Folder Title:	Railway Project (02) - Cameroon - Loan 1038 - P000325 - Correspondence - Volume 6
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CAMEROON - Loan 1038 CM
Vol. VI

(JAN '77 JULY 77)

FORM NO. 635
(6–77)

CLOSE – OUT SHEET

This file is closed as of July 31, 1977.

For further correspondence, please see Vol. VII.

RECORDS MANAGEMENT SECTION

✓ Cameroon loan 1038
cc Cameroon loan S-4

Le 29 juillet 1977

Monsieur le Président-Directeur Général
de la Régie Nationale des Chemins de Fer
du Cameroun
B. P. 304
Douala, République Unie du Cameroun

Monsieur le Président,

Objet: Prêts 1038-CM et S-4-CM
Deuxième et Troisième Projets Ferroviaires

Nous avons bien reçu votre lettre n° 4070 du 9 juillet 1977 et vous remercions des informations qu'elle nous communique.

Les questions du pont de Japoma et du remplacement de M. Blavette par M. Dupuis ont été traîtées dans des correspondances séparées.

En ce qui concerne les études d'exécution de la nouvelle gare de Douala, nous vous serions obligés de nous tenir informés des réactions des bureaux d'études consultés dans le meilleur délai, car, comme vous le soulignez, il est possible que le délai accordé pour la remise des propositions soit trop court par suite de la durée d'acheminement du courrier sur les différentes relations postales notamment. Dans cette éventualité, il se pourrait que le libre jeu de la concurrence qui doit présider à la consultation en cours soit entravé et qu'une extension du délai doive être consentie.

Dans l'attente de vos nouvelles à ce sujet, nous vous prions de croire, Monsieur le Président, à l'assurance de notre considération très distinguée.

H. G. Brandreth
Chef de la Division Ports,
Chemins de Fer et Aviation
Bureau Régional de l'Afrique de l'Ouest

ADefalque:eds (586)
cc: MM. Apitz
Dick

✓ Cameroon Loan 1038
cc Cameroon Loan S-4
cc Cameroon REGIFERCAM-General

Le 29 juillet 1977

Monsieur le Président-Directeur Général
de la Régie Nationale des Chemins de Fer
du Cameroun
B. P. 304
Douala, République Unie du Cameroun

Monsieur le Président,

Objet: Deuxième et Troisième Projets Ferroviaires
Prêts 1038-CM et S-4-CM
Mission de Supervision de Juin 1977

Nous avons l'honneur de vous confirmer, en les complétant, les conclusions de la mission de supervision accomplie par MM. Apitz et Defalque au cours de leur récent séjour à Douala.

Nous examinerons successivement les conclusions relatives aux prêts 1038-CM et S-4-CM.

1. PRET 1038-CM

1.1 Pont de Japoma

Nous vous serions obligés de bien vouloir nous tenir informés des conclusions du Laboratoire Central des Ponts et Chaussées de Paris au sujet de la sécurité en service de la pile n° 1 du pont de Japoma, à la suite des informations contenues dans votre lettre n° 3870 du 4 juillet 1977, dès que ces conclusions vous seront connues. Nous aimerions recevoir également la copie de l'avis définitif de SOCOTEC à ce sujet.

1.2 Equipements radio

Les équipements ont été livrés. La formation des utilisateurs devrait être entamée dans le meilleur délai pour assurer une mise en service rapide de ce matériel. Nous avons retenu que vous étiez sans nouvelle de l'arrivée des spécialistes canadiens qui devraient accomplir cette formation dans le cadre de l'intervention financée par l'A.C.D.I. Nous vous serions reconnaissants de nous tenir au courant des prévisions à ce sujet, dès qu'elles vous seront connues.

1.3 Déboursements

Nous avons reçu, en annexe à votre lettre n° 3750 du 28 juin dernier, le tableau de la situation des déboursements du prêt 1038-CM à la date du 30 avril 1977, établie par vos services. Nous vous communiquons en annexe un résumé de la situation établie par la Banque à la date du 29 juin dernier, avec indication des différences qui devraient être vérifiées. attached to loan 1038

La situation actuelle des déboursements indique un solde de US$41.434,81. Le montant déboursé à ce jour, y compris les intérêts intercalaires, représente donc 99,74 % du montant total du prêt (US$16.000.000).

2. PRET 8-4-CM

2.1 Nouvelle gare de Douala

Le rapport définitif de l'étude de factibilité (Transurb-Louis Berger) nous parviendra vera la fin de ce mois et la Regifercam prévoit que les propositions des consultants pour les études d'exécution, avec ses commentaires et recommandations, pourraient nous être communiquées vers la fin août. Nous vous ferons part, dans le meilleur délai, de notre avis et de notre accord éventuel au sujet du contrat proposé.

Nous saisissons l'occasion pour réitérer notre souci de voir progresser ces études à un rythme rapide. Nous pensons que, pendant l'absence éventuelle de l'un de vos proches collaborateurs, des mesures appropriées de délégation de pouvoir devraient permettre de conclure les contrats relatifs à ces études. Par ailleurs, sur un plan plus général, il conviendrait de parfaire la formation des principaux dirigeants de votre Administration dans le domaine des études ainsi qu'en matière d'attribution des contrats.

2.2 Etude de gestion

2.2.1 Désignation d'homologues camerounais

Nous notons les observations que vous avez faites, dans votre lettre n° 3750 rappelée ci-dessus, à propos du premier rapport trimestriel de SOFRERAIL, ainsi que les mesures que vous comptez prendre pour adjoindre des homologues camerounais qualifiés aux experts de ce consultant dans les secteurs d'activité où ils font actuellement défaut. Cependant, il nous semble que l'insuffisance de l'effectif des cadres de valeur actuellement employés dans les services productifs devrait être corrigée par un effort constant de recrutement et de formation de nouveaux éléments possédant une formation de base appropriée. Ce n'est certainement pas un problème facile à résoudre. Il convient cependant de s'y attacher et nous pensons qu'à ce niveau, le souci d'économie d'effectif ne devrait pas prévaloir car, pour obtenir un élément de valeur, il faut en former trois ou quatre pour permettre une sélection.

2.2.2 Exploitation et Mouvement

Nous pensons que, dans le domaine de l'Exploitation et du Mouvement, l'action de l'expert marque une tendance à développer des outils de travail et des procédures visant principalement à l'amélioration des pratiques en usage. Il en résulte une série d'actions ponctuelles qui, si nécessaires et importantes qu'elles soient, n'attaquent pas le fond des problèmes posés par cette Direction.

Il est bien évident qu'une réforme profonde de l'organisation existante et des méthodes de travail actuelles ne peut être envisagée sans une analyse complète de ces problèmes et serait une oeuvre de longue haleine dépassant le cadre du présent contrat.

Comme vous le soulignez dans votre lettre n° 3750, l'insuffisance de l'effectif d'encadrement et de maîtrise réellement qualifié et des moyens matériels d'exploitation, à laquelle nous ajoutons la dispersion des unités d'exploitation sur le terrain, sont les principaux facteurs qui rendent difficile l'action d'amélioration entreprise.

Nous estimons néanmoins qu'un plan directeur, définissant mieux les objectifs à atteindre, leur priorité et les moyens et ressources à consacrer à leur réalisation, même s'ils dépassent les possibilités du présent contrat, aurait dû être dressé.

Nous estimons qu'un examen d'ensemble des problèmes en question doit nécessairement précéder l'appréciation des actions futures dans ce domaine particulier, et souhaitons que le plan directeur évoqué ci-dessus puisse être inclus dans le troisième rapport trimestriel de SOFRERAIL (fin octobre 1977). Enfin, nous avons souligné l'importance du choix d'un homologue camerounais qualifié dont la mission consistera, après formation, à prolonger les actions lancées par l'expert, après son départ en janvier 1978. A ce propos, nous pensons que le perfectionnement de la formation du responsable de cette Direction et sa participation effective à la conception du plan directeur cité plus haut devraient faire l'objet d'une attention particulière. Dans le domaine de l'Exploitation et du Mouvement s'applique particulièrement ce qui est dit au paragraphe précédent au sujet du recrutement, de la formation et de la sélection des cadres de la hiérarchie.

2.2.3 Entretien du matériel

Nous partageons votre avis au sujet de la qualité de l'action entreprise dans le domaine de l'entretien du matériel. Nous ajoutons cependant les points suivants:

(i) les modifications aux accès du dépôt, demandées par SOFRERAIL l'an dernier, devraient être exécutées sans tarder; elles sont d'ailleurs

peu coûteuses et aisément réalisables, selon les tracés de voie qui nous ont été montrés à Douala; nous suggérons de fixer la fin septembre 1977 comme date-objectif pour la mise en service du nouveau dépôt;

(ii) la continuation de l'action des consultants est envisagée suivant un programme qui nous a été décrit par la Caisse Centrale qui a manifesté l'intention de participer à son financement; nous approuvons l'extension de cette action, dans le sens indiqué, car elle nous paraît nécessaire; une décision à ce sujet devrait pouvoir être obtenue fin octobre 1977, de manière à éviter l'interruption des actions en cours dans ce secteur d'activité;

(iii) le principe de l'agrandissement des ateliers de BASSA (bloc diesel) par la mise sous toit d'une aire de l'ordre de 2.500 mètres carrés est étudié par les experts de SOFRERAIL; ces travaux pourraient être inclus dans un projet ultérieur qui ferait l'objet d'une prochaine mission d'évaluation de la Banque, si un avant-projet chiffré et les éléments de justification pouvaient être établis en temps utile. Nous suggérons la mi-octobre comme objectif pour l'établissement d'un premier dossier pour cet élément.

Il nous paraît opportun de réitérer ici les objections de principe que nous avons formulées au sujet du projet de transfert de la responsabilité de l'entretien périodique et de la réparation du matériel moteur de la Régie à une entreprise séparée à caractère privé. Nous recommandons qu'aucun engagement de principe ne soit pris à ce sujet sans que toutes les implications d'un tel projet n'aient été examinées en détail et nous souhaitons être consultés avant toute décision à ce sujet.

Nous comprenons parfaitement les raisons qui militent en faveur de ce projet. Nous pensons cependant qu'une concentration excessive des activités pourrait être évitée en envisageant, par exemple, lorsque cela s'avérera souhaitable, la création d'une unité d'entretien du matériel remorqué dans une autre localité.

Nous vous avons fait part de nos doutes quant aux avantages réels qui seraient obtenus par la remise de tout ou partie du matériel de traction de la Régie à un organisme de caractère privé qui aurait le monopole de l'entretien périodique et de la réparation de ce matériel. L'effectif du parc de votre réseau étant réduit, la perte du contrôle journalier des opérations d'entretien et de réparation, l'absence de motivation due à la pression des circonstances, la tendance de l'industriel à s'en tenir au programme de travail préétabli, et bien d'autres facteurs encore, risqueraient de réduire davantage la disponibilité des moyens de traction mis à la disposition de l'Exploitation. Quel que soit le système de contrôles et pénalités qui serait prévu au contrat, même strictement appliqué, il n'équivaudra pas au contrôle direct des unités d'entretien et de réparation par la hiérarchie du réseau. Plusieurs exemples tirés d'expériences similaires indiquent qu'il en est bien ainsi.

Pour ces motifs, nous pensons devoir recommander la prudence en cette matière et nous aimerions être tenu périodiquement au courant de l'évolution de votre conception à ce sujet.

2.2.4 Administration et gestion

Nous notons vos observations au sujet des actions dans le domaine des coûts de transport et serions heureux de recevoir vos commentaires lorsque vous aurez reçu les compléments d'information que vous avez demandés à l'expert. Nous notons également l'état d'avancement des travaux dans les domaines comptabilité, contrôle de gestion et statistiques. Nous espérons qu'il vous sera possible de désigner bientôt des homologues camerounais qualifiés en nombre suffisant pour seconder les experts, tout en perfectionnant leurs connaissances, dans ces secteurs d'activité.

Nous vous serions cependant très obligés de bien vouloir faire préparer un programme de travail pour la continuation éventuelle des actions en cours, qui servirait de base à l'appréciation de l'opportunité d'inclure un tel programme dans un projet futur.

Nous vous serions reconnaissants aussi de bien vouloir nous tenir au courant de la prompte mise en place de la nouvelle organisation prévue pour la Direction Financière et la Comptabilité.

En ce qui concerne les comptes prévisionnels d'exploitation dressés par la Régie, nous notons que ces comptes sont établis sur la base d'un coéfficient d'exploitation inférieur à l'objectif que nous avions fixé d'un commun accord pour l'année fiscale 1978-1979 et pour les années suivantes (68 %).

Nous vous confirmons notre proposition d'établir vos prévisions, à partir de l'année fiscale 1978-1979, sur la base d'un coéfficient d'exploitation de 65 %. Ce coéfficient, utilisé uniquement pour les besoins de planification, donnera une marge suffisante, à notre avis, pour mieux assurer l'obtention d'un résultat réel ne dépassant pas l'objectif de 68 %.

3. FORMATION PROFESSIONNELLE

3.1 Formation au management

Les actions de formation au management prévues dans le cadre de l'intervention de l'A.C.D.I. n'ont pas encore été clairement définies. Nous pensons qu'il serait nécessaire de connaître à brève échéance le contenu de ce programme, dans un but de coordination avec les actions en cours (Etude de Gestion) et leur prolongement éventuel. Nous nous permettons de vous suggérer d'interroger l'A.C.D.I. à ce sujet et serions heureux d'être informés du résultat de votre intervention et de recevoir communication du programme envisagé et de son calendrier de réalisation.

3.2 Formation au sein des Directions

l'action de SOFRERAIL actuellement en cours débouchera sur la programmation d'actions de formation pratique à l'application des méthodes préconisées par les experts de ce consultant. En vue de l'appréciation de cet élément qui pourrait être inclus dans un projet à évaluer prochainement par la Banque, il est souhaitable qu'un programme de travail soit dressé pour chacun des secteurs d'activité concernés par l'étude de gestion. Ceci a déjà été abordé plus haut pour les domaines Entretien du Matériel et Comptabilité-Contrôle de Gestion-Statistiques. Un tel programme doit aussi être défini pour les secteurs Exploitation et Mouvement et Voie et Bâtiments. Nous estimons qu'il conviendra de prévoir le développement de la formation professionnelle pratique au sein des Directions intéressées. Cette formation pratique s'adressera principalement à la maîtrise et sera le complément indispensable des efforts d'organisation et d'amélioration des méthodes de travail entrepris dans le cadre de l'étude de gestion. Notre intention est de revoir avec vous et vos proches collaborateurs, au cours d'une prochaine mission, l'ensemble des actions de formation professionnelle de la Régie, dans le but de les coordonner et d'évaluer les compléments à y apporter dans le futur.

Nous examinons la possibilité de prévoir la participation d'un spécialiste en Formation Professionnelle de la Banque à cette prochaine mission.

Pour conclure, nous vous réitérons nos remerciements pour l'excellente collaboration qui préside à nos travaux en commun et nous exprimons l'espoir que cette collaboration soit l'un des facteurs contribuant aux progrès que vous escomptez dans la gestion et l'exploitation de votre réseau.

Nous vous prions de croire, Monsieur le Président, à l'assurance de notre parfaite considération.

H. G. Brandreth
Chef de la Division Ports,
Chemins de Fer et Aviation
Bureau Régional de l'Afrique de l'Ouest

Annexe

ADefalque:eds (568)
Cleared with and cc: Mrs. Calvo
cc: MM. Eigen
Apitz
Dick

PRET 1038-CM

DEBOURSEMENTS

(US$)

Catégories	Nature	Au 30 avril 1977 Tableau Regifercam	Au 29 juin 1977 (Situation BIRD)	Remarques sur Différences
1	Matériel VB	3.240.768,47	3.240.768,44	-
2	Branchements	395.072,24	395.072,24	-
3	Grue de relevage	613.118,13	613.118,34	-
4	Wagons et rechanges	6.277.732,51	6.277.732.53	-
5	Pont de Japoma	3.358.983,74	3.508.687,94	Demandes n° 56 et 57
6	Rechanges Locos	276.003,07	247.200,45	A examiner 1/
7	Equipement telecom	208.815,12	237.617,76	A examiner 2/
8	Services de consultants	0	0	-
9	Intérêts	1.438.367,49	1.438.367,49	-
10	Non affecté	-	0	3/
	TOTAL	15.808.860,77	15.958.565,19	

Remarques:

1/ Les déboursements de la catégorie 6 enrigistrés par la Regifercam au 30 avril 1977 sont supérieurs à ceux enregistrés par la Banque au 29 juin 1977. (Différence US$28.802,62.)

2/ La différence pour la catégorie 7 est égale, en valeur absolue, à celle enregistrée pour la catégorie 6. Il semble que cette somme est à reporter dans la colonne VII du tableau Regifercam.

3/ Le montant non affecté est actuellement égal à US$192.632,51 dans nos livres.

Solde du Prêt 1038-CM

Les soldes des catégories 1 à 4 et 6 et 7 sont égaux à:

Catégorie 1	US$	231,56
Catégorie 2	US$	927,76
Catégorie 3	US$	1.881,66
Catégorie 4	US$	2.267,47
Catégorie 6	US$	82.799,55
Catégorie 7	US$	39.382,24
Total		127.490,24

Le dépassement pour la catégorie 5 est égal à US$ 278.687,94.

La balance s'établit donc comme suit:

Montant non affecté	192.632,51
Soldes des catégories 1 à 4 et 6 et 7	127.490,24
Total	320.122,75
A déduire, dépassement catégorie 5	- 278.687,94
Solde	41.434,81

Vérification

Montant du prêt	16.000.000,00
Total déboursé	15.958.565,19
	41.434,81

MINISTÈRE DE L'ÉQUIPEMENT
ET DE L'AMÉNAGEMENT DU TERRITOIRE

LABORATOIRE CENTRAL DES PONTS ET CHAUSSÉES

58, boulevard Lefebvre – 75732 PARIS CEDEX 15
Téléphone : Paris (1) 532 31 79 – Télex : LCPARI 200361 F

DÉPARTEMENT DES SOLS
ET FONDATIONS

Section des Fondations

Cameroon Loan

Paris, le 28/07/77.

M. Defalque

Cher Monsieur,

Veuillez trouver ci-joint copie de la lettre adressée à Monsieur Leyrat, concernant l'affaire du Pont de Japoma.

Bien cordialement,

S. AMAR
Chef de Section

1038 Copie H. Brandreth

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MINISTÈRE DE L'ÉQUIPEMENT

LABORATOIRE CENTRAL DES PONTS ET CHAUSSÉES

58, boulevard Lefebvre – 75732 PARIS CEDEX 15
Téléphone : Paris (1) 532 31 79
Télex : LCPARI 20361 F

AUG 03 1977

DÉPARTEMENT DES SOLS
ET FONDATIONS

SECTION DES FONDATIONS

REGIE NATIONALE DES CHEMINS
DE FER
Monsieur LEYRAT
BOITE POSTALE 304
DOUALA
CAMEROUN

WESTERN AFRICA REGION
PORTS RAILWAYS & AVIATION
DIVISION
HANDLED BY:
DATE ANSWERED:

Vos réf. :
Votre lettre du :
Nos réf. : SA/LA - 127
Objet : PONT DE JAPOMA

Paris,
Le 28 JUILLET 1977

Cher Monsieur,

Ayant été absent de PARIS depuis le début du mois de juillet, je n'ai pu prendre connaissance de votre lettre qu'aujourd'hui. J'espère que ce long laps de temps que j'ai mis pour vous répondre ne vous a pas été préjudiciable.

J'ai lu avec beaucoup d'intérêt votre lettre, et vous remercie pour les précieuses informations que vous me donnez concernant les charges que doit supporter la pile n° 1, ainsi que les variations des charges limites que doit admettre chaque type de pieu, que je rappelle ici :

- Pieu initial..... 139 à 159 t,
- Pieu supplémentaire..... 324 à 344 t.

La question à se poser est de savoir si la pile n° 1 peut supporter de telles charges.

A partir de l'ensemble des informations et des constatations que nous possédons, y compris les derniers essais de chargement de pieux, on peut dire que :

1) les anciens pieux peuvent supporter en toute sécurité 1300 t, soit 130 t par pieu ;

.../...

2) les pieux supplémentaires ont supporté lors de l'essai 240 t par pieu.
L'essai n'ayant pu être poussé plus loin (limite des vérins), il nous est difficile de dire avec certitude si ces pieux peuvent supporter des charges plus fortes ;

3) les courbes de chargement de ces pieux étant régulières, il ne semble pas y avoir de zone décomprimée sous les pieux, excepté peut-être pour le pieu 12.

Compte tenu de ce qui précède, on peut conclure que la charge verticale centrée maximale que peut supporter en toute sécurité la pile n° 1 est de 2900 t, qui se décompose comme suit :

- Anciens pieux.....	10 x 130	=	1 300 t
- Pieu supplémentaire.....	8 x $\frac{240}{1,2}$	=	1 600 t
			2 900 t

On peut probablement aller jusqu'à 3140 t en faisant travailler les pieux supplémentaires à 230 t, soit F = 1,04 par rapport à 240 t.

A l'extrême limite, on peut admettre 3220 t, ce qui correspond à 240 t pour chaque pieu supplémentaire. Même dans ce cas, nous sommes loin de la charge verticale centrée de 3650 t que vous indiquez, ainsi que des charges limites que doit supporter chaque pieu.

Comme nous l'avons signalé dans notre rapport (page 16), les essais de chargement devaient être complétés par 2 profils au pénétromètre statique de 25 à 30 m de profondeur, dont les résultats restent indispensables pour l'analyse du comportement de cette fondation.

Au stade actuel, il nous est très difficile, sinon impossible, de conclure avec certitude que la pile n° 1 est stable.

Nous réitérons donc notre demande de sondages pénétrométriques, qui doivent être implantés l'un à l'aval, l'autre à l'amont de la pile n° 1 et réalisés suivant la procédure mentionnée dans notre rapport (page 16).

Restant à votre disposition pour toute étude complémentaire,

Je vous prie d'agréer, Cher Monsieur, l'expression de mes sincères salutations.

S. AMAR
Chef de Section

Cameroon loan 1038 6/8

REPUBLIQUE UNIE DU CAMEROUN
Paix — Travail — Patrie

AUG 16 1977

UNITED REPUBLIC OF CAMEROON
Peace — Work — Fatherland

Ministère des Transports

Ministry of Transport

Mr. Defolque

DIRECTION DES TRANSPORTS

DEPARTMENT OF TRANSPORT

SERVICE DES ORGANISMES DE TRANSPORT

Yaoundé, le 19 JUIL. 1977 19

N° 002173 MNT

Le Ministre des Transports
The Minister of Transport

Réf.: V/L en date du 15 Avril 1977

à M. onsieur le Chef de la Division des Ports,
to Mr. Chemins de Fer et Aviation
Bureau Régional pour l'Afrique de l'Ouest

Banque Mondiale
1818 H Street N.W.
WASHINGTON D.C. 20433

(U. S. A)

Objet: Pont de Japoma stabilité
Subject: de la pile n° 1

Monsieur le Chef de Division,

J'ai l'honneur d'accuser réception de votre correspondance citée en référence, relative à l'objet porté en marge.

En y faisant suite, j'ai le plaisir de vous faire connaître qu'après le passage de la mission de la Banque Mondiale qui a séjourné au Cameroun du 2 au 5 Mars 1977, les travaux confortatifs de la pile n° 1 ont été entrepris. En effet, un projet de confortation a été élaboré en étroite collaboration entre la Régifercam, SOCOTEC (ingénieur -conseil) et SATOM (entrepreneur). Le calendrier prévisionnel de réalisation de ces travaux a été respecté et les modalités d'exécution, fixées d'une manière très détaillée et précise, scrupuleusement appliquées.

La confortation de la pile comportait l'exécution d'une ceinture en béton précontraint autour de la semelle, cette ceinture prenant appui sur huit pieux nouveaux de 1,06 m de diamètre forés jusqu'au refus dans le sol de fondation. Compte tenu du poids de la semelle, du fût de pile et du tablier de l'ouvrage reposant sur la pile (2000 tonnes environ), nous avions prévu de mettre en charge les 8 pieux supplémentaires, jusqu'à concurrence de 240 tonnes par pieu soit 1920 tonnes en tout, à l'aide de vérins plats type Fraysinet interposés entre les têtes de pieux et la ceinture. Cette opération a été réalisée le 12 Avril 1977 sans incident et il a été tenu compte du mode opératoire préconisé par le consultant de la Banque Mondiale (M. AMAR) pour la mise en charge des pieux. Les tassements de pieux, mesurés selon deux procédés, ont été très faibles et l'interprétation des courbes tassements/temps est en cours de réalisation.

.../...

Les mesures de nivellement de la semelle de la pile effectuées depuis le 12 Avril 1977 n'ont permis de déceler aucun tassement. Sous réserve de l'interprétation des courbes tassements/temps précitées, nous avons maintenant la certitude d'une stabilisation définitive de la pile, car, à priori et compte tenu des très faibles tassements mesurés lors de la mise en charge des pieux supplémentaires, cette interprétation ne peut que confirmer la validité de la fondation réalisée.

Il est bien évident que nous avons essayé de déterminer les causes de l'incident survenu à la pile N° 1 simultanément avec l'élaboration et la réalisation des travaux confortatifs. Il faut savoir que la mécanique des sols est une science qui ne peut prétendre à l'exactitude absolue surtout lorsqu'elle s'applique à des terrains aussi hétérogènes que ceux existant sur le site de JAPOMA et que l'utilisation de coefficients de sécurité pour évaluer la portance de pieux flottants n'élimine pas tous les risques encourus. Nous pensons cependant qu'une explication de l'incident peut être trouvée dans les modalités suivantes d'exécution des pieux :

a/ au cours du forage, les enveloppes en acier des pieux ont traversé un banc de grès et il s'est produit sur l'un d'eux une déformation de la base qui interdisait la réalisation ultérieure de la souille prévue et, sur un deuxième pieu, une modification de l'inclination fixée par le projet. Dans le souci de réaliser l'ouvrage conformément aux plans, l'entrepreneur a procédé à l'arrachage des enveloppes forées puis à un nouveau forage. Il est vraisemblable que cette opération a entrainé une réduction des frottements entre l'enveloppe des tubes et le sol ; or ces frottements sont prépondérants pour l'obtention de la portance des pieux flottants.

b/ pour la réalisation des souilles prévues au-dessous de la base des enveloppes métalliques des pieux, il s'est avéré que le matériel utilisé par l'entrepreneur n'était pas adapté du fait d'une insuffisance de guidage de la benne d'extraction des terres. La mise au point d'un procédé d'extraction palliant cette difficulté a exigé un délai assez long qui a pu entrainer la décompression du sol autour des souilles partiellement réalisées. Cette décompression a été certainement favorisée par la vidange de l'eau dans les enveloppes, cette mise à sec des tubes ayant été décidée pour permettre l'obtention d'un béton de très bonne qualité. En définitive, après essai de mise en oeuvre de béton coulé dans l'eau et examen des résultats d'écrasement d'échantillons, la mise en oeuvre du béton à sec a été abandonnée car nous avons estimé préférable de prendre le risque d'obtenir un béton de moins bonne qualité plutôt que le risque d'une décompression des sols plus importante.

.../...

Ces hypothèses d'explication de l'incident de la pile n° 1 nous ont conduit à réserver la décision du paiement à l'entrepreneur des travaux confortatifs estimés à 80 millions de francs environ.

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

REPUBLIQUE UNIE DU CAMEROUN
UNITED REPUBLIC OF CAMEROON
The Minister
LE MINISTRE
MINISTRY OF TRANSPORTS
MINISTERE DES TRANSPORTS

Dr. John Nkengong MONIE

✓ Cameroon Loan 1038

cc Cameroon Loan S-4

cc Cameroon - Railways (3)

July 26, 1977

Supervision report
a BACK-TO-OFFICE

Cameroon - Loan 1038
cc Cameroon Loan S-4
cc Cameroon Railways (3)

WORLD BANK / INTERNATIONAL FINANCE CORPORATION

OFFICE MEMORANDUM

TO: H. G. Brandreth, Chief, WAPPR

DATE: July 26, 1977

FROM: H. Apitz and A. Defalque, WAPPR

SUBJECT: CAMEROON: Supervision of Second and Third Railway Projects-Loans 1038-CM & S-4-CM
Identification of Fourth Railway Project
Back-To-Office and Full Report

A. GENERAL

1. In accordance with terms of reference dated May 27, 1977, we visited Cameroon from June 3 to June 13, to supervise the Second and Third Railway Projects.

2. The main topics of this supervision mission were:

(i) the Japoma bridge;
(ii) the Management Study;
(iii) the feasibility study of the new Douala station;
(iv) future project identification;
(v) railway performances; and
(vi) training.

3. Supervision summaries for the Second and Third Railway Projects are attached to this report.

B. THE JAPOMA BRIDGE

4. The reinforcement device of pier no. 1 of the Japoma bridge was completed and tested under a load of 240 tons per pile, as planned, in April 1977. The results of the tests are satisfactory and have been submitted to Mr. Amar of the Laboratoire Central des Ponts et Chaussées of the French Ministry of Equipment. Settlement of pier no. 1 has been negligible since the eight additional piles were driven (January 27, 1977). Regifercam is still awaiting corrected calculation sheets from SATOM and SOCOTEC. The total load in service on this pier will be communicated to Mr. Amar by Regifercam for definitive opinion on the stability of the pier no. 1 foundations. The behavior of pier no. 1 will be monitored permanently by suitable instruments to be purchased by Regifercam.

5. The stability of piers no. 2 and 3 is normal. Settlement of the left bank embankment during the last eight weeks did not exceed 12 cm, which is considered satisfactory (margin: 30 cm).

6. As of June 6, 1977, the main deck was completed and the last pre-stressing cables were being installed. The last part of the bridge, the left bank access ramp, was still to be executed. The completion of the bridge and its testing under load is expected in September. It will be put into service late this year, subject to possible further settlement of the left bank embankment.

7. No detailed final cost estimates have been calculated for the Japomà Bridge yet. Regifercam's present best estimate is that the total cost will not exceed CFAF 1.7 billion (US$6.9 million equivalent).

C. MANAGEMENT STUDY

8. Consultants SOFRERAIL have been in the field since February 1977 to implement their recommendations for improvements in management and operations. The consultants are in general performing well, but progress is uneven, since it depends on the degree of participation of Regifercam's staff.

Workshops

9. The consultants' program for implementation of the recommendations made after the first phase of the Management Study is being satisfactorily executed. Regifercam is giving good support to the consultants' action, inter alia by providing counterparts who participate in the elaboration of maintenance documents and in the on-the-job training of foremen for the implementation of the revised procedures. However, the modifications of the facilities recommended one year ago by the consultants (locomotive running shed) have been only partly implemented.

10. An extension of the consultants' contract for this field is presently being considered under Caisse Centrale financing (140 man-months), since the major part of the program will still remain to be executed when the experts leave (August-October 1977) and the short follow-up missions provided for under the present contract will not suffice to improve the situation as rapidly as needed.

11. The experts are studying an extension of the workshops (about 2,500 square meters) to provide more space for the repair and maintenance operations of the locomotives. This extension could be included in a subsequent Bank project (see para. 26 below).

12. Regifercam is presently considering, with the cooperation of M.T.E. (a French locomotive manufacturer), the possibility of establishing a separate organization, set up as a private company, which would take over the repair and overhaul of its mainline locomotives. Regifercam's management justifies this project as a means of avoiding great concentrations of labor in one single railway operational unit with its possible social implications. In addition, management expects better performance from a private sector organization.

13. The mission's recommendations (to be confirmed to Regifercam in writing) were:

(i) quick completion of the recommended modifications of the locomotive running shed, which is feasible;

(ii) continuation and extension of the consultants' activities in the workshop;

(iii) preparation of a layout for the extension of the workshops, which extension could be part of a possible subsequent Bank project to be appraised later this year; and

(iv) consulting with the Bank before any commitment is made to transfer the locomotive repair and maintenance responsibilities to a separate organization.

If should be noted that Caisse Centrale, the mission and, to a lesser extent, SOFRERAIL strongly advised Regifercam against this latter project, as it is essential that the railway keep firm control of its motive power availability. Furthermore, the mission suggested the investigation of other solutions to avoid greater labor concentrations resulting from increasing workshop activities due to traffic growth, such as the creation of rolling stock maintenance facilities in another location such as Edea or Yaounde. Railway's management agreed on points (i), (ii) and (iii) but will continue to investigate the workshops issue (iv).

Operations

14. It appears that the plan of action prepared for the expert assigned to the Operations Department tends to develop means and procedures for improving existing working habits in this important department. This results in a set of actions which, however important and necessary they may be, are limited in scope and do not attack the heart of the problem.

15. Obviously, a deep reform of the organization and of the methods in force cannot be considered without prior thorough investigation of the problems encountered by the Operations Department and would take a long time. Certainly the main factors hampering the proper functioning of this department are distance and lack of communications, combined with a lack of trained, experienced and disciplined key personnel.

16. Nevertheless, a master plan of action defining the goals to be achieved and the means and resources to be devoted to reach these goals, even if they are beyond the limited possibilities of the present contract, should have been drawn up. It is the mission's opinion that the consultants missed the point of the assignment in this particular field. These views are the result of the findings of the mission while in the field and of the subsequent analysis of documents collected in Douala. The mission's concerns in this respect have been expressed both to Regifercam's management, the expert in charge and the consultants' senior supervisors, on the basis of the first findings of the mission. A deeper investigation of the crucial problems of the operations department was requested from the expert in charge.

17. It appeared also that Regifercam's counterparts assigned to this part of the study will not likely be able to take over and continue the actions initiated by the consultants.

18. Furthermore, it is the opinion of the mission that the department head presently in charge of operations who took office only a few months ago (he was director of the MT Department previously and was removed for weak performance) is inexperienced and lacks power of command.

19. The extension of the consultants' mission in this field should be subject to a more thorough definition of the goals to be achieved, to a better understanding of the priorities, and to the production of a master plan covering the whole of the problem. Nevertheless, provision for consulting services in this field could be included in a subsequent Bank project and be appraised during a forthcoming mission.

20. The comments made above will be communicated to Regifercam in a separate letter.

Track Maintenance

21. The recommendations made by the consultants after the first phase of the Management Study (Rapport Intérimaire) were already partially implemented by Regifercam when the expert arrived in the field. The continuation of the actions in this field under the guidance of the expert (2 man-months) appears satisfactory. The final report of this expert will be attached to the next quarterly progress report of SOFRERAIL and communicated to the Bank. No specific comment is to be made on this subject for the time being.

Management

22. In the fields of budgeting, accounting, corporate planning and control the consultants are doing good work.

23. Implementation is, however, lagging behind schedule since Regifercam has not yet provided counterparts for training. The mission strongly urged the railway to fill this gap and Regifercam agreed to provide promptly at least two or three qualified counterparts. This will be confirmed to the railway.

24. Moreover, an extension of the consultants' services in the above fields will be needed and preparation of a work program to be included in a subsequent project was agreed upon with the railway and the consultants.

25. The consultants proposed a new organization of the financial and accounting department, which appears adequate. The mission agreed with the railway on prompt implementation of the new organization.

D. NEXT BANK PROJECT

26. A next Bank project could consist of the construction of the new Douala marshalling yard, the procurement of miscellaneous railway equipment and spare parts, extension of the workshops, consulting services and training, and, subject to further discussions, participation in the Douala-Edea realignment. This possible new project is described in a separate memorandum, two major points related to it being discussed in paragraphs 27 to 29 below.

New Douala Station

27. The mission reviewed and discussed with the consultants (Transurb) and Regifercam the draft report on the Douala marshalling yard study. The consultants will produce a final report by the end of July 1977, incorporating the Bank's and Regifercam's comments. The mission expects the report to form a solid basis for incorporating the new Douala station in the next Bank project to be appraised later this year.

28. Regifercam will invite proposals for the final engineering studies on the basis of the terms of reference prepared by Transurb and amended according to Regifercam's and the mission's comments. A list of eight consultants to be invited to submit proposals has been prepared by Regifercam and approved by the mission. The proposals with Regifercam's recommendations will be forwarded to the Bank for approval by the end of August.

Procurement of Freight Cars

29. Four countries showed interest in financing and supplying freight cars promptly for Regifercam: Canada, Japan, East Germany and France. By selecting the best of these offers, the railway would obtain the needed freight cars more rapidly, possibly at lower prices and with better terms of financing than through Bank financing. The railway, therefore, decided not to ask the Bank to finance additional freight cars. Regifercam plans to order freight cars and arrange financing with one of the above sources by July 1977 for delivery by mid-1978.

E. RAILWAY PERFORMANCE

Equipment Availability

30. The average mainline locomotive availability for the first five months of 1977 is shown in the following table:

Type of locomotive	Number in the fleet	Number in service	Availability		Percentage of normal maintenance vs. total immobilization 1/
			Overall	Locomotives in service	
			(%)	(%)	
4B-3600	9	7.6	68.9	78.9	22.0
CC-2400	5	4	56.4	74.0	6.1
BB-1200	12	10	68.0	81.6	4.3
BB-900	3	3	54.3	54.3	4.9
BB300/500	17	15	72.9	82.6	17.3

1/ Number of locomotive-days devoted to preventive (or periodic) maintenance divided by the total number of locomotive-days of unserviceable locomotives during the period.

There has been no significant improvement in locomotive overall availability since the last supervision mission. We noted the large percentage of repairs as a result of accidents vs. normal maintenance. Furthermore, in May 1977, six mainline locomotives had not been in service for long periods, awaiting repairs following accidents. The influence of the consultants will not be noticeable for a long time and progress is expected to be slow. Nevertheless, some improvement is observed on the number of breakdowns occurring on the line, the consultants' investigations revealing the weakest points of the engines.

31. Rolling stock availability is still low--below 90% (83% for flat cars).

Operations

32. Lack of available motive power, derailments (both on the mainline and in the stations), rail breakages and locomotive breakdowns are still hampering considerably the operations of the railway. The number of derailments increased by 67% on the Douala-Yaounde main line from 1975 to 1976;1/ in the stations, the increase is about 95% and the progression of rail breakages between Douala and Yaounde is in line with the forecast made during the final supervision of the First Railway Project (291 occurrences in 1975-1976, mostly on the 105 km still equipped with 30-kg rails between Douala-Edea-Makondo). Obviously, these numerous incidents and accidents have a direct impact on the rolling stock turnaround time, and consequently, on the transport capacity of the railway. The situation in this respect will be improved by the end of 1979, after the renewal of about 20 km of track on the maintained sections of the existing route between Douala and Edea. (Regifercam's program indicates that this part will be executed beginning in November 1978, on force account, by installation of 36-kg track material to be salvaged from the old alignment Otele-Yaounde.) Further improvement will be obtained after execution of the partial Douala-Edea realignment (starting date mid-1978).

Finances

33. Regifercam's financial performance in the period July 1976-March 1977 was satisfactory since Regifercam achieved a working ratio of 82%, as compared to a target working ratio of 81% for FY76/77. Regifercam's actual working ratio for the entire FY76/77 is not expected to increase above 82% and may even be slightly better.

34. Regifercam's budget for FY77/78 is established in compliance with the agreed working ratio target of 72% for this fiscal year. The forecasts for working expenses appear realistic and tariff increases, averaging 15% for passengers and 26% for freight, have been accepted by the Government. They were scheduled to be implemented on July 1, 1977. The massive increases of freight tariffs are not expected to significantly

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1/ In 1976 40% of the derailments on the main line between Douala and Yaounde occurred on the section Douala-Edea (27% of the distance between Douala and Yaounde).

affect demand for rail transport, since there is virtually no road competition for most rail traffic and since transport demand exceeds Regifercam's carrying capacity.

