (i.e., on the water side), of three bogies with two rollers each. On the opposite side, there are two bogies only, with two rollers each. The traversing speed is 20 m. per minute and the maximum run is 165 meters.

A safety device allows the shiploader to lock onto the wharf when the windspeed, recorded by a warning indicator, reaches 20 m. per second.

When not operating, the jib can be raised of 72° above the horizontal line to prevent the upper works of ships berthing at the wharf or heaving off from hitting the jib.

For discharging tankers, the shiploader is also fitted with an arm (Chicksan) that supports the flexible hoses connecting the tanker and the pipeline placed along the wharf.

Central Control Station for the Installations

Treatment of the bauxite and operation of the industrial area is controlled from a central control station (P.C.C. - Plant Control Center).

On the control desk, the operator may select any of the conveyor routes that the material has to follow and check that it is actually correctly routed; i.e., start the required sequence and, by using the continuous weighing system check the output at the discharge end of the main production or reclaiming machines, that is to :

- Post-Crushing Conveyor
- Driers Feed Conveyor
- Calcine Feed Conveyor
- Calcine Discharge Conveyor
- Jetty Conveyor

as well as integrating scales located on the bucket wheel jib conveyor.

The operator has :

- A desk on which the instantaneous output indicators and the totalizers of the weighing scales are fitted.
- An alarm panel showing all possible mechanical and electrical defects of the machines.
- A synoptic board with indicating lights that show whether the various machines are working or stopped.

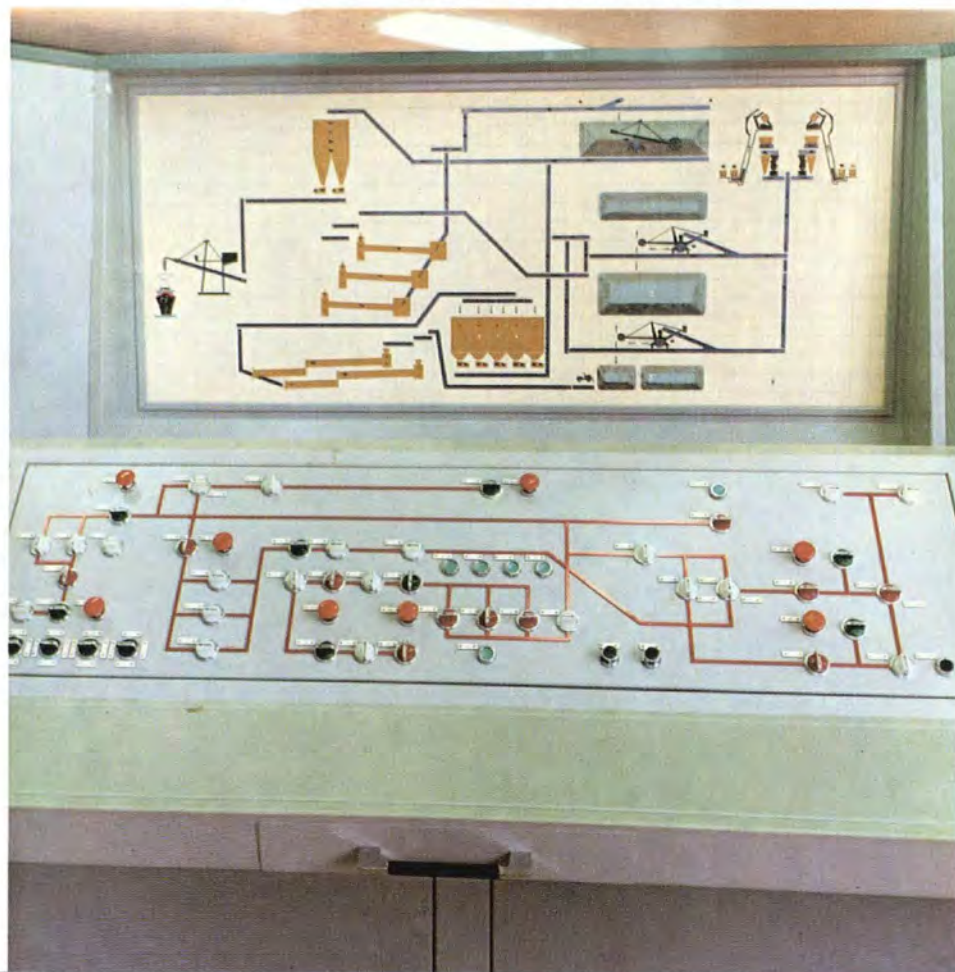
This P.C.C. is the vital center of the whole industrial area and concentrates at a single point, in accordance with the most advanced technology, the whole control and production checking system.

Auxiliary Services

Repair shops

C.B.G. industrial installations comprise workshops, equipped to repair and service all equipment, and in particular all rolling stock and road vehicles in use.

Central control desk of the ore handling system.



Repair and maintenance workshop.

The workshops consist of a building 120 m. x 80 m. divided into 5 halls with a 16 meter span each.

In the first hall, the railroad cars are serviced. This hall is equipped with two traveling cranes, capable of hoisting 20 tons and 5 tons, respectively, rolling on separate tracks with inspection and overhaul pits. A lathe is provided for reprofiling the ore-car wheels.

The second hall is reserved for mechanical equipment and for overhauling and repairing the internal combustion engines and fuel injection pumps.

The third hall has special facilities for the service and repair of locomotives. It is served by a 50-ton traveling crane and contains several pits.

The fourth hall is used for maintenance, repair and testing electrical equipment. Two traveling cranes, capable of lifting 20 tons and 5 tons respectively, and numerous machine tools are available.