35. The budget assumes that the tonnage carried by the railway will increase by about 14% and that, due to longer hauls, there will be a 24% increase in ton-km. Such an increase appears to be in line with existing transport demand. There is, however, a risk that the railway will not be capable of carrying all the additional traffic due mainly to insufficient motive power capacity. Five additional mainline locomotives will be put into service between December 1977 and May 1978, and some improvement of the availability of existing motive power is expected from the ongoing workshop reorganization. Both together may not, however, suffice to carry an additional 24% in ton-km. Assuming a shortfall of 10% of expected ton-km, the working ratio for 1977/78 would increase to 78%, as compared to a target of 72%. This was pointed out to the railway, and it was agreed that Regifercam will concentrate on improving locomotive productivity.

36. Regifercam produced forecast income accounts until 1981/82, which are quite demanding and show from 1978-79 onward working ratios substantially below the 68% target agreed with the Bank. Based on the railway's forecast the mission proposed that Regifercam should use for planning purposes from 1978-79 onward a working ratio of 65%, thus improving the chances for actually achieving the agreed target of 68%. The railway acknowledged the merit of this proposal, which will be confirmed by letter to Regifercam.

F. TRAINING

37. Regifercam staff training is performed or planned along five different lines:

(i) apprentice schools, where fitters, diesel engine mechanics, electricians, and machine tool operators are trained;

(ii) Regional Training Center or Cours Supérieur Professionnel du 2d Degré (CSP2), 3-year special course, preparing foremen mainly for the workshops, track maintenance and telecommunications, which is attended by about 75 candidates (30% Cameroonians, 70% other nationalities, mainly from Benin, Congo, Ivory Coast, and Zaire);

(iii) departmental schools for track foremen and telecommunications skilled mechanics, which appear to be effective;

(iv) departmental training units, mainly practical or on-the-job training, which is presently very limited;

(v) management training under a CIDA subvention; no details about this scheme are available yet, although it is lagging behind schedule by several months (original starting date: April 1977).

Recommendations

38. Both formulae, training in training centers or schools and training in departmental training units (mainly on-the-job training) are to be maintained or, for the latter, developed.

39. Besides the apprentice schools, the regional training center, and the departmental schools (for track foremen and telecommunications skilled workers), which are well established, only the program initiated through the Management Study is progressing and appears presently to be capable of eventually producing an improvement of Regifercam's operations.

40. The departmental training units, still in embryo, are essential as framework of training actions on practical railway matters, and are considered the only means to implement SOFRERAIL's recommendations.

41. The development of the training actions within the operational units or departments of the railway would be part of the next Bank-financed project, with Caisse Centrale financing the workshop component (see para. 10 above). This would be a necessary extension of the implementation of SOFRERAIL's actions and would also cover the other main departments concerned (Operations, Track and Works, Budgeting, Accounting, Management Control and Statistics). These training actions would be aimed at the improvement of the foremen and low-level supervisors and would be essentially based on on-the-job training methods.

42. A meeting of the Training Committee of Union Africaine des Chemins de Fer (U.A.C.) was scheduled to be held on July 20-22 at Douala. A Bank staff member could not attend this meeting as an observer, as had been agreed by the President of Regifercam, due to the work commitments of Bank specialists in this field. We requested Regifercam to communicate all relevant information regarding the agenda and the proceedings of this meeting and the schedule of such subsequent meetings as well.

43. The mission requested also communication of the work program of the Canadian consultants appointed by CIDA to perform management training sessions, when it is available. This should be confirmed in writing.

44. It would seem worthwhile to up-date the Bank's knowledge of Regifercam training needs and training programs, as reflected in the draft report prepared by the Bank on that matter, during the forthcoming appraisal mission. It is therefore proposed that a training officer of the Bank take part in the next mission in Cameroon (one week in the field and three weeks of report writing).

G. LOANS 1038-CM AND S-4-CM

45. Ninety-nine percent of the proceeds of loan 1038-CM have been disbursed. The cost overrun of the Japoma bridge was the major financial problem encountered during execution of the project. The bridge is expected to be completed early in September 1977. All other items of the project have been delivered or executed and put into service. The users of the

telecommunication equipment financed by this project are still to be trained under CIDA financing. The schedule of this training program is not yet determined.

46. Execution of the project financed under Loan S-4-CM is lagging behind schedule due to delays in awarding of the contract, which is the result of a lack of delegation at railway management level; this was mentioned in the previous supervision report. The final engineering studies for the new Douala station will certainly not start before September 1977 and tender documents for the construction of the station will not be available before mid-1978.

47. Except if the final engineering studies cost substantially more than expected, there will likely be no cost overrun for this project, despite the extension of the consulting services contracts (Corridor and Management Studies).

48. Disbursements, as of June 30, were only 19% of the loan amount against 59% as forecast at appraisal.

49. The mission underscored again the adverse effect on project execution and loan disbursement of the lack of delegation at decision level. This will be confirmed in the letter to be sent by the Bank to Regifercam.

50. An amended forecast disbursement schedule is attached as Annex 1 to this report.

H. MOTIVE POWER AND ROLLING STOCK INVESTMENTS

51. On June 3, 1977, Regifercam requested CIDA financing for the procurement of locomotives and rolling stock for a total of Can$58 million. This amount corresponds to the provisions of Regifercam's 1976-1981 Investment Plan, except for five mainline locomotives (4B3600) and nine mainline/shunting locomotives (BB900) already ordered and financed by Caisse Centrale.

52. Appropriateness of Regifercam's plans for motive power and rolling stock investments should be checked during the next appraisal mission.

I. ACTIONS TAKEN AND SUMMARY OF RECOMMENDATIONS

Actions Taken

53. A cable requesting the communication of the exact service load on pier no. 1 of the Japoma bridge to the Laboratoire Central des Ponts et Chaussées (Paris) has been sent to Regifercam; the cable requested also that the Bank be informed of the final interpretation of the tests performed in April 1977.

54. A letter has been sent to Regifercam requesting the communication of the agenda and the proceedings of the U.A.C. Training Committee during the Douala meeting of July 20-22 and of the schedule of such subsequent meetings.

Recommendations

55. The mission's position on the following issues should be confirmed to the Railway management in a letter for which a draft is attached as Annex 2:

(i) completion of the modifications to be executed at the locomotive running shed of Douala by the end of September 1977;

(ii) continuation and extension of the consultants' activities in the workshops (Management Study), with decision in October 1977;

(iii) extension of the workshops facilities, with proposed layout and tentative cost estimates available by the end of October 1977;

(iv) transfer to a separate organization of the motive power maintenance responsibilities;

(v) improvement of the consultants' action and Regifercam's participation for the operations by a better definition of the goals to be achieved and of the actions to be undertaken, this being incorporated in the consultants' quarterly report of October 1977;

(vi) appointment of qualified counterparts for training in the fields of budgeting, accounting, corporate planning and control, preparation of a work program to be included in a subsequent project and prompt implementation of the proposed new organization of the financial and accounting department, both by October 1, 1977;

(vii) working ratio of 65% to be used for planning purposes for FY78/79 and the following years;

(viii) development of training within the operational departments;

(ix) CIDA management training actions; and

(x) delegation at top management level.

HApitz/ADefalque:eds

Distribution List on following page.

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West Africa Files

FORM NO. 590
(1-75)

IBRD AND IDA – SUPERVISION SUMMARY

This summary is [ ] the initial summary
[X] part of a mission report
[ ] a semi-annual update
[ ] the completion summary

Regional Office:	Project Name:	Project Code:	Loan [X] Credit [ ] No.:	L/C Amount ($xx.xm):
West Africa	Second Railway Project	3 CAM TR 02	1038-CM	16.0

Country:	Borrower/Beneficiary:	Board Date:	Signing Date:	Effective Date:
Cameroon	Cameroon Railway Authority (Regifer-cam)	6-27-74	9-18-74	12-18-74

Projects Dept./Div. Name:	Org. Code No.:	Projects Officer:	Loan Officer:
WAPPR	136/30	A. Defalque	F. Agueh

SECTION 1: SUMMARY PROJECT DESCRIPTION (a) Completion of construction of the Japoma Railway Bridge; (b) renewal of approximately 42 km of track; (c) purchase and installation of 50 single turnouts; (d) purchase and putting into service of 125 freight cars (100 flat cars and spare parts; 25 box cars and spare parts); (e) purchase of 4 mainline locomotives, 3 shunting locomotives (under CCCE financing) and spare parts; (f) purchase of 1 breakdown crane; (g) purchase and installation of a supplemental radio telecommunication system; and (h) consulting services.

SECTION 2: PERFORMANCE RATING

	This Summary	Last Summary
STATUS: 1 - Problem-free or Minor Problems; 2 - Moderate Problems; 3 - Major Problems	2	2
TREND: 1 - Improving; 2 - Stationary; 3 - Deteriorating	1	2
TYPES OF PROBLEMS: F - Financial; M - Managerial; T - Technical; P - Political; O - Other *(Explain in Section 5)* If more than one type of problem, enter most critical factor first.	T M	T M

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

SECTION 3: PROJECT DATA

Estimated/Actual:	Project Completion (Mo./Yr.)	Loan/Credit Closing (Mo./Day/Yr.)	Total Project Cost ($xx.xm)	of which: Foreign Currency ($xx.xm)	of which: Local Currency ($xx.xm)	Cumulative Disbursements through most recent Quarter ended (06/30/77) ($xx.xm)
Appraisal Est.	6,77	12,31,77	23.0	20.7	2.3	16.0 (Est.)
Last Summary (01/11/77)	9,77	3,31,78	23.8	21.1 1/	2.7	
Current	12,77	3,31,78	24.2	21.4 1/	2.8	15.96 (Actual)

1/ Less consulting services (US$.7 million) and without interests (US$1.4 million).

SECTION 4: MISSION SCHEDULE

	No. of Staff on Mission	No. of Days in Country	Return to HQ (Mo./Day/Yr.)	Final Report Date (Mo./Day/Yr.)
Latest/Present Mission	2	9	06,27,77	07,31,77 (CS)*
Previous Mission	2	10	12,23,76	02,08,77 (FS)*

Next Mission Departure (Mo./Yr.) 10,77 — Recommended interval between missions (Months) 6 — End of period covered by latest progress report (Mo./Day/Yr.) 05,31,77

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

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

Due to major technical difficulties encountered during construction of the new Japoma Bridge, the total cost of this component will be about US$6.9 million (CFAF 1.7 billion) and the bridge will not be completed before September 1977 and put into service before December 1977.

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

1) Delivery of all Bank-financed equipment is complete.
2) Training of users of the telecommunication equipment (radio) will be performed by CIDA-financed specialists who are not yet in the field.
3) The reinforcement of pier #1 has been executed and tested in April 1977, as recommended by M. Amar, Foundation Specialist (Laboratoire Central des Ponts et Chaussées, Paris), who investigated the case on behalf of the Bank in March 1977. The eight additional piles held the test load of 240 tons per pile as planned, without excessive subsidence. Final interpretation of the results of the testing is still to be checked by this specialist when the Consulting Engineer has communicated the exact service load of pier #1 to the Laboratoire Central des Ponts et Chaussées. Final test of the bridge under nominal test load will take place in September 1977. The bridge and its access will be put into normal service, probably in December 1977, after the left bank embankment is stabilized.

Preparing Officer: A. Defalque Initials: [illegible] Date: 07-13-7

FORM NO. 590
(1-75)

IBRD AND IDA – SUPERVISION SUMMARY

This summary is [ ] the initial summary
[X] part of a mission report
[ ] a semi-annual update
[ ] the completion summary

Regional Office:	Project Name:	Project Code:	Loan [X] Credit [ ] No.:	L/C Amount ($xx.xm):
West Africa	Third Railway Project	3 CAM TR 04	S-4 CM	2.3

Country:	Borrower/Beneficiary:	Board Date:	Signing Date:	Effective Date:
Cameroon	Cameroon Railway Authority (Regifercam)	05-04-76	06-25-76	10-05-76

Projects Dept./Div. Name:	Org. Code No.:	Projects Officer:	Loan Officer:
WAPPR	136/30	André Defalque	F Agueh

SECTION 1: SUMMARY PROJECT DESCRIPTION

(a) Feasibility Study for the new Douala Stations; (b) final engineering of the new station and marshalling yard; and (c) consulting services (Management Study and Douala-Yaounde Corridor Study).

SECTION 2: PERFORMANCE RATING

	This Summary	Last Summary
STATUS: 1 - Problem-free or Minor Problems; 2 - Moderate Problems; 3 - Major Problems	2	2
TREND: 1 - Improving; 2 - Stationary; 3 - Deteriorating	1	2
TYPES OF PROBLEMS: F - Financial; M - Managerial; T - Technical; P - Political; O - Other *(Explain in Section 5)* If more than one type of problem, enter most critical factor first.	0	

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

SECTION 3: PROJECT DATA

Estimated/Actual:	Project Completion (Mo./Yr.)	Loan/Credit Closing (Mo./Day/Yr.)	Total Project Cost ($xx.xm)	of which: Foreign Currency ($xx.xm)	of which: Local Currency ($xx.xm)	Cumulative Disbursements through most recent Quarter ended (06/30/77) ($xx.xm)
Appraisal Est.	07,78	10,31,78	2.9	2.3	0.6	1.4 (Est.)
Last Summary (01/11/77)	12,78	03,31,79	2.9	2.3	0.6	
Current	12,78	03,31,79	2.9	2.3	0.6	0.4 (Actual)

SECTION 4: MISSION SCHEDULE

	No. of Staff on Mission	No. of Days in Country	Return to HQ (Mo./Day/Yr.)	Final Report Date (Mo./Day/Yr.)
Latest/Present Mission	2	9	06,27,77	07,31,77 (CS)*
Previous Mission	2	10	12,23,76	02,28,77 (FS)*

Next Mission Departure (Mo./Yr.) 10,77

Recommended interval between missions (Months) 6

End of period covered by latest progress report (Mo./Day/Yr.) 05,31,77

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

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

Due to lack of delegation in Regifercam's decision-making process at top management level, the Feasibility Study lagged behind schedule for 9 months. Final engineering studies will not be completed before mid-1978 (8 months behind Appraisal forecast).

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

1. Feasibility Study

Draft final report of the Feasibility Study was reviewed by the mission during supervision. Final report for this study incorporating Regifercam's and Bank's comments is due by end-July 1977. Regifercam is presently inviting proposals for the engineering studies from 8 consultants approved by the mission. The proposals with Regifercam's recommendations will be submitted to Bank's approval by end August 1977.

2. Management Study. The program set up during the previous supervision mission is progressing rather satisfactorily except that Regifercam has not provided qualified counterparts for some of the activities concerned. It appears that the action of the consultants should be extended. Caisse Centrale (CCCE) is considering its participation in the financing of such extension (workshops) and, in the other fields (Operations, Finances and Accounting, Statistics, Budgeting and Planning), the mission recommends financing such extension under a subsequent Bank project, which could be appraised next fall.

3. Corridor Study. The addendum to the draft Final Report of the consultants of January 1977 and a supplementary study requested by the co-donors during the March Paris meeting have been received and reviewed by the Bank. An Aide-Memoire expressing the Bank's position about the Douala-Edea realignment, the Douala-Yaoundé road and the extension of the Yaoundé-Otele-Minka realignment through Maloumé should be prepared and sent to the Government of Cameroon.

Preparing Officer: André Defalque Initials: Date: 07-13-7

CAMEROON

SECOND AND THIRD RAILWAY PROJECTS - SUPERVISION

LOAN S-4 CM

AMENDED DISBURSEMENT SCHEDULE

IBRD Fiscal Year and Quarter Ending	Cumulative Disbursement at End of Quarter (US$1000)
1976-1977	
June 30, 1977	432
1977-1978	
September 30, 1977	790
December 31, 1977	790
March 31, 1978	1,350
June 30, 1978	1,970
1978-1979	
September 30, 1978	2,220
December 31, 1978	2,300

D R A F T

Monsieur le Président-Directeur Général
de la Régie Nationale des Chemins de Fer
du Cameroun
B. P. 304
Douala, République Unie du Cameroun

Monsieur le Président,

Objet: Deuxième et Troixième Projets Ferroviaires
Prêts 1038-CM et S-4 CM
Mission de Supervision de Juin 1977

Nous avons l'honneur de vous confirmer, en les complétant, les conclusions de la mission de supervision accomplie par MM. Apitz et Defalque au cours de leur récent séjour à Douala.

Nous examinerons successivement les conclusions relatives aux prêts 1038-CM et S-4 CM.

1. PRET 1038-CM

1.1 Pont de Japoma

Nous vous serions obligés de bien vouloir faire tenir au Laboratoire Central des Ponts et Chaussées de Paris (M. Amar) les données relatives à la charge exacte que devra supporter la pile n° 1 de cet ouvrage et de nous tenir informés des conclusions de l'expert dès qu'elles seront connues, comme demandé par notre telex du 30 juin dernier.

1.2 Equipements radio

Les équipements ont été livrés. La formation des utilisateurs devrait être entamée dans le meilleur délai pour assurer une mise en service rapide de ce matériel. Nous avons retenu que vous étiez sans nouvelle de l'arrivée des spécialistes canadiens qui devraient accomplir cette formation dans le cadre de l'intervention financée par l'A.C.D.I. Nous vous serions reconnaissants de nous tenir au courant des prévisions à ce sujet, dès qu'elles vous seront connues.

1.3 Déboursements

Nous avons reçu, en annexe à votre lettre n° 3750 du 28 juin dernier, le tableau de la situation des déboursements du prêt 1038-CM à la date du 30 avril 1977, établie par vos services. Nous vous communiquons en annexe un résumé de la situation établie par la Banque à la date du 29 juin dernier, avec indication des différences qui devraient être vérifiées.

La situation actuelle des déboursements indique un solde de US$41.434,81. Le montant déboursé à ce jour, y compris les intérêts intercalaires, représente donc 99,74 % du montant total du prêt (US$16.000.000).

2. PRET S-4 CM

2.1 Nouvelle gare de Douala

Le rapport définitif de l'étude de factibilité (Transurb-Louis Berger) nous parviendra vers la fin de ce mois et la Regifercam prévoit que les propositions des consultants pour les études d'exécution, avec ses commentaires et recommandations, pourraient nous être communiquées vers la fin août. Nous vous ferons part, dans le meilleur délai, de notre avis et de notre accord éventuel au sujet du contrat proposé.

Nous saisissons l'occasion pour réitérer notre souci de voir progresser ces études à un rythme rapide. Nous pensons que, pendant l'absence éventuelle de l'un de vos proches collaborateurs, des mesures appropriées de délégation de pouvoir devraient permettre de conclure les contrats relatifs à ces études. Par ailleurs, sur un plan plus général, il conviendrait de parfaire la formation des principaux dirigeants de votre Administration dans le domaine des études ainsi qu'en matière d'attribution des contrats.

2.2 Etude de gestion

2.2.1 Désignation d'homologues camerounais

Nous notons les observations que vous avez faites, dans votre lettre n° 3750 rappelée ci-dessus, à propos du premier rapport trimestriel de SOFRERAIL, ainsi que les mesures que vous comptez prendre pour adjoindre des homologues camerounais qualifiés aux experts de ce consultant dans les secteurs d'activité où ils font actuellement défaut. Cependant, il nous semble que l'insuffisance de l'effectif des cadres de valeur actuellement employés dans les services productifs devrait être corrigée par un effort constant de recrutement et de formation de nouveaux éléments possédant une formation de base appropriée. Ce n'est certainement pas un problème facile à résoudre. Il convient cependant de s'y attacher et nous pensons qu'à ce niveau, le souci d'économie d'effectif ne devrait pas prévaloir car, pour obtenir un élément de valeur, il faut en former trois ou quatre pour permettre une sélection.

2.2.2 Exploitation et Mouvement

Nous pensons que, dans le domaine de l'Exploitation et du Mouvement, l'action de l'expert marque une tendance à développer des outils de travail et des procédures visant principalement à l'amélioration des pratiques en usage. Il en résulte une série d'actions ponctuelles qui, si nécessaires et importantes qu'elles soient, n'attaquent pas le fond des problèmes posés par cette Direction.

Il est bien évident qu'une réforme profonde de l'organisation existante et des méthodes de travail actuelles ne peut être envisagée sans une analyse complète de ces problèmes et serait une oeuvre de longue haleine dépassant le cadre du présent contrat.

Comme vous le soulignez dans votre lettre n° 3750, l'insuffisance de l'effectif d'encadrement et de maîtrise réellement qualifié et des moyens matériels d'exploitation, à laquelle nous ajoutons la dispersion des unités d'exploitation sur le terrain, sont les principaux facteurs qui rendent difficile l'action d'amélioration entreprise.

Nous estimons néanmoins qu'un plan directeur, définissant mieux les objectifs à atteindre, leur priorité et les moyens et ressources à consacrer à leur réalisation, même s'ils dépassent les possibilités du présent contrat, aurait dû être dressé.

Nous estimons qu'un examen d'ensemble des problèmes en question doit nécessairement précéder l'appréciation des actions futures dans ce domaine particulier, et souhaitons que le plan directeur évoqué ci-dessus puisse être inclus dans le troisième rapport trimestriel de SOFRERAIL (fin octobre 1977). Enfin, nous avons souligné l'importance du choix d'un homologue camerounais qualifié dont la mission consistera, après formation, à prolonger les actions lancées par l'expert, après son départ en janvier 1978. A ce propos, nous pensons que le perfectionnement de la formation du responsable de cette Direction et sa participation effective à la conception du plan directeur cité plus haut devraient faire l'objet d'une attention particulière. Dans le domaine de l'Exploitation et du Mouvement s'applique particulièrement ce qui est dit au paragraphe précédent au sujet du recrutement, de la formation et de la sélection des cadres de la hiérarchie.

2.2.3 Entretien du matériel

Nous partageons votre avis au sujet de la qualité de l'action entreprise dans le domaine de l'entretien du matériel. Nous ajoutons cependant les points suivants:

(i) les modifications aux accès du dépôt, demandées par SOFRERAIL l'an dernier, devraient être exécutées sans tarder; elles sont d'ailleurs peu coûteuses et aisément réalisables, selon les tracés de voie qui nous ont été montrés à Douala; nous suggérons de fixer la fin septembre 1977 comme date-objectif pour la mise en service du nouveau dépôt;

(ii) la continuation de l'action des consultants est envisagée suivant un programme qui nous a été décrit par la Caisse Centrale qui a manifesté l'intention de participer à son financement; nous approuvons l'extension de cette action, dans le sens indiqué, car elle nous paraît nécessaire; une décision à ce sujet devrait pouvoir être obtenue fin octobre 1977, de manière à éviter l'interruption des actions en cours dans ce secteur d'activité;

(iii) le principe de l'agrandissement des ateliers de BASSA (bloc diesel) par la mise sous toit d'une aire de l'ordre de 2.500 mètres carrés est étudié par les experts de SOFRERAIL; ces travaux pourraient être inclus dans un projet ultérieur qui ferait l'objet d'une prochaine mission d'évaluation de la Banque, si un avant-projet chiffré et les éléments de justification pouvaient être établis en temps utile. Nous suggérons la mi-octobre comme objectif pour l'établissement d'un premier dossier pour cet élément.

Il nous paraît opportun de réitérer ici les objections de principe que nous avons formulées au sujet du projet de transfert de la responsabilité de l'entretien périodique et de la réparation du matériel moteur de la Régie à une entreprise séparée à caractère privé. Nous recommendons qu'aucun engagement de principe ne soit pris à ce sujet sans que toutes les implications d'un tel projet n'aient été examinées en détail et nous souhaitons être consultés avant toute décision à ce sujet.

Nous comprenons parfaitement les raisons qui militent en faveur de ce projet. Nous pensons cependant qu'une concentration excessive des activités pourrait être évitée en envisageant, par exemple, lorsque cela s'avérera souhaitable, la création d'une unité d'entretien du matériel remorqué dans une autre localité.

Par ailleurs, les experts de la Caisse Centrale partagent nos doutes quant aux avantages réels qui seraient obtenus par la remise de tout ou partie du matériel de traction de la Régie à un organisme de caractère privé qui aurait le monopole de l'entretien périodique et de la réparation de ce matériel. L'effectif du parc de votre réseau étant réduit, la perte du contrôle journalier des opérations d'entretien et de réparation, l'absence de motivation due à la pression des circonstances, la tendance de l'industriel à s'en tenir au programme de travail préétabli, et bien d'autres facteurs encore, risqueraient de réduire davantage la disponibilité des moyens de traction mis à la disposition de l'Exploitation. Quel que soit le système de contrôles et pénalités qui serait prévu au contrat, même strictement appliqué, il n'équivaudra pas au contrôle direct des unités d'entretien et de réparation par la hiérarchie du réseau. Plusieurs exemples tirés d'expériences similaires indiquent qu'il en est bien ainsi.

Pour ces motifs, nous pensons devoir recommander la prudence en cette matière et nous aimerions être tenu périodiquement au courant de l'évolution de votre conception à ce sujet.

2.2.4 Administration et gestion

Nous notons vos observations au sujet des action dans le domaine des coûts de transport et serions heureux de recevoir vos commentaires lorsque vous aurez reçu les compléments d'information que vous avez demandés à l'expert. Nous notons également l'état d'avancement des travaux dans les domaines comptabilité, contrôle de gestion et statistiques. Nous espérons qu'il vous sera possible de désigner bientôt des homologues camerounais qualifiés en nombre suffisant pour seconder les experts, tout en perfectionnant leurs connaissances, dans ces secteurs d'activité.

Nous vous serions cependant très obligés de bien vouloir faire préparer un programme de travail pour la continuation éventuelle des actions en cours, qui servirait de base à l'appréciation de l'opportunité d'inclure un tel programme dans un projet futur.

Nous vous serions reconnaissants aussi de bien vouloir nous tenir au courant de la prompte mise en place de la nouvelle organisation prévue pour la Direction Financière et la Comptabilité.

En ce qui concerne les comptes prévisionnels d'exploitation dressés par la Régie, nous notons que ces comptes sont établis sur la base d'un coéfficient d'exploitation inférieur à l'objectif que nous avions fixé d'un commun accord pour l'année fiscale 1978-1979 et pour les années suivantes (68 %).

Nous vous confirmons notre proposition d'établir vos prévisions, à partir de l'année fiscale 1978-1979, sur la base d'un coéfficient d'exploitation de 65 %. Ce coéfficient, utilisé uniquement pour les besoins de planification, donnera une marge suffisante, à notre avis, pour mieux assurer l'obtention d'un résultat réel ne dépassant pas l'objectif de 68 %.

3. FORMATION PROFESSIONNELLE

3.1 Formation au management

Les actions de formation au management prévues dans le cadre de l'intervention de l'A.C.D.I. n'ont pas encore été clairement définies. Nous pensons qu'il serait nécessaire de connaître à brève échéance le contenu de ce programme, dans un but de coordination avec les actions en cours (Etude de Gestion) et leur prolongement éventuel. Nous nous permettons de vous suggérer d'interroger l'A.C.D.I. à ce sujet et serions heureux d'être informés du résultat de votre intervention et de recevoir communication du programme envisagé et de son calendrier de réalisation.

3.2 Formation au sein des Directions

L'action de SOFRERAIL actuellement en cours débouchera sur la programmation d'actions de formation pratique à l'application des méthodes préconisées par les experts de ce consultant. En vue de l'appréciation de cet élément qui pourrait être inclus dans un projet à évaluer prochainement par la Banque, il est souhaitable qu'un programme de travail soit dressé pour chacun des secteurs d'activité concernés par l'étude de gestion. Ceci a déjà été abordé plus haut pour les domaines Entretien du Matériel et Comptabilité-Contrôle de Gestion-Statistiques. Un tel programme doit aussi être défini pour les secteurs Exploitation et Mouvement et Voie et Bâtiments. Nous estimons qu'il conviendra de prévoir le développement de la formation professionelle pratique au sein des Directions intéressées. Cette formation pratique s'adressera principalement à la maîtrise et sera le complément indispensable des efforts d'organisation et d'amélioration des méthodes de travail entrepris dans le cadre de l'étude de gestion.

Notre intention est de revoir avec vous et vos proches collaborateurs, au cours d'une prochaine mission, l'ensemble des actions de formation professionelle de la Régie, dans le but de les coordonner et d'évaluer les compléments à y apporter dans le futur.

Nous examinons la possibilité de prévoir la participation d'un spécialiste en Formation Professionnelle de la Banque à cette prochaine mission.

Pour conclure, nous vous réitérons nos remerciements pour l'excellente collaboration qui préside à nos travaux en commun et nous exprimons l'espoir que cette collaboration soit l'un des facteurs contribuant aux progrès que vous escomptez dans la gestion et l'exploitation de votre réseau.

Nous vous prions de croire, Monsieur le Président, à l'assurance de notre parfaite considération.

H. G. Brandreth
Chef de la Division Ports,
Chemins de Fer et Aviation
Bureau Régional de l'Afrique de l'Ouest

Annexe

PRET 1038-CM

DEBOURSEMENTS

(US$)

Catégories	Nature	Au 30 avril 1977 Tableau Regifercam	Au 29 juin 1977 (Situation BIRD)	Remarques sur Différences
1	Matériel VB	3.240.768,47	3.240.768,44	-
2	Branchements	395.072,24	395.072,24	-
3	Grue de relevage	613.118,13	613.118,34	-
4	Wagons et rechanges	6.277.732,51	6.277.732.53	-
5	Pont de Japoma	3.358.983,74	3.508.687,94	Demandes n° 56 et 57
6	Rechanges Locos	276.003,07	247.200,45	A examiner 1/
7	Equipement telecom	208.815,12	237.617,76	A examiner 2/
8	Services de consultants	0	0	-
9	Intérêts	1.438.367,49	1.438.367,49	-
10	Non affecté	-	0	3/
	TOTAL	15.808.860,77	15.958.565,19	

Remarques:

1/ Les déboursements de la catégorie 6 enrigistrés par la Regifercam au 30 avril 1977 sont supérieurs à ceux enregistrés par la Banque au 29 juin 1977. (Différence US$28.802,62.)

2/ La différence pour la catégorie 7 est égale, en valeur absolue, à celle enregistrée pour la catégorie 6. Il semble que cette somme est à reporter dans la colonne VII du tableau Regifercam.

3/ Le montant non affecté est actuellement égal à US$192.632,51 dans nos livres.

Solde du Prêt 1038-CM

Les soldes des catégories 1 à 4 et 6 et 7 sont égaux à:

Catégorie 1	US$	231,56
Catégorie 2	US$	927,76
Catégorie 3	US$	1.881,66
Catégorie 4	US$	2.267,47
Catégorie 6	US$	82.799,55
Catégorie 7	US$	39.382,24
Total		127.490,24

Le dépassement pour la catégorie 5 est égal à US$ 278.687,94.

La balance s'établit donc comme suit:

Montant non affecté	192.632,51
Soldes des catégories 1 à 4 et 6 et 7	127.490,24
Total	320.122,75
A déduire, dépassement catégorie 5	- 278.687,94
Solde	41.434,81

Vérification

Montant du prêt	16.000.000,00
Total déboursé	15.958.565,19
	41.434,81

Cameroon General (KFW)
cc Cameroon Highways (3)
cc Cameroon Loan 1038
cc Cameroon W. Highlands R.D
cc Cameroon Livestock (2)

Mr. Peter Nixon

Rainer B. Steckhan

July 13, 1977

CAMEROON: Discussions with BMZ/KFW in Bonn on July 7/8, 1977

1. While in Germany on general consultations with German aid, I discussed with Dr. Pallmann, Loan Officer for Cameroon in the Ministry for Economic Cooperation (BMZ), and Dr. Aust, Department Head at KFW, matters of common interest in Cameroon.

2. Both Dr. Pallmann (who will soon be leaving to become Personal Assistant to Professor Kollatz, Undersecretary in the Ministry) and Dr. Aust stressed that the German authorities shared the World Bank's views on Cameroon, and in particular the emphasis on agriculture and rural development as well as access roads and highway maintenance.

3. Germany has about DM 80 million for capital aid commitments in 1976 and 1977, and DM 23 million for technical assistance. This is a ceiling and there will be no additional money for 1977 except for a special allocation of DM 12 million for the Cameroon shipping lines. (Note: German shipyards are in the doldrums and hence there is a special tied aid program for shipping in developing countries.) As far as the future is concerned, i.e., for 1978 and 1979, Germany does not expect to commit more than this amount in current terms for Cameroon.

Douala-Yaoundé Corridor

4. As far as the Douala-Yaoundé corridor is concerned, there seemed to be a slight divergence of views between Dr. Aust and Dr. Pallmann as to how far Germany should influence the road/rail controversy. KFW feels that Germany should exercise influence, both on the nature and phasing of the auto route and on the question of who should use that highway. The Ministry (BMZ) however, seemed to content itself to insist on minimum user requirements for the auto route.

5. Moreover, as far as the auto route is concerned, the Germans reported a rumor that French contractors (consultants?) had told President Ahidjo that the route was uneconomic. Hence, there was a prospect that the project might not be pursued rigorously. The Germans also pointed to the fact that the 77-78 budget of the United Republic of Cameroon does not include any funds for the auto route.

6. With respect to the appraisal of the project, I explained to the German authorities the conditions that have to be met prior to appraisal and the Germans understood. They, in turn, are working on their appraisal report on the basis of the most recent SOFRERAIL study. They also confirmed

that KFW was at present not planning to join the World Bank field appraisal mission, tentatively scheduled for September 1977. However, Dr. Pallmann asked to be told the precise dates for our appraisal mission.

Highways III

7. Concerning the third roads project, the authorities confirmed their strong interest in helping to finance this project. Germany has already operating in the North a limited maintenance program for tarmac roads. Thus, a road maintenance unit (financed by Germany) is operating in Maroua and Germany is also financing a quarry near Waza.

8. The German Government (Dr. Pallmann) would be grateful to receive as soon as possible a detailed breakdown of the proposed project by components and cost to determine which portions Germany could finance.

Western Highlands

9. I briefed the authorities on this project, and Dr. Pallmann said they wanted to know where the World Bank stood on the feeder road question (see para. 7 of your briefing paper dated June 15).

Proposed Second Livestock Project

10. Germany made three points: (a) they wanted the Chisholm study and I explained that the study is not expected to be completed before January 1978; (b) Germany wants to participate in the appraisal mission tentatively scheduled for August/September 1978; and (c) they would like the June 1977 supervision mission to stop over in Donn, and I told them this would be done.

cc: Mrs. Calvo
Mr. Agueh
Mr. Hornstein

RBS/lgl

Cameroon Loan 1038

Le 30 juin 1977

Ministère de l'Equipement
Laboratoire Central des Ponts et Chaussées
58 Boulevard Lefebvre
75732 Paris Cedex 15
France

Messieurs,

Objet: Cameroun, Pont de Japoma
(A l'attention de Monsieur S. Amar,
Département des Sols et Fondations)

Nous accusons réception de votre lettre portant la référence SA/LA-99 du 9 juin 1977 et vous en remercions vivement.

Faisant suite à notre conversation téléphonique de ce jour, nous avons demandé à la Regifercam de prier SOCOTEC de vous communiquer par écrit la charge totale de la pile numéro 1 du nouveau pont de Japoma, afin que vous puissiez communiquer au chemin de fer votre avis définitif au sujet de la stabilité de sa fondation.

Nous avons également rappelé à la Regifercam la question des inclinomètres.

Enfin, nous vous confirmons que nous n'avons pas d'objection à la communication de votre rapport sur le pont de Japoma à la SOCOTEC.

En vous remerciant de votre participation efficace à la solution de cette affaire, nous vous prions d'agréer, Messieurs, l'expression de notre considération distinguée.

H. G. Brandreth
Chef de la Division Ports,
Chemins de Fer et Aviation
Bureau Régional de l'Afrique de l'Ouest

ADefalque:eds (547)

cc: Mr. Johnson

FORM NO. 27
(5-76)

THE WORLD BANK OUTGOING MESSAGE FORM (Telegram, Cable, Telex)

IMPORTANT (PLEASE READ INSTRUCTIONS BELOW BEFORE TYPING FORM.)

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Class of Service:

Date: JUNE 20, 1977

Telex No.:

Originators Ext: 3535

Telex Answerback:

Cameroon loan 1038

0 START HERE

1 TO MR. ANDRE DEFALQUE, HOTELPLAGE

CITY/ COUNTRY COTONOU, BENIN

MESSAGE NO.: REFERENCE JAPOMA BRIDGE. MR. AMAR CONSULTANT OF LABORATOIRE

4 CENTRAL HAS REVIEWED PILE TEST RESULTS. SUGGEST YOU CONTACT

5 HIM DURING YOUR STAY IN PARIS AT 58 BOULEVARD LEFEBVRE

6 TELEPHONE 532 31 79. REGARDS BRANDRETH

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21 END OF

22 TEXT

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SUBJECT: Cameroon: Japoma Bridge

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DEPARTMENT: W. Africa Proj.

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JUL 20 1977

PAIX — TRAVAIL — PATRIE

Cameroon loan 1038 Cameroon Douala-Yaounde Corridor

REPUBLIQUE UNIE DU CAMEROUN
UNITED REPUBLIC OF CAMEROON

REGIE NATIONALE DES CHEMINS DE FER
Cameroon National Railway Authority

Boite Postale 304 DOUALA
P. O. Box
Téléphone : 42-60.45
Télég. : REGIFERCAM

Telex : FERCAM 5607 KN

DOUALA, le 14 JUIL 1977

WESTERN AFRICA REGION
PORTS RAILWAYS & AVIATION DIVISION
HANDLED BY:
DATE ANSWERED:

Le Président - Directeur Général de la Régie Nationale des Chemins de Fer du Cameroun

N° 4180 /PDG/DGAE

OBJET
Etude du corridor DOUALA-YAOUNDE
---

*A M.*onsieur H. G. BRANDRETH
Chef de la Division Ports, Chemins de Fer et Aviation
Bureau Régional de l'Afrique de l'Ouest
International Bank for Reconstruction and Development
1818 H. Street N.W.

WASHINGTON D.C. 20 433

(U.S.A.)

Monsieur,

J'ai demandé à la Société Française d'Etudes et de Réalisations Ferroviaires (SOFRERAIL), conformément aux termes de référence dont le schéma avait été élaboré au cours de la réunion du 24 Mars 1977, d'effectuer l'étude complémentaire des transports dans le corridor DOUALA-YAOUNDE et de vous adresser directement le projet de rapport. SOFRERAIL m'a informé de l'expédition à votre adresse de ce projet.

Je vous serais très obligé de bien vouloir me faire connaître vos observations sur ce projet de rapport ou votre accord sur ses conclusions. Je vous en remercie à l'avance.

Veuillez agréer, Monsieur, l'assurance de ma considération distinguée.

P. le Président Directeur Général

Régie Nationale des Chemins de Fer du Cameroun
Le Directeur Général Adjoint Technique
DOUALA

Samuel MINKO

✓ Cameroon loan 1038
cc Cameroon loan S-4 586

JUL 20 1977

PAIX — TRAVAIL — PATRIE

Mr. Defalque

REPUBLIQUE UNIE DU CAMEROUN
UNITED REPUBLIC OF CAMEROON

REGIE NATIONALE DES CHEMINS DE FER
Cameroon National Railway Authority

Boite Postale 304 DOUALA
P. O. Box
Téléphone : 42-60.45
Télég. : REGIFERCAM

Telex : FERCAM 5607 KN

DOUALA, le - 9 JUIL 1977

N° 4070 /PDG/DGAE

OBJET
Prêts 1038 CM et S4 CM

WESTERN AFRICA REGION
RTS RAILWAYS & AVIATION
DIVISION
HANDLED BY:
TE ANSWERED:

LE PRESIDENT-DIRECTEUR GENERAL
DE LA REGIE NATIONALE DES CHEMINS
DE FER DU CAMEROUN

à

Monsieur H. G. BRANDRETH

Chef de la Division Ports, Chemins de Fer
et Aviation
Bureau Régional de l'Afrique de l'Ouest
International Bank For Reconstruction and Development
1818 H. Street N.W.

WASHINGTON D.C. 20 433

Monsieur,

J'ai l'honneur de vous informer des développements suivants relatifs aux prêts visés en référence :

1°/ pont de JAPOMA = attached je vous remets ci-joint photocopie de ma lettre N° 3870/DGAE du 4 Juillet 1977 à M. AMAR justifiant la validité de la fondation de la pile N° 1 après la confortation réalisée.

2°/ gares de DOUALA = Je vous remets ci-joints les documents suivants qui ont été annexés aux lettres de Consultation de bureaux d'études pour obtenir des offres de prix en vue de la réalisation des études d'ingéniérie : not att.

- termes de référence
- plan d'aménagement
- dessertes routières définitives (schéma)
- dessertes routières provisoires (schéma)
- aménagement de la cour de la gare (schéma).

La liste des bureaux d'études consultés, arrêtée en accord avec M. DEFALQUE, est la suivante :

- CANAC CONSULTANTS LIMITEE
- HENDERSON-HUGHES-BUSBY-OVE ARUP & PARTNERS TAMAYONG NDUMU & PARTNERS
- TRANSURB CONSULT

.../2

- CANADIAN PACIFIC CONSULTING SERVICES
- DEUTSCHE EISENBAHN CONSULTING GmbH
- Consulting Engineers Louis BERGER
- SOFRERAIL
- SOCOTEC/SECOBA

Les lettres de consultation sont identiques et je vous adresse copie de l'une d'elles. Le texte a été mis au point en accord avec M. DEFALQUE. Vous constaterez toutefois que, pour le passage supérieur routier du boulevard de l'Unité, j'ai également consulté la SCET-INTERNATIONAL car cette Société a étudié l'avant-projet et réalisé le levé topographique des abords pour le compte du Ministère de l'Equipement. Cette Société devrait donc être en mesure de nous offrir les meilleures conditions. Ci-joint copie de la lettre de consultation.

J'ai été conduit à fixer au 15 Août 1977 la date limite de remise des offres car :

- les termes de référence établis par TRANSURB étaient incomplets et nous avons dû les rédiger à nouveau
- nous n'avons encore pas reçu le réglement d'exploitation de la gare, règlement indispensable pour la cotation des études de signalisation. Dès réception, ce règlement sera transmis aux bureaux d'études.

Compte tenu du délai d'acheminement du courrier et des renseignements à recueillir sur place par les bureaux d'études (cotation des levés topographiques complémentaires et des études géotechniques), je crains que la date limite du 15 Août soit très optimiste.

3°/ <u>étude de gestion</u> = par lettre du 22 Juin écoulé, SOFRERAIL demande l'agrément de M. DUPUIS en remplacement de M. BLAVETTE, expert MT actuellement à DOUALA. Je n'ai pas d'observation à formuler et je vous demande de bien vouloir m'informer de votre accord ou de vos objections.

Veuillez agréer, Monsieur, l'assurance de ma considération distinguée.

P. le Président Directeur Général
Directeur Général - Adjoint
Chargé des Etudes Générales

H. DEYRAT

PJ = 9

SOFRÉRAIL

Paris, le 22 juin 1977

Monsieur le Président Directeur Général
de la Régifercam
B. P. 304
DOUALA -(République Unie du Cameroun)

DA/ 991/77/HB.
Objet : 2ème phase de la mission Sofrérail concernant les études d'organisation, gestion et exploitation.

Monsieur le Président Directeur Général,

M. Blavette, expert en entretien du matériel, doit abréger son séjour à Douala et revenir en France au début du mois de septembre. Nous vous proposons de le remplacer par M. Dupuis dont ci-joint le curriculum-vitae. M. Dupuis a déjà effectué une mission analogue de 15 mois au Congo et tout en étant l'Adjoint du Chef de Mission à Pointe-Noire, il a élaboré une grande partie des documents d'entretien du matériel roulant du CFCO qui doivent servir de base à ceux qui seront établis pour le matériel de la Régifercam.

M. Dupuis pourrait partir vers le 16/8 afin qu'il puisse se mettre bien au courant des travaux de M. Blavette pendant 3 semaines environ et permettre ainsi à ce dernier de partir en France le 3 septembre.

M. Lambert, consulté, n'a pas la possibilité de prolonger son séjour prévu (6 mois).

Les frais de voyage Paris-Douala AR de M. Dupuis seraient supportés bien entendu par Sofrérail.

En attendant une suite favorable à cette proposition, nous vous prions d'agréer, Monsieur le Président, l'assurance de ma considération distinguée.

/Le Directeur Général Adjoint,

A. de MONTESSUS.

P. J. - 1.

SOCIÉTÉ FRANÇAISE D'ÉTUDES ET DE RÉALISATIONS FERROVIAIRES
3, AVENUE HOCHE, 75008 PARIS - Télex : SOFRAIL 280084 PARIS - Câble : SOFRÉRAIL-PARIS
Téléphone : 755.97.08
Société Anonyme au Capital de 2 200 000 F - R.C. Paris B 572133619 - SIRET 572133619 00021 - Code APE 7701

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Bertha F. Wilson	10/25/2018

- 4 JUIL. 1977

Monsieur S. A M A R

Chef de la Section des Fondations
Laboratoire Central des Ponts et Chaussées
58, Boulevard Lefebvre

75 732 - P A R I S CEDEX 15

N° 3870 /DGAE

OBJET
Pont de JAPOMA

Cher Monsieur,

Je tiens à vous renouveler ses remerciements pour l'accueil que vous avez bien voulu me réserver le 5 Mai. Dès mon retour à DOUALA, j'ai confirmé par écrit à SOCOTEC et SATOM les demandes que je leur ai présentées verbalement à PARIS pour régler les problèmes en suspens, à savoir :

1°/ fondation de la pile N° 1

Les mesures de nivellement de la semelle effectuées depuis le 12 Avril 1977 (mise en charge des pieux supplémentaires) n'ont pas permis de déceler le moindre tassement. Le fléau a été remis en place, sur l'axe longitudinal de l'ouvrage et au niveau prévu, et clavé des deux côtés en présence de spécialistes de SAINRAPT et BRICE et de STUP.

Les charges à reprendre par la fondation sont les suivantes :

Poids de la pile et de la semelle initiale	1 040 T	
Tablier	1 424 T	
Ceinture précontrainte	200 T	
		2 664 T
Superstructure (voie, ballast, trottoirs).....	264 T	
Surcharge sur trottoirs	112 T	
Surcharge convoi	610 T	
		986 T
Total		3 650 T

H Amar
Congé → 8/7

.../2

Effort transversal (vent à 100 kg/m2) = 60,3 T

Effort longitudinal (frottement sur Téflon) = 70,3 T

Moments = sens transversal = 870 Tm

sens longitudinal = 504 Tm

Excentricité de la charge :

sens transversal $= \frac{870}{3650} = 0{,}238$

sens longitudinal $= \frac{504}{3650} = 0{,}138$

Charge maximale par pieu initial sous l'effet des efforts horizontaux :

vent $= 3650 \left(\frac{0{,}238 \times 4{,}50}{4 \times 3 + 4 \times 4{,}50} \frac{2}{2} \right) = 33{,}4$ T

frottement $= 3650 \left(\frac{0{,}138 \times 4{,}0}{6 \times 4 + 4 \times 1{,}5} \frac{2}{2} \right) = 19{,}2$ T

total 52,6 T ≠ 53 T

Poids résiduel repris par les 10 pieux initiaux, en admettant que chaque pieu supplémentaire reprenne 200 T (sur les 240 T effectivement appliquées le 12 Avril par les vérins) :

2 664 - (200 x 8) = 1 064 T

soit $\frac{1\,064}{10} = 106$ T

Poids repris par les 8 pieux supplémentaires :

3 650 - (106 x 10) = 2 590 T

soit $\frac{2\,590}{8} = 324$ T

Nous aurions donc en définitive les charges suivantes par pieu :

- pieu initial = 106 + 53 = 159 T
- pieu supplementaire = 324 T

Les effets de couple dus aux efforts horizontaux peuvent se répartir sur les pieux initiaux et supplémentaires de telle sorte que les charges précédentes sont susceptibles de varier dans les limites suivantes :

- pieu initial = 139 à 159 T
- pieu supplémentaire = 324 à 344 T

Je pense que ces charges sont admissibles et permettent de considérer que la fondation de la pile N° 1 est convenablement réalisée. C'est également l'opinion de SOCOTEC.

2°/ appareils de détection des mouvements des piles

Par lettre du 21 Juin écoulé, SATOM m'avise que son siège doit prendre contact avec SOCOTEC PARIS pour déterminer l'amplitude admissible des déformations (flèche verticale, rotation, translation et torsion latérale) dues à un tassement différentiel ou à un déversement latéral. Je vous tiendrai informé du résultat de cette étude. En attendant, j'ai donné l'ordre à SATOM de surseoir à l'approvisionnement des clinomètres prévus au marché.

Je reste à votre disposition pour tous renseignements complémentaires et je vous serais reconnaissant de me faire connaître votre avis sur la fondation de la pile N° 1.

Je vous prie de croire, Cher Monsieur, à mes sentiments les meilleurs.

P. le Président Directeur Général

H. LEYRAT

Directeur Général - Adjoint
Chargé des Etudes Générales

AMPLIATIONS
- DGAE
- Archives
- Dossier

- 8 JUIL 1977

LE PRESIDENT-DIRECTEUR GENERAL
DE LA REGIE NATIONALE DES CHEMINS
DE FER DU CAMEROUN

N° 4060 /PDG/DGAE

à

Monsieur le Directeur Général de CANAC
CONSULTANTS LIMITEE
B.P. 8100

MONTREAL (QUEBEC)
(CANADA)

OBJET
Nouvelles installations ferroviaires
de DOUALA étude d'ingéniérie

Monsieur le Directeur Général,

J'ai l'honneur de vous informer de notre intention de confier à une ou plusieurs sociétés d'études l'exécution du projet d'ingéniérie des nouvelles installations ferroviaires de DOUALA. Ce projet devra être élaboré conformément aux termes de référence ci-joints et en fonction du plan directeur, également joint, des nouvelles installations ferroviaires. Je précise que ce plan directeur pourra ultérieurement recevoir des corrections, notamment en ce qui concerne le tracé des faisceaux de voies, mais la disposition générale des installations ne sera pas modifiée.

Le projet d'ingéniérie pourra être confié en entier à une société d'études ou être scindé en lots définis ci-après :

Premier lot = terrassements généraux, assainissement, drainage. Le projet porte sur l'ensemble des terrains affectés aux nouvelles installations ferroviaires, toutes phases de réalisation comprises, et le drainage comprend l'évacuation des eaux soit dans un collecteur existant (s'il est jugé suffisant), soit par un collecteur à construire. Le Consultant devra effectuer les études topographiques (en complément, éventuellement, du levé au 1/1000e existant) et géotechniques nécessaires

Deuxième lot = bâtiment de la gare à voyageurs (quais et aménagement de la cour exclus). Etudes topographiques et géotechniques dans les mêmes conditions que pour le premier lot. Il est précisé que la rémunération du cabinet d'architectes NSANGUE AKWA sera assurée directement par la Régie.

.../2

Troisième lot = tous autres bâtiments à réaliser en première phase, quais, clôtures et ouvrages d'art,(1) y compris l'aménagement des cours et routes de desserte. Etudes topographiques et géotechniques dans les mêmes conditions que pour le premier lot.

Quatrième lot = réseaux divers (adduction d'eau et réseau incendie, alimentation en énergie de l'ensemble des installations et éclairage extérieur) nécessaires pour la desserte des installations réalisées en première phase.

Cinquième lot = signalisation et sonorisation des installations réalisées en première phase.

Je vous serais très obligé de bien vouloir me faire parvenir, le 15 AOUT 1977 au plus tard, votre (ou vos) offre (s) de prix pour la réalisation des études d'ingéniérie :

- de l'un des lots
- de plusieurs lots
- de l'ensemble du projet

en précisant, dans les deux derniers cas, le prix proposé pour chacun des lots et, éventuellement, le rabais offert dans le cas où plusieurs lots vous seraient confiés. Votre proposition devra indiquer le délai d'exécution des études pour chaque lot, par groupe de lots ou pour l'ensemble des lots.

Si votre proposition est acceptée, un marché sera passé après agrément par la Banque Internationale pour la Reconstruction et le Développement qui assure le financement des études.

Restant à votre disposition pour tous autres renseignements,

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

P. le Président Directeur Général

Directeur Général - Adjoint
Chargé des Etudes Générales

PJ = 2

AMPLIATION(S)
- DGAE
- Archives
- Dossier

(1) Ce lot comporte deux sous -lots :
1/ passage supérieur routier
2/ toutes autres constructions

M. LEYRAT

La proposition devra comporter une offre de prix pour chacun des sous-lots, la Régie se réservant la possibilité d'attribuer les sous-lots à des Consultants différents.

8 JUIL 1977

LE PRESIDENT-DIRECTEUR GENERAL
DE LA REGIE NATIONALE DES CHEMINS
DE FER DU CAMEROUN

à

Monsieur le Directeur de la Société Centrale
pour l'Equipement du Territoire International
(SCET - INTERNATIONAL)
B.P. 911

YAOUNDE

N° 4054 /PDG/DGAE

OBJET
Nouvelles installations ferroviaires
de DOUALA- Etude d'ingéniérie

Monsieur le Directeur,

J'ai l'honneur de vous informer que vous pouvez, si vous le désirez, me soumettre une offre pour l'étude d'ingéniérie du passage supérieur routier dont la construction est envisagée par la Régie à DOUALA-BESSENGUE à l'intersection du boulevard de l'Unité et du faisceau de voies ferrées projeté. Cette étude devra être élaborée conformément aux termes de référence ci-joints et en fonction du plan directeur, également joint, des nouvelles installations ferroviaires.

Je précise que l'étude devra être présentée sous forme d'un dossier d'appel d'offres complet, ainsi que précisé dans les termes de référence, avec les plans et notes de calculs habituellement exigés pour de tels dossiers. Les plans détaillés d'exécution seront exécutés ultérieurement par l'adjudicataire des travaux.

Je vous serais très obligé de bien vouloir me faire parvenir, le 15 Août 1977 au plus tard votre offre de prix pour cette étude en précisant son délai d'exécution.

Si votre proposition est acceptée, un marché sera passé après agrément par la Banque Internationale pour la Reconstruction et le Développement qui assure le financement des études.

Restant à votre disposition pour tous autres renseignements,

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

P. le Président Directeur Général
Directeur Général - Adjoint
Chargé des Etudes Générales

H. LEYRAT

PJ : 2

AMPLIATIONS
- DGAE
- Archives
- Dossier

✓Cameroon loan 1038
cc Cameroon loan S-4

Le 1er juillet 1977

Monsieur le Président-Directeur Général
de la Régie Nationale des Chemins de Fer
du Cameroun
B. P. 304
Douala, République Unie du Cameroun

Monsieur le Président,

Objet: Mission de Supervision relative aux Deuxième et Troisième Projets Ferroviaires (Prêts 1038-CM et S-4-CM)

Nous tenons à vous remercier bien vivement pour l'accueil chaleureux que vous avez réservé à MM. Apitz et Defalque au cours de la mission qu'ils ont accomplie à Douala du 3 au 13 juin dernier. Veuillez bien être notre interprète auprès de vos proches collaborateurs pour les remercier aussi de l'excellente coopération qui a marqué les travaux accomplis au cours de cette mission.

Nous ne manquerons pas de vous faire part, dans le meilleur délai, des conclusions principales auxquelles nous parviendrons à l'analyse des résultats de cette mission.

Par ailleurs, l'éventualité de la participation d'un membre de la Banque à la prochaine réunion du Comité de la Formation Professionnelle de l'Union Africaine des Chemins de Fer, qui doit se tenir à Douala pendant la dernière quinzaine de juillet, a été abordée au cours de l'entretien que vous avez eu avec notre mission, peu avant son départ du Cameroun. Malgré le vif intérêt que nous marquons à l'égard de ces questions de formation professionnelle, notre souci de mieux apprécier les problèmes des réseaux africains en cette matière et notre désir de rencontrer les cadres qui en ont la charge, il ne nous sera pas possible d'envoyer un spécialiste à ces réunions, à titre d'observateur, par suite de la charge actuelle des programmes de travail de nos services.

Nous le regrettons vivement et vous remercions d'avoir bien voulu accepter le principe de notre participation éventuelle.

Cependant, si la chose est possible, nous aimerions être informés des résultats de cette rencontre. Nous serions particulièrement reconnaissants

de recevoir copie de l'ordre du jour des réunions, des communications qui y seront faites et des résolutions qui y seront prises, ainsi que d'être informés de la liste des participants et des projets de réunions futures de ce Comité. Nous vous serions très obligés de bien vouloir faire part de notre désir à ce sujet à Monsieur le Secrétaire Général de l'U.A.C.

Avec nos remerciements anticipés, nous vous prions de croire, Monsieur le Président, à l'expression de notre considération très distinguée.

H. G. Brandreth
Chef de la Division Ports,
Chemins de Fer et Aviation
Bureau Régional de l'Afrique de l'Ouest

ADefalque:eds

Cleared and cc: Mr. Eigen
cc: Messrs. Chittelburgh, Billington, Apitz, Dick

FORM NO. 27
(10-76)

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Cameroon Loan 1038

START HERE

TO: PRESIDENT DIRECTEUR GENERAL, REGIFERCAM

CITY/COUNTRY: DOUALA, CAMEROUN

MESSAGE NO.:

REF DEUXIEME PROJET FERROVIAIRE, PONT JAPOMA. AVONS RECU LETTRE LABORATOIRE PONTS CHAUSSEES PARIS COMMENTANT RESULTATS MISE EN CHARGE PIEUX CONFORTATIFS PILE NUMERO UN DISANT NOTAMMENT CITATION A MON AVIS CES PIEUX PEUVENT SUPPORTER SANS RISQUE UNE CHARGE DE 240 TONNES, ET PEUT ETRE MEME PLUS, MAIS IL EST DIFFICILE, DANS L'ETAT ACTUEL, DE DIRE DE COMBIEN. POUR POUVOIR SE PRONONCER DEFINITIVEMENT SUR LA BONNE STABILITE DE LA FONDATION DE LA PILE NUMERO UN, IL FAUDRAIT QUE NOUS CONNAISSIONS AVEC PRECISION LA CHARGE TOTALE QUE CETTE PILE AURA A REPRENDRE. FIN CITATION. SUITE ENTRETIEN TELEPHONIQUE CE JOUR AVEC M. AMAR NECESSAIRE SOCOTEC LUI ADRESSE LETTRE INDIQUANT CETTE CHARGE POUR QU'IL PUISSE DONNER AVIS DEFINITIF. M. AMAR NE DESIRE PAS RECEVOIR NOTES CALCUL SATOM/SOCOTEC CAR CECI NECESSITERAIT LETTRE COMMANDE SUPPLEMENTAIRE POUR COUVRIR TRAVAUX VERIFICATION CES NOTES CALCUL. PAR AILLEURS IL ATTEND NOTE SATOM SUJET INCLINOMETRES DEMANDEE. SERIONS OBLIGES NOUS TENIR INFORMES SUITE RESERVEE ET CONCLUSIONS DEFINITIVES M. AMAR SUJET STABILITE PILE NUMERO UN. CONSIDERATION. BRANDRETH, INTBAFRAD

END OF TEXT

NOT TO BE TRANSMITTED

SUBJECT: CAMEROON: Second Railway

DRAFTED BY: ADefalque:eds

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AUTHORIZED BY (Name and Signature): H. G. Brandreth

DEPARTMENT: WAP

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NATIONAL DEVELOPMENT ASSOCIATION | INTERNATIONAL BANK FOR RECONSTRUCTION AND DEVELOPMENT | INTERNATIONAL FINANCE CORPORATION

Cameroon Railways (3)
cc Cameroon loan 1038
Central files

OFFICE MEMORANDUM

TO: H.G. Brandreth

DATE: June 28, 1977

FROM: Malise C. Dick

SUBJECT: Cameroon ; Douala - Yaounde Corridor Study - Supplementary Study

1. We have received the supplementary study agreed upon at the March Paris co-donor meeting. I have quickly reviewed it. The main conclusions are shown below. I attach also a copy of a note on the final basic study received a few days earlier.

   (a) The modified Douala-Edea realignment (as agreed at Paris) plus minor railway investments, plus a 10t/axle heavy duty road yields a minimum economic rate of return, employing traffic forecasts acceptable to the Bank, of 13% (a 10t/axle road is more economic than one of 13t/axle).

   (b) The rate for a package including extension of realignment beyond Otele/Minka to Maloume declines to 12-14% on the 10t/axle basis. The rate of return on Minka-Maloume is thus only about 7%.

   (c) The high cost of autoroute construction renders this economically unacceptable. Packages including autoroute investment yield economic rates of return of only 2 or 3%. Furthermore, the consultants conclude that the maximum percentage of autoroute construction and management costs that could be recovered by tariffs of an acceptable level would be 50%. Thus, a self financing toll autoroute is an untenable proposition between Douala and Yaounde.

   (d) The financial rates of return on the railway elements in the various packages are lower than the economic rates of return, at a minimum of 9% with realignment confined to Douala-Edea, and 7% with Douala-Edea plus Minka-Maloume realignment.

   (e) The lower Regifercam financial than national economic rates of return indicate that economic rates of return on the road should be higher than "package" rates, in this cost saving model. The reason why the system does not move into an equilibrium with railway financial and national economic rates equalized is basically one of indivisibilities, both in the units of investment and certain of the traffic commodity allocation groupings.

2. Conclusions

   The consultant's supplementary report fully supports the position taken by the Bank to date in considering the realignment proposals viz:

   (i) Douala-Edea realignment combined with minor improvements elsewhere is economically acceptable.

   (ii) Inclusion of Minka-Maloume realignment is only marginally acceptable, and would not be acceptable in isolation.

   (iii) A heavy duty road, with a 10t/axle capacity is an economically acceptable element of any "package".

(iv) Conversely, an autoroute is economically unjustified in any circumstances at this time.

(v) The implications for Regifercam finances of realignment will require careful study.

3. Recommendations

Mr. Apitz does not anticipate commenting in detail on Regifercam's financial prospects before September, and the Bank's views on the economics of the realignment alternatives are already well known to Regifercam and the Cameroon government. There are very good prospects that marshalling yard studies will be sufficiently advanced for appraisal of this project (which would include the realignment project) in October/November 1977. Regifercam are not anticipating Bank appraisal before them.

Thus, there is likely to be an appreciable gap between presentation of the Aide Memoire on the transport Sector, now being prepared by Programs, scheduled for July, and appraisal. I suggest that the opportunity be taken to send a mission, composing myself and possibly Mr. Billington, in advance of the main appraisal mission (say in mid to late September) to discuss and assess the response of the Cameroon government to the points made in the Aide Memoire and the earlier, more detailed letter from Mr. de la Renaudiere dated April 19, 1977, with a view to advising on the most suitable timing of the appraisal mission.

MDick:eam

cc: Messrs. Apitz
Delfaque
Stockmann
Billington
Pouliquen
de la Renaudiere
Eigen
Agueh
Mrs. Calvo

Cameroon; Douala - Yaounde Corridor Study - Final Report

1. We have now received the consultant's report and annexes dated May 1977, which is presumable intended to be final, though there was no covering letter. I have now reviewed it; my comments are below.

2. The report is not significantly changed from the previous July (French), September (English) 1976 version. Thus, while minor adjustments have been made, resulting from subsequent discussions, such as an increase in the unit benefits arising from accident avoidance, and a reduction in those from rolling stock immobilization (a net reduction overall), other sources of controversy, such as the proposed CTC system are still included in the investment proposals. The most significant cause of dispute, traffic forecasts, has not been touched upon. Thus, the consultants retain their original forecasts, and their sole sensitivity adjustment remains - 30% on timber traffic. Incorporation of the Bank's more pessimistic assumptions extensively discussed with both consultants and Regifercam, would have had a significant effect on total freight traffic forecasts for the early 1980's - e.g. an approximate doubling of the difference between the consultant's "high" and "low" forecasts for 1980/1 from - 11% to about - 23%. This would certainly affect the economic rates of return on the various alternative road/rail investment "packages", though the magnitude of the effect is not calculable without the use of the consultant's computer program.

3. The revised rates of return are therefore, still suspect. Although the consultants have managed to squeeze slightly higher rates of return out of the packages favored by Regifercam (presumably a co-incidence), their general conclusion remains the same:

   (i) Douala-Edea realignment, plus a Heavy Duty road has the highest rate of return

   (ii) Douala-Edea plus Otele-Makak realignment, together with the assumption (now highly unrealistic) of only minor road improvements, also has an acceptable rate of return (10.6-12.3%). As both (i) and (ii) are based upon "full" Douala-Edea realignment, substitution of the modified version now agreed would probably increase these rates.

   (iii) Total realignment, with any road combination, has significantly lower rates of return (about 10% maximum), is the least preferred alternative, and so far as Edea-Makak realignment is concerned, does not require a decision to be made at this time. Thus, the consultants stick to their original view that the maximum to be programmed for the next phase of railway investment should be Douala-Edea, plus Makak-Otele realignment together with minor improvements Edea-Makak.

4. The supplementary studies, agreed upon at the March Paris meeting, and for which Bank finance was provided, are not incorporated in this report. Thus, we are still in the dark regarding the impact of autoroute or 13t/axle (compared with 10t/axle) heavy duty road construction upon the railway and, equally importantly, the optimum economic choice between these three alternatives.

5. For their Regifercam financial analysis, the consultants have continued to employ two alternative assumptions (a) Realignment Douala-Edea and

Makak-Otele together with minor road improvements, (b) minor railway improvements, and a heavy duty road. Neither are realistic. The most probable outcome is the two realignments, plus a heavy duty road, and in the most closely analagous cases (Douala-Edea with/without a heavy duty road), the railway traffic difference is significant - for (e.g.), 1987/8 it is - 13% freight and - 17% passenger (Annex 11.3 (11) and (12)).

6. Conclusions

This report does not get us much further. However, (i) it clearly continues to support the Bank stance against Edea-Makak realignment, (ii) the outcome of the supplementary studies should be significant not only in determining the optimum road characteristics (which might be heavy duty with 13t/axle), but in determining the effect of the lower Bank traffic forecasts for the economic rates of return on different packages, and by implication, the impact of these two aspects on the railway financial situation. (iii) a realistic assessment of the railway financial situation will be significantly worse than that made by the consultants as a result of two cummulative factors, (a) the impact of heavy duty road construction on railway traffic which I suggest be assessed from comparison of Annex 11.3 (11) and (12); (b) the lower Bank traffic forecasts, particularly in the early 1980's; I suggest the rail freight forecasts in Annex 11.4 (6) for 1978/9 to 1988/9 (m. tkm) be revised to the following to make allowance for this: 358, 385, 416, 380, 410, 442, 476, 506, 540, 573, 603.

Copies given to Defalque & Apitz. Cameroon Loan 1038 568

HL/lef

Original

REPUBLIQUE UNIE DU CAMEROUN
UNITED REPUBLIC OF CAMEROON

REGIE NATIONALE DES CHEMINS DE FER
Cameroon National Railway Authority

Boite Postale 304 DOUALA
P. O. Box
Téléphone : 42-60.45
Télég. : REGIFERCAM

Telex : FERCAM 5607 KN

PAIX — TRAVAIL — PATRIE

✓ Cameroon Loan 1038

DOUALA, le 28 JUIN 1977

cc Cameroon Loan S-4

N° 3750 /PDG/DGAE

LE PRESIDENT-DIRECTEUR GENERAL
DE LA REGIE NATIONALE DES CHEMINS
DE FER DU CAMEROUN

à (For attachments see Docs, see Loan 1038)

Monsieur H.G. BRANDRETH

Chef de la Division Ports, Chemins de Fer
et Aviation
Bureau Régional de l'Afrique de l'Ouest
International Bank for Reconstruction and Development
1818 H. Street N.W.

WASHINGTON D.C. 20 433
(U.S.A.)

OBJET
Prêt S4-CM
Marché N° 28/EG avec SOFRERAIL

Monsieur,

DOC# 120.196 (m)

J'ai l'honneur de vous remettre ci-joint trois exemplaires en langue anglaise du rapport trimestriel présenté par SOFRERAIL relatif à l'action entreprise de Février à Avril 1977. Ce rapport a été longuement discuté avec MM. APITZ et DEFALQUE au cours de leur récente mission de supervision.

Je résumerai donc ci-après les points principaux de ce rapport :

1 - désignation d'homologues camerounais

Cette désignation conduit à distraire des cadres de valeur de la hiérarchie des services productifs. En raison de l'insuffisance de l'effectif de ces cadres dans la plupart des Directions, cette opération doit être menée avec prudence et avec le souci de la meilleure efficacité. C'est ainsi que nous avons pu désigner :

- quatre cadres homologues des experts MT
- un cadre homologue de l'expert EX

et que nous désignerons des homologues aux experts comptabilité-contrôle de getion, prix de revient, action commerciale et informatique dès que ces experts auront achevé la conception des documents servant de base à leur action. Nous en avons avisé les experts.

.../2

2/- Exploitation et mouvement

C'est certainement l'action la plus difficile à réaliser en raison de l'insuffisance de l'effectif d'encadrement et de maîtrise réellement qualifié et des moyens matériels d'exploitation (locomotives, installations fixes, communications). L'action de l'expert SOFRERAIL est néanmoins bien engagée et nous lui avons adjoint un homologue.

3 - Entretien du matériel

Dans ce secteur, l'action des experts de SOFRERAIL a été très efficace et a bénéficié de la préparation des documents d'entretien effectuée par SOFRERAIL pour le CFCO. L'organisation du dépôt des locomotives a été revue et son efficacité accrue aussi bien par la sélection du personnel camerounais que par l'affectation récente de 2 assistants techniques français.

4 - Coûts de transport

Le calcul des coûts de transport annexé au rapport trimestriel fait apparaitre des distorsions importantes aussi bien par rapport aux coûts précédemment déterminés par SOFRERAIL que par comparaison à ceux calculés par nos soins. Il a été demandé à l'expert de nous soumettre une méthode de ventilation des dépenses par produit ainsi que le processus de calcul des coûts. Nous n'individualiserons pas le transport du sel en raison du volume de transport négligeable en cause. Des homologues camerounais seront désignés dès que la méthode de calcul des coûts sera arrêtée.

5 - Comptabilité-contrôle de gestion

L'expert SOFRERAIL achève la conception du plan comptable et des règles de comptabilisation. Les documents sont diffusés auprès des services intéressés pour recueillir leurs observations et des conférences organisées pour expliquer les objectifs à atteindre et les modalités de travail.

Des homologues camerounais seront désignés dès achèvement de la préparation des documents de base.

6 - Statistiques

L'étude du plan statistiques est en cours ; M. KAMO assure la coordination des travaux Régie/SOFRERAIL.

.../3

Je saisis l'occasion de la présente lettre pour vous remettre l'état des déboursements effectués sur les fonds du prêt 1038-CM, catégorie par catégorie. Cet état a été demandé par MM. APITZ et DEFALQUE au cours de leur récente mission.

Veuillez agréer, Monsieur, l'assurance de ma considération distinguée.

PJ = 1 état
1 rapport (3 ex)

G. NTANG

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Withdrawn by	Date
Kelli Gordon	08/01/2019

(prêt 1038 CM)

B I R D II - SITUATION AU 30 AVR

FRANCS CFA	$ U S	CATEGORIE I		I I		I I I		I V	
		FRS CFA	$ U S	FRS CFA	$ U S	FRS CFA	$ U S	FRS CFA	$ US
23I.59I.450	I.042.735,03	66.I37.750	297.783,66	8.620.000	38.811,35	26.883.700	I2I.043,22	I29.950.000	585.096,80
I3.I57.699	62.277,60								
I96.963.4I3	942.859,80	I96.963.413	942.859,80						
476.000.000	2.278.602,20							476.000.000	2278.602,20
282.023.59I	I.350.04I,I3	282.023.59I	I350.04I,I3						
79I9I. 318	383.I22,00					33.604.625	I62 576,80	26.226.750	I26.883,16
66.4I8.725	332.550,88								
21.290.204	I06.407,53	21.290.204	I06.407,53						
30.907.985	I54.476,79	30.907.985	I54.476,79						
I67.805.000	808.979,35			12.930.000	62.334,87			I54.875.000	746.644,48
40.325.550	I86.284,72					40.325.550	I86.284,72		
43.407.405	200.521,41								
63.804.313	291.161,09							28.800.000	I3I.424,33
36.204.000	165.211,09			36.204.000	I65.211,09				
7.577.725	33.830,29								
28.446.000	I28.7I4,93			28.446.000	I28.7I4,93				
5.967.500	26.64I,53								
I9.200.000	85.656,93							I92.00.000	85.656,93
66.507.000	303.511,69							66.507.000	303.511,69
58.I93.625	265.572,73							58.I93.625	265.572,73
7I.226.262	324.937,33	7I226.262	324.937,33						
20.384.483	92.994,90								
I02.000.000	458.352,53							I02.000.000	458.352,53
34.000.000	I52.057,24							34.000.000	I52.057,24
11.205.102	50.112,26								
130.095.000	573.373,11							I30.095.000	573,373,11
22.999.687	97.466,63								
72.580.000	311.898,53							72.580.000	311.898,53
20.162.775	86.412,60					20.I62.775	86.4I2,60		
23.8I3.059	I00.626,08	2.6I0.095	11.029,40			I3.44I.850	56.800,79		
27.053.483	4I7.299,8I	12.568.293	53.232,83						
7I.47I.I64								I3.440.000	56.924,94
11.018.536	46.4I8,27								
16.534.000	69.648,56								
16.626.750	67.227,35							I6.626.750	67.227,35
78.429.942	3I8.432,57								
24.960.000	101.339,83							24.960.000	I0I.339,83
44.828.907	182.249,85								
40.425.921	163.516,11								
44.450.000	182.173,59								
66.88I.I48	270.538,72								
7I3.350	2.839,39								
I.492.330	5.940,00								
29.7I8.257	I19.252,07								
2.792.729	11.207,49								
6.538.933	26.241,37								
20.010.188	80.I96,03								
8.3I3.375	33.I66,66							8.3I3.375	33.I66,66
41.082.027	I65.369,94								
II3.609.267	456.210,78								
I.I60.752	4.669,03								
I7.219.200	69.387,54								
I4.739.598	59.395,58								
29.94I.964	I20.382,8I								
33.92I.848	X								
3.007.526	X								
336.337.I96	I.438.367,49								
3.546.727.262	15.808860,77	683.727.593	3.240.768,47	86.200.000	395.072,24	I34.4I8.500	6I3.II8,13	I361.765500	6277.732,51

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V		VI		VII		VIII	INTERETS
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I3.I57.699	62.277,60						
I9.359.943	93.662,04						
66.4I8.725	332.550,88						
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35.004.313	I59.736,76						
		7.577.725	33.830,29				
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20.384.483	92.994,90						
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78.429.942	3I8.432,57						
44.828.907	I82.249,85						
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66.88I.I48	270.538,72			44.450.000	I82.I73,59		
7I3.350	2.839,39						
I.492.330	5.940,00						
29.7I8.257	II9.252,07						
2.792.729	11.207,49	6.538.933	26.24I,37				
20.0I0.I88	80.I96,03						
4I.082.027	I65.369,94						
II3.609.267	456.210,78						
I.I60.752	4.669,03	I7.2I9.200	69.387,54				
I4.739.598	59.395,58						
29.94I.964	I20.382,8I						
33.921.848							
3.007.526							
						336.357.I96	I.438.367,49
827.759.901	3.358.983,74	66.099.072	276.003,07	50.417.500	208.8I5,12	336.337.I96	I.438.367,49

Cameroon Loan 1038

JUN 15 1977

MINISTÈRE DE L'ÉQUIPEMENT

LABORATOIRE CENTRAL DES PONTS ET CHAUSSÉES

58, boulevard Lefebvre – 75732 PARIS CEDEX 15
Téléphone : Paris (1) 532 31 79
Télex : LCPARI 20361 F

547

Original

DÉPARTEMENT DES SOLS
ET FONDATIONS

SECTION DES FONDATIONS

WESTERN AFRICA REGION
PORTS RAILWAYS & AVIATION DIVISION
HANDLED BY:
DATE ANSWERED:

Monsieur Donald JOHNSON
International Bank for
Reconstruction and Development
1818 H Street, N.W.
WASHINGTON, D.C.
(U . S . A .)

Vos réf. :
Votre lettre du :
Nos réf. : SA/LA - 99
Objet :

Paris,
Le 9 JUIN 1977

Cher Monsieur,

J'ai bien reçu votre lettre du 21 avril 77 ainsi que la copie de la lettre de M. H. G. BRANDRETH à Monsieur le Président Directeur Général de la REGIFERCAM.

Je souscris tout à fait au contenu de cette lettre et vous remercie de m'avoir envoyé cette dernière.

Par ailleurs, j'ai eu le plaisir de recevoir à PARIS, le 5 mai dernier, la visite de Monsieur LEYRAT et nous avons naturellement parlé du Pont de JAPOMA. L'entreprise SATOM m'a adressé, le 10 mai, les résultats de l'essai de chargement des pieux de renforcement de la pile n° 1. J'ai exploité les résultats de leurs essais dont je vous adresse copies ci-jointes. A mon avis, ces pieux peuvent supporter sans risque une charge de 240 tonnes, et peut-être même plus, mais il est difficile, dans l'état actuel, de dire de combien. Pour pouvoir se prononcer définitivement sur la bonne stabilité de la fondation de la pile n° 1, il faudrait que nous connaissions avec précision la charge totale que cette pile aura à reprendre.

att

.../...