Repair and maintenance workshop (indoor view).

The fifth hall contains the test stands for diesel-electric locomotives and is specially equipped with a set of resistors that can absorb the current of generators tested under load. It also contains a repair shop equipped with all axle and brake control devices; here all the vehicles are repaired.

There are, also, a blacksmith's shop, a forge, a heating and thermic treatment furnace, and a boilersmith's shop with welding sets and bending and shearing machines.

And last, at the end of the halls, opposite the lead-in side of the railroad tracks and inspection pits, the whole width of the building is reserved for large machine tools and spare parts, which are thus easily accessible to all traveling cranes in the halls.

Miscellaneous storage buildings

Ancillary buildings to the west of the workshop include those for carpentry, wood storage, bottled gas storage, paints storage and lubricants storage and a cooling water tower.

Fuel storage

The heavy fuel supply (Bunker C) is stored in three 10,000 cu. m. tanks fitted with a reheating system and the light fuel in three 3,000 cu. m. tanks.

C.B.G. Powerhouse at Kamsar

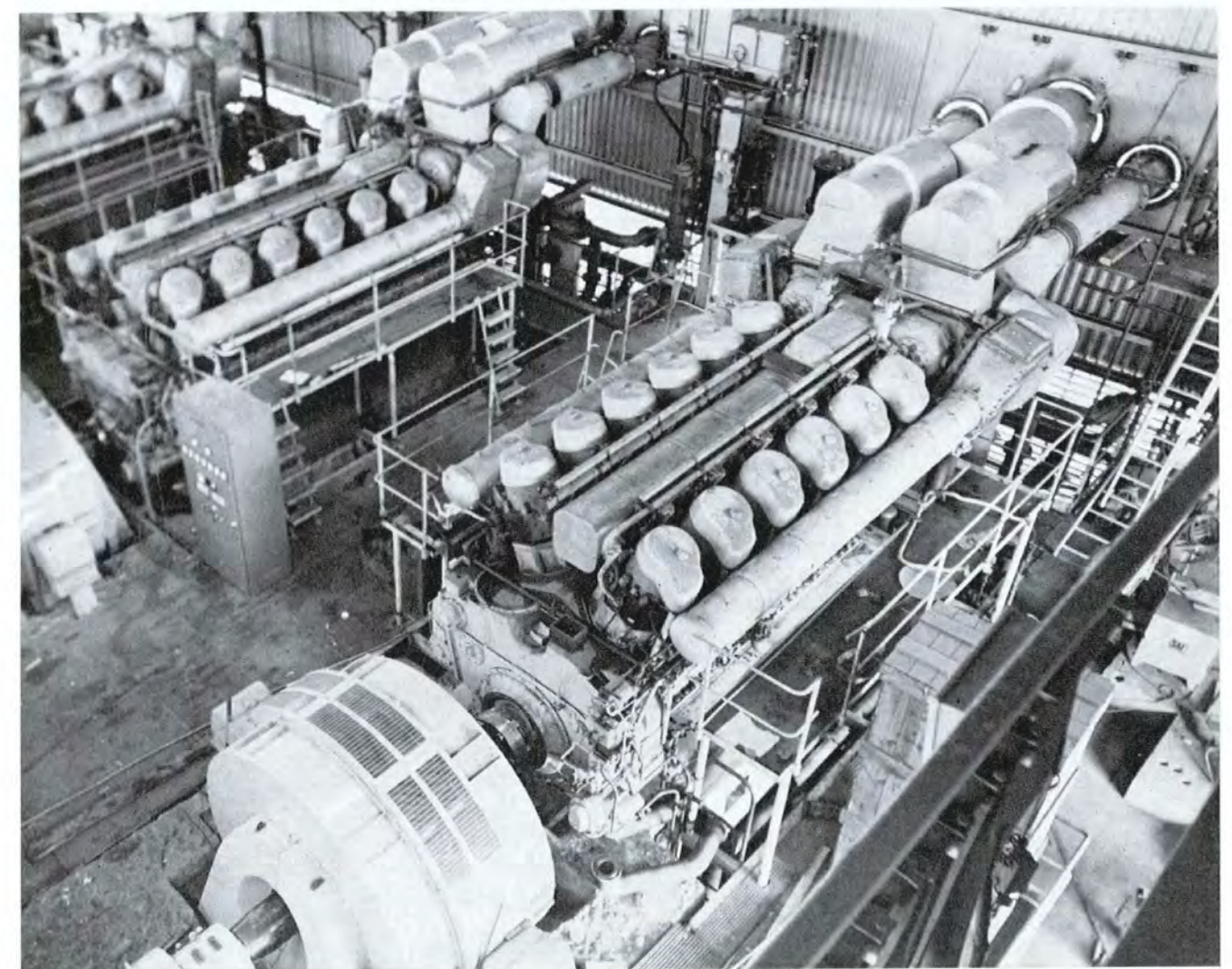
This power plant supplies electric current to the whole Kamsar region. It is equipped with six 6,000 HP, 500 RPM, supercharged Diesel engines, fed with heavy fuel and cooled with water running in a closed circuit through an atmospheric cooling tower.

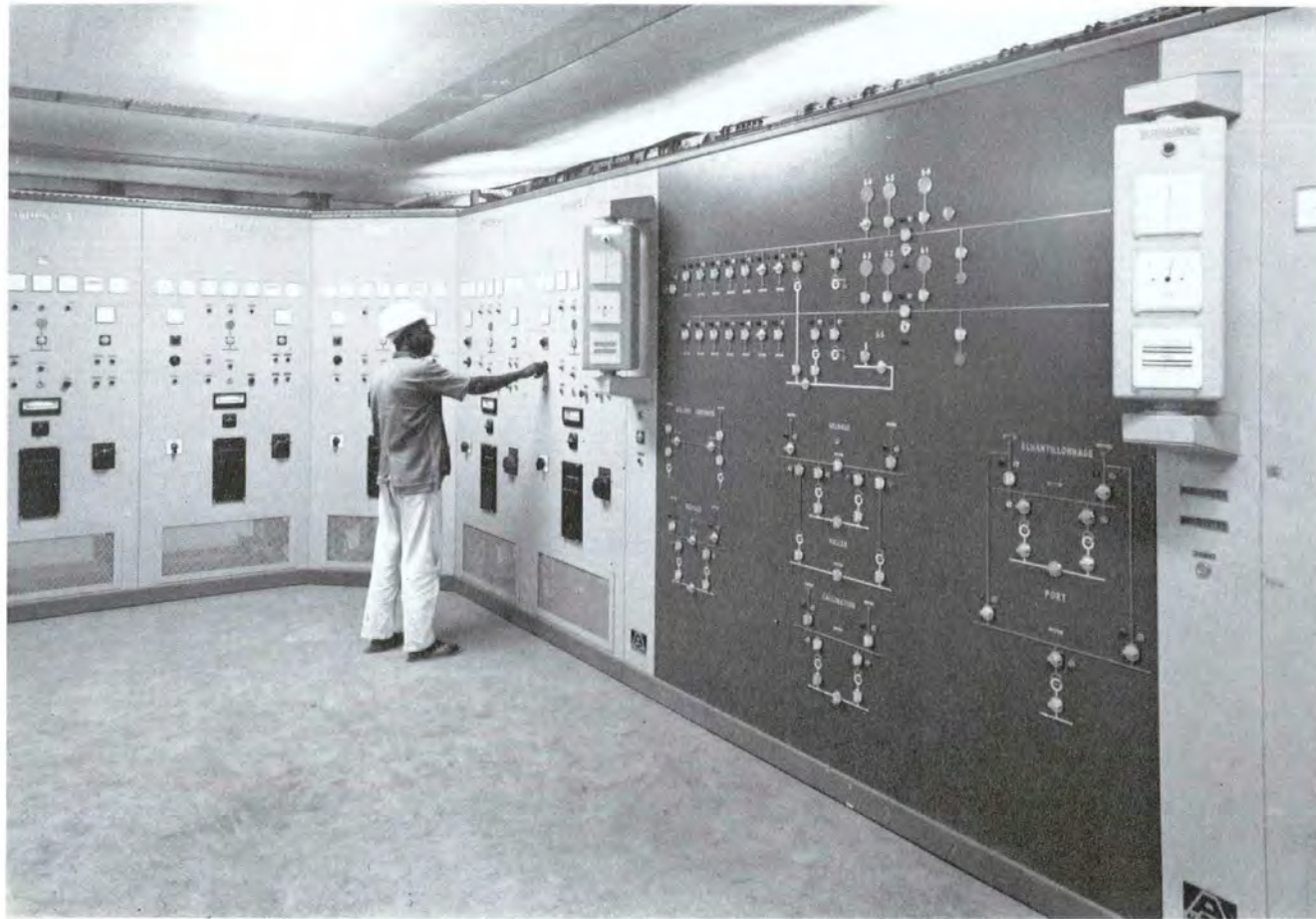
These engines drive 5,000 KVA, 50 Hz, 6 KV generators.

Furthermore, there is an emergency 375 HP, 1500 RPM, 330 KVA, 380 V, water cooled Diesel generating system to feed the ancillaries required for starting up the power plant.

6 KV current is supplied from the powerhouse medium voltage switchboards to other switchboards made up of prefabricated cells.

The Diesel engines of the Kamsar power plant.





High and low voltage power distribution control desk at Kamsar power plant.

In the plant, the substations feed directly the 6 KV motors of the elevators, crushers, conveyors and kilns and, through 6 KV/380 V step-down transformers, the various 380/220 V low voltage switchboards consisting of prefabricated cells and in turn feeding the low power motors and auxiliaries, such as the lighting system.