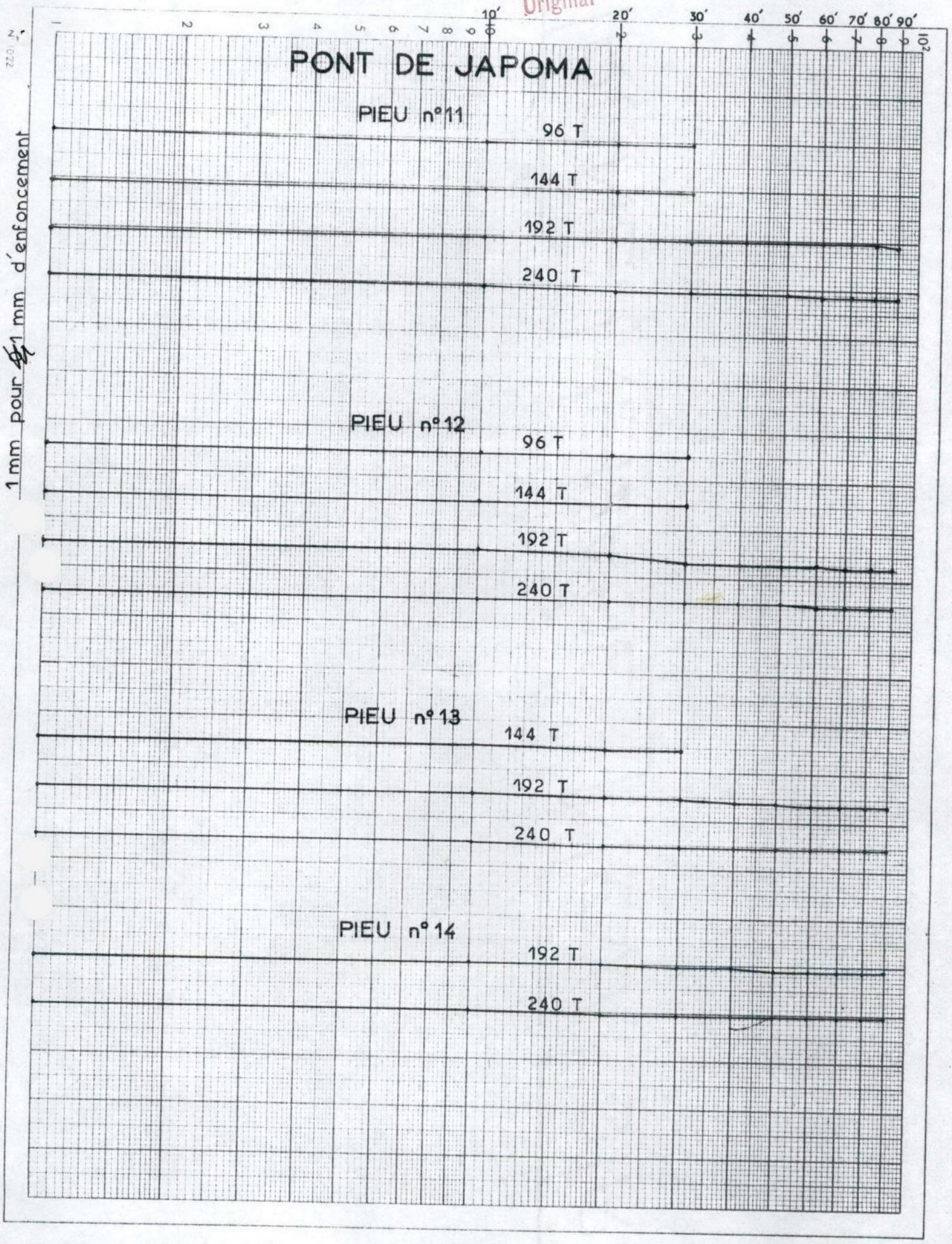
Au sujet des inclinomètres, nous n'avons toujours pas reçu les notes de calcul que nous avions demandées à la SATOM.

Enfin, Monsieur COLAS, de SOCOTEC, m'a demandé s'il était possible de lui faire parvenir une copie de mon rapport sur cette affaire. Qu'en pensez-vous ?

OK

Veuillez agréer, Cher Monsieur, l'expression de mes sincères salutations.

S . A M A R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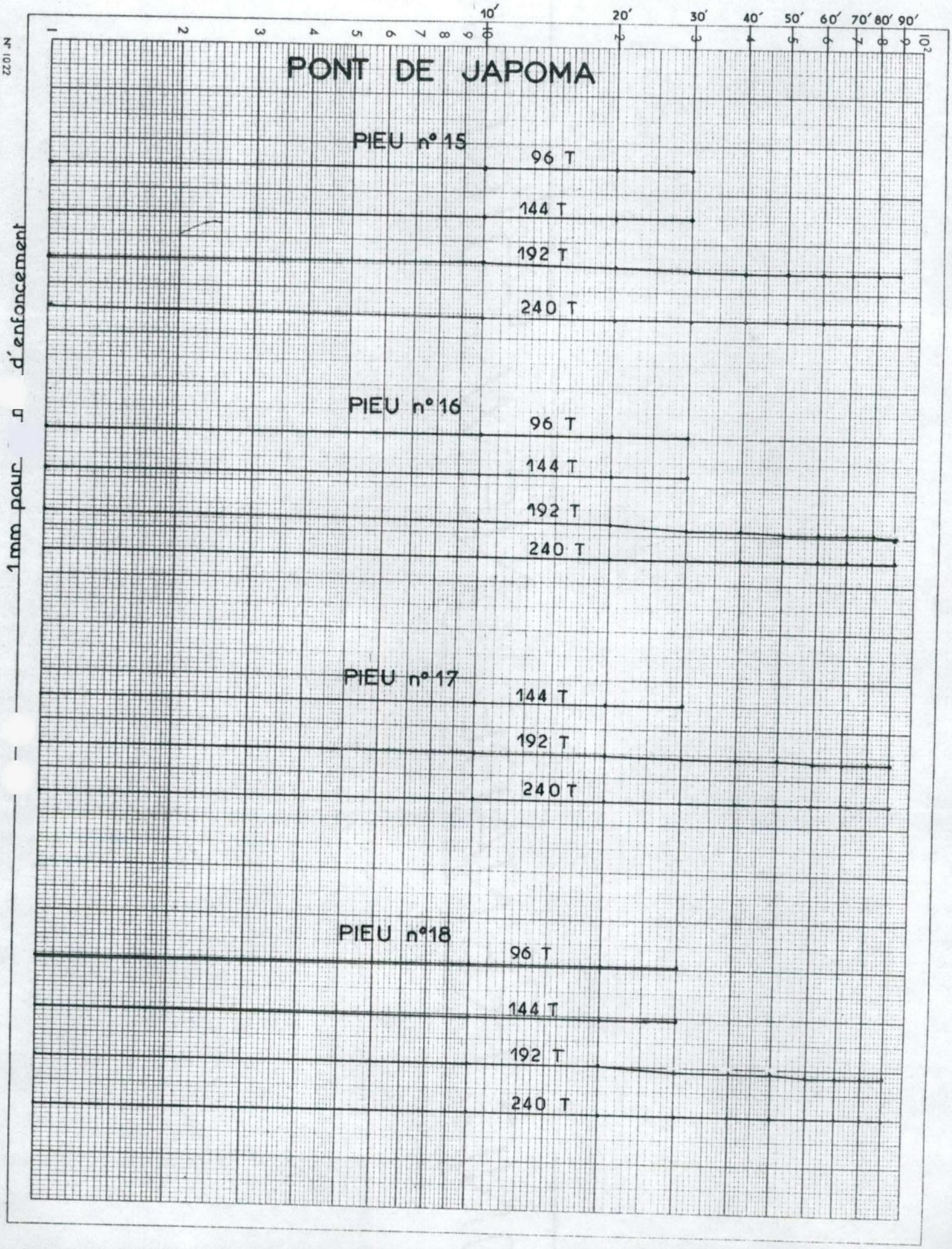
PONT DE JAPOMA
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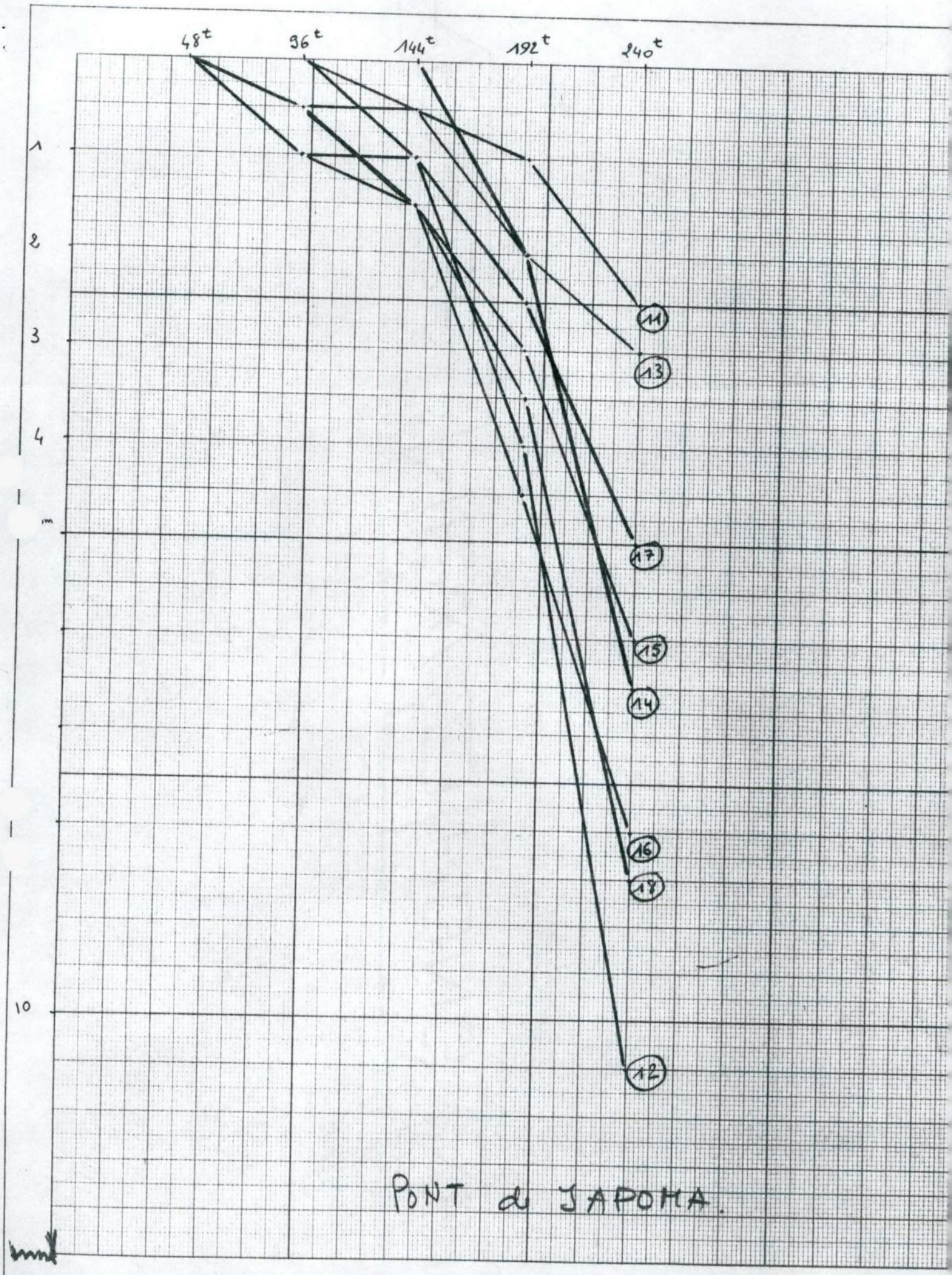

PONT du JAPOMA.

Dr. Brandreth
WAS

JUN 14 1977

Cameroon loan 1038

cc Cameroon - REGIFERCAM General

Mr. Ntang
Président-Directeur Général
Regifercam
B.P. 304
Douala

Yaoundé, le 27 mai 1977

Objet: Visite d'experts

Monsieur le Président-Directeur Général,

Comme suite à ma conversation téléphonique de ce matin avec Monsieur Leyrat, j'ai l'honneur de vous communiquer de plus amples détails concernant la venue prochaine à Douala d'une mission d'information mandatée par la Banque Mondiale.

La Groupe de la Banque Mondiale a retenu les services de deux spécialistes chevronnés des chemins de fer, Monsieur M. N. BERY, ex-Président des Chemins de Fer Indiens, et Monsieur W. H. THOMPSON, Directeur, "Operations Planning", Norfolk and Western Railway, USA, afin de entreprendre un examen indépendant des efforts de la Banque pour soutenir les programmes qui'elle finance.

Le but de cet examen est de faire des recommandations sur la manière dont la Banque pourrait améliorer ses méthodes et les rendre plus conformes aux besoins de nos emprunteurs.

Afin de mieux familiariser ces experts avec les conditions particulières locales et leur permettre de recueillir le point de vue des emprunteurs avant de formuler leurs recommandations, nous souhaitons leur permettre de visiter un certain nombre de pays, dont le Cameroun.

C'est pourquoi nous avons proposé qu'ils rencontrent la Régie du 4 au 9 juin, date à laquelle Messieurs Apitz et Defalque éffectueraient également la supervision du Second Projet ferroviaire et du Projet d'Ingénierie de la gare de Douala.

En souhaitant que vous considériez cette visite comme une occasion pour la Régie de faire de très franches observations, je vous prie d'agréer, Monsieur le Président-Directeur Général, l'expression de ma considération distinguée.

icc: Mr Eigen, Mr Brandreth

FILE: CAM-RW2
MPalein:mm

Michel Palein
Représentant Résident

FORM NO. 27
(10-76)

WORLD BANK OUTGOING MESSAGE FORM (Telegram, Cable, Telex)

IMPORTANT (PLEASE READ INSTRUCTIONS BELOW BEFORE TYPING FORM.)

Class of Service: TELEX Date: MAY 27, 1977

Telex No.: 5607 Originators Ext: 6597

H/C

Cameroon loan 5-4
✓ Cameroon loan 1038

START HERE

TO: REGIFERCAM

CITY/COUNTRY: DOUALA, CAMEROON

MESSAGE NO.:

PRIMO MM. APITZ ET DEFALQUE ARRIVERONT TROIS JUIN VOL. UTA 765. SECUNDO VOUS AVIONS INFORME PAR TELEX DU 13 MAI QUE NOUS N'AVONS PAS D'OBJECTION A REMPLACEMENT DE M. BARGE PAR M. DESROCHES. CONSIDERATIONS BRANDRETH INTBAFRAD.

END OF TEXT

NOT TO BE TRANSMITTED

SUBJECT: Cameroon Railway

DRAFTED BY: HApitz:jes

CLEARANCES AND COPY DISTRIBUTION:

AUTHORIZED BY (Name & Signature): H. Brandreth, Chief

DEPARTMENT: WAPPR

SECTION BELOW FOR USE OF CABLE SECTION

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WAP F336

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

Africa - loan 1295/1298

OFFICE MEMORANDUM

cc Togo Cr 693

TO: Messrs. Defalque and Apitz

DATE: May 27, 1977

cc Benin Cotonou Port Exp.

FROM: H. Brandreth

cc Cameroon loan 1038

SUBJECT: CAMEROON - Railway Supervision Mission
TOGO - Supervision CIMAO and Third Highway Project
BENIN - Preparation Port Project
Terms of Reference

cc Cameroon loan S-4

1. On or about May 30 you will go for about four weeks to Europe and West Africa. In the course of your mission you will:

(i) in Brussels (Mr. Defalque only): discuss with Mr. du Parc and possibly a railway operations specialist the draft terms of reference for the Togo railway study and, on a tentative basis, their interest in conducting this study;

(ii) in Paris: discuss with CCCE and Sofrerail and with operational matters relating to the Second and Third Railway Projects with CCE and Sofrerail and with CCE the Benin railway situation;

(iii) in Togo: (a) discuss the transport contract to be concluded between CIMAO and CFT; and (b) discuss the terms of reference and the implementation of the Togo Railway study;

(iv) in Cameroon: supervise the Second and Third Railway Projects; and

(v) in Benin: evaluate the railway's Traffic volume and carrying capacity and its technical and financial performance in the context of the forthcoming Cotonou Port Project.

2. Upon your return you will prepare:

(i) supervision reports for the Second and Third Cameroon Railway Project;

(ii) a report providing the needed input for the Cotonou Port appraisal; and

(iii) a short report on your findings in Togo.

Cleared with Mssrs Defalque, Brandreth, Chaffey, Eigen, Lethbridge

cc : Mr. Duvigneau
Mr. Cash

HGB/jr

From: Yaounde

MAY 26 1977

INCOMING TELEX

Central files. 972
Cameroon loan 1038
sj
Apitz.
cc Cameroon loan S-4

RECEIVED
1977 MAY 26 PM 1:00
COMMUNICATIONS SECTION

Distribution:
Mr. Brandreth
Mr. Eigen

199 BRANDRETH CC APITZ, CALVO

APITZ/DEFALQUE MISSION CLEARED WITH REGIFERCAM AND SHOULD NOT POSE PROBLEM BUT NOT YET CLEARED WITH MINEEP. IDEM FOR BERRY/THOMPSON VISIT.

REGIFERCAM REQUESTS DATE/FLIGHT NBR APITZ/DEFALQUE AS WELL AS REPLY THEIR TX 340 OF 5/10 REQUESTING APPROVAL MR DESROCHES TO REPLACE MR. BARGE. REGARDS

PALEIN

FORM NO. 27
(10-76)

WORLD BANK OUTGOING MESSAGE FORM (Telegram, Cable, Telex)

IMPORTANT (PLEASE READ INSTRUCTIONS BELOW BEFORE TYPING FORM.)

Class of Service: TELEX Date: 19 MAI 1977

Telex No.: L/C 200750 Originators Ext: 6597

Cam. loan 1038

START HERE

TO: CAISSE CENTRALE DE COOPERATION ECONOMIQUE, ATTN. M. CHINOT

CITY/COUNTRY: PARIS, FRANCE

MESSAGE NO.:

REVOTEL DU 17 MAI REUNION LE VENDREDI 3 JUIN N'ETANT PAS POSSIBLE, NOUS SOMMES D'ACCORD AVEC VOTRE PROPOSITION SUB PRIMO. SI TOUTEFOIS VOUS ETIEZ LIBRE LE MERCREDI PREMIER JUIN DANS L'APRES-MIDI, REUNION POURRAIT ETRE AVANCEE A CETTE DATE. CONSIDERATION, BRANDRETH, INTBAFRAD

END OF TEXT

NOT TO BE TRANSMITTED

SUBJECT: Cameroon Railway Project

DRAFTED BY: HApitz/kh

CLEARANCES AND COPY DISTRIBUTION: Cleared with & cc: M. Defalque

AUTHORIZED BY (Name and Signature): HGBrandreth, Chief

DEPARTMENT: WAPPR

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PS 8244/1 AG1 (7282)

Cam. loan 1038

INCOMING TELEX

MAY 18 1977

sd

966

Apitz

D 59/DFE/T POUR INTBAFRAD WASHINGTON

Distribution:

Mr. Brandreth

Mr. Eigen

May 17 77

ATTENTION M. BRANDRETH

CHEMIN DE FER DU CAMEROUN

REVOTEL DU 16 MAI

IL NE ME SERA PAS POSSIBLE RENCONTRER REPRESENTANTS BIRD LE JEUDI 2 JUIN AU MATIN. JE VOUS PROPOSE DONC L'UNE OU L'AUTRE DES SOLUTIONS CI-APRES :

PRIMO :

HAPITZ/KH
ANSWERED! 5/19

REUNION AVEC REPRESENTANTS BANQUE MONDIALE JEUDI APRES MIDI 14H30 ET REUNION SOFRERAIL MEME JOUR 17H30

SECUNDO :

REUNION AVEC REPRESENTANTS BANQUE MONDIALE JEUDI APRES MIDI 15H ET REUNION AVEC SOFRERAIL VENDREDI MATIN 3 JUIN 10H.

attn. Chandler
Primo OK, otherwise
meeting
mercredi afternoon, if possible
Secundo not possible

SENTIMENTS DISTINGUEES

64145 WORLDBANK

CAISCOP A PARIS 150 26 FIN

440098 WORLDBANK

SOFRAIL 280084F (Telex Nr.)

INCOMING TELEX

965 sj

Apitz.

RECEIVED

MAY 18 1977

1977 MAY 17 AM 9:26
COMMUNICATIONS SECTION

Distribution:

Mr. Brandreth
Mr. Eigen

Cameroon loan 1038

NAR

OK

ATTENTION M. BRANDRETH

WESTERN AFRICA - PROJECTS DEPARTMENT

PARIS, LE 17 MAI 1977 - TE/559/77

SUITE VOTRE TELEX DU 13 MAI , SERONS HEUREUX RECEVOIR MM. DEFALQUE ET APITZ LE 1ER ET EVENTUELLEMENT LE 2 JUIN.
EN CE QUI CONCERNE ETUDES GESTION ET ORGANISATION REGIFERCAM, VOUS SIGNALONS QUE M. LEFORT SERA ALORS (ET JUSQU'AU 5 JUIN) A DOUALA POUR SUPERVISION MISSION.
TOUTEFOIS M. NICOLAS (EXPLOITATION) ET M. QUINIOU (MATERIEL ET ATELIERS) CE DERNIER ACTUELLEMENT A DOUALA POUR SUPERVISION SERONT A PARIS LES 1ER ET 2 JUIN.

CONSIDERATIONS - SOFRERAIL

440098 WORLDBANK

SOFRAIL 280084F T

440098 WORLDBANK ⊕

440098 WORLDBANK

FERCAM 5607KN (Telex Nr.)

~~FXX~~From: Yaounde

REGIFERCAM DOUALA

✓ Cameroon Loan 1038 964

INCOMING TELEX

sj

RECEIVED

cc Cameroon Loan S-4

1977 MAY 16 AM 11:20
COMMUNICATIONS SECTION

Distribution:

Mr. Brandreth
Mr. Eigen

File

A BANQUE MONDIALE WASHINGTON

----------NO 352/PDG/DGAE DU 16/5/1977----------

ATTENTION M. BRANDRETH

REVOTEL 13 MAI ACCORD POUR MISSION SUPERVISION PERIODE 4 AU 10 JUIN STOP PRIERE INFORMER SUR VOL ARRIVEE - CONSIDERATION.

REGIFERCAM.

++++++FIN.

MAY 16 1977

Kathleen, please remind me to that shortly before leaving
Thanks
H.J.

WESTERN AFRICA REGION
PORTS RAILWAYS & AVIATION DIVISION
HANDLED BY: H. APITZ
DATE ANSWERED: N/R

⊕

440098 WORLDBANK

FERCAM 5607K 0

0553 EDT⊕

FORM NO. 27
(10-76)

WORLD BANK OUTGOING MESSAGE FORM (Telegram, Cable, Telex)

IMPORTANT (PLEASE READ INSTRUCTIONS BELOW BEFORE TYPING FORM.)

Class of Service: TELEX

Date: Mei 13, 1977

Telex No.: 5607 KN

Originators Ext: 6597

46

Cameroon loan 1038
& Cameroon loan S-4

START HERE

TO: REGIFERCAM

CITY/COUNTRY: DOUALA, CAMEROON

MESSAGE NO.:

PRIMO REVOTEL 340 DU 10 MAI PAS D'OBJECTION A REMPLACEMENT DE MONSIEUR BARGE PAR MONSIEUR DESROCHES. SECUNDO ENVISAGEONS MISSION SUPERVISION DEUXIEME ET TROISIEME PROJETS FERROVIAIRES COMPOSEE DE MM. DEFALQUE ET APITZ POUR PERIODE DU 4 AU 10 JUIN. VEUILLEZ CONFIRMER VOTRE ACCORD. CONSIDERATIONS, BRANDRETH, INTBAFRAD

END OF TEXT

NOT TO BE TRANSMITTED

SUBJECT: Cameroon Railway Project

DRAFTED BY: HApitz:gss

CLEARANCES AND COPY DISTRIBUTION:
Cleared with and cc:
Messrs. Defalque
Agueh
Johnson

AUTHORIZED BY (Name and Signature): H.G. Brandreth

DEPARTMENT: West Africa Projects

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COMMUNICATIONS
SECTION

FORM NO. 27
(10-76)

WORLD BANK OUTGOING MESSAGE FORM (Telegram, Cable, Telex)

IMPORTANT (PLEASE READ INSTRUCTIONS BELOW BEFORE TYPING FORM.)

Class of Service: TELEX

Date: Mei 13, 1977

Telex No.:

Originators Ext: 6597

4C

280084

Cameroon loa 1038

START HERE

TO: SOFRERAIL, PARIS

CITY/COUNTRY: FRANCE

MESSAGE NO.:

A L'ATTENTION DE MONSIEUR BROCA

MISSION BANQUE COMPOSEE DE MM. DEFALQUE ET APITZ AIMERAIT DISCUTER AVEC VOUS PROGRES ETUDES DE GESTION ET ORGANISATION REGIFERCAM ET PROGRAMME DE TRAVAIL CFCO. PROPOSONS REUNION DANS VOS BUREAUX LE PREMIER JUIN A 10 HEURES 30 ET PEUT-ETRE REUNION SUPPLEMENTAIRE LE DEUX JUIN DANS L'APRES MIDI. VEUILLEZ CONFIRMER VOTRE ACCORD. CONSIDERATIONS, BRANDRETH, INTBAFRAD.

END OF TEXT

NOT TO BE TRANSMITTED

SUBJECT: Cameroon Railway Project

DRAFTED BY: HApitz:gss

CLEARANCES AND COPY DISTRIBUTION: cc: Mr. Defalque

AUTHORIZED BY (Name and Signature): H.G. Brandreth

DEPARTMENT: West Africa Projects

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FORM NO. 27
(10-76)

WORLD BANK OUTGOING MESSAGE FORM (Telegram, Cable, Telex)

IMPORTANT (PLEASE READ INSTRUCTIONS BELOW BEFORE TYPING FORM.)

Class of Service: TELEX

Date: Mei 13, 1977

Telex No.:

Originators Ext: 6597

200750 4C

Cam. loa 1038

START HERE

TO: CAISSE CENTRALE DE COOPERATION ECONOMIQUE

CITY/COUNTRY: PARIS, FRANCE

MESSAGE NO.:

MISSION BANQUE COMPOSEE DE MM. DEFALQUE ET APITZ AIMERAIT DISCUTER AVEC VOUS QUESTIONS SOULEVEES DANS VOTEL DU 5 MAI. PROPOSONS REUNION DANS VOS BUREAUX LE DEUX JUIN A DIX HEURES ET REUNION AVEC VOUS ET REPRESENTANTS SOFRERAIL LE MEME JOUR DANS L'APRES-MIDI. VEUILLEZ CONFIRMER VOTRE ACCORD.

CONSIDERATIONS, BRANDRETH, INTBAFRAD

END OF TEXT

NOT TO BE TRANSMITTED

SUBJECT: Cameron Railway Project

DRAFTED BY: HApitz:gss

CLEARANCES AND COPY DISTRIBUTION: Cleared with and cc: Messrs. Defalque, Agueh, Johnson

AUTHORIZED BY (Name and Signature): H.G. Brandreth

DEPARTMENT: West Africa Projects

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PS 8244/1 AGI (7282)

Cam. Loan 1038

Le 12 mai 1977

Monsieur J.L. Gourdon
Direction des Programmes
et Applications
Laboratoire Central
des Ponts et Chaussées
58, boulevard Lefebvre
75 Paris (15ème)
France

Monsieur,

Objet: Pont de Japoma
V/Réf: Affaire 357.206
D.PA/cl-337

Nous accusons réception de votre lettre du 19 avril 1977 et de la facturation de votre intervention concernant le pont de Japoma.

Votre note de débit a été approuvée et vous sera réglée par nos services financiers dans les meilleurs délais.

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

D. Johnson
Chef par interim de la Division
Ports, Chemins de Fer et Aviation
Bureau Régional de l'Afrique de l'Ouest

DJohnson:da (516)

CRM NO. 27
(11-75)

10/3

Cam. loan 687
Cam - loan 604
Cam - loan 1038
Cam - loan S-4
Cam. CR 161
Cam CR 320

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

☐ IBRD
☐ IDA
☐ IFC
☐ ICSID

TO:

DATE:

ORIGINATOR'S EXT.:

COUNTRY:

CLASS OF SERVICE:

CABLE NO. & TEXT:

May 12, 1977

BOOK OF TWO

1) SON EXCELLENCE LE MINISTRE

MINEP TELEX 8268 KN

YAOUNDE, CAMEROUN

c/c

2) SON EXCELLENCE LE MINISTRE

MINFI TELEX 8260 KN

YAOUNDE CAMEROUN

c/c

NOT TO BE TRANSMITTED

REFERENCE:	AUTHORIZED BY *(Name)*:
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FORM NO. 27
(10-76)

WORLD BANK OUTGOING MESSAGE FORM (Telegram, Cable, Telex)

IMPORTANT (PLEASE READ INSTRUCTIONS BELOW BEFORE TYPING FORM.)

Class of Service: TELEX Date: May 12, 1977

Telex No.: SEE ATTACHED Originators Ext: 3682

START HERE TO CITY/COUNTRY MESSAGE NO.:

REFERENCE PROCHAINES ECHEANCES PAIEMENTS MONTANTS DUS BANQUE MONDIALE. AVONS EXPEDIE EN DATE 5 MAI RELEVES DE COMPTE AINSI QUE ETATS RECAPITULATIFS DES MONTANTS DUS AU TITRE PRETS ET CREDITS SUIVANTS PRIMO PRET 687CM AAA 731.210,00 FRANCS FRANCAIS PAYABLES BANQUE DE FRANCE ECHEANCE 8 JUIN BBB 579.338,70 FRANCS FRANCAIS PAYABLES BANQUE DE FRANCE ECHEANCE 15 JUIN. SECUNDO PRET 604CM AAA 5.015,00 DOLLARS EU PAYABLES FEDERAL RESERVE BANK NEW YORK BBB 4.436,00 DOLLARS CANADIENS PAYABLES BANK OF CANADA CCC 843.816,48 FRANCS FRANCAIS PAYABLES BANQUE DE FRANCE DDD 14.965.666,00 YEN JAPONAIS PAYABLES BANK OF JAPAN EEE 82.369,00 DEUTSCHE MARK PAYABLES DEUTSCHE BUNDESBANK TOUS ECHEANCE DU 15 JUIN. TERTIO PRET 1038CM AAA 368.517,00 DOLLARS EU PAYABLES FEDERAL RESERVE BANK NEW YORK BBB 76.322,00 FLORINS NEERLANDAIS PAYABLES ALGEMENE BANK NEDERLAND CCC 64.812,00 COURONNES NORVEGIENNES PAYABLES NORGES BANK DDD 230.225,00 DEUTSCHE MARK PAYABLES DEUTSCHE BUNDESBANK EEE 142.678,00 FRANCS SUISSE PAYABLES BANK FOR INTERNATIONAL SETTLEMENTS TOUS ECHEANCE DU 15 JUIN. QUARTO PRET S004CM AAA 9.698,00 DOLLARS EU PAYABLES FEDERAL RESERVE BANK NEW YORK BBB 25.190,00 FRANCS SUISSE PAYABLES BANK FOR INTERNATIONAL SETTLEMENTS TOUS DEUX ECHEANCE 15

END OF TEXT

CT

NOT TO BE TRANSMITTED

SUBJECT:	DRAFTED BY:
CLEARANCES AND COPY DISTRIBUTION:	AUTHORIZED BY (Name and Signature):
	DEPARTMENT:
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PS 8244/1 AGI (7282)

(10-76) WORLD BANK OUTGOING MESSAGE FORM (Telegram, Cable, Telex)

IMPORTANT (PLEASE READ INSTRUCTIONS BELOW BEFORE TYPING FORM.)

Class of Service: TELEX Date: May 12, 1977

Telex No.: SEE ATTACHED Originators Ext: 3682

CITY/ COUNTRY

MESSAGE NO.:

JUIN.

QUINTO CREDIT 161CM ET 161-1CM 43.034,00 DOLLARS EU PAYABLES FEDERAL RESERVE BANK NEW YORK ECHEANCE 15 JUIN. SEXTO CREDIT 320CM 9.633,00 DOLLARS EU PAYABLES FEDERAL RESERVE BANK NEW YORK ECHEANCE 15 JUIN. HAUTE CONSIDERATION EIGEN INTBAFRAD

END OF TEXT

NOT TO BE TRANSMITTED

SUBJECT: Cameroon Late Payments

DRAFTED BY: ar.

CLEARANCES AND COPY DISTRIBUTION:
cc: Messrs. Wegayehu, Lenfant
cc: Cameroon Embassy
Mr. Razafindrabe

AUTHORIZED BY (Name and Signature): Peter Eigen, Division Chief

DEPARTMENT: WA2DB

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PS 0244/1 AGI (7232)

FORM NO. 27
(10-76)

WORLD BANK OUTGOING MESSAGE FORM (Telegram, Cable, Telex)

IMPORTANT (PLEASE READ INSTRUCTIONS BELOW BEFORE TYPING FORM.)

Class of Service: TELEX
Telex No.: FERCAM 5607 KN
Date: May 12, 1977
Originators Ext: 3682

L/C

Cam. Loan 687
" Cam. Loan 1038
" Cam Loan S-4

START HERE

TO: REGIFERCAM

CITY/COUNTRY: DOUALA CAMEROUN

MESSAGE NO.:

REFERENCE PROCHAINES ECHEANCES PAIEMENTS MONTANTS DUS BANQUE MONDIALE. AVONS EXPEDIE EN DATE 5 MAI RELEVES DE COMPTE AINSI QUE ETATS RECAPITULATIFS DES MONTANTS DUS AU TITRE PRETS SUIVANTS PRIMO PRET 687CM AAA 579.338,70 FRANCS FRANCAIS PAYABLES BANQUE DE FRANCE ECHEANCE 15 JUIN BBB 731.210,00 FRANCS FRANCAIS PAYABLES BANQUE DE FRANCE ECHEANCE 8 JUIN SECUNDO PRET 1038 AAA 368.517,00 DOLLARS EU PAYABLES FEDERAL RESERVE BANK NEW YORK BBB 76.322,00 FLORINS NEERLANDAIS PAYABLES ALGEMENE BANK NEDERLAND CCC 64.812,00 COURONNES NORVEGIENNES PAYABLES NORGES BANK DDD 230.225,00 DEUTSCHE MARK PAYABLES DEUTSCHE BUNDESBANK EEE 142.678,00 FRANCS SUISSE PAYABLES BANK FOR INTERNATIONAL SETTLEMENTS TOUS ECHEANCE 15 JUIN. TERTIO PRET S004CM AAA 9.698,00 DOLLARS EU PAYABLES FEDERAL RESERVE BANK NEW YORK BBB 25.190,00 FRANCS SUISSE PAYABLES BANK FOR INTERNATIONAL SETTLEMENTS TOUS DEUX ECHEANCE 15 JUIN. CONSIDERATION DISTINGUEE

EIGEN INTBAFRAD

END OF TEXT

NOT TO BE TRANSMITTED

SUBJECT: Cameroon Late Payments

DRAFTED BY: ar.

CLEARANCES AND COPY DISTRIBUTION: cc: Messrs. Wegayehu, Lenfant

AUTHORIZED BY (Name of Signatory): Peter Eigen, Division Chief

DEPARTMENT: WA2DB

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FORM NO. 27 (10-76)

WORLD BANK OUTGOING MESSAGE FORM (Telegram, Cable, Telex)

IMPORTANT (PLEASE READ INSTRUCTIONS BELOW BEFORE TYPING FORM.)

Class of Service: TELEX Date: May 12, 1977

Telex No.: 8307 KN Originators Ext: 3682

Cameroon loan 687
Cameroon loan 604
Cameroon loan 1038
Cameroon loan S-4
Cameroon CR 161
Cameroon CR 320

START HERE

TO: INTBAFRAD

CITY/COUNTRY: YAOUNDE, CAMEROUN

MESSAGE NO.: 242

TELEX SUIVANT ENVOYE CE JOUR MINEP, MINFI, REGIFERCAM, SNEC QUOTE REFERENCE PROCHAINES ECHEANCES PAIEMENTS MONTANTS DUS BANQUE MONDIALE. AVONS EXPEDIE EN DATE 5 MAI RELEVES DE COMPTE AINSI QUE ETATS RECAPITULATIFS DES MONTANTS DUS AU TITRE PRETS ET CREDITS SUIVANTS

PRIMO PRET 687CM AAA 731.210,00 FRANCS FRANCAIS PAYABLES BANQUE DE FRANCE ECHEANCE 8 JUIN BBB 579.338,70 FRANCS FRANCAIS PAYABLES BANQUE DE FRANCE ECHEANCE 15 JUIN.

SECUNDO PRET 604CM AAA 5.015,00 DOLLARS EU PAYABLES FEDERAL RESERVE BANK NEW YORK BBB 4.436,00 DOLLARS CANADIENS PAYABLES BANK OF CANADA CCC 843.816,48 FRANCS FRANCAIS PAYABLES BANQUE DE FRANCE DDD 14.965.666,00 YEN JAPONAIS PAYABLES BANK OF JAPAN EEE 82.369,00 DEUTSCHE MARK PAYABLES DEUTSCHE BUNDESBANK TOUS ECHEANCE DU 15 JUIN.

TERTIO PRET 1038CM AAA 368.517,00 DOLLARS EU PAYABLES FEDERAL RESERVE BANK NEW YORK BBB 76.322,00 FLORINS NEERLANDAIS PAYABLES

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CONFIDENTIAL NOT TO BE TRANSMITTED

SUBJECT: MAY 13 1977

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PS 8244/1 AGI (7232)

FORM NO. 27 (10-76)

WORLD BANK OUTGOING MESSAGE FORM (Telegram, Cable, Telex)

IMPORTANT (PLEASE READ INSTRUCTIONS BELOW BEFORE TYPING FORM.)

Class of Service: TELEX

Telex No.: 8307 KN

Date: May 12, 1977

Originators Ext.: 3682

START HERE

TO

CITY/ COUNTRY

MESSAGE NO.:

ALGEMENE BANK NEDERLAND CCC 64.812,00 COURONNES NORVEGIENNES PAYABLES NORGES BANK DDD 230.225,00 DEUTSCHE MARK PAYABLES DEUTSCHE BUNDESBANK EEE 142.678,00 FRANCS SUISSES PAYABLES BANK FOR INTERNATIONAL SETTLEMENTS TOUS ECHEANCE DU 15 JUIN.

QUARTO PRET S004CM AAA 9.698,00 DOLLARS EU PAYABLES FEDERAL RESERVE BANK NEW YORK BBB 25.190,00 FRANCS SUISSES PAYABLES BANK FOR INTERNATIONAL SETTLEMENTS TOUS DEUX ECHEANCE 15 JUIN.

QUINTO CREDIT 161CM ET 161-1CM 43.034,00 DOLLARS EU PAYABLES FEDERAL RESERVE BANK NEW YORK ECHEANCE 15 JUIN.

SEXTO CREDIT 320CM 9.633,00 DOLLARS EU PAYABLES FEDERAL RESERVE BANK NEW YORK ECHEANCE 15 JUIN. UNQUOTE REGARDS EIGEN INTBAFRAD

END OF TEXT

NOT TO BE TRANSMITTED

SUBJECT: Cameroon Late Payments

DRAFTED: ar.

CLEARANCES AND COPY DISTRIBUTION: cc: Messrs. Wegayehu, Lenfant

AUTHORIZED BY (Name and Signature): Peter Eigen, Division Chief

DEPARTMENT: WA2DB

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PS 8344/1 AGI (7272)

FORM NO. 27
(10-76)

WORLD BANK OUTGOING MESSAGE FORM (Telegram, Cable, Telex)

IMPORTANT (PLEASE READ INSTRUCTIONS BELOW BEFORE TYPING FORM.)

Class of Service: TELEX

Telex No.: 4/C200750

Date: 5/10/77

Originators Ext: 4033

Cameroon Railway III
& Cameroon loan 1038
& Cameroon loan S-4

TO: CAISSE CENTRALE DE COOPERATION ECONOMIQUE

CITY/COUNTRY: PARIS, FRANCE

MESSAGE NO.:

RE VOTELEX 5 MAI 1977 PRIMO PARTAGEONS VOTRE AVIS SUJET INCONVENIENTS PROJET REGIE CONFIER ENTRETIEN MATERIEL MOTEUR A SOCIETE PRIVEE A CREER SECUNDO CONCERNANT ACTION MENEE DANS CADRE SERVICES CONSULTANTS POUR ETUDES ORGANISATION, GESTION ET EXPLOITATION, EXAMINERONS PROGRES REALISES AU COURS PROCHAINE MISSION AU CAMEROUN TERTIO SUJET SIGNALISATION LUMINEUSE AVONS FAIT PART REGIFERCAM NOTRE POINT DE VUE A PROPOS MODE EVALUATION CE PROJET AINSI QUE NOS RESERVES QUANT A ALIMENTATION PAR ELEMENTS SOLAIRES DONT FIABILITE DANS CONDITIONS NORMALES SERVICE DEVRAIT ETRE EPROUVEE. EXAMINERONS EGALEMENT CETTE QUESTION AVEC REGIFERCAM A L'OCCASION PROCHAINE MISSION DOUALA QUARTO SUJET ACHAT LOCOMOTIVES AVIONS NOTE BESOINS IMMEDIATS REGIFERCAM COMPRENAIENT CINQ LOCOMOTIVES 4 B 3600 ET QUATRE BB 900. COMPTONS EGALEMENT ABORDER CETTE QUESTION A L'OCCASION EVALUATION BESOINS MATERIEL REMORQUE. REGIFERCAM ESTIME BESOINS URGENTS WAGONS COUVERTS ET TOMBEREAUX POUR 1978 SONT ENVIRON 60 ET 30 RESPECTIVEMENT. AVONS CONFIRME REGIE NECESSITE RECHERCHER FINANCEMENT POUR CETTE PREMIERE TRANCHE. AIMERIONS CONNAITRE VOTRE POINT DE VUE A CE SUJET. /c

END OF TEXT

NOT TO BE TRANSMITTED

SUBJECT:

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FORM NO. 27
(5-76)

THE WORLD BANK OUTGOING MESSAGE FORM (Telegram, Cable, Telex)

IMPORTANT (PLEASE READ INSTRUCTIONS BELOW BEFORE TYPING FORM.)

IBRD ☐
IDA ☐
IFC ☐
ICSID ☐

Class of Service: _____ Date: _____

Telex No.: _____ Originators Ext: _____

Telex Answerback:

START HERE TO

CITY/ COUNTRY

MESSAGE NO.:

EN RESUME LES QUATRE QUESTIONS EVOQUEES FERONT PARTIE SUJETS EXAMINES PENDANT NOTRE PROCHAINE MISSION DOUALA. VOUS PROPOSONS EN DISCUTER AVEC VOUS PARIS AU PASSAGE ALLER COMME RETOUR AINSI QUE PROBLEMES FORMATION PERSONNEL. VOUS INDIQUERONS DATES PRECISES POUR ENTRETIENS PROPOSES DES QUE CONNUES. CONSIDERATION DISTINGUEE. JOHNSON, INTBAFRAD

END OF TEXT

NOT TO BE TRANSMITTED

SUBJECT:
Cameroon Railway

DRAFTED BY:
ADefalque:eds

CLEARANCES AND COPY DISTRIBUTION:
Cleared with & cc: Mr. Apitz
Ms. Calvo

AUTHORIZED BY (Name & Signature):
for HGBrandreth

DEPARTMENT:
WAP

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FORM NO. 27
(5-76)

THE WORLD BANK OUTGOING MESSAGE FORM (Telegram, Cable, Telex)

IMPORTANT (PLEASE READ INSTRUCTIONS BELOW BEFORE TYPING FORM.)

IBRD ☒ IDA ☐ IFC ☐ ICSID ☐

Class of Service: TELEX
Date: May 3, 1977
Telex No.: 5607 KN
Originators Ext: 4033
Telex Answerback:

5607

Cameroon loan 1038

0 START HERE

1 TO REGIFERCAM

CITY/ COUNTRY DOUALA, CAMEROON

MESSAGE NO.:

REFERENCE PRET 1038 CM. DEMANDE 45 PAYEE SATOM 3 DECEMBRE

4 1976, DEMANDE 46 PAYEE SOCOTEC 13 DECEMBRE 1976, DEMANDE

5 47 PAYEE REGIE 13 DECEMBRE 1976. COPIES AVIS DE PAIEMENT

6 VOUS SERONT COMMUNIQUEES PAR LES SERVICES INTERESSES.

7 CONSIDERATION DISTINGUEE. BILLINGTON, INTBAFRAD

8

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21 END OF

22 TEXT

NOT TO BE TRANSMITTED

SUBJECT: Loan 1038 CM

DRAFTED BY: ADefalque:da

CLEARANCES AND COPY DISTRIBUTION:

cleared with and cc: Ms. Prefontaine

AUTHORIZED BY (Name and Signature): G. Billington

DEPARTMENT: WAPPR

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FORM NO. 27
(10-76)

WORLD BANK OUTGOING MESSAGE FORM (Telegram, Cable, Telex)

IMPORTANT (PLEASE READ INSTRUCTIONS BELOW BEFORE TYPING FORM.)

Class of Service: TELEX Date: April 26, 1977

Telex No.: FERCAM 5607 KN Originators Ext: 3682

Cameroon loan 1038

START HERE

TO: FERCAM

CITY/COUNTRY: DOUALA, CAMEROUN

MESSAGE NO.:

REFERENCE DEUXIEME PROJET FERROVIAIRE PRET 1038CM.

AAA HONNEUR VOUS INFORMER QUE CONFORMEMENT AUX DISPOSITIONS DE L'ACCORD DE PRET, NOTAMMENT CELLES PREVUES A L'ANNEXE 1, RELIQUAT CATEGORIE IX (INTERETS ET AUTRES CHARGES), A LA DATE DU 14 DECEMBRE 1976 SE MONTANT A 1.632,51 DOLLARS EU A ETE TRANSFERE A CATEGORIE X (NON AFFECTE) BBB AVIS PAIEMENT RELATIF A PROCHAINE ECHEANCE INTERETS DUS SUR PRET VOUS SERA ENVOYE INCESSAMENT. CONSIDERATION DISTINGUEE AGUEH INTBAFRAD

END OF TEXT

NOT TO BE TRANSMITTED

SUBJECT: Cameroon Second Railways Project

DRAFTED BY: FAgueh:an

CLEARANCES AND COPY DISTRIBUTION: Cleared with and cc: Ms.Prefontaine
cc: Messrs. Rothenbuhler, Brandreth, Apitz

AUTHORIZED BY (Name and Signature): Florent Agueh, Acting Division Chief

DEPARTMENT: WA2DB

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PS 8244/1 AGI (1-72)

FORM NO. 27
(10-76)

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Date: April 26, 1977
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Cameroon loan 1038

START HERE TO

INTBAFRAD

CITY/ COUNTRY

YAOUNDE, CAMEROUN

MESSAGE NO.: 209

PALEIN, TELEX SUIVANT ENVOYE CE JOUR REGIFERCAM CITATION REFERENCE DEUXIEME PROJET FERROVIAIRE PRET 1038CM. AAA HONNEUR VOUS INFORMER QUE CONFORMEMENT AUX DISPOSITIONS DE L'ACCORD DE PRET, NOTAMMENT CELLES PREVUES A L'ANNEXE 1, RELIQUAT CATEGORIE IX (INTERETS ET AUTRES CHARGES), A LA DATE DU 14 DECEMBRE 1976 SE MONTANT A 1.632,5l DOLLARS EU A ETE TRANSFERE A CATEGORIE X (NON AFFECTE) BBB AVIS PAIEMENT RELATIF A PROCHAINE ECHEANCE INTERETS DUS SUR PRET VOUS SERA ENVOYE INCESSAMENT. FIN CITATION. REGARDS AGUEH

END OF TEXT

NOT TO BE TRANSMITTED

SUBJECT: Cameroon Second Railways Project

DRAFTED BY: FAguem:ar

CLEARANCE AND COPY DISTRIBUTION: Cleared with and cc: Ms. Prefontaine
cc: Messrs. Rothenbuher, Brandreth Apitz

AUTHORIZED BY (Name and Signature): Florent Agueh, Acting Div. Chief

DEPARTMENT:

SECTION BELOW FOR USE OF CABLE SECTION

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40098 WORLDBANK

FERCAM 5607KN (telex no.)

From:

REGIFERCAM DOUALA

A BANQUE MONDIALE WASHINGTON

INCOMING TELEX Cameroon

APR 25 1977

RECEIVED

1977 APR 25 AM 10: 01

COMMUNICATIONS SECTION

Distribution

Mr. Brandreth
MR. Eigen

W.A. Files 1038 mc 949

Delivered to Mr. Stockman
Pl. follow up or cable reply.
B 4/25

---------- NO 314/PDG/DGAE DU 25/4/1977----------

ATTENTION M. BRANDRETH

VOUS SERAIS OBLIGE INTERVENIR AUPRES DEPARTEMENT FINANCIER POUR ENVOI AVIS D'IMPUTATION SUR PRET 1038 CM CORRESPONDANT A NOS DEMANDES NO 45 - 46 - 47 QUE NOUS N'AVONS PAS RECUS STOP REMERCIEMENTS ET CONSIDERATION.

WA 44 WA 45 WA 46

REGIFERCAM.

++++FIN.

Cameroon loans 4
Cameroon loan 1038

21 avril 1977

Monsieur le Président-Directeur Général
de la Régie Nationale des Chemins de Fer
du Cameroun
DOUALA
République Unie du Cameroun

Monsieur le Président-Directeur Général,

OBJET: Prêts 1038-CM et 54-CM

Nous avons bien reçu votre lettre n° 2110 du 12 courant avec les deux exemplaires des avenants n° 1 aux marchés n° 11/EG et 28/EG qui y étaient joints.

Nous vous en remercions vivement.

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

H.G. Brandreth
Chef de la Division
Ports Chemins de Fer et Aviation
Bureau Regional de l'Afrique de l'Ouest

AD:HGB:sdw

LETTE 54

Cameroon Loan 1038

Monsieur S. Amar
Département des Sols et Fondations
Laboratoire Central des Ponts et Chaussées
58, Boulevard Lefebvre
75732 Paris Cedex 15
France

le 21 avril 1977

Cher Monsieur Amar,

J'accuse réception de votre lettre SA/dm-40 en date du 22 mars 1977 me transmettant votre rapport ainsi que de votre télégramme du 8 avril concernant le Pont de Japoma, et je vous en remercie.

Je saisis cette occasion pour vous remercier également de l'assistance que vous m'avez apportée lors de notre récente mission au Cameroun.

Vous trouverez ci-joint, pour votre information, copie de notre lettre sous couvert de laquelle nous avons soumis votre rapport à la Régifercam, et nous ne manquerons pas de vous tenir au courant des résultats des essais.

Veuillez agréer, cher Monsieur Amar, l'assurance de mes sentiments les meilleurs.

Donald Johnson
Chef Adjoint
Division des Projets Ports, Chemins de Fer et Aviation
Région Afrique de l'Ouest

Pièce jointe.

Cameroon loan 1038

Le 15 avril 1977

Monsieur le Président-Directeur Général
de la Régie Nationale des Chemins de Fer
du Cameroun
DOUALA
République Unie du Cameroun

Monsieur le Président-Directeur Général,

Nous tenons à vous remercier vivement, ainsi que vos proches collaborateurs de l'accueil qui a été réservé à la mission de Monsieur Johnson de la Banque Mondiale, assisté de Monsieur Amar du Laboratoire Central des Ponts et Chaussées de Paris.

Veuillez trouver ci-joint une copie du rapport préparé par Monsieur Amar sur le problème des fondations de la pile No. 1 du Pont de Japoma. Ce rapport permet de résumer la situation comme suit:

(a) Suivant les constatations faites en cours de construction du pont, les 10 pieux foncés à l'origine peuvent supporter une charge totale de 1.300 tonnes, soit 130 tonnes par pieu, avec une sécurité satisfaisante. Si ces 10 pieux avaient été correctement exécutés, suivant les calculs, la force portante totale serait voisine de 2.000 tonnes pour leur ensemble. Cependant, par suite des conditions d'exécution, la force portante par pieu est estimée à 150 tonnes, soit 1.500 tonnes au total pour les 10 pieux d'origine.

(b) L'ensemble du système confortatif peut, tout au plus, supporter une charge d'environ 1.665 tonnes. Toutefois, vu les incertitudes quant à l'état réel du sol au niveau de la pointe des nouveaux pieux du système confortatif, il importe d'en vérifier la tenue en charge par des essais de chargement progressif. Si ces essais donnent des résultats positifs, ils devront être complétés par une reconnaissance des sols au pénétromètre statique avant que la stabilité de la pile No. 1 puisse être déclarée satisfaisante. Si les mesures et essais exécutés ne donnent pas des résultats satisfaisants, le problème des fondations doit être examiné à nouveau pour décider des travaux confortatifs supplémentaires à exécuter.

../..

(c) Même si la stabilité de la pile No. 1 est déclarée satisfaisante après les essais, il y aura lieu cependant de poursuivre les mesures de tassement pendant la durée de vie de l'ouvrage.

Nous recommandons d'exécuter les essais de mise en charge des huit pieux du système confortatif conformément aux indications du rapport de Monsieur Amar. Ces essais devront être conduits sous la surveillance permanente et attentive de délégués compétents de SOCOTEC et de la Régie. Il appartient à SOCOTEC d'examiner ou de faire examiner par un spécialiste compétent, les courbes de chargement des huit pieux du système confortatif et d'établir un procès-verbal détaillé décrivant les essais exécutés et donnant les résultats de ces essais et les conclusions résultant de leur examen.

Ensuite, si les résultats de mise en charge sont positifs, nous recommandons de faire exécuter les essais au pénétromètre statique tels que suggéré par Monsieur Amar, également sous la surveillance conjointe de SOCOTEC et de la Régie. Les résultats de ces mesures seront aussi consignés dans un procès-verbal à établir par SOCOTEC et qui contiendra les conclusions définitives de l'examen des courbes de chargement et des essais au pénétromètre.

Nous vous serions reconnaissants de nous informer des résultats des essais de chargement du système confortatif et des mesures au pénétromètre statique dès que ces éléments seront disponibles et de nous faire parvenir une copie des procès-verbaux et conclusions établis sous la responsabilité de SOCOTEC dès qu'ils seront remis à la Régie.

Par ailleurs, bien qu'ils l'aient demandé à SATOM et SOCOTEC, les membres de notre mission ne purent obtenir la valeur exacte de la charge maximum prévue pour la pile No. 1. Nous vous serions donc reconnaissants de nous procurer un jeu, complet et à jour, des notes de calcul de l'ouvrage telles qu'elles ont été rédigées par SATOM et SOCOTEC. En outre, SOCOTEC devrait indiquer la valeur des mouvements différentiels des piles, tant verticaux qu'horizontaux, qui peuvent être admis sans causer des contraintes excessives pour la structure, dans les conditions de service prévues. Nous vous saurions gré également de nous faire parvenir une copie de la note de calcul qui a justifié l'accord donné par l'Ingénieur-Conseil au sujet de la longueur réduite des pieux de la pile No. 1.

Enfin, nous désirons vous exprimer les inquiétudes que nous suscite la qualité des prestations de votre Ingénieur-Conseil, SOCOTEC. A titre d'exemples, nous citerons notamment l'absence du représentant de SOCOTEC au moment d'une phase critique de l'enfoncement des pieux de la pile No. 1, l'accord donné au sujet de la longueur réduite des pieux de cette pile, et le manque de clarté dans la présentation de ses calculs de vérification du projet SATOM. Nous estimons devoir attirer l'attention du Gouvernement sur ce point.

../..

Nous espérons que vous mettrez tout en œuvre pour améliorer la surveillance des travaux par SOCOTEC et garantir la présence de personnel compétent au moment de l'exécution de travaux confortatifs délicats et des essais qui seront conduits pour évaluer la résistance probable des fondations de la pile No. 1.

En vous remerciant à l'avance de votre intervention pour que les éléments d'appréciation que nous demandons nous soient communiqués dès que possible, nous vous prions de croire, Monsieur le Président Directeur Général, à l'assurance de notre considération très distinguée.

H.G. Brandreth
Chef de la Division Ports,
Chemins de Fer et Aviation
Bureau Régional de l'Afrique de l'Ouest

P.J. 1
(Rapport de M. Amar)

cc: Messrs. Agueh
Rothenbühler
Defalque

DJohnson:ks

Cameroon loan 1038

Le 15 avril 1977

Son Excellence
Le Ministre des Transports
Ministère des Transports
YAOUNDE
République Unie du Cameroun

Monsieur le Ministre,

Comme vous le savez, une mission de la Banque Mondiale composée de MM. Johnson et Amar (Consultant) a séjourné au Cameroun du 2 au 5 mars pour examiner avec la Régie des Chemins de Fer et son ingénieur-conseil SOCOTEC, les problèmes qui sont apparus à propos de la stabilité des fondations de la pile No. 1 du nouveau pont ferroviaire de Japoma.

L'examen des données recueillies par la mission permet de conclure à la nécessité de procéder à des essais minutieux pour établir si la stabilité de la pile No. 1 est satisfaisante et, le cas échéant, décider des travaux confortatifs supplémentaires à exécuter.

Les problèmes constatés résultent essentiellement des insuffisances au niveau de la surveillance des travaux assurée par la SOCOTEC, l'ingénieur-conseil de la Régie. Il serait utile que toutes les dispositions nécessaires soient prises pour remédier à cette situation. Il nous paraît également souhaitable qu'au moment de la réception provisoire et définitive des travaux, la Régie exprime toute réserve utile quant à la tenue en service de l'ouvrage dans le futur, quels que soient les travaux confortatifs exécutés.

Nous avons demandé à la Régie de nous tenir informés des résultats des essais prévus ainsi que de tout développement concernant cette affaire.

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

H.G. Brandreth
Chef de la Division Ports,
Chemins de Fer et Aviation
Bureau Régional de l'Afrique de l'Ouest

cc: Messrs. Rothenbühler
Agueh
Defalque

DJohnson:ks

Cameroon loan 1038
506
Original Cameroon loan S-4

REPUBLIQUE UNIE DU CAMEROUN
UNITED REPUBLIC OF CAMEROON

REGIE NATIONALE DES CHEMINS DE FER
Cameroon National Railway Authority

Boîte Postale 304 DOUALA
P. O. Box
Téléphone : 42-60-45
Teleg. : REGIFERCAM
Télex : FERCAM 5607 KN

DOUALA, le 12 AVR 1977

Mr. Defalque.

N° 2110/PDG/DGAE

LE PRESIDENT-DIRECTEUR GENERAL
DE LA REGIE NATIONALE DES CHEMINS
DE FER DU CAMEROUN

à

Monsieur H.G. BRANDRETH

Chef de la Division Ports, Chemins de Fer et Aviation
Bureau Régional de l'Afrique de l'Ouest
International Bank for Reconstruction And Development
1818 H. Street N. W.

WASHINGTON D.C. 20433
(U.S.A.)

OBJET
Prêts 1038 CM et S4 CM

APR 20 1977
WESTERN AFRICA REGION
PORTS RAILWAYS & AVIATION DIVISION
HANDLED BY:
DATE ANSWERED:

Monsieur,

J'ai l'honneur de vous remettre ci-joints deux exemplaires originaux :

Doc# 51,379 b

- de l'avenant N° 1 au marché N° 11/EG confiant à l'Entreprise SATOM la construction du pont de JAPOMA

Doc# 121,712 b

- de l'avanant N° 1 au marché N° 28/EG confiant à SOFRERAIL la réalisation d'études d'organisation, gestion et exploitation sur notre Réseau.

Vous en souhaitant bonne réception,

Veuillez agréer, Monsieur, l'assurance de ma considération distinguée.

PJ : 4

Régie Nationale des Chemins de Fer du Cameroun
Le Président Directeur Général
DOUALA

G. NTANG

Cameroon Loan 1038

April 11, 1977

Back to office report

Yellow copy

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

CAM-loan 1038

OFFICE MEMORANDUM

TO: H.G. Brandreth

DATE: April 11, 1977

FROM: M.C. Dick

SUBJECT: Cameroon Second Railway Project: Co-donors' meeting
Back-to-office and Full report

1. In accordance with terms of reference dated March 15, 1977, I joined Mr. Peter Eigen (WA2DB) for technical discussions of the Douala-Yaounde corridor study and co-donor meetings in Paris concerning Regifercam infrastructure investment proposals resulting therefrom.

Technical Discussions

2. These took place prior to the co-donors' meetings and were attended by representatives of the Cameroon Government, including the Minister of Transport, Regifercam, Office de Chemin de Fer Transcamerounais (OCFT), Consultants (Sofrerail/OCCR) and the Bank.

3. Regifercam stated that their infrastructure investment proposals consisted of (a) modified Douala-Edea realignment, (b) realignment Minka-Maloumé (continuance of Yaounde-Otele-Minka realignment already financed), (c) signalling and train control systems. The director of OCFT, recently appointed, stated that while Bank participation was desired in financing Douala-Edea realignment, only the co-donors who had financed Yaounde-Minka realignment would be approached for financing of the continuation to Maloumé. Thus, while Douala-Edea realignment would be subject to International competitive bidding (ICB) under procedures to be agreed with the Bank and other co-donors, Minka-Maloumé realignment would take the form of an extension of the present Yaounde-Minka contract. The signalling and control investment was expected to be parallel financed by Caisse Centrale.

4. We stated that we would find it difficult to recommend participation in Douala-Edea realignment to Bank management unless certain conditions were fulfilled. These related both to Regifercam (economic rates of return on Douala-Edea and Minka-Maloumé and a satisfactory investment plan) and Government (total corridor investment proposals, transport sector management, forestry sector policy development). A note on these requirements was prepared and tabled during the technical meeting (see Annex 1). In response, the Cameroon delegation stated that the Regifercam requirements (essentially the investment plan) would not raise problems, but that the road development infrastructure requirement would be difficult to meet as (a) engineering studies for the road would take at least two years, (b) road development decisions were sovereign to the Cameroon Government, (c) the President has decreed that an "autoroute de péage" be built. We replied that we were not suggesting in any way interference in Government prerogatives, but that more information was necessary for the Bank to assess the extent to which the timing and characteristics of different elements of investment in the corridor were mutually complementary, and were not likely to lead to a significantly sub-optimal overall investment program. An undertaking to allocate certain traffics to Regifercam to maintain its financial viability was not sufficient

as this could lead to significant underutilization of an expensive road investment. A complete meeting of minds on road development implications was not reached with the Cameroon delegation before the co-donors' meeting.

5. At the technical meeting, Regifercam presented their consultant's economic analysis of Douala-Edea realignment and a preliminary one for Minka-Maloumé, showing rates of return of 10.6% and about 9% respectively. OCFT added that (a) Minka-Maloumé was a technically logical extension of Yaounde-Minka, as the terrain of the two sections was very similar, but changed abruptly thereafter, becoming mountainous, and (b) a lower unit price was being quoted for the extension by the Yaounde-Minka contractor than would be obtainable if the work ceased and remobilization costs had to be borne.

Co-donors' meeting

6. The mission initially took a passive stance in the meeting, as other co-donors had still to express their views. It became quickly apparent that (a) there was widespread concern, particularly by FED and KFW about the vagueness of road development proposals and the potential impact on Regifercam, (b) minor investments, which Regifercam ignored apart from signalling, were considered important, particularly by KFW, (c) Minka-Maloumé realignment was considered of secondary importance compared with a Douals-Edea realignment/minor improvements package.

7. This led to two sets of action which occupied the remainder of the meeting. Firstly, the meeting established two subcommittees to (i) draft a text for incorporation in the minutes of the meeting which would reflect the co-donors' preoccupations, and (ii) determine a provisional financing plan for infrastructure investment; both of these would be incorporated in a "Relevé de Conclusions" of the meeting (see Annex 2). Secondly, the meeting focused on reconsideration of the consultants' report and determination of additional work required.

8. The "Relevé de Conclusions" shows the overall accord in principle reached. In addition, it was agreed with the Cameroon delegation and announced at the meeting that the Bank's particular points would be reiterated in the letter to government reflecting the contents of the note mentioned in paragraph 4 above. The financing plan is still tentative but the major components and contributors are already well defined. The Bank's proposed participation is marginal, both in respect to the total infrastructure investment plan and in respect to the prospective CFAF 3.6 billion Bank financing of rolling stock, already requested by Regifercam. This seems appropriate in view of the limited economic benefits from realignment and its sensitivity to road development.

9. Reconsideration of the consultants' report has led to an agreement on the need for supplementary analysis. This results from three factors: (a) consultant traffic forecasts were unacceptable to the Bank (and also to KFW), (b) the maximum axle load on the road system was assumed as 10 tons; this was originally agreed as it represented government policy, however, numerous instances exist of road design to 13 tons in West Africa, (c) an autoroute was never considered by the consultants as even remotely possible. These three factors will be taken into consideration in an economic analysis

of the proposed infrastructure investment plan. The results of this analysis will be presented in a way which shows the implications for road investment (particularly an autoroute) of different financing arrangements and, through their impact on traffic, will help to design the optimal type of road development. While this will not directly preclude the Government from making a significantly sub-optimal road investment decision, it will indirectly affect investment decisions in making prospective co-donors (of which there are none at present) reluctant to finance it. Terms of Reference and cost estimates for this supplementary study are being prepared by Regifercam and will be submitted shortly to the Bank for approval, with a request to cover the cost.

Conclusions and Recommendations

10. The main objectives of the mission were attained: there is now a real chance that progress towards sectoral objectives can be achieved, if the leverage given by the Bank participation is effectively used. This is assisted, on road development, by the support received by the co-donors, particularly KFW and FED. The additional studies should be completed by June 1977, allowing appraisal of the proposed overall project in which the Bank would be prospectively financing rolling stock and infrastructure, to take place in late summer. Prospective timing of negotiations should be kept as flexible as possible at this stage. A letter should be sent to Government reiterating the points in Annex 1. A draft is at Annex 3. A project brief should be prepared as soon as possible.

MCD:ko

Cleared with and cc: Mr. Eigen

cc: Messrs. Pouliquen
Apitz
Defalque
Stockmann
Agueh
Soges
Kaden
Ostenc
Johnson
Mrs. Finne
Mrs. Calvo

Annexe 1

Aide Mémoire

Le Gouvernement du Cameroun et REGIFERCAM acceptent d'entreprendre les actions suivantes.

Actions à prendre par	Calendrier
A. REGIFERCAM/OCFT	
Révision du projet d'appel d'offres pour l'infrastructure, amender les procédures d'appel d'offres de manière acceptable pour la Banque--essentiellement un compromis entre les procédures FED et celles de la Banque.	pour la mission d'évaluation
Préparation d'un plan financier 1976-77/1980-81 incorporant les dernières propositions d'investissement et permettant de réaliser un taux de rentabilité financière, calculé sur les immobilisés nets en exploitation, d'au moins 4% par an à partir de 1979-80 (le calcul se fera sur la base de la présente valorisation des immobilisés ou sur celle d'une révalorisation acceptable pour la Banque (cf. accord de prêt deuxième projet ferroviaire).	pour la mission d'évaluation
La participation de la Banque sera présumée avoir deux composantes:	
(i) Composante principale: financement du matériel roulant comprenant 150 wagons couverts et 50 gondoles (ou tout autre nombre décidé lors de la mission d'évaluation) et	
(ii) Composant secondaire: financement commun des investissements d'infrastructure.	
B. Gouvernement du Cameroun	
Confirmation que les propositions tarifaires de la REGIFERCAM pour 1977-78 sont acceptables pour le gouvernement.	pour la mission d'évaluation
Proposition d'un calendrier détaillé pour la construction--ou la reconstuction--de la route entre Douala et Yaoundé. Le calendrier devrait inclure: (i) informations précises sur les caractéristiques techniques--largeur de plateforme, charge maximum à l'essieu, vitesse maximale, etc.--de la route ou des sections de route, (ii) calendrier de construction pour chaque section de route (iii) conditions d'utilisation de la route--soit avec péage ou tout autre système, par example imposition de taxes différentielles selon le poids du véhicule, capacité ou autres caractéristiques. Ce calendrier devra être acceptable pour la Banque qui s'assurera	avant les négociations avec la Banque

que la viabilité financière de REGIFERCAM ne sera pas remise en cause par les standards, calendrier et conditions d'utilisation de la construction proposée.	avant les négociations avec la Banque
Présentation d'un plan détaillé et d'un calendrier visant à améliorer la planification et la coordination du secteur des transports. Ce plan indiquera le nombre et les fonctions du personnel-- camerounais et non-camerounais-- de même que les moyens et besoins financiers. La Banque est en principe préparée à financer le coût en devises du plan dont question.	
Examen par le Gouvernement des résultats de l'analyse (première étape) du développement du secteur forestier au Cameroun (cette analyse est actuellement en cours de préparation par M. Huet de Ministère Français de l'Agriculture). Cette analyse devrait inclure une estimation des travaux encore requis pour permettre la définition d'une politique systématique d'exploitation et d'évacuation des ressources forestières du Cameroun, y compris les transports par route ou rail. La Banque est en principe d'accord pour financer le coût d'études sectorielles supplémentaires dans le domaine des transports, soit dans le contexte du projet à l'examen, soit dans le cadre d'un plan général de développement des transports.	avant les négociations avec la Banque

REUNION DES BAILLEURS DE FONDS POUR LE FINANCEMENT DES INFRASTRUCTURES DU CHEMIN DE FER ENTRE DOUALA ET YAOUNDE

(Troisième Tronçon du Transcamerounais)

RELEVE DE CONCLUSIONS

Les Bailleurs de Fonds dont la liste est jointe en annexe se sont réunis à PARIS à l'Ambassade du Cameroun les 22, 23 et 24 mars 1977.

Après examen des propositions présentées par le Gouvernement Camerounais, incluses dans le plan général d'investissement de la Régifercam entre 1977 et 1981, ils se sont mis d'accord pour définir le projet suivant susceptible d'être réalisé avec leur participation. Ce projet tient compte des conclusions du projet de rapport établi par les Sociétés SOFRERAIL - OCCR concernant les tranches prioritaires du réalignement et les aménagements mineurs à réaliser dans le secteur central qui n'est pas traité immédiatement, sous réserve de vérification des études économiques complémentaires remises en séance et de présentation du rapport définitif.

	Millions F.CFA
- Réalignement DOUALA-EDEA (y compris fourniture des rails, tirefonds et buses métalliques)	11.700
- Construction d'une gare de croisement à MANJAB dans sa situation définitive	0.600
- Mise à 900 mètres de la gare d'EDEA et raccordement vers YAOUNDE à la voie actuelle	1.500
- Prolongement du chantier actuel entre MINKA et MALOUME	3.100
- Signalisation lumineuse dans les gares et commande des aiguillages à distance sur DOUALA-YAOUNDE	2.000
Estimation totale du projet	18.900 M.F.CFA

Sous réserve des missions d'évaluation des bailleurs de fonds et de leurs différentes approbations, le financement suivant permettrait de réaliser les travaux.

.../...

Il est précisé que les bailleurs de fonds estiment que la première priorité revient au réalignement DOUALA-EDEA et aux aménagements mineurs, la seconde étant le réalignement MINKA-MALOUME.

BAILLEURS DE FONDS		DOUALA - EDEA Infrastructure, réalignement et aménagements mineurs (deux gares)	Signalisation et commande des aiguilles sur DOUALA-YAOUNDE	MINKA-MALOUME Réalignement
	Devises	Millions FCFA	Millions FCFA	Millions FCFA
R.U. du CAMEROUN		1.800	-	0.800
R.F. d'ALLEMAGNE	76,5MDM	6.085	-	1.715
F.A.C.	14M.FF	0.500	-	0.200
C.C.C.E. + COFACE	46M.FF	0.500	1.600	0.200
Communauté Européenne	6,7M.UCE	1.875	-	-
REGIFERCAM	-	-	0.400	0.185
US/AID	4 M $ US	1.000	-	-
A.C.D.I.	5 M $CAN	1.200(1)	-	-
B.I.R.D.	4 M $ US	1.000	-	-
		13.960	2.000	3.100

Au cas où il serait impossible d'utiliser la totalité de la participation de l'US/AID et où le Cameroun ne pourrait trouver des fonds de remplacement aux taux les plus faibles possibles, la délégation de la BIRD pourrait recommander à sa Direction d'augmenter sa participation de 400 millions et la CCCE pourrait procurer un crédit sur le deuxième guichet, dans la limite maximum de un milliard de F.CFA.

En raison de l'urgence à lancer les travaux de MINKA-MALOUME sans interrompre le chantier en cours, les bailleurs de fonds intéressés à cette opération donnent leur accord pour aviser dès maintenant l'entreprise de cette possibilité en attendant leur accord formel sous les réserves énoncées plus haut pour la prise en considération des projets.

(1) Cette somme de 5 millions de dollars est comprise dans l'accord de principe du prêt de 10 millions de dollars canadiens.

.../...

Le Gouvernement Camerounais fournira aux bailleurs de fonds, dès qu'elles seront disponibles, les informations suivantes sur l'axe routier entre DOUALA et YAOUNDE :

- caractéristiques techniques (largeur de la plateforme, charge maximum par essieu, vitesse maximale, etc...)
- calendrier de construction de l'axe routier
- conditions d'utilisation de l'axe routier (nature des transports, péage, répartition du trafic, etc...).

Par ailleurs, le Gouvernement prendra les dispositions utiles susceptibles de garantir la rentabilité de la Régifercam, notamment en réservant le trafic lourd au chemin de fer (limitation de la charge par essieu et autres mesures appropriées).

A cet effet, le Gouvernement Camerounais consultera les bailleurs de fonds.

Ont signé pour :

La République Unie du Cameroun,	le Ministre des Transports Dr. John Nkengong MONIE
La République Fédérale d'Allemagne,	M. PALLMANN
Le F.A.C.,	M. THIL
La C.C.C.E.,	M. CHINOT
La Communauté Européenne,	M. AUBERT
L'U.S./AID,	M. KOEHRING
L'A.C.D.I.,	M. FAUCHER
La BIRD,	M. DICK

Fait à Paris, le 24 mars 1977

REUNION DES BAILLEURS DE FONDS POUR LE FINANCEMENT DES INFRASTRUCTURES DU CHEMIN DE FER ENTRE DOUALA ET YAOUNDE

(Troisième tronçon du Transcamerounais)

PARIS, les 22, 23 et 24 mars 1977

LISTE DES PARTICIPANTS

DELEGATION DU CAMEROUN

Dr. John Nkengong MONIE	Ministre des Transports
M. Idriss VESSAH NJOYA	Directeur de la Programmation au Ministère de l'Economie et du Plan
M. Gilbert NTANG	Président Directeur Général de la REGIFERCAM
M. Henri LEYRAT	Directeur Général Adjoint chargé des Etudes de la REGIFERCAM
M. Jacques HOUDET	Directeur Général de l'O.C.F.T.

DELEGATION DE LA REPUBLIQUE FEDERALE D'ALLEMAGNE

M. PALLMANN	Ministère Fédéral de la Coopération
M. AUST	K.F.W.
M. VIERKANT	K.F.W.
M. GEISS	K.F.W.

DELEGATION FRANÇAISE

M. NARNIO	Ministère de la Coopération
M. THIL	Ministère de la Coopération
M. PEYTRAL	Ministère de la Coopération
M. CHINOT	Caisse Centrale de Coopération Economique
M. MOITY	Caisse Centrale de Coopération Economique
M. CHETAILLE	Caisse Centrale de Coopération Economique

DELEGATION DE LA COMMISSION DES COMMUNAUTES EUROPEENNES

M. VINCENT

M. CARLE

M. AUBERT

.../...

DELEGATION DES ETATS-UNIS D'AMERIQUE

M. GRIFFITH	Bureau pour l'Afrique US/AID Washington
M. KOEHRING	Bureau Régional US/AID Yaoundé

DELEGATION CANADIENNE

M. FAUCHER	A.C.D.I.
M. PAGE	A.C.D.I.

DELEGATION DE LA BANQUE MONDIALE

M. EIGEN	Chef de Division Afrique de l'Ouest
M. DICK	Département des Projets

DELEGATION DE LA BADEA

M. Seydou D. SYLLA

-=-=-=-=-=-=-

Annex 3

Minister of Transport
Yaounde

Dear Minister,

Thank you for the courtesy extended to the Bank mission which attended the technical discussions and the co-donors' meeting held in Paris from March 25 to 31, 1977.

We would like your confirmation of the understanding arrived at between your delegation and the Bank mission. This concerns the scope of possible Bank financing of the Regifercam investment plan components and the scope and timing of action by the Government of Cameroon and Regifercam necessary to insure speedy processing of the project within the Bank.

Subject to satisfactory appraisal, pre-negotiations and negotiations, the Bank is in principle prepared to finance purchase of rolling stock in accordance with the request from Regifercam dated December 31, 1976 and to contribute towards the financing of infrastructure investment comprising realignment between Douala and Edea and minor improvements between Douala and Maloumé.

The Government and Regifercam action requirements are briefly set out in the annex to this letter. This comprises the draft aide memoire presented to your delegation at the technical discussions and subsequently discussed in the context of the co-donors' meeting, amended to exclude those elements of the memoire dealt with in the course of discussions and expanded to include action more specifically associated with the prospective Third Highway Project, plus the Bank's more detailed proposals for expansion of your Government's transport sector planning capability.

Yours sincerely,

P. Eigen

Aide Memoire	Timing
1. Preparation of a REGIFERCAM financial plan incorporating the most recent investment proposals and which would enable Regifercam to achieve a financial rate of return on net fixed assets in operation of not less than 4% per annum in 1979/80 (the calculation to be based upon the current asset valuation as defined in sections 5.04 and 5.10 of the loan agreement of the Second Railway Project).	Appraisal of the Railway project.
2. Presentation of bidding documents for the Douala-Maloumé infrastructure investment in a form acceptable to the Bank-- essentially a compromise between the FED and Bank procedures.	Appraisal of the Railway project.
3. Confirmation that the REGIFERCAM tariff proposals for 1977-1978 are acceptable to the Government.	Appraisal of the Railway project.
4. (a) Determination of the principles upon which the government's decision regarding the timing and standards of construction or reconstruction of the Douala-Yaounde line (excluding any work for which a firm contract has already been made) will be made.	Before the Railway appraisal mission.
(b) Proposal of a detailed timetable for the construction-- or the reconstruction-- of the road between Douala and Yaoundé. The timetable should include the following: (i) precise information regarding the technical characteristics-- width of roadbed, maximum axle load, maximum speed, etc.-- of the road or sections of the road (ii) timetable of construction for each section of the road (iii) conditions for use of the road-whether by toll or any other system,	Pre-negotiations of railway project or appraisal of Highway Project, whichever earlier.

for example, differential rates according to the weight of the vehicle, its capacity or other characteristics, This timetable should be acceptable to the Bank, in assuring that the financial viability of REGIFERCAM will not be endangered by the standards, timetable and conditions of use of the proposed construction.