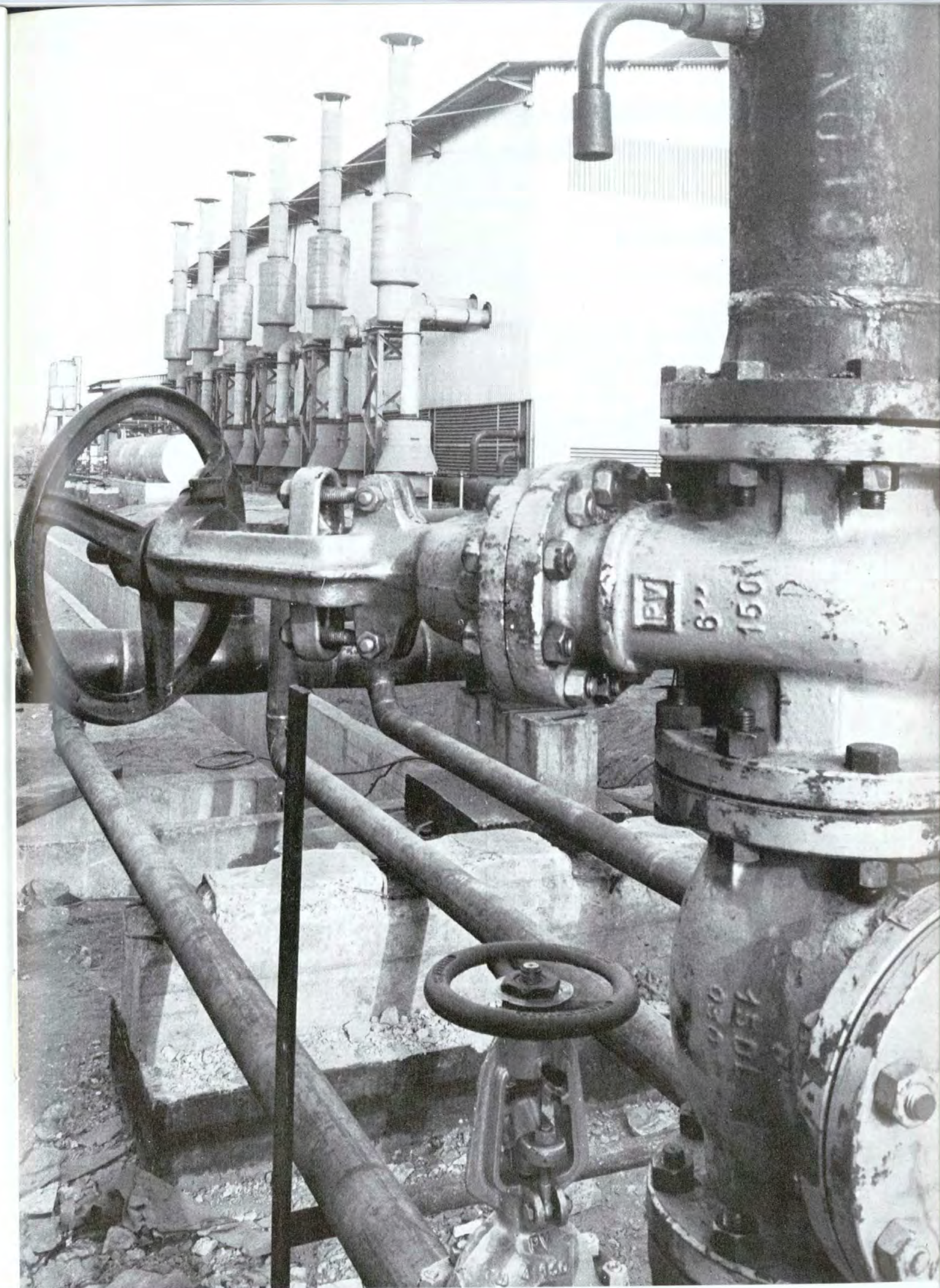
C.B.G. Kamsar Townsite Facilities :

Houses of the following types, identical to those provided for OFAB employees in the infrastructure, are provided by C.B.G. for its operations employees :

- B-type House (for management and senior staff)
- C-type House (for staff)
- D-type House (for skilled workers)
- E-type House (for semi-skilled and labor)

C.B.G. has also provided a Resident Bachelors Quarters of 49 single rooms for single management and staff personnel associated with the mining project operations. This facility is equipped with a modern kitchen, a restaurant, and recreation facilities.

Kamsar power plant building. →



Principal companies who participated in the development of Boké project

CONSULTING ENGINEERS

- SOCIETE DE TRACTION ET D'ELECTRICITE, S.A., Brussels, Belgium
in association with
Gecifer S.A. formerly Compagnie du Bas Congo Katanga, Coastal Engineering Survey Consultant N.V. and Royal Netherlands Harbour Works N.V.
and assisted by :
Eurosixtem Hospitalier S.A. and J.H. Poll and Co., S.P.R.L.

CIVIL CONSTRUCTION CONTRACTORS

- AMACEW, joint venture between :
 - IMPRESA ASTALDI ESTERO, S.p.A., Rome, Italy.
 - CONSTRUCTIONS ET ENTREPRISES INDUSTRIELLES S.A., Brussels, Belgium.
 - WESTMINSTER DREDGING Co. Ltd., Southampton, England.

EQUIPMENT SUPPLIERS

Plant Conveyors and Shiploading Equipment :

KRUPP FRIED G.m.b.H., Reinhausen, Federal Republic of Germany.

Car Elevators :

STRACHAN & HENSHAW Ltd., Bristol, England.

Crushing Plant :

Hammermills Inc., Cedar Rapids, U.S.A.

Bucket Wheels :

FIVES LILLE-CAIL S.A., Paris, France.

Dryers and calcining plant :

FULLER, Co., Catasauqua, U.S.A.

Sampling plant :

DRAGON, Paris, France.

Electrical equipment :

COMPAGNIE GENERALE D'ENTREPRISES ELECTRIQUES merged with ALSTHOM Levallois-Perret, France.
in association with :
CHANTIERS DE L'ATLANTIQUE, St-Denis, France.

Workshops :

CONSTRUCTIONS METALLIQUES ET ENTREPRISES
Lyon, France,
in association with :
— HAMELLE AFRIQUE, S.A., Paris, France.
— Etablissements CLÉMESSY, S.A., Mulhouse, France.

Fluid supply system :

MANNESMANN EXPORT AG, Düsseldorf, Federal Republic of Germany.

Fuel storage :

PITTSBURGH DES MOINES STEEL COMPANY, Pittsburgh, U.S.A.

Mining Shovels :

HARNISCHFEGER Corp., Milwaukee, Wisconsin, U.S.A.

Mining Drills :

INGERSOLL-RAND, U.S.A.

Locomotives :

GENERAL MOTORS Electromotive Division, U.S.A.

Bulldozers, Loaders, Etc. :

CATERPILLAR, U.S.A.