5. Agreement on a detailed plan and timetable to improve transport sector planning and co-ordination including organisational structure, functions, staff, method of operation and work program and the designation of an interlocutor for transport sector matters.	Appraisal of Railway project
6. (a) Examination by the Government of the results of the first stage of analysis of development prospects for the forestry sector, development policy for this field with designation of an interlocutor for this sector.	Appraisal of Railway project
(b) Agreement on a plan of action for proceeding with development of the forestry sector including preparation of a transport plan to facilitate this.	Pre-negotiations of Railway project or appraisal of Highway maintenance project, whichever earlier.
7. Preparation of material and organizational prospects for highway maintenance, including agreement in principle on maintenance pre-requisites, nature of maintenance, priorities, organizational stricture, equipment needs, financial costs, Government funding.	Appraisal of Highway Maintenance project.

8. Preliminary screening and re-evaluation of highway investment plan in relation to general priorities, absorptive capacity and financing availabilities.	Pre-negotiation of Highway Maintenance Project.

(Bank proposals for transport sector planning capability improvement in course of production)

440098 WORLDBANK

LCPARI 200361F (Tlx. No.)

INCOMING TELEX

Cameroon loan 1038 1b 935

DISPATCHED

DIST. - MR. H. BRANDRETH

1977 APR -7 AM 8:39

COMMUNICATIONS SECTION

PARIS LE 7 AVRIL 1977

ICI LABORATOIRE CENTRAL DES PONTS ET CHAUSSEES PARIS

ATTENTION MR DONALD JONHSON

No answer reqd. DJ.

OBJET : PONT DE JAPOMA

→ Mr. Dofalque ok

CALCUL FORCE PORTANTE PIEU A PARTIR ESSAI DE LABORATOIRE (PAGE 10)

QP ADMISSIBLE = QP X S

QP = QO + CNC/3 = 463 + 833 = 1296 KPA

QPADM = 1296 X 0,89 = 1154 KN (115 T)

QFADM = 829 KN (83 T)

QN = 1983 KN (198 T)

SOIT PAR RAPPORT AU CALCUL A PARTIR DU PENETROMETRE (239 T) 21 ⊟

(PAGE 11) - MILLE EXCUSES POUR CETTE OMISSION

CORDIALEMENT VOTRE

S. AMAR

FIN

440098 WORLDBANK

LCPARI 200361F

Cameroon loan 1038
478

MINISTÈRE DE L'ÉQUIPEMENT

LABORATOIRE CENTRAL DES PONTS ET CHAUSSÉES

58, boulevard Lefebvre – 75732 PARIS CEDEX 15
Téléphone : Paris (1) 532 31 79
Télex : LCPARI 20361 F

Original

MAR 25 1977

DÉPARTEMENT DES SOLS
ET FONDATIONS

SECTION DES FONDATIONS

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

Vos réf. :
Votre lettre du :
Nos réf. : SA/dm-40
Objet :

Paris,
Le 22 Mars 1977

Cher Monsieur Johnson,

Je vous prie de bien vouloir trouver ci-joint, en 5 exemplaires, mon rapport d'expertise des fondations de la pile 1 du Pont de Japoma.

Si vous désirez avoir d'autres exemplaires, n'hésitez pas à me les demander.

Le Laboratoire Central des Ponts et Chaussées est d'accord pour poursuivre cette étude jusqu'à son terme, si vous le désirez.

Veuillez croire, cher Monsieur Johnson, à l'assurance de mes sentiments les plus cordiaux.

S. AMAR

P.J. : 5

Cameroon L 1038
March 21, 1977

Back to office report

WORLD BANK / INTERNATIONAL FINANCE CORPORATION

ANNEX 1
Page 1

OFFICE MEMORANDUM

Cameroon Ln 1038

TO: Mr. H.C. Brandreth

DATE: March 21, 1977

FROM: D. Johnson

SUBJECT: CAMEROON: Second Railway Project (Loan 1038-CM)
Supervision Mission Report

1. In accordance with terms of reference dated February 23, 1977, I joined Mr. Samuel Amar (consultant, Laboratoire Centrale des Ponts et Chaussées) in Paris on February 28 for a supervision mission to check on the foundation problems of the Japoma railway bridge. The bridge is being financed under Loan 1038-CM. The Regifercam has employed consultants SOCOTEC (France), to supervise the bridge construction being carried out by SATOM (France). On March 1 we discussed the background of the problems with SOCOTEC representatives in Paris before leaving for Cameroon on March 2. We spent two full working days at Douala including a visit to the Japoma bridge site before leaving Cameroon on March 5. Following my subsequent mission to Congo I met with Mr. Amar and representatives of SOCOTEC and SATOM in Paris on March 14-15. Mr. Amar will send a report on his findings to the Bank during the week of March 21. Annex A gives a list of principal persons met during the mission.

att

Background

2. To replace the existing Japoma bridge, bids were called in 1974 based on a preliminary design prepared by Regifercam of four simply supported prestressed concrete spans of 70 m each. The contractors were permitted to submit alternative designs and the contract was finally awarded to SATOM. The accepted SATOM design comprised a continuous prestressed concrete superstructure over four spans (58 m - 82 m - 82 m - 58 m) which would be constructed by cantilevering out from three piled piers in the river. Although a continuous superstructure is not ideal for bridges where foundation conditions are uncertain and differential pier settlements can occur, the SATOM design was checked and approved by SOCOTEC. The prime responsibility for the design rests, however, with the contractor. SOCOTEC is a large engineering firm primarily engaged in construction supervision. It is a branch of SECURITAS, the agency which provides SATOM with the 10-year guarantee for the project required under the conditions of the contract. The SECURITAS/SOCOTEC services for this project are paid on the basis of 4.0% of the project's costs. Regifercam provides 1.9% and SATOM pays the remaining 2.1%. The major part of the SATOM payment, however, constitutes the premium for the 10-year guarantee. The works were started in October 1974.

Progress of the Works

3. At the time of our site visit the following parts of the works had been completed:

(a) The abutment on the right bank;

(b) Pier No. 1 with the superstructure cantilevered out to meet the right bank abutment and half of the second span;

(c) Pier No. 2 with the superstructure of half of the second and third spans;

(d) Pier No. 3 and about 20% of the third and fourth spans;

(e) most of the pile driving for the abutment on the left bank; and

(f) the fill on the left bank for the approach to the bridge.

Further, the eight additional piles for the remedial works at pier No. 1 had been driven and concreted and were awaiting the concreting of the massive prestressed concrete ring beam which will surround the pier and transfer most of the bridge load to these piles.

Foundation Problem

4. The main foundation problem occurs at the site of pier No. 1. It is supported on eight inclined (10°) piles and two vertical piles. Settlement of the pier under the dead weight of the superstructure has been more than expected and uneven with the result that the pier and superstructure are slightly tilted. The downstream edge of the 10.70 m wide pier was 4 cm lower than the upstream edge under the dead load of the superstructure. Following the driving of the eight additional piles the difference between the two edges increased to 6 cm. The total settlement of the pier is unknown as measurements were only taken upon SOCOTEC's instructions after the concreting of the superstructure had started and the total load on the piles had attained about 1,300 t. It is therefore difficult to predict what load these piles will be able to bear. The piles are steel tubes vibrated into the river bed to refusal. A footing to a depth of about 2.0 meters is then excavated under the piles and the whole concreted. The piles have no reinforcing except in their top 5.0 meters to join them to the pile cap. It is believed that the footings were poorly executed and therefore have little or no effect on the piles' capacity. Further, in the mission's view the piles should have been driven to a greater depth by using the "hammergrab". Preliminary calculations made by Mr. Amar on the site seem to verify this in the light of the few measurements available on the pier's settlement. The piling procedure has been improved and better supervised for the other piers and they should give no cause for concern.

5. It should be mentioned that SATOM and SOCOTEC only calculated the dimensions of piles for pier No. 3 and established the lengths of piles for the other piers by extrapolation. According to these calculations the piles under pier No. 1 should have been about 44 m long with about 37.50 m embedded in the river bed. The actual embedded length of these piles, however, varies between 19.40 to 23.40 m including the concrete footings. Although Mr. Leyrat (Regifercam) stated that these piles had received provisional acceptance following their execution by SOCOTEC's representative, he was unable to produce the relevant certificate. In addition, the SOCOTEC representative was not present on the site during the driving of the piles nor during their concreting.

Proposed Solution

6. The aforementioned concrete ring beam on pier No. 1 will rest on flat jacks placed on top of the eight additional piles. Once the beam has been

concreted and prestressed, pressure will be applied evenly through the flat jacks in stages of 50 t until the load on each pile has reached 240 t. Settlements will be measured at each loading stage which will be held constant for a period of one and a half hours. If the piles take the full 240 t load each without excessive settlements, an assessment can be made of the total load that pier No. 1 can carry. We reviewed the calculations of SATOM and SOCOTEC for the total load expected on the pier and received answers varying between 3,300 t and 4,000 t. The calculation sheets of SATOM were poorly presented, full of corrections and difficult to follow. Should the piles not take the full load of 240 t each, another solution will need to be found which will probably involve additional piling. The testing of the piles will take place in early April. According to Mr. Amar's preliminary calculations, even if the eight additional piles can carry 240 t each, the total admissible load on the pier would be 3,200 t using standard factors of safety of 3.0 for point load and 2.0 for friction. Subject to confirmation of his calculations and the results of the aforementioned pile tests, additional supporting measures will most probably be necessary. SOCOTEC's views on this are that the pier will probably never be subjected to the full design load and reduced factors of safety will be acceptable. The behavior of the bridge and its piers will need to be permanently monitored and Mr. Amar is preparing proposals for instruments suitable for this purpose.

Performance of Consultants

7. The work of SOCOTEC has been far from satisfactory. The firm's representatives give evasive and unsatisfactory answers to questions. At the conclusion of the mission the question of the total load to be carried by pier No. 1 was still not clarified. We were unable to speak with the SATOM engineer who had prepared the original design as he has retired from the firm and could not be contacted. Further, SOCOTEC's supervision of construction has been lax (e.g. no representative present during the important piling operations for pier No. 1).

Contract Amendment No. 1

8. I discussed the Amendment No. 1 to SATOM's contract. The figures had been checked and corrected following the Bank's cable of November 3, 1976. The contract will continue to be paid on the basis of unit rates. I asked Mr. Leyrat, however, why the amendment included estimated price contingencies in the new contract amount and why SATOM was now required to increase its performance guarantee from 5% of the initial contract amount to 5% of the new estimated contract amount. He replied that unless the contract amount was increased in line with the amendment, Regifercam would not be able to pay the increased cost of the works and that it was standard practice in such cases to increase the performance guarantee at the same time. As the draft contract amendment had already been negotiated with SATOM's representatives who had raised no objection to it, I informed Mr. Leyrat that he could proceed with obtaining the necessary signatures to make it effective.

Recommendations

9. When Mr. Amar's report has been received and reviewed in the Bank, it should be forwarded to Regifercam with recommendations for measures to be undertaken. The Bank should also ask Regifercam to obtain from SOCOTEC a full set of definitive calculations on the design of the bridge together with those of the

remedial measures. These calculations should also indicate the limits of vertical and horizontal differential movements of the piers which would not cause the admissible structural stresses to be exceeded. The Bank should also inform the Government and Regifercam of its doubts concerning the performance of SOCOTEC. Regifercam should be asked what steps it will undertake to improve the supervision and ensure that qualified personnel are present during the present critical remedial works.

cc: Messrs. Program Coordinator, WANVP
de la Renaudière, Director, WA2
Gué, Director, WAP
Pouliquen, Asst. Director, WAPDR
van Gigch, Asst. Director, WAPDR
D. King, Asst. to Director, WAPDR
van der Tak, Director, VPSVP (2)
Willoughby, Director, TRP (2)
Chittleburgh, EDP
Eigen, Chief, WA2DB
Agueh, WA2DB
Prefontaine, LEG
Rothenbuhler, CTR
J. Elliott, CTRDD
Palein, WAFCM
McGibbon, WAFGA
Carter, WAFML
Reitter, WAFNG
El Maaroufi, WAFUV
Géli, RMWA
Mrs. Saukel, WAPPR
APMU

DJohnson:ks

Annex A

List of Principal Persons Met during Mission (Loan 1038-CM)

Mr. H. Leyrat	Regifercam, Douala
Mr. Bertin	SOCOTEC, Paris
Mr. Trotin	"
Mr. Collas	"
Mr. Capsir	SOCOTEC, Douala
Mr. Berthier	SATOM, Douala
Mr. Lavit	SATOM, Paris

Cameroon W.A. File S-4
& Cameroon Loan 1038

FORM NO. 590
(1-75)

IBRD AND IDA – SUPERVISION SUMMARY

This summary is
- [ ] the initial summary
- [x] part of a mission report
- [ ] a semi-annual update
- [ ] the completion summary

Regional Office:	Project Name:	Project Code:	Loan [XX] Credit [ ] No.:	L/C Amount ($xx.xm):
West Africa	Second Railway Project	3 CAM TR 02	1038-CM	16.00

Country:	Borrower/Beneficiary:	Board Date:	Signing Date:	Effective Date:
CAMEROON	Cameroon Railway Authority	June 27,1974	Sept.18,1974	Dec.18,74

Projects Dept./Div. Name:	Org. Code No.:	Projects Officer:	Loan Officer:
WAPPR	136/30	A. DEFALQUE	F. AGUEH

SECTION 1: SUMMARY PROJECT DESCRIPTION (a) Completion of construction of the Japoma Railway Bridge; (b) renewal of approximately 42 km of track; (c) purchase and installation of 50 single turnouts; (d) purchase and putting into service of 125 freight cars (100 flat cars and spare parts - 25 box cars and spare parts); (e) purchase of 4 mainline locomotives, 3 shunting locomotives (under CCCE financing) and spare parts; (f) purchase of 1 breakdown crane; (g) purchase and installation of a supplemental radio telecommunication system; and (h) consulting services.

SECTION 2: PERFORMANCE RATING

	This Summary	Last Summary
STATUS: 1 - Problem-free or Minor Problems; 2 - Moderate Problems; 3 - Major Problems	2	2
TREND: 1 - Improving; 2 - Stationary; 3 - Deteriorating	2	2
TYPES OF PROBLEMS: F - Financial; M - Managerial; T - Technical; P - Political; O - Other *(Explain in Section 5)* If more than one type of problem, enter most critical factor first.	T M	
Designated a "problem project" in most recent SVP review? Y - Yes; N - No	N	

SECTION 3: PROJECT DATA

Estimated/Actual:	Project Completion (Mo./Yr.)	Loan/Credit Closing (Mo./Day/Yr.)	Total Project Cost ($xx.xm)	of which: Foreign Currency ($xx.xm)	of which: Local Currency ($xx.xm)	Cumulative Disbursements through most recent Quarter ended (9 /30 /76) ($xx.xm)
Appraisal Est.	6, 77	12, 31, 77	23. 0	20. 7	2 . 3	15 .3 (Est.)
Last Summary (8 / / 75)	3, 78	3, 31, 78	25. 8	23. 4	2 . 4	
Current	9, 77	3, 31, 78	23.8	21.1 1/	2. 7	13 .7 (Actual)

1/ Less Consulting Services (US$.7 million) and without interests (US$1.4 million)

SECTION 4: MISSION SCHEDULE

	No. of Staff on Mission	No. of Days in Country	Return to HQ (Mo./Day/Yr.)	Final Report Date (Mo./Day/Yr.)
Latest/Present Mission	2	10	12, 23, 76	02 ,28 ,77 (FS)*
Previous Mission	3	11	5, 26, 75	02 ,20 ,76 (FS)*

Next Mission Departure (Mo./Yr.) 06, 77

Recommended interval between missions (Months) 6

End of period covered by latest progress report (Mo./Day/Yr.) 09, 30, 76

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

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

Due to major technical difficulties encountered during construction of the new Japoma Bridge, the total cost of this component of the project will exceed about US$6.5 million (CFAF 1.6 billion).

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

1) Delivery of all Bank-financed hardware items is complete except for 2 traction-motors for shunting engines, which were due by August 1976 and are still to be delivered;

2) Track renewal has been completed by Regifercam on force account by end December 1975;

3) These items have been installed or put into service, except for the telecommunication equipment which is presently being installed by Regifercam with supplier assistance;

4) The major technical difficulties in the construction of the new Japoma Bridge are due to: (i) repeated collapse of fills in a marshy area on the left bank of the Dibamba river (365,000 cubic meters of earthworks instead of 125,000); and (ii) excessive subsidence of pier No. 1 during construction of bridge deck attributed by Regifercam to bad execution for which the contractor is responsible. (Reinforcement of the pier has been undertaken by the contractor who is driving 8 additional piles in to support the pier. Completion of the works is expected for end August 1977).

5) Consulting services financing has been transfered to Loan S-4 CM (Third Railway Project); and

6) Locomotives and spare parts financed by CCCE have been delivered and put into service.

Preparing Officer: A. Defalque Initials: Date: 11/1/77

FORM NO. 590
(1-75)

IBRD AND IDA – SUPERVISION SUMMARY

This summary is [ ] the initial summary
[XX] part of a mission report
[ ] a semi-annual update
[ ] the completion summary

Regional Office:	Project Name:	Project Code:	Loan [XX] Credit [ ] No.:	L/C Amount ($xx.xm):
West Africa	Third Railway Project	3 CAM TR 04	S-4 CM	2.3

Country:	Borrower/Beneficiary:	Board Date:	Signing Date:	Effective Date:
CAMEROON	Cameroon Railway Authority	May 4, 1976	June 25,1976	Oct.5,1976

Projects Dept./Div. Name:	Org. Code No.:	Projects Officer:	Loan Officer:
WAPPR	136/30	André DEFALQUE	F. AGUEH

SECTION 1: SUMMARY PROJECT DESCRIPTION

(a) Feasibility Study for the new Douala Stations; (b) final engineering of the new station and marshalling yard; and (c) consulting services (Management Study and Douala-Yaounde Corridor Study).

SECTION 2: PERFORMANCE RATING

	This Summary	Last Summary
STATUS: 1 - Problem-free or Minor Problems; 2 - Moderate Problems; 3 - Major Problems	2	
TREND: 1 - Improving; 2 - Stationary; 3 - Deteriorating	2	
TYPES OF PROBLEMS: F - Financial; M - Managerial; T - Technical; P - Political; O - Other *(Explain in Section 5)* If more than one type of problem, enter most critical factor first.	0	

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

SECTION 3: PROJECT DATA

Estimated/Actual:	Project Completion (Mo./Yr.)	Loan/Credit Closing (Mo./Day/Yr.)	Total Project Cost ($xx.xm)	of which: Foreign Currency ($xx.xm)	of which: Local Currency ($xx.xm)	Cumulative Disbursements through most recent Quarter ended (09/30/76) ($xx.xm)
Appraisal Est.	07,78	10,31,78	2.9	2.3	0.6	0.4 (Est.)
Last Summary (/ /)	07,78	10,31,78	2.9	2.3	0.6	
Current	12,78	03,31,79	2.9	2.3	0.6	0.0 (Actual)

SECTION 4: MISSION SCHEDULE

	No. of Staff on Mission	No. of Days in Country	Return to HQ (Mo./Day/Yr.)	Final Report Date (Mo./Day/Yr.)
Latest/Present Mission	2	10	12,23,76	02,28,77 (FS)*
Previous Mission				( )*

Next Mission Departure (Mo./Yr.) 06,77

Recommended interval between missions (Months) 6

End of period covered by latest progress report (Mo./Day/Yr.)

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

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

More than 6 months will be necessary for the designation of the consultants who will execute the feasibility study. This excessive duration between Bank's approval of TOR and contract awarding is due mainly to a lack of delegation in Regifercam's decision making process at top management level.

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

It is expected that, for the same reasons, contract awarding for the final engineering will be delayed till end 77, if no action is taken to remedy the cause spelled out above.

1. Feasibility Study. Methodology has been agreed upon between Regifercam, the selected Consultants and the mission; an agreement on the costs of the study was virtually reached between the railway management and the Consultants when the mission left Douala.

2. Management Study. Final agreement was reached between Regifercam, Sofrerail and the mission about the time table and the man-months allocation among the various fields of action. Emphasis was put on the most critical sectors of the railway (Motive Power and Rolling Stock Maintenance, Operations, Finance Department and Accounting, Statistics and Corporate Investment Planning and Budgeting, mainly). A supplemental allocation of about 11 man-months was accepted. The additional cost will be of the order of magnitude of US$66,000 and will probably be covered by the contingencies provided for in the project cost estimates together with a reduction in cost of the Feasibility Study.

3. Corridor Study. Regifercam communicated its comments to Sofrerail about the Draft Final Report of the Corridor Study of which copies were sent to the Bank headquarters. The

Preparing Officer: A. Defalque Initials: Date 11/1/77

Consultants will prepare an addendum to the Draft Final Report, to be issued end January and taking into account Regifercam's and Bank's comments (the latter on the provisional report only). Copies of this addendum will be forwarded to the Bank, directly, for review.

The railway requested that the Bank's comments on the draft final report be forwarded by end January to both the Railway and the Consultants.

A meeting with interested lending organizations will be scheduled for early March 1977 to review the conclusions of the Draft Final Report and of the addendum.

ADefalque:da

cc: Messrs. de la Renaudière, Director, WA2DR
Steckhan, Chief, WA2DB
Gué, Director, WAPDR
Pouliquen, Asst. Director, WAPDR
King, Asst. to Director, WAPDR
Bowron, PABP2
van der Tak, Director, VPSVP
Agueh, WA2DB
Rothenbuhler, LEG
Prefontaine, CTR
Willoughby, Director, TRP
Johnson, WAPPR
Billington, WAPPR
Mrs. Saukel, WAPPR

WORLD BANK / INTERNATIONAL FINANCE CORPORATION

OFFICE MEMORANDUM

TO: Mr. H.G. Brandreth, Chief, WAPPR

DATE: January 12, 1977

FROM: H. Apitz, A. Defalque, WAPPR

SUBJECT: CAMEROON - Second (Loan 1038-CM) and Third (Loan S-4 CM) Railway Projects Supervision - Back-to-Office and Full Report

1. In accordance with Terms of Reference dated December 3, 1976, a mission composed of Messrs. H. Apitz and A. Defalque visited Douala from December 11 to December 21, 1976, after having attended meetings in Luxemburg with EIB, FED, CCCE and RAN on December 8-9, 1976, and in Paris with Sofrerail on December 10, 1976, as planned.

2. The results of the Luxemburg meetings will be dealt with in a separate memorandum.

3. Supervision summaries for the second and third railway projects are attached to this report. Comments, conclusions and recommendations about these two projects are given in paragraphs 5 and 6 below.

4. Identification of a possible next project

4.1 Regifercam requested an urgent intervention of the Bank in order to assist the railway in solving a major capacity problem. As forecast in paragraph 2.2 of the Annex 1 of the First Railway Project (Loan 687-CM) Completion Report dated May 3, 1976, the number of box-cars provided for under the Second Railway Project appears to have been less than required.

4.2 Consequently, Regifercam inquired whether the Bank could schedule a mission to Cameroon very early in 1977 in order to appraise a project which would consist of the procurement of:

(i) 150 box-cars;
(ii) 50 gondolas;
(iii) 2 well wagons;
(iv) track maintenance equipment (5 gangcars, 1 test railcar, 1 tamping machine, 2 inspection cars);
(v) 50 turnouts;
(vi) 50 bogies; and
(vii) signalling equipment.

In addition, Regifercam would seek financing from CCCE to increase substantially its fleet of mainline locomotives (namely five 4B-3600 and four BB 900 locomotives).

4.3 A tentative estimate of the total foreign exchange cost of the proposed project would be of CFAF 5.1 billion (or US$20.8 million equivalent at the present exchange rate of CFAF 245 = US$1.0). This amount includes CFAF 2.0 billion (US$8 million) for motive power to be financed under bilateral aid (CCCE).

Cost estimates of the other items which could possibly be Bank-financed are shown below, in end 1976 prices:

	CFAF (million)	US$ (million)
150 box cars	1350	5.5
50 gondolas	375	1.5
2 well wagons	30	0.1
Track maintenance equipment	405	1.7
50 turnouts	130	0.5
50 bogies	100	0.4
Signalling equipment (Douala-Yaounde)	750	3.1
	3140	12.8

4.4 A tentative justification of the freight wagons needed is given in Annex 1. It has been estimated, at this stage, that, should Regifercam not have the necessary new freight cars in service by mid 1978, the frustrated traffic would be of the order of magnitude of 190,000 tons during the fiscal year 1978/1979.

4.5 The mission recommends that Regifercam's request be given close attention and that a decision be communicated early January 1977 to Regifercam. If the Bank were not in a position to give a positive answer to Regifercam's request, the railway should obtain financing from other sources. However, Regifercam has at present no prospect for resolving this financing problem.

5. Supervision of the Second Railway Project (Loan 1038-CM)

5.1 Project execution

Japoma Bridge

(a) As of December 14, 1976, the works of the new Japoma bridge were underway with the construction of the crown of Pier No. 3 on the 10 piles which have been driven in. Reinforcement of Pier No. 1 was necessary because of excessive subsidence under the load of the first span of the bridge, and the contractor undertook to drive 8 additional piles to increase the strength of its foundation. The earthworks on the left bank of the Dimbamba river were still to be completed, the final level of the embankment having not yet been reached. In several areas between the new Japoma station and the left bank of the river the fills collapsed due to exesssively marshy conditions. Due to these physical contingencies, the completion of these works has been delayed, and the bridge is not expected to be put into service before end August 1977.

(b) All other Bank-financed items have been delivered, installed and/or put into service except for:

(i) 2 traction motors for shunting engines which were due to be delivered in August 1976 (category 6 of the Loan); and

(ii) the telecommunication equipment which has been delivered but remains to be installed by Regifercam with supplier assistance.

(c) CCCE-financed items composed of 4 mainline locomotives and 3 shunting locomotives have been delivered and put into service.

5.2 Project costs

The total project cost is tentatively estimated as follows:

	US$ Million	
Local	Foreign	Total
2.7	21.1	23.8

Notes:

1. The total project costs will be estimated more accurately later taking into account the exchange rate adjustments during project execution and after review by Regifercam of the forecast total cost of the Japoma bridge construction, based on indications given by the mission for the formulation of the proposed amendment to Contract No. 11/EG.

2. The above figures do not include financing for consulting services, which has been transferred to Loan S-4 CM, nor the interest during construction. However, they include all funds provided by other sources.

5.3 Closing date

The closing date of the Loan, March 31, 1978, as proposed by the last supervision mission, should be maintained.

5.4 Final supervision

Since construction of the Japoma bridge should be completed by the end of August 1977, the Final Supervision is proposed for November-December 1977.

5.5 Conclusion

Unless unexpected additional physical contingencies arise, the Second Railway Project will be completed early next fall. The proceeds of the Loan are expected to be fully disbursed by the end of the first quarter of 1977, for the physical items of the project. No particular recommendation is to be made about the Second Railway Project.

6. Supervision of the Third Railway Project (Loan S-4 CM)

6.1 Execution of the project

6.1.1 New Douala Station Feasibility Study

Methodology

(i) With the mission's assistance Regifercam negotiated the methodology to be applied by the consultants selected for the execution of the Feasibility Study for the new Douala Station and Marshalling Yard (Transurb Consult and Louis Berger). An agreement has been reached for a total allocation of 16 man-months of which 5 will be in the field.

Cost

(ii) After negotiation of the financial conditions of the contract, the estimated cost of the Feasibility Study proposed by the Consultants is shown below:

	US$	
Local	Foreign	Total
9,400	127,100	136,500

(included in this amount: US$21,600 for air tickets and reports). Regifercam did not formally approve the conditions before mission's departure, but they were considered as acceptable by Regifercam' s management. In the meantime, the draft contract has been submitted to the Bank and approved. The provision in the Loan for this item was 20 man-months for a total foreign exchange cost of about US$190,000 including both physical and price contingencies. Therefore, it is possible there will be a surplus of about US$63,000 on the foreign exchange cost of the Feasibility Study.

Timing

(iii) The draft Consultants' report on the Feasibility Study should be available for the Railway's and Bank's comments before end-May 1977. However, the final report may not be expected before end-August 1977. Contract award for the Final Engineering Studies for the new Douala Station and Marshalling Yard will take place around December 1977, at the earliest, and the tender documents for execution of the works will not be issued before fall 1978. During supervision the mission underlined that the lack of delegation in the decision-making process at Regifercam's top management level was the cause of the excessive delays in project execution.

6.1.2 Management Study

(i) Methodology and man-months allocation for the second phase

Regifercam and the mission discussed with Sofrerail the scope, priorities and timing of the second phase of the Management Study. The discussions resulted in the following:

(a) an extension of the scope of the work of the consultants in the two fields most critical for railway's efficiency, namely: motive power maintenance and operations;

(b) better coordination and orientation of the actions to be undertaken in administration and management with a view to achieving effective planning, accounting and budget control; and

(c) continuation of Consultants' guidance in the implementation of their recommendations after the second phase permanent action of the experts, by the provision of brief follow-up missions by Consultants. The total allocation will be 76 man-months for the second phase of the Management Study, instead of 65 as initially provided for.

(ii) Cost

The cost of the Management Study will be increased by about US$66,000 and the additional cost is expected to be met by the contingencies and the surplus left from the Feasibility Study (paragraph 5.1.1 above).

(iii) Timing

The second phase will start by mid-January 1977. The draft Final Report is expected by May 1, 1978, and the Final Report is due end-1978 after execution of the follow-up missions.

6.1.3 Corridor Study

An addendum to Sofrerail's draft Final Report will be prepared by the Consultants and forwarded directly to the Bank for comments by the end of January 1977. This addendum will respond to Regifercam's remarks on this draft Final Report and Bank's comments on the provisional report. Regifercam intends to invite the interested lending organizations to a meeting to be held early next March to review the conclusions of the Draft Final Report and its addendum.

6.2 Conclusions and Recommendations

(i) Closing date of Loan S-4 CM

It is evident that the project will not be completed before end-1978, and the closing date has to be postponed by at least 6 months. The proposed new closing date is March 31, 1979.

(ii) Cost of the Project

At this stage, the total foreign exchange cost of the project is not expected to exceed the available funds.

(iii) Final proposals of Consultants

A letter has been sent to Regifercam requesting that the proposed contract for the Feasibility Study1/ and the proposed amendment to the contract for the Management Study be forwarded to the Bank for approval as soon as possible.

(iv) Timing

The same letter deals with the problem regarding the timing of the new Douala Station project and requests that measures be taken to reduce the delays in project execution; and

(v) Next Supervision Mission

Another supervision mission should be scheduled for early next June, when the draft report of the Feasibility Study will have been received and reviewed.

7. General situation of the Railway

7.1 Motive power and Rolling stock

The availability of motive power and rolling stock is low but improving. However, the overall availability of mainline locomotives is still below 70%, particularly for the newest engines (BB-B 3600) and the availability of freight cars is under 90%. The recommendations made by Sofrerail after the first phase of the Management Study for the improvement of the workshop facilities are presently being implemented. The Regifercam personnel in the field are willingly and work to improve their performance.

7.2 Operations

Derailments, both on the mainline and in the stations, rail breakages, and locomotive breakdowns are hampering the operation of the railway. Some improvement in freight car turnround time was recorded in the third quarter of 1976 following closer supervision of equipment utilization. However, a major accident in September greatly reduced the traction capacity of Regifercam and resulted in a sharp rise in freight car turnround time.

7.3 Finances

7.3.1 Regifercam's fiscal 1975/1976 results are slightly below forecast with a working ratio of 89% as compared to the expected 87%. The shortfall is due to 12.5% higher than budgeted material and other costs, caused by higher than expected inflation and by supplemental purchases of spare parts to repair damages caused by accidents. These excess costs (above the level expected at appraisal

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1/ The proposed contract has been received, in the meantime.

the third railway project) will tend to persist during the current and the subsequent fiscal years, in spite of a more vigorous cost control recently introduced by the railway. Financial results for July and August 1976 are nevertheless better than forecast, due mostly to a 17% increase of freight traffic. The 81% target working ratio for 1976/1977 is expected to be achieved.

7.3.2 A draft budget for 1977/1978 was reviewed and discussed with Regifercam. Its attainment would result in a working ratio of 70% two percentage points better than target levels. Main features of the budget are:

(i) a five percent decrease of passenger traffic, due to the diversion expected from a proposed 15% tariff increase, and a 13% increase of freight traffic. There appears to be sufficient demand for a freight traffic increase of at least 13% to materialize. There is, however, a risk that the railway may not be able to carry the additional traffic, as only one additional locomotive and no additional freight cars will be available before early 1978. The railway is aware of the need to increase the productivity of existing motive power and freight cars to cope with expected demand and is now, assisted by consultants Sofrerail, initiating vigorous action to this effect;

(ii) proposed tariff increases as of July 1, 1977, averaging 15% for passengers and 20% for freight, which have been recently submitted for approval to the Government. No reaction from the Government has yet been received, but the Government appears to be aware that any shortfall in tariff increases would have to be offset by additional subsidies. The railway expects therefore no major cuts in its tariff proposals; and

(iii) a somewhat low budget figure for material and other costs. In spite of more vigorous and systematic cost control, an overrun of about 8% has to be expected.

7.3.3 In summary, the railway did initiate adequate action to increase productivity, control operating costs, and raise tariffs. The mission expects that the working ratio target for 1976/1977 (81%) will be achieved and that there is a good prospect to achieve the 1977/1978 target of 72%. No additional action is therefore presently required.

REGIFERCAM

Freight Cars Requirements

1. Regifercam has been experiencing a shortage of box-cars and gondolas since about June 1976 due to the following:

(i) increased transport demand
(ii) low utilization of existing fleet; and
(iii) traffic peak seasons.

Since July 1976, Regifercam has been taking steps to improve the turnround of freight cars by closer supervision of equipment utilization. From June to July 1976, the turnround of box-cars dropped from 11.5 to 6.8 days.

2. However, following a deterioration of motive power availability and numerous locomotive breakdowns, the turnround for September and October 1976 rose sharply to 11 days between two successive loadings. A major accident, which occured on September 9, 1976, deprived the railway of one 4 B-3600 locomotive, one BB-1200 locomotive and one railcar (which has to be replaced by one mainline locomotive in order to haul passenger trains) for several months. Improvement in the motive power situation cannot be expected before January-February 1977, when one 4B-3600 locomotive presently being repaired in France will be back in Cameroon. The two locomotives damaged in the accident will not be back in service before end-1977.

3. Regifercam has undertaken to improve its freight car availability factor during the last few months and expects to reach 90% soon.

4. Sufficient motive power availability combined with better freight car availability and utilization, resulting in a turnround of 7 days, will not provide sufficient transport capacity for the forecast general cargo traffic for 1978/1979.

5. The lack of freight cars is estimated at a minimum 150 box-cars and 50 gondolas, taking into account the scrapping of overaged or badly damaged equipment as a result of future accidents (28 box-cars and 12 gondolas), and an additional number of 20 box-cars and 6 gondolas to take care of a moderate peak traffic factor.

6. Detailed figures on turnround and availability of the box-cars for the last 10 months collected by the mission are shown in Table 1 of this Annex. Regifercam's calculation of the requirements both for box-cars and gondolas is given in Table 2 of this Annex.

Note: The latter document prepared by Regifercam has been discussed with railway staff. It appeared that the traffic demands for fertilizer, cement, cotton and North Cameroon-Chad-Central African Empire transit might be on the low side.

7. Conclusion

Should Regifercam not dispose of additional box cars and gondolas by mid 1978, there would be a lack of transport capacity on the order of 190,000 tons at a minimum.

CAMEROON - REGIFERCAM

Box-Car Utilization
(Banana and leased box-cars excluded)

Month (1)	Number of loaded cars (2)	Fleet (3)	Available box-cars (4)	Availability Factor (5)	Turnround of available box-cars (days) (6)
January 1976	1,769	392	340	0.87	6.0
February	1,380	392	340	0.87	7.1
March	1,567	392	340	0.87	6.7
April	1,393	392	330	0.84	7.3
[illegible]	1,350	402	340	0.84	7.8
[illegible]e	907	412	350	0.85	11.5
July	1,649	417	360	0.86	6.8
August	1,500	417	370	0.89	7.6
September	1,209	417	370	0.89	9.2
October	1,038	417	370	0.89	11.0

(3) Total fleet of Box-cars for commercial traffic (leased, specialized and service cars excluded).

) Available for operations.

(5) (4):(3)

(6) $\frac{(4) \times \text{number of days in the month}}{(2)}$

CAMEROON - REGIFERCAM

Box-Car and Gondola Needs

Traffic	Traffic forecasts (tons) 1/ 1977-1978	1978-1979	Average Load per freight car (tons)	Number of freight cars to be loaded 1977-1978	1978-1979
1. Box Cars					
Parcels	26,200	27,000	15	1,746	1,800
Express shipments (wagons) fish excluded	3,000	3,000	8	375	375
General cargo	36,000	40,000	22	1,636	1,818
Groupage	45,400	50,000	15	3,027	3,334
Food	16,300	18,000	20	815	900
Wheat cereals	16,000	18,000	30	533	600
Drinks imports (except wine) in bulk)	5,000	5,500	30	167	184
Local drinks	35,000	38,000	30	1,167	1,267
Sugar (Sosucam-Camsuco)	20,000	30,000	32	625	938
Various Sosucam-Camsuco	3,500	5,000	25	140	200
Return packing	22,800	35,000	15	1,520	2,334
Fertilizer	6,100	8,000	32	191	250
Construction material (80%)	72,000	90,000	32	2,250	2,813
Salt	15,000	16,000	32	469	500
Cocoa	66,000	68,000	32	2,063	2,125
Coffee	33,000	35,000	32	1,031	1,094
Cotton	50,000	70,000	30	1,667	2,334
Cotton seeds	10,000	12,000	25	400	480
Groundnuts	1,000	1,200	30	33	40
Transit North Cameroon - Chad - CAE					
Exports (60%)	4,800	5,200	25	192	208
Imports	40,000	44,000	30	1,333	1,467
Total box cars	527,100	618,900	-	21,380	25,061
2. Gondolas					
Construction material (20%)	18,000	20,000	20	900	1,000
Metal products (30%)	2,700	3,000	30	90	100
Fuel in drums	500	600	15	33	40
Oil seeds	7,800	12,000	25	312	480
Oil cakes	5,700	7,000	20	285	350
Sleepers (70%)	17,500	20,000	20	875	1,000
Plywood	20,000	23,000	22	909	1,046
Scrap iron	6,000	6,000	30	200	200
Transit North Cameroon - Chad - CAE					
Exports (30%)	2,400	2,700	20	120	135
Imports (50%)	40,000	44,000	25	1,600	1,760
Total Gondolas	120,600	138,300	-	5,324	6,111

		Box Cars	Gondolas
(1)	Number of existing freight cars	427 2/	98
(2)	Forecast scrapping	28	12
(3)	Remaining in service in 1978	399	86
(4)	Strictly needed in 1977-1978 (turnround 7 days - Availability: 90%)	451	112
(5)	Strictly needed in 1978-1979	529	130
(6)	Deficit in 1977-1979	52	26
	1978-1979	130	44
(7)	Provision for peak traffic	20	6
(8)	Total to be ordered	150	50

1/ These figures do not include commodities carried by specialized or leased freight cars as aluminum, bananas, fish, etc.

2/ 113 box-cars are not taken into consideration (95 specialized for bananas and 18 for miscellaneous purposes).

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WORLD BANK / INTERNATIONAL FINANCE CORPORATION

OFFICE MEMORANDUM

TO: M. C. Dick

DATE: March 15, 1977

FROM: H. G. Brandreth

Cameroon Transp. Sector (D.Y. corridor) Cameroon Loan 1038 Cameroon REGIFERCAM Gen

SUBJECT: Cameroon Second Railway Project; Co-Donors Meeting

1. On or about the 17th March, 1977, you will travel to Paris to attend technical discussions and a co-donors meeting concerning the Douala-Yaounde corridor study. During all or part of these meetings, you will be accompanied by Mr. Eigen (WA2DB). Your mission will last about one week.