Watercraft and Cranes :

FERROSTAAL, A.G., Essen, Federal Republic of Germany.

Ore Cars :

GREGG d'EUROPE S.A., Lot, Belgium.

Wrecking Crane :

DEMAG G.m.b.H., Düsseldorf, Republic of Germany.

ERECTION CONTRACTOR

ENERGOPROJEKT, Belgrade, Yugoslavia, in cooperation with Minel.

MARITIME TRANSPORT

NEW YORK NAVIGATION COMPANY Inc., New York, U.S.A.,
in cooperation with

FARREL LINES Inc., New York U.S.A.

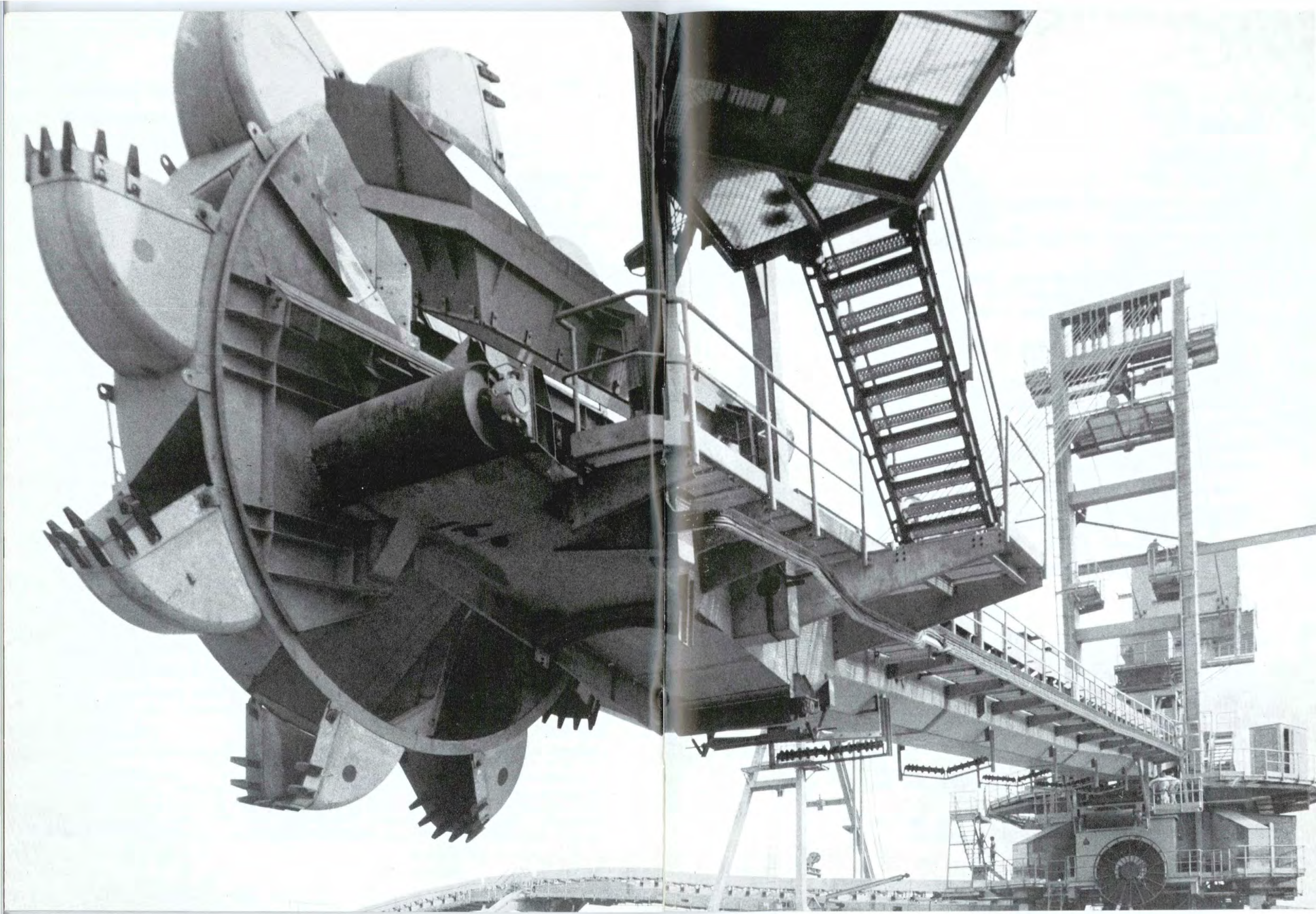
FUELS AND LUBRICANTS FOR CONSTRUCTION

TEXACO International

INSURANCE

Insurance policies covering the various risks of the whole project were taken out with « Société Nationale d'Assurances et de Réassurance » (S.N.A.) of the Republic of Guinea through the intermediary of Henrijean et Cie, SPRL, Brussels, insurance and reinsurance brokers. Société Nationale d'Assurance et de Réassurance were reinsured through Henrijean & Cie and Marsh & McLennon, New York, on international markets.

Bucket wheel storing and reclaiming raw bauxite at Kamsar. →



Statistics

Construction

- Number of Guineans who Participated in the Development of the Project : 5,250
- Number of Expatriates who Participated in the Development of the Project : 700
- Nationalities : Americans, Belgians, British, Canadians, Italians, Yugoslavians, French and Dutch.
- Number of Hours of Work; design : 1,100,000 h and construction in Guinea : 33,000,000 h
- Total Tonnage of goods handled by the Port of Kamsar : 380,0000 t
- Total Tonnage of Equipment discharged at Kamsar : 36,000 t
- Total Tonnage of Equipment erected : 29,000 t
- Amount of Cement used : 115,000 m³
- Number of concrete blocks used : 2,000,000
- Number of Piles built : 760
- Total volume dredged : 4,800,000 m³
- Power installed : Kamsar and Sangaredi : Diesel generators : 30,000 kW; motors : 28,000 kW
- Total Length of Cables : 650,000 m
- Total Length of Piping : 220,000 m

Operational

- Production : 4,700,000 tons, raised progressively to 9,000,000 tons.
- Number of Guineans working in Operations : 1,250
- Number of Expatriates working in Operations : 300
- Ore-carrying Ship Traffic Per Annum : Between 250 and 300 ships carrying between 30,000 and 40,000 tons for 9,000,000 tons per annum.
- Traffic Density of Railroad : 6 trains of 6,000 tons per train equals 36,000 tons per day for 9,000,000 tons per annum.

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A PRESIDENCY

1. President: A.S. TOURE
2. Minister for International Technical Cooperation:
 Abdoulaye DIALLO
3. General Secretary of the Presidency:
 Yattara SEYDOUBA
4. Chief of Protocol: Aly BANGOURA

B POLITICAL BUREAU OF THE CENTRAL COMMITTEE

5. Prime Minister: Lasana BEAVOGUI
6. Senior Minister of Interior: Moussa DIAKITE
7. Senior Minister of Economy and Finance:
 Ismael TOURE
8. Senior Minister of Education: Mamady KEITA
9. Senior Minister for Rural Development:
 N'famara KEITA

C. OTHER SENIOR MINISTERS

10. Senior Minister for Social Affairs:
 El Hadj Saifoumaye DIALLO
11. Senior Minister of Trade: Abdoulaye TOURE

D. TECHNICAL MINISTERS CONCERNED WITH BANK GROUP PROJECTS

12. Minister of Mining and Geology: Abraham Kabassan
 KEITA
13. Minister of Public Works and Urbanism:
 Mohamed LAMINE TOURE
14. Minister of Irrigation, Livestock and Fisheries:
 Louis HOLIE
15. Minister of Industry and Energy: Mamady KABA

....//..

E. OTHER MINISTERS

16. Minister of Information and Ideology: Senainon BEHANZIN
17. Minister of Foreign Affairs: Fily CISSOKO
18. Minister of Planning and Cooperation: N'Faly SANGARE
19. Minister of Social Affairs: Mme Jeanne MARTIN CISSE
20. Minister of Health: Kekoura CAMARA

F. CENTRAL BANK

21. Governor of the Central Bank: Momory CAMARA

G. MINISTERS OF RURAL DEVELOPMENT:

22. Boké: Mamadouba BANGOURA
23. Labé: Sékou CHERIF
24. Kindia: Kouramadou DOUMBOUYA

H. GOVERNORS

regions of

25. Boké: Ibrahima FOFANA
26. Fria: Alexandre Alecaut BANGOURA
27. Kindia: Anésoumane KONDE
28. Labé: Mamadou BARRY
29. Mamou: Ousmane El Hadj SQUARE
30. Pita: Diara TRAORE
31. Dalaba:

I PUBLIC ENTREPRISES OFFICIALS

ENTA (National Match and Cigarette Factory)

36. General Manager: Seny KEITA

1. Ahmed Sékou TOURE

President of the Republic
Secretary General of the PDG (Guinea Democratic Party)

Born: 1922, Faranah (upper Guinea)
Grandson of Almanay Samory Touré, famous freedom fighter during the French colonial penetration at the turn of the century.

Married to Andrée Touré

Training: excluded from High school for political reasons, continued his education as an autodidact. He became a middle level civil servant in the postal service and rose to the rank of accountant in the French colonial service.

Political activities:

- 1945: founded the first indigenous Trade Union in Guinea.
- 1946: co-founder of the RDA (African Democratic Union), the first French West-Africa wide political party.
- 1947: Co-director of the Guinean section of the RDA.
- 1951: Secretary General of the coordinating committee of the French West Africa Trade Unions.
- 1952: Secretary General of the PDG, Guinean section of the RDA
- 1953: elected member of the advisory council of the Beyla district
- 1956: elected member of the French National Assembly, representing Guinea;
Elected major of Conakry;
Founded the C.G.T.A. (General Association of Workers, Africa Section) affiliated to the Communist CGT in France.
- 1957: Vice President of the Guinea local Government under French colonial rule;
Elected to represent Guinea in the regional Parliament in Dakar.
- Oct. 1958: Elected Prime Minister at the time of Independence
President of the Trade Unions of French West Africa
- 1961: Elected President of the Republic
Reelected in 1968 and 1974.

In 1960 and 1962, President Sekou Toure attended the UN General Assembly and met with President Kennedy.

2. Abdoulaye DIALLO
Minister for International Technical Cooperation at the Presidency

Born 1917, Dabola (Middle Guinea)

Married

Training: Middle civil servant

Experience:

- Ambassador
- Minister of Telecommunications
- Minister of Development
- Trade Union leader
- Minister of Labour