2. During the technical discussions you will endeavor to:

(1) Obtain an updated railway investment plan and related financial proposals or a timetable for its production designed to maintain Regifercam as a viable financial organization.
(2) Ascertain the economic rate of return on the revised Douala Edea and the proposed Minka-Maloumé realignments.
(3) Obtain details of rolling stock investments for which Japanese financing is proposed.
(4) Discuss with Regifercam and government the composition of a possible Bank project of which the main component would be rolling stock purchase.
(5) Indicate that if such a project materializes, the Bank would wish to obtain clarification of proposals for road development in the corridor.
(6) Express the Bank's potential willingness to finance studies for optimizing transport development in southeast Cameroon as part of the above mentioned project.

3. In the course of the co-donors' meeting, you will attempt to:

(1) Ascertain the construction timetable for infrastructure investment and timing of rolling stock purchase.
(2) Obtain information on the sources and allocation of co-donor funds for these investments.
(3) Establish a tentative timetable for appraisal of possible Bank project.

4. On your return to Washington you will prepare a short note in conjunction with Programs Division summarizing the outcomes of your discussions.

MCD:ko

Cleared with and cc: Messrs. de la Renaudieré
Agueh
Billington
cc: Messrs. Gué WAP
Pouliquen WAP
Van Gigch WAP
King WAP
Willoughby TRP
Bowren P & B
Palein WAFCAM
Geli WAFWA
Apitz WAPPR
Defalque WAPPR
Stockmann WAPPR
Ms. Saukel WAPPR
Program Coordinator WANVP

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FERCAM 5607KN

(Telex NO.)

REGIFERCAM DOUALA

Benin

Cameroon Loan 1038

INCOMING TELEX

March 3 77

SD

Distribution:

Mr. Brandreth
Mr. Eigen

Mr. D. Johnson's ofc.

A BANQUE MONDIALE - WASHINGTON

----------NO 228/ DU 3/3/1977----------

ONE FOR BRANDRETH ARRIVED DOUALA WITH CONSULTANT A MAR - WILL

DISCUSS AVA CEE AVENANT NO ONE AS REQUESTED YOUR CAB REGARDS.

JOHN JOHNSON.

FORM NO. 27
(10-76)

WORLD BANK OUTGOING MESSAGE FORM (Telegram, Cable, Telex)

IMPORTANT (PLEASE READ INSTRUCTIONS BELOW BEFORE TYPING FORM.)

Class of Service: TELEX Date: MARCH 2, 1977

Telex No.: 560 TKN Originators Ext: 4497

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Cameroon loan 1038

START HERE

TO: REGIFERCAM, DOUALA

CITY/COUNTRY: CAMEROON

MESSAGE NO.:

FOR DONALD JOHNSON BANQUE MONDIALE. PLEASE DISCUSS WITH REGIFERCAM QUOTE PROJECT AVENANT NO.1 A MARCHE SATOM PONT JAPOMA UNQUOTE ON WHICH REGIE WISHES TO KNOW WHETHER WE HAVE OBJECTIONS OR NOT. THEIR LETTER NO.621 OF JANUARY 27 REFERS.

REGARDS, BRANDRETH

END OF TEXT

NOT TO BE TRANSMITTED

SUBJECT: Japoma Bridge project, Douala

DRAFTED BY: HGBrandreth:gss

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AUTHORIZED BY (Name and Signature): H.G. Brandreth HGBrandreth

DEPARTMENT: West Africa Projects

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Cameroon Loan 1038

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REGIFERCAM DOUALA

Distribution:

Mr. Brandreth

Mr. Eigen

A BANQUE MONDIALE WAXHINGTON

----------NO 225/PDG/DGAE DU ~~17/3/1977~~ March 2 77----------

ATTENTION M. BRANDRETH

SUITE MA LETTRE NO 621 DU 27 JANVIER 1977 VOUS DEMANDE ME FAIRE

CONNAITRE ACCORD OU OBJECTIONS SUR PROJET AVANE EEE AVA EEEE

AVENANT NO 1 A MARCHE SATOM PONT JAPOMA - CONSIDERATION.

REGIFERCAM.

+++FIN.

FORM NO. 590
(1-75)

MAR 01 1977

Dr. Brandseth

IBRD AND IDA – SUPERVISION SUMMARY

Cameroon - Ln 1038

This summary is
- [ ] the initial summary
- [x] part of a mission report
- [ ] a semi-annual update
- [ ] the completion summary

Regional Office:	Project Name:	Project Code:	Loan [XX] Credit [ ] No.:	L/C Amount ($xx.xm):
West Africa	Second Railway Project	3 CAM TR 02	1038-CM	16.00

Country:	Borrower/Beneficiary:	Board Date:	Signing Date:	Effective Date:
CAMEROON	Cameroon Railway Authority	June 27,1974	Sept.18,1974	Dec.18,74

Projects Dept./Div. Name:	Org. Code No.:	Projects Officer:	Loan Officer:
WAPPR	136/30	A. DEFALQUE	F. AGUEH

SECTION 1: SUMMARY PROJECT DESCRIPTION (a) Completion of construction of the Japoma Railway Bridge; (b) renewal of approximately 42 km of track; (c) purchase and installation of 50 single turnouts; (d) purchase and putting into service of 125 freight cars (100 flat cars and spare parts - 25 box cars and spare parts); (e) purchase of 4 mainline locomotives, 3 shunting locomotives (under CCCE financing) and spare parts; (f) purchase of 1 breakdown crane; (g) purchase and installation of a supplemental radio telecommunication system; and (h) consulting services.

SECTION 2: PERFORMANCE RATING

	This Summary	Last Summary
STATUS: 1 - Problem-free or Minor Problems; 2 - Moderate Problems; 3 - Major Problems	2	2
TREND: 1 - Improving; 2 - Stationary; 3 - Deteriorating	2	2
TYPES OF PROBLEMS: F - Financial; M - Managerial; T - Technical; P - Political; O - Other *(Explain in Section 5)* If more than one type of problem, enter most critical factor first.	T M	
Designated a "problem project" in most recent SVP review? Y - Yes; N - No	N	

SECTION 3: PROJECT DATA

Estimated/Actual:	Project Completion (Mo./Yr.)	Loan/Credit Closing (Mo./Day/Yr.)	Total Project Cost ($xx.xm)	of which: Foreign Currency ($xx.xm)	of which: Local Currency ($xx.xm)	Cumulative Disbursements through most recent Quarter ended (9 /30 /76) ($xx.xm)
Appraisal Est.	6, 77	12, 31, 77	23.0	20.7	2.3	
Last Summary (8 / / 75)	3, 78	3, 31, 78	25.8	23.4	2.4	15.3 (Est.)
Current	9, 77	3, 31, 78	23.8	21.1 1/	2.7	13.7 (Actual)

1/ Less Consulting Services (US$.7 million) and without interests (US$1.4 million)

SECTION 4: MISSION SCHEDULE

	No. of Staff on Mission	No. of Days in Country	Return to HQ (Mo./Day/Yr.)	Final Report Date (Mo./Day/Yr.)
Latest/Present Mission	2	10	12, 23, 76	02, 28, 77 (FS)*
Previous Mission	3	11	5, 26, 75	02, 20, 76 (FS)*

Next Mission Departure (Mo./Yr.) 06, 77

Recommended interval between missions (Months) 6

End of period covered by latest progress report (Mo./Day/Yr.) 09, 30, 76

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

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

Du) major technical difficulties encountered during construction of the new Japoma Bridge, the total cost of this component of the project will exceed about US$6.5 million (CFAF 1.6 million).

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

) Delivery of all Bank-financed hardware items is complete except for 2 traction-motors for shunting engines, which were due by August 1976 and are still to be delivered;

) Track renewal has been completed by Regifercam on force account by end December 1975;

) These items have been installed or put into service, except for the telecommunication equipment which is presently being installed by Regifercam with supplier assistance;

) The major technical difficulties in the construction of the new Japoma Bridge are due to: (i) repeated collapse of fills in a marshy area on the left bank of the Dibamba river (365,000 cubic meters of earthworks instead of 125,000); and (ii) excessive subsidence of pier No. 1 during construction of bridge deck attributed by Regifercam to bad execution for which the contractor is responsible. (Reinforcement of the pier has been undertaken by the contractor who is driving 8 additional piles in to support the pier. Completion of the works is expected for end August 1977).

Consulting services financing has been transfered to Loan S-4 CM (Third Railway Project); and

Locomotives and spare parts financed by CCCE have been delivered and put into service.

Preparing Officer: A. Defalque Initials: Date: 11/1/77

FORM NO. 590
(1-75)

IBRD AND IDA – SUPERVISION SUMMARY

This summary is [ ] the initial summary
[XX] part of a mission report
[ ] a semi-annual update
[ ] the completion summary

Regional Office:	Project Name:	Project Code:	Loan [XX] Credit [ ] No.:	L/C Amount ($xx.xm):
West Africa	Third Railway Project	3 CAM TR 04	S-4 CM	2.3

Country:	Borrower/Beneficiary:	Board Date:	Signing Date:	Effective Date:
CAMEROON	Cameroon Railway Authority	May 4, 1976	June 25,1976	Oct.5,1976

Projects Dept./Div. Name:	Org. Code No.:	Projects Officer:	Loan Officer:
WAPPR	136/30	André DEFALQUE	F. AGUEH

SECTION 1: SUMMARY PROJECT DESCRIPTION

(a) Feasibility Study for the new Douala Stations; (b) final engineering of the new station and marshalling yard; and (c) consulting services (Management Study and Douala-Yaounde Corridor Study).

SECTION 2: PERFORMANCE RATING

	This Summary	Last Summary
STATUS: 1 - Problem-free or Minor Problems; 2 - Moderate Problems; 3 - Major Problems	2	
TREND: 1 - Improving; 2 - Stationary; 3 - Deteriorating	2	
TYPES OF PROBLEMS: F - Financial; M - Managerial; T - Technical; P - Political; O - Other *(Explain in Section 5)* If more than one type of problem, enter most critical factor first.	0	

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

SECTION 3: PROJECT DATA

Estimated/Actual:	Project Completion (Mo./Yr.)	Loan/Credit Closing (Mo./Day/Yr.)	Total Project Cost ($xx.xm)	of which: Foreign Currency ($xx.xm)	of which: Local Currency ($xx.xm)	Cumulative Disbursements through most recent Quarter ended (09/30/76) ($xx.xm)
Appraisal Est.	07,78	10,31,78	2.9	2.3	0.6	0.4 (Est.)
Last Summary (/ /)	07,78	10,31,78	2.9	2.3	0.6	
Current	12,78	03,31,79	2.9	2.3	0.6	0.0 (Actual)

SECTION 4: MISSION SCHEDULE

	No. of Staff on Mission	No. of Days in Country	Return to HQ (Mo./Day/Yr.)	Final Report Date (Mo./Day/Yr.)
Latest/Present Mission	2	10	12, 23, 76	02 ,28 ,77 (FS)*
Previous Mission				( )*

Next Mission Departure (Mo./Yr.) 06 , 77

Recommended interval between missions (Months) 6

End of period covered by latest progress report (Mo./Day/Yr.)

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

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

io than 6 months will be necessary for the designation of the consultants who will execute the e---bility study. This excessive duration between Bank's approval of TOR and contract awarding s due mainly to a lack of delegation in Regifercam's decision making process at top management evel.

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

t is expected that, for the same reasons, contract awarding for the final engineering will be elayed till end 77, if no action is taken to remedy the cause spelled out above.

- Feasibility Study. Methodology has been agreed upon between Regifercam, the selected Consultants and the mission; an agreement on the costs of the study was virtually reached between the railway management and the Consultants when the mission left Douala.

- Management Study. Final agreement was reached between Regifercam, Sofrerail and the mission about the time table and the man-months allocation among the various fields of action. Emphasis was put on the most critical sectors of the railway (Motive Power and Rolling Stock Maintenance, Operations, Finance Department and Accounting, Statistics and Corporate Investment Planning and Budgeting, mainly). A supplemental allocation of about 11 man-months was accepted. The additional cost will be of the order of magnitude of US$66,000 and will probably be covered by the contingencies provided for in the project cost estimates together with a reduction in cost of the Feasibility Study.

Corridor Study. Regifercam communicated its comments to Sofrerail about the Draft Final Report of the Corridor Study of which copies were sent to the Bank headquarters. The

Preparing Officer: A. Defalque Initials: Date 11/1/77

Consultants will prepare an addendum to the Draft Final Report, to be issued end January and taking into account Regifercam's and Bank's comments (the latter on the provisional report only). Copies of this addendum will be forwarded to the Bank, directly, for review.

The railway requested that the Bank's comments on the draft final report be forwarded by end January to both the Railway and the Consultants.

A meeting with interested lending organizations will be scheduled for early March 1977 to review the conclusions of the Draft Final Report and of the addendum.

ADefalque:da

cc: Messrs. de la Renaudière, Director, WA2DR
Steckhan, Chief, WA2DB
Gué, Director, WAPDR
Pouliquen, Asst. Director, WAPDR
King, Asst. to Director, WAPDR
Bowron, PABP2
van der Tak, Director, VPSVP
Agueh, WA2DB
Rothenbuhler, LEG
Prefontaine, CTR
Willoughby, Director, TRP
Johnson, WAPPR
Billington, WAPPR
Mrs. Saukel, WAPPR

WORLD BANK / INTERNATIONAL FINANCE CORPORATION

OFFICE MEMORANDUM

TO: Mr. H.G. Brandreth, Chief, WAPPR

DATE: January 12, 1977

FROM: H. Apitz, A. Defalque, WAPPR

SUBJECT: CAMEROON - Second (Loan 1038-CM) and Third (Loan S-4 CM) Railway Projects Supervision - Back-to-Office and Full Report

1. In accordance with Terms of Reference dated December 3, 1976, a mission composed of Messrs. H. Apitz and A. Defalque visited Douala from December 11 to December 21, 1976, after having attended meetings in Luxemburg with EIB, FED, CCCE and RAN on December 8-9, 1976, and in Paris with Sofrerail on December 10, 1976, as planned.

2. The results of the Luxemburg meetings will be dealt with in a separate memorandum.

3. Supervision summaries for the second and third railway projects are attached to this report. Comments, conclusions and recommendations about these two projects are given in paragraphs 5 and 6 below.

4. Identification of a possible next project

4.1 Regifercam requested an urgent intervention of the Bank in order to assist the railway in solving a major capacity problem. As forecast in paragraph 2.2 of the Annex 1 of the First Railway Project (Loan 687-CM) Completion Report dated May 3, 1976, the number of box-cars provided for under the Second Railway Project appears to have been less than required.

4.2 Consequently, Regifercam inquired whether the Bank could schedule a mission to Cameroon very early in 1977 in order to appraise a project which would consist of the procurement of:

(i) 150 box-cars;
(ii) 50 gondolas;
(iii) 2 well wagons;
(iv) track maintenance equipment (5 gangcars, 1 test railcar, 1 tamping machine, 2 inspection cars);
(v) 50 turnouts;
(vi) 50 bogies; and
(vii) signalling equipment.

In addition, Regifercam would seek financing from CCCE to increase substantially its fleet of mainline locomotives (namely five 4B-3600 and four BB 900 locomotives).

4.3 A tentative estimate of the total foreign exchange cost of the proposed project would be of CFAF 5.1 billion (or US$20.8 million equivalent at the present exchange rate of CFAF 245 = US$1.0). This amount includes CFAF 2.0 billion (US$8 million) for motive power to be financed under bilateral aid (CCCE).

Cost estimates of the other items which could possibly be Bank-financed are shown below, in end 1976 prices:

	CFAF (million)	US$ (million)
150 box cars	1350	5.5
50 gondolas	375	1.5
2 well wagons	30	0.1
Track maintenance equipment	405	1.7
50 turnouts	130	0.5
50 bogies	100	0.4
Signalling equipment (Douala-Yaounde)	750	3.1
	3140	12.8

4.4 A tentative justification of the freight wagons needed is given in Annex 1. It has been estimated, at this stage, that, should Regifercam not have the necessary new freight cars in service by mid 1978, the frustrated traffic would be of the order of magnitude of 190,000 tons during the fiscal year 1978/1979.

4.5 The mission recommends that Regifercam's request be given close attention and that a decision be communicated early January 1977 to Regifercam. If the Bank were not in a position to give a positive answer to Regifercam's request, the railway should obtain financing from other sources. However, Regifercam has at present no prospect for resolving this financing problem.

5. Supervision of the Second Railway Project (Loan 1038-CM)

5.1 Project execution

Japoma Bridge

(a) As of December 14, 1976, the works of the new Japoma bridge were underway with the construction of the crown of Pier No. 3 on the 10 piles which have been driven in. Reinforcement of Pier No. 1 was necessary because of excessive subsidence under the load of the first span of the bridge, and the contractor undertook to drive 8 additional piles to increase the strength of its foundation. The earthworks on the left bank of the Dimbamba river were still to be completed, the final level of the embankment having not yet been reached. In several areas between the new Japoma station and the left bank of the river the fills collapsed due to exesssively marshy conditions. Due to these physical contingencies, the completion of these works has been delayed, and the bridge is not expected to be put into service before end August 1977.

(b) All other Bank-financed items have been delivered, installed and/or put into service except for:

(i) 2 traction motors for shunting engines which were due to be delivered in August 1976 (category 6 of the Loan); and

(ii) the telecommunication equipment which has been delivered but remains to be installed by Regifercam with supplier assistance.

(c) CCCE-financed items composed of 4 mainline locomotives and 3 shunting locomotives have been delivered and put into service.

5.2 Project costs

The total project cost is tentatively estimated as follows:

	US$ Million	
Local	Foreign	Total
2.7	21.1	23.8

Notes:

1. The total project costs will be estimated more accurately later taking into account the exchange rate adjustments during project execution and after review by Regifercam of the forecast total cost of the Japoma bridge construction, based on indications given by the mission for the formulation of the proposed amendment to Contract No. 11/EG.

2. The above figures do not include financing for consulting services, which has been transferred to Loan S-4 CM, nor the interest during construction. However, they include all funds provided by other sources.

5.3 Closing date

The closing date of the Loan, March 31, 1978, as proposed by the last supervision mission, should be maintained.

5.4 Final supervision

Since construction of the Japoma bridge should be completed by the end of August 1977, the Final Supervision is proposed for November-December 1977.

5.5 Conclusion

Unless unexpected additional physical contingencies arise, the Second Railway Project will be completed early next fall. The proceeds of the Loan are expected to be fully disbursed by the end of the first quarter of 1977, for the physical items of the project. No particular recommendation is to be made about the Second Railway Project.

6. Supervision of the Third Railway Project (Loan S-4 CM)

6.1 Execution of the project

6.1.1 New Douala Station Feasibility Study

Methodology

(i) With the mission's assistance Regifercam negotiated the methodology to be applied by the consultants selected for the execution of the Feasibility Study for the new Douala Station and Marshalling Yard (Transurb Consult and Louis Berger). An agreement has been reached for a total allocation of 16 man-months of which 5 will be in the field.

Cost

(ii) After negotiation of the financial conditions of the contract, the estimated cost of the Feasibility Study proposed by the Consultants is shown below:

	US$	
Local	Foreign	Total
9,400	127,100	136,500

(included in this amount: US$21,600 for air tickets and reports). Regifercam did not formally approve the conditions before mission's departure, but they were considered as acceptable by Regifercam' s management. In the meantime, the draft contract has been submitted to the Bank and approved. The provision in the Loan for this item was 20 man-months for a total foreign exchange cost of about US$190,000 including both physical and price contingencies. Therefore, it is possible there will be a surplus of about US$63,000 on the foreign exchange cost of the Feasibility Study.

Timing

(iii) The draft Consultants' report on the Feasibility Study should be available for the Railway's and Bank's comments before end-May 1977. However, the final report may not be expected before end-August 1977. Contract award for the Final Engineering Studies for the new Douala Station and Marshalling Yard will take place around December 1977, at the earliest, and the tender documents for execution of the works will not be issued before fall 1978. During supervision the mission underlined that the lack of delegation in the decision-making process at Regifercam's top management level was the cause of the excessive delays in project execution.

6.1.2 Management Study

(i) Methodology and man-months allocation for the second phase

Regifercam and the mission discussed with Sofrerail the scope, priorities and timing of the second phase of the Management Study. The discussions resulted in the following:

(a) an extension of the scope of the work of the consultants in the two fields most critical for railway's efficiency, namely: motive power maintenance and operations;

(b) better coordination and orientation of the actions to be undertaken in administration and management with a view to achieving effective planning, accounting and budget control; and

(c) continuation of Consultants' guidance in the implementation of their recommendations after the second phase permanent action of the experts, by the provision of brief follow-up missions by Consultants. The total allocation will be 76 man-months for the second phase of the Management Study, instead of 65 as initially provided for.

(ii) Cost

The cost of the Management Study will be increased by about US$66,000 and the additional cost is expected to be met by the contingencies and the surplus left from the Feasibility Study (paragraph 5.1.1 above).

(iii) Timing

The second phase will start by mid-January 1977. The draft Final Report is expected by May 1, 1978, and the Final Report is due end-1978 after execution of the follow-up missions.

6.1.3 Corridor Study

An addendum to Sofrerail's draft Final Report will be prepared by the Consultants and forwarded directly to the Bank for comments by the end of January 1977. This addendum will respond to Regifercam's remarks on this draft Final Report and Bank's comments on the provisional report. Regifercam intends to invite the interested lending organizations to a meeting to be held early next March to review the conclusions of the Draft Final Report and its addendum.

6.2 Conclusions and Recommendations

(i) Closing date of Loan S-4 CM

It is evident that the project will not be completed before end-1978, and the closing date has to be postponed by at least 6 months. The proposed new closing date is March 31, 1979.

(ii) Cost of the Project

At this stage, the total foreign exchange cost of the project is not expected to exceed the available funds.

(iii) Final proposals of Consultants

A letter has been sent to Regifercam requesting that the proposed contract for the Feasibility Study1/ and the proposed amendment to the contract for the Management Study be forwarded to the Bank for approval as soon as possible.

(iv) Timing

The same letter deals with the problem regarding the timing of the new Douala Station project and requests that measures be taken to reduce the delays in project execution; and

(v) Next Supervision Mission

Another supervision mission should be scheduled for early next June, when the draft report of the Feasibility Study will have been received and reviewed.

7. General situation of the Railway

7.1 Motive power and Rolling stock

The availability of motive power and rolling stock is low but improving. However, the overall availability of mainline locomotives is still below 70%, particularly for the newest engines (BB-B 3600) and the availability of freight cars is under 90%. The recommendations made by Sofrerail after the first phase of the Management Study for the improvement of the workshop facilities are presently being implemented. The Regifercam personnel in the field are willingly and work to improve their performance.

7.2 Operations

Derailments, both on the mainline and in the stations, rail breakages, and locomotive breakdowns are hampering the operation of the railway. Some improvement in freight car turnround time was recorded in the third quarter of 1976 following closer supervision of equipment utilization. However, a major accident in September greatly reduced the traction capacity of Regifercam and resulted in a sharp rise in freight car turnround time.

7.3 Finances

7.3.1 Regifercam's fiscal 1975/1976 results are slightly below forecast with a working ratio of 89% as compared to the expected 87%. The shortfall is due to 12.5% higher than budgeted material and other costs, caused by higher than expected inflation and by supplemental purchases of spare parts to repair damages caused by accidents. These excess costs (above the level expected at appraisal

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1/ The proposed contract has been received, in the meantime.

the third railway project) will tend to persist during the current and the subsequent fiscal years, in spite of a more vigorous cost control recently introduced by the railway. Financial results for July and August 1976 are nevertheless better than forecast, due mostly to a 17% increase of freight traffic. The 81% target working ratio for 1976/1977 is expected to be achieved.

7.3.2 A draft budget for 1977/1978 was reviewed and discussed with Regifercam. Its attainment would result in a working ratio of 70% two percentage points better than target levels. Main features of the budget are:

(i) a five percent decrease of passenger traffic, due to the diversion expected from a proposed 15% tariff increase, and a 13% increase of freight traffic. There appears to be sufficient demand for a freight traffic increase of at least 13% to materialize. There is, however, a risk that the railway may not be able to carry the additional traffic, as only one additional locomotive and no additional freight cars will be available before early 1978. The railway is aware of the need to increase the productivity of existing motive power and freight cars to cope with expected demand and is now, assisted by consultants Sofrerail, initiating vigorous action to this effect;

(ii) proposed tariff increases as of July 1, 1977, averaging 15% for passengers and 20% for freight, which have been recently submitted for approval to the Government. No reaction from the Government has yet been received, but the Government appears to be aware that any shortfall in tariff increases would have to be offset by additional subsidies. The railway expects therefore no major cuts in its tariff proposals; and

(iii) a somewhat low budget figure for material and other costs. In spite of more vigorous and systematic cost control, an overrun of about 8% has to be expected.

7.3.3 In summary, the railway did initiate adequate action to increase productivity, control operating costs, and raise tariffs. The mission expects that the working ratio target for 1976/1977 (81%) will be achieved and that there is a good prospect to achieve the 1977/1978 target of 72%. No additional action is therefore presently required.

REGIFERCAM

Freight Cars Requirements

1. Regifercam has been experiencing a shortage of box-cars and gondolas since about June 1976 due to the following:

(i) increased transport demand
(ii) low utilization of existing fleet; and
(iii) traffic peak seasons.

Since July 1976, Regifercam has been taking steps to improve the turnround of freight cars by closer supervision of equipment utilization. From June to July 1976, the turnround of box-cars dropped from 11.5 to 6.8 days.

2. However, following a deterioration of motive power availability and numerous locomotive breakdowns, the turnround for September and October 1976 rose sharply to 11 days between two successive loadings. A major accident, which occured on September 9, 1976, deprived the railway of one 4 B-3600 locomotive, one BB-1200 locomotive and one railcar (which has to be replaced by one mainline locomotive in order to haul passenger trains) for several months. Improvement in the motive power situation cannot be expected before January-February 1977, when one 4B-3600 locomotive presently being repaired in France will be back in Cameroon. The two locomotives damaged in the accident will not be back in service before end-1977.

3. Regifercam has undertaken to improve its freight car availability factor during the last few months and expects to reach 90% soon.

4. Sufficient motive power availability combined with better freight car availability and utilization, resulting in a turnround of 7 days, will not provide sufficient transport capacity for the forecast general cargo traffic for 1978/1979.

5. The lack of freight cars is estimated at a minimum 150 box-cars and 50 gondolas, taking into account the scrapping of overaged or badly damaged equipment as a result of future accidents (28 box-cars and 12 gondolas), and an additional number of 20 box-cars and 6 gondolas to take care of a moderate peak traffic factor.

6. Detailed figures on turnround and availability of the box-cars for the last 10 months collected by the mission are shown in Table 1 of this Annex. Regifercam's calculation of the requirements both for box-cars and gondolas is given in Table 2 of this Annex.

Note: The latter document prepared by Regifercam has been discussed with railway staff. It appeared that the traffic demands for fertilizer, cement, cotton and North Cameroon-Chad-Central African Empire transit might be on the low side.

7. Conclusion

Should Regifercam not dispose of additional box cars and gondolas by mid 1978, there would be a lack of transport capacity on the order of 190,000 tons at a minimum.

ANNEX 1
Table 1

CAMEROON - REGIFERCAM

Box-Car Utilization
(Banana and leased box-cars excluded)

Month (1)	Number of loaded cars (2)	Fleet (3)	Available box-cars (4)	Availability Factor (5)	Turnround of available box-cars (days) (6)
January 1976	1,769	392	340	0.87	6.0
February	1,380	392	340	0.87	7.1
March	1,567	392	340	0.87	6.7
April	1,393	392	330	0.84	7.3
May	1,350	402	340	0.84	7.8
June	907	412	350	0.85	11.5
July	1,649	417	360	0.86	6.8
August	1,500	417	370	0.89	7.6
September	1,209	417	370	0.89	9.2
October	1,038	417	370	0.89	11.0

(3) Total fleet of Box-cars for commercial traffic (leased, specialized and service cars excluded).

(4) Available for operations.

(5) (4):(3)

(6) $\frac{(4) \times \text{number of days in the month}}{(2)}$

CAMEROON - REGIFERCAM

Box-Car and Gondola Needs

Traffic	Traffic forecasts (tons) 1/ 1977-1978	1978-1979	Average Load per freight car (tons)	Number of freight cars to be loaded 1977-1978	1978-1979
1. Box Cars					
Parcels	26,200	27,000	15	1,746	1,800
Express shipments (wagons) fish excluded	3,000	3,000	8	375	375
General cargo	36,000	40,000	22	1,636	1,818
Groupage	45,400	50,000	15	3,027	3,334
Food	16,300	18,000	20	815	900
Wheat cereals	16,000	18,000	30	533	600
Drinks imports (except wine) in bulk)	5,000	5,500	30	167	184
Local drinks	35,000	38,000	30	1,167	1,267
Sugar (Sosucam-Camsuco)	20,000	30,000	32	625	938
Various Sosucam-Camsuco	3,500	5,000	25	140	200
Return packing	22,800	35,000	15	1,520	2,334
Fertilizer	6,100	8,000	32	191	250
Construction material (80%)	72,000	90,000	32	2,250	2,813
Salt	15,000	16,000	32	469	500
Cocoa	66,000	68,000	32	2,063	2,125
Coffee	33,000	35,000	32	1,031	1,094
Cotton	50,000	70,000	30	1,667	2,334
Cotton seeds	10,000	12,000	25	400	480
Groundnuts	1,000	1,200	30	33	40
Transit North Cameroon - Chad - CAE					
Exports (60%)	4,800	5,200	25	192	208
Imports	40,000	44,000	30	1,333	1,467
Total box cars	527,100	618,900	-	21,380	25,061
2. Gondolas					
Construction material (20%)	18,000	20,000	20	900	1,000
Metal products (30%)	2,700	3,000	30	90	100
Fuel in drums	500	600	15	33	40
Oil seeds	7,800	12,000	25	312	480
Oil cakes	5,700	7,000	20	285	350
Sleepers (70%)	17,500	20,000	20	875	1,000
Plywood	20,000	23,000	22	909	1,046
Scrap iron	6,000	6,000	30	200	200
Transit North Cameroon - Chad - CAE					
Exports (30%)	2,400	2,700	20	120	135
Imports (50%)	40,000	44,000	25	1,600	1,760
Total Gondolas	120,600	138,300	-	5,324	6,111

		Box Cars	Gondolas
(1)	Number of existing freight cars	427 2/	98
(2)	Forecast scrapping	28	12
(3)	Remaining in service in 1978	399	86
(4)	Strictly needed in 1977-1978 (turnround 7 days - Availability: 90%)	451	112
(5)	Strictly needed in 1978-1979	529	130
(6)	Deficit in 1977-1979	52	26
	1978-1979	130	44
(7)	Provision for peak traffic	20	6
(8)	Total to be ordered	150	50

1/ These figures do not include commodities carried by specialized or leased freight cars as aluminum, bananas, fish, etc.

2/ 113 box-cars are not taken into consideration (95 specialized for bananas and 18 for miscellaneous purposes).

FORM NO. 27
(10-76)

WORLD BANK OUTGOING MESSAGE FORM (Telegram, Cable, Telex)

IMPORTANT (PLEASE READ INSTRUCTIONS BELOW BEFORE TYPING FORM.)

Class of Service: TELEX Date: 3/1/77

Telex No.: KN 8307 Originators Ext: 3681

Cameroon CAMDEV II
Cameroon Zapi East
Cameroon Loan 1038

START HERE TO: INTBAFRAD

CITY/COUNTRY: YAOUNDE, CAMEROON

MESSAGE NO.: 118

PALEIN. REUR 83. CLEARANCE FOR JOHNSON'S VISIT REGIFERCAM MARCH 2, CAMDEV II AND ZAPI EAST MISSIONS ALL REQUESTED DIRECTLY FROM GOVERNMENT DURING YOUR ABSENCE FROM YAOUNDE AS REQUESTED IN URTELEX 78. CLEARANCE THESE MISSIONS ALL RECEIVED ALREADY REPEAT RECEIVED ALREADY. DETAILS ZAPI MISSIONS ANNOUNCED OURTELEX TO YOU FEBRUARY 24, JOHNSON VISIT IN TELEX TO YOU SAME DATE. CAMDEV ANNOUNCED TO YOU EARLY JANUARY CONFIRMED VERBALLY WITH GOVERNMENT IN WASHINGTON AND BY PHONE DURING YOUR RECENT ABSENCE. ATTEMPTING SET UP SYSTEM FOR MISSION REPORTING ON REGULAR BASIS BUT WORK LOAD THIS AND PROJECTS DIVISIONS LEAVES LITTLE MARGIN FOR INTRODUCTION NEW PROCEDURE. REGARDS. CALVO.

END OF TEXT

NOT TO BE TRANSMITTED

SUBJECT: CAM: Missions Regifercam, CAMDEV II Zapi East

DRAFTED BY: DECalvo:db

CLEARANCE AND COPY DISTRIBUTION:

AUTHORIZED BY (Name and Signature): Mr. Peter Eigen, Division Chief

DEPARTMENT: West Africa II B

SECTION BELOW FOR USE OF CABLE SECTION

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ATA DLA 5295KN

INCOMING TELEX

(Telex NO.)

✓ Cameroon Loan 1038
✓ Cameroon Transp. Sector
(D. Y. Corrid. Ins.)

DOUALA 25 FEB 1977

TLX 2341/EP.

Distribution:

Mr. Eigen
Mr. Brandreth

FOR EIGEN CC BRANDRETH

TWO FROM AGHEM

PRIMO : JOHNSON MISSION CLEARED BY GOVERNMENT AND OK ALREADY SENT BY REGIFERCAM.

SECUNDO : RE CORRIDOR. YOU HAVE CERTAINLY BEEN ADVISED OF GOVERNMENT PROPOSALS FOR CODONORS'MEETING IN PARIS. FIRST MEETING RATHER TECHNICAL WOULD DISCUSS AMONG OTHERS REVISED PROPOSALS FOR DOUALA - EDEA . SECOND MEETING SCHEDULED TO START AROUND MARCH 24 WILL FOCUS ON FINANCING ABOVE DATES STILL TENTATIVE.

TERTIO : DESPITE STRONG CCCE AND JAPANESE INTEREST IN ROLLING STOCK, WAGONS ... , PROSPECTS FOR BANK FINANCING ITEMS MOST SUITED FOR ICB GOOD AND MUCH WELCOME BY REGIFERCAM. EYE WILL REPORT SEPARATELY ON IMPRESSION GATHERED REGARDING POSITIONS FOR CODONORS MEETING. I BELIEVE HOWEVER THAT MINOR IMPROVEMENTS STILL DESERVE CAREFUL CONSIDERATION.

QUARTO : RE PORT PROJECT. SOME START UP TECHNICAL PROBLEMS SEEM TO CALL FOR EARLIEST SUPERVISION.

REGARDS

FOR EIGEN

AM BACK IN CAMEROON. REGARDS .

PALEIN.

WELL RECEIVED ??????? ©

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ATA DLA 5295KN

440098 WORLDBANK

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FERCAM 5607KN
(Telex No.)

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Cameroon Loan 1038

DISTRIBUTION

Mr. Eigen

REGIFERCAM DOUALA

A BANQUE MONDIALEK WASHINGTON

----------NO 217/PDG/DGAE DU 25/2/1977----------

ATTENTION M. EIGEN

REVOTEL 24 FEVRIER ACCORD POUR MISSION M. JON EEE JOHNSON ACCOMPA-

GNE D'UN CONSULTANT LE 2 MARS -= CONSIDERATION.

REGIFERCAM.

+++FIN.

440098 WORLDBANK

FERCAM 5607KN

440098 WORLDBANK

LCPARI 200361F

(Telex NO.)

PARIS LE 24.2.1977

Cameroon Loan 1038 900

INCOMING TELEX From Paris

FEB 24 1977 sd

Distribution: DF

Mr. Brandreth

Cameroon - 2nd Rlwy. (Japoma Bridge)

No answer reqd.

ATTENTION MR DONALD JONHSON

OBJET : INTERVENTION PONT DE JAPOMA

ACCORD SUR VOTRE DEMANDE QUE LE LCPC PRENNE LUI-MEME L'ASSURANCE MOYENNANT UN TARIF UNIFORME DE 1270 F PAR JOUR

F. BAGUELIN

FIN

440098 WORLDBANK

LCPARI 200361F

Cameroon loan 1038

FORM NO. 27
(11-75)

WORLD BANK / IFC
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TO:

DATE: February 24, 1977

ORIGINATOR'S EXT.: 3681

COUNTRY:

CLASS OF SERVICE:

CABLE NO. & TEXT:

BOOK OF THREE

1) REGIFERCAM
DOUALA
CAMEROUN

TELEX 5607 KN

L/C

2) MINEP
YAOUNDE
CAMEROUN

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(10-76)

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Telex No.: see attached Originators Ext: 3681

START HERE TO CITY/COUNTRY MESSAGE NO.:

TRES URGENT. REFERENCE DEUXIEME PROJET FERROVIAIRE 1038-CM ET NOTRE TELEX DU 18 FEVRIER. M. JOHNSON DOIT QUITTER WASHINGTON POUR L'AFRIQUE MATIN VENDREDI 25. EN CONSEQUENCE SERIONS TRES RECONNAISSANTS D'AVOIR VOTRE ACCORD AUJOURD'HUI POUR SA VISITE ACCOMPAGNE D'UN CONSULTANT A REGIFERCAM LE 2 MARS. AVONS ESSAYE, EN VAIN, DE VOUS TELEPHONER A CE SUJET. REGRETTONS LE BREF DELAI DU A LA NECESSITE DE COORDONNER LA MISSION M. JOHNSON AVEC AUTRE MISSION AU CONGO. HAUTE CONSIDERATION. EIGEN. INTBAFRAD

END OF TEXT

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SUBJECT: CAMEROON - Railway 1038-CM

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cc: Mr. Razafindrabe
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DEPARTMENT: West Africa, Programs IIB

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Cameroon Loan 1038

Feb-24-77

Back to office report

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

Cameroon loan 1038

OFFICE MEMORANDUM

TO: Mr. H.G. Brandreth, Chief, WAPPR

DATE: February 24, 1977

FROM: M.C. Dick, WAPPR

SUBJECT: CAMEROON: Second Railway Project (Loan 1038-CM)
Douala-Yaoundé Corridor Study
Back-to-Office and Full Report

1.0 In accordance with terms of reference dated January 11, 1976, Messrs. Dick and Stockmann visited Frankfurt, Paris and Cameroon for technical discussions on the progress of the above study between January 16 and 22. Under separate terms of reference Messrs. Dick and Billington subsequently had discussions on sector issues between January 31 and February 4; the outcome of these discussions is described in a separate memorandum.

2. Summary

2.1 Bank review of the consultants' report on Douala-Yaoundé corridor investment indicates that the rate of return on realignment is likely to be low (para. 3.3). However, Kreditanstalt fur Wiederaufbau (KfW) has virtually committed itself to financing Douala-Edea realignment (para. 4.2). Consequently, discussions with Regifercam centered on further analysis by consultants of realignment proposals (para. 4.4) with the objective of enabling Bank financing of rolling stock purchase to be considered within the context of an acceptable railway financing plan (para. 4.5).