3. Yattara SEYDOUBA
General Secretary, Presidency of the Republic
- Born 1929, Conakry (costal Guinea)
- Training Middle level civil servant
- Experience:
1946-52 Trade Union leader
1957-61 Youth leader
1964-71 Administrative director, Ministries of Education and Information
1971-75 Director of Cultural Affairs, Presidency
4. Aly BANGOURA
Chief of Protocol and Ambassador
5. Lansana BEAVOGUI
Prime Minister
Member of the Political Bureau of the Central Committee
- Born 1923, Macenta (Forest Region)
- Married
- Training Medical doctor
- Experience:
1952: Secretary General of RDA, Kissidougou section,
1957: Member of local Parliament, under colonial rule.
Since 1957
Minister (Commerce, Industry, Economy, Foreign Affairs)
6. Moussa DIAKITE
Senior Minister, Interior, Security and Justice
Member of the Political Bureau of the Central Committee since 1958
President of State Committee in charge of relations with Americas and International organizations (including IBRD)
- Born 1927, Kankan (Upper Guinea)
- Married Brother in law of President Sekou Touré
- Training Middle level civil servant
- Experience
1946 Co-founder of RDA
Since 1958
Minister (Civil Service, Central Bank, Finance, Justice, Foreign Trade)
7. Ismael TOURE
Senior Minister for Economic Affairs and Finance
Member of the Political Bureau since 1957

Born 1925, Faranah (Upper Guinea)

Widower Brother of President Sekou Touré

Training

Electrical and Mechanical engineer
Meteorologist (France)

Experience

Minister of Public Works
Minister of Development
Minister of Finance

8. Mamady KEITA
Senior Minister for Education and Cultural Affairs
Member of the Political Bureau of the Central Committee

Born 1936 , Kouroussa (Upper Guinea)

Married Brother in law of President Sekou Touré

Training

Professor of philosophy (France and Switzerland)

Experience

Director of the Party Training Centre
Director of the Kankan Polytechnical Institute
Junior Minister of Education
Junior Minister of the Army

9. N'Famara KEITA
Senior Minister for Rural Development
Member of the Political Bureau since 1957

Born 1924, Molata (Coastal Region)

Married Brother in law of President Sekou Touré

Training Middle level civil servant

Experience

Since 1948 leading party official
1956 Mayor of Kindia
1958 Junior Minister of the Army

1960-1968 Minister (Planning, Commerce, Economic Affairs, Local Governments, Transport).

Since 1960

Senior Minister (Social Affairs, Commerce)

10. El Hadj Saifoulaye DIALLO
Senior Minister for Social Affairs

Born 1923 (Middle Guinea)

Married

Training Accountant

Experience

1946 Co-founder of RDA

1956 Mayor of Mamou

Elected member of the French National Assembly, representing Guinea

1958-62 Minister (Justice, Finance, Foreign Affairs)

Mr. Diallo has been very sick recently and spent several months at the Bethesda Naval Hospital.

11. Abdoulaye TOURE
Senior Minister of Trade since early 1977
Member of the Central Committee

Born 1923, Kankan (Upper Guinea)

Married

Training Medical doctor (France)

Experience

Mayor

Ambassador

Permanent Representative at the UN

Regional Governor

Minister of Foreign Trade

12. Abraham Kabassan KEITA
Minister of Mining and Geology

Born 1935

Married

Training Civil engineer (France); naval engineer (UESR)

Experience

Deputy director, Port of Conakry

Commander-in-chief and chief of staff, Guinean Navy

Deputy director general, OFAB (Boké Project)

Director general for construction, Boké project

Regional Governor

Minister of Rural Development, Boké region

13. Mohamed Lamine TOURE
Minister of Public Works and Urbanisation
Member of State Committee in charge of relations with America
and International Organizations (including IBRD)

Born 1923, Kankan (Upper Guinea)

Married 2 children, cousin of President Sekou Touré

Training Civil engineer (Paris)

Experience

Chief, Public Works Sub-division, Kankan

Director, Port of Conakry

Director general, National Electricity Company

Minister of Public Works, Mining and Geology

14. Louis HOLIE
Minister of Irrigation, Livestock and Fisheries

Born 1935, near N'Zérékoré (Forest region)

Married

Training Professor of Geography

Experience

1962-65 High School Teacher

1965-71 High School Inspector

1971-72 Minister of Education

Minister of Higher Education

15. Mamady KABA
Minister of Industry and Energy

Born 1925, Conakry (Coastal Region)

Married

Training Low level civil servant

Experience

Trade Union official
Labour inspector
Junior Minister of Telecommunication and Commerce
Minister of Transport

16.

Sevainon BEHANZIN

Minister of Information and Ideology
Member of Central Committee

Born 1917 Abomey (Benin)

Married Member of the royal family of Abomey, Benin

Training Professor of mathematics

Experience

Professor
Administrative director, Ministry of Education
Junior Minister of Ideology

17.

Fily CISSOKO

Minister of Foreign Affairs
Member of the Central Committee

Member of the State Committee in charge of relations with
Americas and International organizations (including IBRD)

Born 1926, Kindia (Coastal region)

Training High school teacher

Experience

School inspector
High school principal
Ambassador to Tanzania, Congo, Egypt
Chief of Protocol, Presidency
Secretary General of the Presidency

18.

N'Faly SANGARE

Minister of Planning and Cooperation

Vice President of the State committee in charge of relations
with Americas and international institutions (including IBRD)

Born 1933, Kankan (Upper Guinea)

Married

Training High civil servant

Experience

Minister of Banks
Governor of the Central Bank and Governor of IBRD (until
early 1977)
Director of the Central Bank

19.

Mme Jeanne MARTIN CISSE

Minister of Social Affairs
Member of the Central Committee

Born 1926, Knakan (Upper Guinea)

Training High School Teacher

Experience

Ambassador
Permanent Representative at the UN
Secretary General of the National Women's Committee and of
the African Women Conference
First Vice President of the National Assembly

20. Kekoura CAMARA
Minister of Health
Member of the State Committee in charge of relations with
Americas and International Organizations including IBRD
Born 1928 Kankan (Upper Guinea)
Married
Training Veterinary doctor (France)
Experience Director of the Nenekaly Condetto biological Institute (ex
Institut Pasteur) at Kindia
Minister of Livestock and Fisheries
- 21 Momory CAMARA
Governor of the Central Bank
Governor of IBRD
Born 1936, Kissidougou (Forest Region)
Married 4 children
Training Lawyer (Dakar)
Experience Director of Insurances
Director of Banking
Deputy Governor of the Central Bank
22. Mamadouba BANGOURA
Minister of Rural Development: Boké region
Member of the Central Committee
Born 1933 Dubréka (Coastal region)
Married
Training Low level civil servant
Experience Party official
Regional Governor
Minister of Youth
Chief Commander of the militia
23. Sekou CHERIF
Minister of Rural Development: Labé region
Member of the Central Committee
Born 1921, Dabola (Middle Guinea)
Training Middle level civil servant
Experience Mayor, regional Governor
24. Kouramoudou DOUMBOUYA
Minister of Rural Development: Kindia region
Member of the Central Committee
Born 1922, Siguiri (Upper Guinea)
Married
Training Primary school teacher
Experience Inspector of primary education
President of regional parliament
Regional Governor

25. Ibrahim FOFANA
Governor: Boké region
Born 1927, Tougué (Middle Guinea)
Training Lawyer
Experience
Prosecutor
Director general of ENTA (cigarette factory)
President of Apallate Court
Dean of the School of Administration
- 26 Alexandre Alécaut BANGOURA
Governor Fria region
Born 1922 Boké (costal region)
Married 10 children
Training Medical doctor (France)
Experience
Government physician in charge of the Epidemic prevention
division, Ministry of Public Health
Director of Technical Cooperation, Office of the President
27. Ansoumane KONDE
Governor Kindia region
Born 1929, Faranah (Upper Guinea)
Training Middle level civil servant
Experience
Director of Ballay hospital
Administrative secretary, Ministry of Education
Governor since 1968
- 28 Mamadou BARRY
Governor Labé region
Born 1931, Faranah (Upper Guinea)
Training Accountant
Experience
Administrative Secretary, Ministry of Interior
- 29 El Hadj Ousmane SQUARE
Governor Mamou region
Born 1932, Mali (Middle Guinea)
Training Low level civil servant
Experience
Party official
Trade Union official
Ambassador (Nigeria, Benin, Cameroon, Togo)
Permanent Secretary, Ministry of Economy
30. Diarra TRAORE
Governor Pita region
Born 1934, Knakan (Upper Guinea)
Training Military Officer
Experience
Military Attaché
Chief of staff, Guinea Air Force
31. Governor Dalaba region

LIST OF PERSONALITIES LIKELY TO BE ENCOUNTERED
BY MRS MCNAMARA

1. Mrs Andrée Touré
Wife of President Sékou Touré
Born 1927
One son, Mohamed, 18 year old, recently admitted at the Polytechnical Institute of Conakry
Training Administrative secretary
Educated at the Catholic Nuns school of Bellevue (Conakry)
Active in charitable societies and leader of local Women's organizations.
2. Mrs Jeannette MARTIN CISSE
Minister of Social Affairs
Member of the Central Committee
Born 1926, Kankan (Upper Guinea)
Training High school teacher
Experience Ambassador
Permanent Representative at the UN
Secretary General of the National Women's Committee of the African Women Conference
First Vice President of the National Assembly
3. Lieutenant Binta DIALLO
Helicopter pilote
Born 1940 (Labe)
Training Military pilote, trained in USSR
Married to a senior pilote of Air Guinea , three children
4. Mrs Néné FOUTA
Interpreter, Presidency Office
Born 1938
Training Conakry Polytechnical College
Language training in the UK
5. Miss Marianne MAKHA
Journalist
Born 1942 , daughter of Minister MAKHA
Training Journalism department of the Conakry Polytechnical College
Bachelor
6. Mrs Fatoumata DIARRA
Ambassador to the Republic of Congo
Member of Parliament
Born 1938 , Mamou (Middle Guinea)
Married Children
Training Accountant
Experience Deputy General Manager of a public enterprise
Trade Union Official
7. Mrs Fatoumata Diaraye DIALLO
Responsible for the problems of women in the steering committee of the National Youth Organization

Born 1938, Bamako (Republic of Mali)

Training Secretary

Experience

Government secretary

8. Mrs Sophie MAKA
Secretary General, National Women's Committee
Vice President of the National Assembly

Born 1927 Conakry (Coastal region)

Training Teacher

9. Mrs Soba KEYRA
Deputy Secretary General of the National Women's Ligue
Member of Parliament

Born 1926 , near Dalaba (Middle Guinea)

Training Teacher

Experience and present activity

High School Principal

10. Mrs Hadja Fatou KEITA
High official of the National Women's Ligue
Member of Parliament

Born 1920 Conakry (Costal region)

Training Teinturière

11. Mrs. Mariama SOW
High official of the National Women's Ligue
Member of Parliament

Born 1942, near Labé

Training Teacher

12. Mrs N'Gamet TOURE
Deputy general manager of a hardware store
President of the Women's Committee, Conakry I section

Born 1930, Forecariah (Coastal region)

Training Low level civil servant

IMPORTANT DATES

28 September 1958

Guinea votes "NO" in rejecting the new Constitution of the French Commonwelath proposed by De Gaulle

2 October 1958

The Republic of Guinea is proclaimed an independent and sovereign State

8 November 1964

Promulgation of the loi-cadre which became the Revolution Charter

22 November 1970

Imperialist Potugese agression

16 February 1975

Proclamation of the Revolution Charter