2.2 The situation is further complicated by uncertainty over road investment proposals, which have potential implications for railway traffic and finances and possibly also the Cameroon budget (paras. 5.2 and 5.3). Railway timber traffic prospects appear good provided the Government's forestry sector policy is right (para. 5.4).

2.3 A co-donors' meeting to discuss the study is scheduled for mid-March. At this the Bank should express willingness in principle to finance rolling stock purchase but, in view of uncertainty regarding the railway's longer term future, avoid direct participation in infrastructure financing (paras. 6.2 to 6.5, 7.2). A rolling stock project could probably be appraised in early summer 1977 (para. 7.4)

3. Background to the Technical Discussions

3.1 Consultants Sofrerail/OCCR (France) produced an interim report on investment alternatives in the corridor in July 1976. This was reviewed in the Bank and by the Cameroon Railways (Regifercam) while a draft final report was under preparation. The draft final report, which thus did not incorporate responses to Bank/Regifercam comments, was issued in December 1976 and its conclusions reviewed by the Bank, Regifercam and KfW, who additionally sent a consultant (Dr. Vierkant) to Cameroon to make an independent assessment of railway investment possibilities suitable for KfW financing.

3.2 The consultants' analysis showed that while the economic rate of return on a corridor investment "package" of rail/road investment which included complete railway realignment Douala-Otélé would be unacceptably low (about 7%), the rates for packages comprising Douala-Edéa realignment, plus improvements to the remainder of the line and combined with road investment varying from a heavy-duty, two-lane road to minor road improvements would produce rates of return of 10 to 14%. It was noted, however, that heavy-duty road construction would have adverse financial implications for Regifercam, due to the potential impact on railway freight traffic.

3.3 In the Bank's view the consultants' analysis had two major weaknesses: first, the predicted rate of growth of timber traffic, including that for the Central African Empire (CAE), was very high and incompatible with regional analysis contained in the Bank's West Africa Forestry Study; secondly, the analysis of the marginal investment for the railway: namely, the difference between the costs and benefits of: 1) realignment Douala-Edea plus improvements Edea-Otélé, and 2) improvements Douala-Otélé was undertaken only in financial terms, with a rate of return to Regifercam of 7%. Subsequent analysis in the Bank, basically employing the consultants' economic methodology for realignment analysis but using timber traffic forecasts acceptable to the Bank, indicated an economic rate of return on realignment of about 6%.

4. Dick/Stockmann Mission Discussions

Objectives

4.1 Coincidentally with issuance of the draft final report, Regifercam requested Bank financing of rolling stock to meet its forecast 1978/79 general cargo traffic demand as part of its 1976/77-1980/81 investment program. The mission's principle objectives were to discuss traffic flows and consultants' responses to questions raised on the interim report, advise Regifercam of Bank reservations about Douala-Edea realignment and explain to Regifercam that the Bank would find it difficult to finance rolling stock purchase outside the context of an agreed 5-year investment program which would include, inter alia, infrastructure investment. A visit was to be made en route to Frankfurt to ascertain the position of KfW, prospectively the most important co-donor.

Discussions with KfW

4.2 KfW stated that US$32 million equivalent was to be allocated to Regifercam investment (details of this and other prospective financing are in Annex 1). The KfW position is that: (a) the German Government feels itself committed to improvement of the Douala-Yaoundé railway; (b) KfW considers Douala-Edea realignment justified even on modified timber traffic forecasts (for 1980/81 KfW estimates potential Cameroon timber traffic on the railway as 0.7 million tons, not significantly different from the Bank's 0.6 million tons estimate as compared with over 0.9 million tons consultants' forecast); and (c) while realignment commencing in 1978 is probably premature, this will be offset by avoidance of remobilization costs if the present contractor for the Yaoundé-Otélé realignment (which will be extended as far as possible

towards Makak with surplus funds generated by appreciation of the Deutsch mark and cost reductions Yaoundé-Otélé) who is performing satisfactorily is able to continue virtually without interruption to the Douala-Edea section. As KfW financing will not cover the estimated cost of complete Douala-Edea realignment, Dr. Vierkant has also examined the possibility of modifying the realignment and concluded that a reduction of about 20% in its scope, which would put its cost within KfW financing limits, is technically feasible. In KfW's view, therefore, there is a coincidence of technical and political objectives in realigning (or partially realigning) Douala-Edea; and subsequent discussions in Paris with FAC indicated that they too are strongly committed to the realignment concept. KfW did, however, emphasize that in its view Regifercam should contrive to be a financially independent entity and, therefore, long-term government subsidization was not acceptable in principle.

Discussions with Regifercam

4.3 In discussion Regifercam stated that the potential timber traffic had expanded even more rapidly than it expected but that lack of motive power prevented its meeting full demands. It was stated that the potential for 1977/78 was about 600,000 tons of Cameroon timber and about 300,000 tons for CAE. However, Regifercam was unable to substantiate this, and in view of the mission's observation that the rate of recovery from the slump in 1974/75 was not itself an indicator of long-term trends, it was agreed that to assess the economic rate of return on Douala-Edea realignment the Bank's timber traffic forecasts would be employed. However, Regifercam reaffirmed their view that the consultants had underestimated the beneficial impact of realignment, through an increase in curve radius, on the incidence of accidents asserting that it was impractical to ensure that the variable speed restrictions dictated by curvatures were entirely enforced and that therefore a much larger proportion of accidents were attributable directly and indirectly to short radius curvatures than had been assumed by the consultants.

4.4 It was accordingly agreed that the consultants be asked to rework their analysis of the economic justification for Douala-Edea realignment, employing Bank timber traffic forecasts, taking into account Regifercam observations on accidents and applying the analysis to both the full Douala-Edea realignment and to the KfW modified version. (Visual inspection of the existing Douala-Edea line led the mission to conclude that there was indeed scope for flexibility in the extent of realignment. This is confirmed by technical analysis of the various sections of the line (Annex 2), and it is probable that the potential cost reduction will be greater than that of benefits, resulting in a higher rate of return for a modified version.) It was also agreed that minor improvements on the non-realigned railway were equally important with realignment particularly with respect to capacity increase and should accordingly be undertaken in phase with realignment.

4.5 Regifercam emphasized strongly their desire that the Bank finance rolling stock investment. This they considered more important than that the Bank should associate itself with infrastructure investment, although Bank participation would be welcomed. It was only with difficulty that the mission persuaded Regifercam that such financing could not readily be considered outside the context of an acceptable investment plan, which thus included consideration of all investments, traffic forecasts and tariff proposals. The existing invest-

ment plan (Annex 1) which included a blanket provision for realignment and appeared to inadequately provide for other improvements, appeared to the mission to be unsatisfactory; it was also agreed that this would be reviewed. Regifercam budget forecasts, in detail for 1976/77 and 1977/78 and in general for 1978/81, appear clearly to have as their objective continual financial equilibrium without a large measure of government subvention.

Subsequent Developments

4.6 Since the mission's return the Resident Mission in Yaoundé has advised that Regifercam has now approached Caisse Centrale (France) to finance rolling stock investment. Caisse Centrale is now considering the request, but if they did finance this investment their resultant withdrawal from infrastructure investment would leave a financing gap which, if unfilled, would probably be detrimental to the important minor improvements. The Bank might be asked to fill the gap, but this might be difficult (see para.6.4).

Railway Investment

5.1 The current position regarding Regifercam developments can thus be summarized as follows:

(a) further work on realignment analysis will be undertaken by the consultants with completion scheduled for end-February;

(b) the consultants' work will probably show an improved economic rate of return on Douala-Edea realignment (full or modified) but still insufficient to justify direct Bank participation in infrastructure financing;

(c) Regifercam has tentatively scheduled a meeting of co-donors for mid-March. The Bank has responded by suggesting the week commencing March 14, location in Europe;

(d) the objective of the meeting is to discuss the corridor study findings. In fact, i) it is almost certain that the Cameroon Government and Regifercam will wish to "firm up" commitments of funds for the infrastructure investments, and ii) there will be strong pressure on the Bank to agree in principle to finance rolling stock purchase or infrastructure investment; and

(e) it will probably be possible to reach a large measure of agreement on the Regifercam investment plan, insofar as the implications of any given level of investment for traffic and tariffs is concerned. Tariff proposals will, however, as usual be subject to review by the Government.

Road Investment

5.2 A critical element to consideration of corridor investment, on which the missions were unable to obtain precise information, is road development. As noted in para. 4, "packages" containing both railway and paved road developments were found by consultants to have a generally acceptable economic rate of return. However, in the case of a heavy duty road, the adverse impact on railway finances was expected to be significant. It is probable that, with a lower rate of total freight traffic growth than consultants predicted at the critical period (about 1981/82) when the road was expected to be completed, the impact on the railway finances would be even more severe and the economic rate of return on the total road/rail package would drop to an only marginally acceptable level. Although it has not yet been possible to rework the calculations, it does appear clear that this is largely a matter of timing -- a phased rather than simultaneous pattern of rail and road development would at the same time allow Regifercam to establish its traffic base under the improved operational conditions produced by infrastructure investment and enable the economic rate of return on the total "package" to remain at an acceptable level.

5.3 The position is further complicated by the fact that the Government of Cameroon has announded its intention to construct a four-lane toll highway, partially on a new alignment, between Douala and Yaoundé. As the announcement came in a Presidential speech and caught even the relevant ministries by surprise, it was not possible to obtain precise information on proposed timing and financing beyond the fact that a German firm of contractors has been asked to undertake final engineering studies,which are expected to be completed by end-1977, and will probably construct a stretch of the road from Yaoundé as a gesture, probably contractor-financed. Further development is also expected to be privately financed as no major co-donor has shown any interest; debt services could then have budgetary implications extending beyond the transport sector.

Forestry Developments and Prospects

5.4 Non-availability of relevant personnel prevented discussion of forestry sector developments with either the UNDP/FAO Forestry Project or major concessionaires. However, discussions with the Vice-President of the European Economic Community Forestry Committee indicated the following features of the West-Africa and Cameroonian forestry sectors:

(a) the potential demand for West-African timber, particularly the higher value species, is high. This is due to its consistent quality (compared with Southeastern Asia timber) and the possibility that in the future Southeastern Asia supplies will be increasingly pre-empted by China;

(b) both transport availability and cost have been inhibiting factors in exploitation of West-African resources, except for Nigerian and Ivorian timber,export supplies of which are becoming exhausted. Transport supply has been largely a land problem; transport costs

have, however, been mainly sea costs where small packages of timber (i.e. up to 1,000-1,500 tons), which do not justify the use of specialized vessels, are classed as general cargo and attract high freight rates (over US$40/ton to Europe);

(c) thus developments which potentially increase the volume of supplies and the unit size of packages are likely to have a significant beneficial effect on unit transport costs. This in turn should enable the expansion of the hinterland of an exporting port, either in terms of increasing the radius or by greater inclusion of lower value species in the exportable timber distribution;

(d) Cameroon could benefit substantially in both these respects. The Second Douala Port Project, particularly channel dredging, should encourage larger packages and specialized vessels. If land transport capacity both within the Douala-Yaoundé corridor and beyond to the substantial resources of the Southeast is increased, output could expand rapidly;

(e) a systematic and logical government forestry sector development policy is a necessary complement to the above. The policy on granting of concessions should be based upon the naturally determined replacement cycle, government objectives in terms of total annual volumes, and the balance in cutting between different species. The stagnation in Ivorian output stemmed at least partially from insufficient attention to the last point.

Co-donors' Meeting -- Bank Position Options

6.1 The Bank has effectively three options in its approach to railway investment at the proposed March co-donors' meeting: non-involvement, full involvement, and partial involvement.

A. Non-involvement

6.2 If the consultants' supplementary analysis indicates that Douala-Edea realignment has a low economic rate of return and is possibly premature, the position could be taken that this would preclude Bank involvement in financing any component of the railway investment package. Such an approach should, however, be seen in the light of actual circumstances and the possible side effects of such a decision. It is clear that considerable financial resources are available for infrastructure investment, and it is very doubtful if either Bank non-involvement or attempts to employ covenants of the Second Railway Project would be sufficient to prevent such investment. Furthermore, as there is a possibility of a shortfall in finance required to cover both full Douala-Edea realignment and minor improvements and as there is clearly considerable commitment to realignment, it is probable that without Bank intervention the capacity-producing minor improvements would suffer.

6.3 Additionally, non-involvement could have a serious adverse effect on the Bank's short-term influence on the Cameroon transport sector. The Bank initiated the consultants' study, this study has been patiently awaited for two years, and complete disassociation of the Bank from railway investment associated with its conclusions would be incomprehensible to the Cameroon Government. The slow but perceptible improvements in the institutional arrangements for sector planning and intermodal co-ordination being achieved (see Billington/Dick memorandum) would also be placed in jeopardy. There is also a possibility that Bank involvement in a subsequent project (e.g. the marshalling yard) would become more difficult, but since the Régie's financial situation will be subject to covenants agreed to under the Second and Third Railway Projects until 1978/79, this is of less immediate consequence than the short-term effects noted above.

B. Full Involvement

6.4 If the Bank were involved in financing infrastructure as well as or in place of rolling stock, it would substantially assure full financing for the total railway investment program. However, it would thus lessen the incentive to KfW and other co-donors to obtain the most productive infrastructure investment balance between realignment and minor improvements. Furthermore, it would probably be interpreted by the Cameroon Government and announced as being Bank agreement to the concept of complete realignment of the Douala-Yaoundé Railway, albeit in stages. This is a position which the Bank would find difficult to take at this time in view of the lack of: (a) substantive data on proposed road developments; (b) experience of the impact of railway managerial improvement and partial realignment on railway traffic; (c) experience of the impact of road development on the actual, as opposed to theoretical, distribution of traffic between road and rail; and (d) development and implementation of a systematic forestry policy. It would also seem implicitly more difficult for the Bank to successfully appraise a project in which a significant integral part had a low economic justification, compared with one in which this element was only part of an associated project.

C. Partial Involvement

6.5 This would consist of financing rolling stock investment (assuming, as is probable, that this would be economically justified when viewed in isolation) but not of infrastructure. The impact of this could have several aspects, namely:

(a) the Bank would be seen as making a destinction between well- and only marginally justified investment and drawing attention to investment phasing;

(b) limited Bank participation, coupled with an expression of concern that minor improvements should be given equal priority with realignment, could reinforce KfW's more subjective arguments (para. 4.2) for adoption of the modified Douala-Edea realignment proposal;

(c) it could deter some aid organizations such as BADEA, which has not committed itself to date, from participating in full realignment financing and perhaps persuade them to finance the minor improvements; and

(d) it would enable the Bank to raise significant questions both at the co-donors' meeting and subsequently on the timing, scale and financing proposals for road development and the implications both for the sector and, with respect to financing, the national budget of such development.

Conclusions and Recommendations

A. Communication with Cameroon

7.1 No letter to the Government is required regarding the possible project. However, a cable has been sent to Mr. Agueh asking him to emphasize the Bank's potentially strong interest in the financing of rolling stock purchase and the possible difficulties in infrastructure financing. He was also asked to seek to establish an intermediary with whom meaningful discussions can be held on all aspects of corridor investment and who is in a position to convey Bank views to those making critical decisions. A copy of this cable is at Annex 3.

B. Co-Donors' Meeting

7.2 The Bank should attend the proposed co-donors' meeting in March, prepared in principle to finance rolling stock investment but, unless revised calculations show a high economic rate of return (say, over 12%) on Douala-Edea realignment, not to finance infrastructure. Financing of rolling stock purchase should be conditional upon certain requirements being met. These should be described in principle at the meeting rather than at a subsequent appraisal in order to emphasize the need for policies to be formulated with minimum delay. These conditions are:

Regifercam

(i) minor investments should proceed in parallel with Douala-Edea realignment;

(ii) a revised railway investment plan should relate directly to specific infrastructure, motive power and rolling stock requirements. It should be devised to ensure Regifercam's long-run financial equilibrium without Government subsidy; and

(iii) possible Bank financing of further railway related studies as part of rolling stock financing should be discussed with Regifercam and the Government. The general object of the study would be to identify the scope and timing of further investment in the transport sector required to complement the Regifercam investment package under consideration. Such a study would examine both road and rail development and would also, inter alia, attempt to ensure progress in development of forestry sector policy.

Government

(i) agreement in principle should be reached that Regifercam should continue to be a financially viable entity not reliant on the Government for long-term subsidies. This would have direct implications for tariff policy and possibly measures to assure that certain traffics remained with the railway;

(ii) transport sector planning should be strengthened (see Billington/Dick memorandum); and

(iii) forestry sector development policy should be clarified and a tentative timetable agreed upon for the steps necessary for implementation.

C. Bank Work Program

7.3 Further work will be required in the Bank on the implications for traffic distribution, and thus Regifercam's operational and financial position, of the various road alternatives. This will also necessitate further scrutiny of the potential railway investment plan and the technical alternatives in Douala-Edea realignment. This will be required prior to the co-donors' meeting. Additionally, close contact with the Resident Representative to keep track of developments in road investment proposals is necessary.

7.4 If rolling stock financing was to be the basis of a Bank project and a reasonable measure of agreement were reached on Regifercam's investment plan at the March meeting, appraisal could take place fairly rapidly, probably in early summer 1977. An infrastructure-based project would be more complex and could hardly be undertaken within the same time frame.

MCDick/kh

cc: Messrs. Gué, WAPDR
Pouliquen, WAPDR
van Gigch, WAPDR
King, WAPDR
de la Renaudière, WA2DR
Eigen, WA2DB
Agueh, WA2DB
Program Coordinator, WANVP
Bowron, PAB
Moussu-Rizan, CTR
Préfontaine, CTR
Willoughby, TRP
van der Tak, PAS (3)
Rothenbuhler, LEG
Billington, WAPPR
Phan, WA2DB
Payson, WA2DR
Geli, RMWA
Palein, Cameroon
Mrs. Saukel, WAPPR

Messrs. Soges, WAPHW
Kaden, WAPHW
Ostenc, WAPHW
Mrs. Finne, WAPHW

Regifercam Investment Plan 1976/77 - 1980/81 (CFAF million)

Investment Category	Regifercam Proposals 1976/81	Bank Estimates (inc price contingencies) 1976/79	1979/81
(1) Locomotives		1680(1)	320(1)
(2.1) Rolling Stock-Freight		1965(2)	3670 7947
(2.2) Rolling Stock-Passenger		1377	2035
(3) Service Equipment		428(2) 162	707
(4) Infrastructure; of which:	30900		
- (4.1) Realignment Douala-Okk	25000	21850§ (19738) §§	
- (4.2/6) Station extension etc.	1750	1040	916
- (4.7) Douala Station/ marshalling yard	4150		5486(3)
(5) Signalling/Communications	700/600	744(2) 708(4)	
(6) Renewals	2000	230(2) 1034	1004
(7) Price Contingencies	5596		
	56573	31218 (29106)	22085

Regifercam Proposals	Financing 1976/81
Regifercam	6222
Local Loan	1701
External Ln.	44450
Subsidies	4200
Total	56573

	Commitments and Requests (external) 1976/79	1979/81
KfW	7975	
FED	4650	
FAC	3180	
CCCE	3000	
CIDA	2700?	
BADEA	?	
Saving Yaounde-Otete	1500	
Realignment and Minor	23005	
Bank	3367(2)	
		5486(3)
FAC/CCCE	1680(1)	320(1)
	708(4)	

§ Based upon consultants estimates of Douala-Edea and minor improvement costs updated by January 1977.
Bank price indices to 1978-80 costs, (20350 of which D-E 10560), plus 1500 investment proposed for Otete-Minka realignment,
§§ (assuming modified Douala-Edea realignment costs 80% of full, i.e. 8448).

(1) FAC/CCCE requested to finance CFAF 2000 million locomotive purchase.
(2) Bank requested to finance rolling stock etc., which will cost about CFAF 3400 million.
(3) Assuming Bank finance for Douala Station/ marshalling yard.
(4) FAC/CCCE understood requested to finance communications; status unclear at present.

Realignment Douala - Edea

Consultants' Proposals and Modifications

1. The consultants' proposals, based upon those of the OCFT, can be considered as eight sections (see table). The total distance proposed for realignment is about 56 km which would be reduced by about 13 km when realigned. Sections D, E, F, and G comprise the sections proposed for realignment under the modified (Vierkant) proposals. These sections total about 45 km, a reduction of 20% on the full realignment proposal.

2. The characteristics of the line sections and the effect of realignment can be considered under two main headings, technical characteristic improvement and section length reduction. To make a preliminary assessment of the former, some rather arbitrary but logical assumptions have been made: rail radii under 300 meters are likely to induce centrifugal forces which lead to rapid rail wear, etc. and accidents; this situation will be exacerbated if there are only short stretches of straight rail (under 200m or under one-third of a full-train length) between curves, and thus two curves virtually form a 'S' bend with consequent rapid changes in direction of forces; and inclinations of over 1% in association with adverse curve characteristics are likely to make speed control even more critical. Improvement in these conditions can thus be expected to reduce costs associated with them. Section length reduction will have the potential effect of reduced transit time and thus reduced personnel and fuel costs, and increased productivity of motive power and rolling stock (these gains are probably more debatable and more subject to operational constraints than the technical elements noted above).

3. It seems clear from the table that in only two sections, D and E, are technical improvements a major feature. Additionally, in Section E, the distance reduction (%) is substantial. For Section F (included in the Vierkant proposals) the technical improvements are rather limited, and the major benefit is distance reduction. The other sections are short and isolated (except C, which is potentially integral with D and E), the technical improvements are not substantial, and the distance reductions seem unlikely to have sufficient impact to justify realignment (at an estimated US$3/4 million per km).

4. The conclusion is that the consultant-realignment proposals can be significantly reduced in distance, and indeed it is possible to go further than Dr. Vierkant and question whether realignment should extend beyond Sections D and E, as Section F has reasonable technical characteristics. Assuming that the unit costs of realignment are similar for all sections, it is probable that the benefit/cost ratios for Sections D and E are highest, and thus the economic rate of return will he higher on this 36 km than on the Vierkant 45 km, which in turn should be greater than on the consultants' proposals.

ANNEX 2
Table

Douala - Edea Section

Line Characteristics on Sections Proposed for Realignment

Section	Distances (km) Existing	Realigned (approx.)	Savings (%)	Curvatures where < 300m (✳ ≥ 300m)
A (PK) 10.0 to 12.2	2.2	1.6	0.6 (27)	250
B 22.0 to 23.2	1.2	1.0	0.2 (16)	✳ ✳
C 23.6 to 26.8	3.2	3.0	0.2 (7)	225, 250, 250, 250
D 26.8 to 29.6				150, 200, 180, 200, 150, 150, 150, 200
29.6 to 32.2				150, 150, 150, 150, 150, 150, 150, 200
32.2 to 33.6				146, 150, 160, 150, 146, 150, 215, 180, 150
33.6 to 36.3				200, 203, 150, 180, 150, 150, 150, 180
36.3 to 38.9	18.9	15.2	3.7(20)	150, 210, 150, 145, 200, ✳, 150, 150, ✳, 200
38.9 to 40.4				180, 180, 250, 200, 200, 275,
40.4 to 42.1				150, 150, 150, 150, 150, 150, 153
42.1 to 42.9				150, 150, 180, 180
42.9 to 45.5				200, 185, 180, 150, 150, 144, 150, 180, 200
E 45.8 to 47.5				200, 250, 250, 180, ✳, 250, 210, 150
47.5 to 50.2				250, 150, 150, 250, 150, 150, 200, 180, 250
50.2 to 53.4	14.5	9.5	5.0 (34)	250, 200, 200, 150, 250, 150, 180, 150, 180
53.4 to 56.9				✳, 200, 250, 250, 180, 250, 180, 250, 200, 180, 180, 150
56.9 to 60.3				250, 150, 250, 150, 250, 200, 250, 250
F 60.3 to 63.4				250, 250, 250, 250, 250, 250, 250
63.4 to 67.2	6.9	4.9	2.0 (28)	250, 250, 250, 250, 250, 250, 200, 200
G 70.2 to 70.9	0.7	0.5	0.2 (28)	250, 200
H 72.3 to 76.1	3.8	3.2	0.6 (15)	250, 250, 250, 257, 250, 250, 250, , 200, 300

Symbols: —— equals linked curves with under 200m straight rail between.
– – incline in linked curves greater than 1.0%.

Present distance 84km, realigned 71km.

Line affected = 56km; modified (Vierkant) = 45km (≈ −20%); further elimination of 60.3 to 67.2 and 70.2 to 70.9 = 36km (≈ −34%).

FORM NO. 27 (10-76)

WORLD BANK OUTGOING MESSAGE FORM (Telegram, Cable, Telex)

IMPORTANT (PLEASE READ INSTRUCTIONS BELOW BEFORE TYPING FORM)

ANNEX 3

Class of Service: TELEX

Date: FEBRUARY 23, 1977

Telex No.: 8307 KN

Originators Ext: 3681

START HERE

TO: MR. FLORENT AGUEH, INTBAFRAD

CITY/COUNTRY: YAOUNDE, CAMEROON

MESSAGE NO.:

RE CORRIDOR PLEASE PRIMO EMPHASIZE TO GOVERNMENT AND REGIFERCAM BANKS STRONG POSITIVE ATTITUDE TO FINANCING ROLLING STOCK AND EXPECTATION OF FINALIZING POSITION AT MARCH MEETING BUT CONVERSELY BANK DIRECT INVOLVEMENT IN INFRASTRUCTURE FINANCING LIKELY TO BE DIFFICULT. SECUNDO RECENT TRANSPORT SECTOR MISSION UNABLE TO OBTAIN OVERALL VIEW OF BOTH ROAD AND RAIL ASPECTS OF CORRIDOR INVESTMENT FROM MINPLAN OR MINTRANS. ANY PROGRESS YOU COULD MAKE TOWARDS ESTABLISHING MOST APPROPRIATE INTERLOCUTOR FOR FUTURE MISSIONS WOULD BE MUCH APPRECIATED. REGARDS, EIGEN.

END OF TEXT

NOT TO BE TRANSMITTED

SUBJECT: Rwgifercam

DRAFTED BY: MDickija

CLEARANCES AND COPY DISTRIBUTION:

Cleared with and cc? Mr. Brandreth

cc. Messrs. Palein, Dick, Billington

AUTHORIZED BY (Name and Signature): Mr. Peter Eigen, Division Chief

DEPARTMENT: MA200

CHECKED FOR DISPATCH

DISTRIBUTION: White-File Copy

Cameroon Loan 1038

Le 23 février 1977

SATOM
3 et 5, Avenue Gallieni
94250 Gentilly
FRANCE

Messieurs,

Cameroun - Pont de JAPOMA

Nous accusons réception de votre lettre du 11 février et des documents relatifs au confortement de la pile No. 1 du Pont de Japoma.

Nous vous en remercions et vous prions d'agréer, Messieurs, l'expression de nos sentiments distingués.

H.G. Brandreth
Chef de la Division Ports,
Chemins de Fer et Aviation
Bureau Régional de l'Afrique de l'Ouest

:ks (445)

Cameroon - Loan 1038

INCOMING TELEX

DISTRIBUTION

Mr. Brandreth

1977 FEB 23 AM 10:41

440098 WORLDBANK

LCPARI 200361F

(Telex No.)

PARIS LE 23.2.1977

ICI LABORATOIRE CENTRAL PONTS ET CHAUSSEES PARIS

ATTN MR DONALD JONHSON

OBJET : INTERVENTION PONT DE JAPOMA

ATTENDONS REPONSE DE VOTRE PART A NOTRE TELEX DU 21.02.77

F. BAGUELIN

FIN

440098 WORLDBANK

LCPARI 200361F

Cameroon loan 1038

WORLD BANK / INTERNATIONAL FINANCE CORPORATION

OFFICE MEMORANDUM

TO: Messrs. D. Johnson and S. Amar (Consultant) DATE: February 23, 1977

FROM: H.G. Brandreth

SUBJECT: CAMEROON: Second Railway Project (Loan 1038-CM)
Supervision Mission
Terms of Reference

1. On February 28 and March 1 you will discuss with the consultants (SOCOTEC) and contractors (SATOM) in Paris the foundation problems encountered during the construction of the new Japoma railway bridge.

2. On March 2 you will proceed to Douala to visit the Japoma bridge site and review the efficacity of the proposed remedial measures for its foundations. Should you find additional or different measures are required, you will discuss these with the Regifercam, consultants and contractors and assess the costs involved.

3. On March 5 Mr. Amar will return to Paris and Mr. Johnson will proceed to Congo under separate terms of reference.

4. On or about March 16 Mr. Johnson will meet with Mr. Amar in Paris to discuss the mission's findings and conclusions to be included in a short report to be prepared by Mr. Johnson upon his return to Washington.

Cleared with & cc: Mr. Eigen (WA2DB)
cc: Mr. Erim (WA2DB)

cc: Messrs. Program Coordinator, WANVP
de la Renaudière, Director, WA2
Gué, Director, WAP
Pouliquen, Asst. Director, WAPPR
van Gigch, Asst. Director, WAPPR
D. King, Asst. to Director, WAPPR
van der Tak, Director, VPSVP (2)
Willoughby, Director, TRP
Prefontaine, LEG
Rothenbuhler, CTR
J. Elliott, CTRDD
Palein, WAFCM
McGibbon, WAFGA
Carter, WAFML
Reitter, WAFNG
El Maaroufi, WAFUV
Géli, RMWA
Saukel, WAPPR

DJohnson:ks

FORM NO. 27
(5-76)

THE WORLD BANK OUTGOING MESSAGE FORM (Telegram, Cable, Telex)

IMPORTANT (PLEASE READ INSTRUCTIONS BELOW BEFORE TYPING FORM.)

IBRD ☐ IDA ☐ IFC ☐ ICSID ☐

Class of Service: TELEX

Date: FEBRUARY 25, 1977

Telex No.: NO. 28627 PRINSGAL

Originators Ext: 3681

Telex Answerback:

LC 280627

Cameroon Loan 1038 CR

0 START HERE

1 TO HOTEL PRINCE DE GALLES

CITY/ COUNTRY PARIS, FRANCE

MESSAGE NO.:

4 POUR CLIENT BANQUE MONDIALE DONALD JOHNSON. HAVE

5 RECEIVED TODAY FOLLOWING CABLE FROM REGIFERCAM QUOTE

6 REVOTEL 24 FEVRIER ACCORD POUR MISSION M. JOHNSON

7 ACCOMPAGNE D'UN CONSULTANT LE 2 MARS UNQUOTE. REGARDS.

8 EIGEN

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21 END OF

22 TEXT

NOT TO BE TRANSMITTED

SUBJECT:	DRAFTED BY:
Cam Missions	PEigen/js
CLEARANCES AND COPY DISTRIBUTION:	AUTHORIZED BY (Name and Signature): Mr. Peter Eigen, Division Chief
cc. Ms. Calvo	DEPARTMENT: WA2DB
	SECTION BELOW FOR USE OF CABLE SECTION
	CHECKED FOR DISPATCH

DISTRIBUTION: WHITE—File Copy CANARY—Bill Copy PINK—Transmittal GOLDENROD—Originator to Keep

Cameroon Loan 1038 DF. 899 SS

INCOMING TELEX

FEB 23 1977

DISTRIBUTION DF

Mr. Brandreth

1977 FEB 23 AM 10:41

Cameroon: 2nd Rlwy. (1038-CM) Japoma Bridge

440098 WORLDBANK

LCPARI 200361F

(Telex No.)

'ARIS LE 23.2.1977

ICI LABORATOIRE CENTRAL PONTS ET CHAUSSEES PARIS

ATTN MR DONALD JONHSON

OBJET : INTERVENTION PONT DE JAPOMA

ATTENDONS REPONSE DE VOTRE PART A NOTRE TELEX DU 21.02.77

F. BAGUELIN

FIN

440098 WORLDBANK

LCPARI 200361F

440098 WORLDBANK

Cameroon Loan 1038

LCPARI 200361F(telex no) TELEX FROM PARIS FEB 22 1977 SC 898

Distribution:Mr.. Brandreth

DF

ICI LABORATOIRE CENTRAL DES PONTS ET CHAUSSEES PARIS Mr. Steckhan

Mr. Nancy Lentha (45705)

ATTN MR DONALD JONHSON

OBJET : INTERVENTION PONT DE JAPOMA

:ONDITIONS : FRAIS SUPPORTES PAR LA BIRD

1) BILLET AVION CLASSE TOURISTE ALLER ET RETOUR, A FOURNIR AVANT LE VOYAGE

2) FRAIS DE SEJOUR AU CAMEROUN AVANT DEPART

3) FRAIS DE MISE A DISPOSITION D'UN EXPERT :

1090 F PAR JOUR CALENDAIRE PENDANT LE SEJOUR AU CAMEROUN Y COMPRIS LE TEMPS DE VOYAGE

1270 F PAR JOUR OUVRABLE EN FRANCE

- ASSURANCE VIE AU NOM DE M. AMAR SAMUEL POUR 500 000 F
- AIR MONDE ASSISTANCE

LA LETTRE DE MISE A DISPOSITION SERA SIGNEE PAR LE RESPONSABLE DE LA BIRD AVANT LE VOYAGE

LES ASSURANCES DEVRONT ETRE DEPOSEES AU LABORATOIRE AVANT LA MISSION.

Record Removal Notice

The World Bank Group Archives & Records Management

File Title		Barcode No.
Railway Project (02) - Cameroon - Loan 1038 - P000325 - Correspondence - Volume 6		30222212
Document Date	**Document Type**	
2/22/1977	CV / Resumé	

Correspondents / Participants

Subject / Title
Amar Samuel CV

Exception(s)
Personal Information

Additional Comments

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Withdrawn by	Date
Bertha F. Wilson	10/25/2018

MINISTÈRE DE L'ÉQUIPEMENT

LABORATOIRE CENTRAL DES PONTS ET CHAUSSÉES

58, boulevard Lefebvre – 75732 PARIS CEDEX 15
Téléphone : Paris (1) 532 31 79 – Télex : LCPARI 200361 F

Cameroon loan 103455
(1) Mr. Chatel
(3) Mr. Johnson O/C

Direction des Programmes
et Applications

Section des Etudes Outre-Mer

P. AUTRET

Ingénieur E.N.S.M.
Chef de section

Original

Monsieur Donald JOHNSON
West Africa Project Department
18.18 H. Street
NW Washington DC
U.S.A.

Vos réf. :
Votre lettre du :
Nos réf. : AP/MC 162.77

Orly, le 21 février 1977

Objet : Pont de Japoma - Cameroun.
Affaire 357.201.

MAR 03 1977

WESTERN AFRICA REGION
PORTS RAILWAYS & AVIATION DIVISION
HANDLED BY: Mr. Johnson (in the field)
DATE ANSWERED: Not required

Monsieur,

Suite à votre demande du 17 février, j'ai le plaisir de vous annoncer que le L.C.P.C. sera en mesure de mettre à votre disposition M. AMAR pour l'affaire citée en objet.

A cet effet, je vous prie de bien vouloir trouver ci-joint une lettre de mise à disposition spécifiant nos conditions. Si cette lettre vous convient, vous pourrez soit la signer et nous la retourner, soit nous la remettre à Paris lors de votre passage le 28 février. Dans le cas contraire, nous pourrons éventuellement y apporter des modifications le 28 février.

Dans cette attente, je vous prie d'agréer, Monsieur, l'expression de mes sentiments distingués.

C.V. of M Amar - atd

P. AUTRET

Copie à M. PAREY
M. BAGUELIN
M. AMAR

MINISTÈRE DE L'ÉQUIPEMENT

LABORATOIRE CENTRAL DES PONTS ET CHAUSSÉES

58, boulevard Lefebvre – 75732 PARIS CEDEX 15
Téléphone : Paris (1) 532 31 79 – Télex : LCPARI 200361 F

PONT DE JAPOMA - ETUDE DE FONDATIONS

Réf. : 357.201 - Proposition d'intervention

I. CONSISTANCE DE L'ETUDE.

Il s'agit d'une mission de conseil technique, demandée par M. DONALD Johnson - West Africa Project Department - 18.18 H. Street - NW Washington - DC (BIRD), concernant le pont de chemin de fer de Japoma situé entre Douala et Yaoundé (Cameroun), pont actuellement en construction.

Les fondations de la pile n° 1, réalisées par pieux, ont bougées sous la charge, lors de la construction du tablier (inclinaison).

La mission de conseil technique consistera en :

- étude du dossier à Paris, avec les représentants de la BIRD,

- enquête sur place sur le mode de réalisation des pieux, la solution palliative présentée et réalisée par l'entreprise, la vérification du dimensionnement,

- rapport exprimant l'avis du L.C.P.C. sur la solution réalisée et proposition éventuelle d'autre chose en cas d'insuffisance de cette dernière.

.../...

II. MISE A DISPOSITION D'UN EXPERT.

Le L.C.P.C. mettra à disposition de la BIRD, M. AMAR Chef de section adjoint de la section "Fondations", Département des Sols et Fondations. Le C.V. de M. AMAR est joint en annexe.

III. CONDITIONS DE MISE A DISPOSITION.

1. Prestation de l'expert :

La mission est prévue pour se dérouler du 28 février à la mi-mars 1977 de la manière suivante :

28 février : examen du dossier à Paris avec les représentants de la BIRD,
1-3 mars : mission au Cameroun,
+ 2 jours en France : rédaction et commentaire du rapport d'expertise avec les représentants de la BIRD.

La location de l'expert est effectuée en jour calendaire de présence au Cameroun, le temps inhérent au voyage étant inclus.

Coût à la journée : expert I_1 = 1090 F par jour.

En France, la location est effectuée en jours ouvrables :

Coût à la journée : 1270 F par jour.

La durée de la mission pourra être prolongée à la demande du représentant de la BIRD, en France sans réserves particulières, au Cameroun sous réserve d'une prolongation de la couverture "assurances" (paragraphe III.2).

2. Assurances de l'expert :

La BIRD prendra pour M. AMAR une assurance type Air Monde Assistance et une assurance invalidité décès pour un capital minimum de 350 000 Francs, au bénéfice de l'intéressé ou de ses ayants droits le cas échéant.

Les deux attestations d'assurances devront être remises au L.C.P.C. avant le départ de l'agent au Cameroun. Ceci est une clause impérative dont le non respect interdit le départ de l'agent.

3. Frais personnels inhérents à la mission :

La BIRD fournira à l'expert les tître de transport. M. AMAR sera pris en charge par le représentant local de la BIRD pour son hébergement et ses repas dans les conditions habituelles de la BIRD. Il n'est pas tenu d'engager ses propres devises pour sa mission.

.../...

M. AMAR disposera sur place d'un moyen de locomotion fourni par la BIRD pour se rendre sur le chantier.

4. Autorisation d'accès - documents :

La BIRD se charge d'obtenir les autorisations éventuelles d'accès sur le site et remettra à l'expert :

- dossier complet des études de fondation (essais de sols, coupe de sondages - essais in situ et au laboratoire),
- procès verbaux d'exécution des pieux ou à défaut compte-rendu de chantier,
- note de calcul concernant le projet et la solution palliative adoptée ...,
- de manière générale tout document susceptible de faciliter la mission de l'expert.

IV. REGLEMENT DES REMUNERATIONS.

A la remise du rapport, le L.C.P.C. adressera une facture à la BIRD qui s'acquittera des sommes dues dans un délai de 30 jours fin de mois après réception de la facture, en se conformant aux modalités de règlement spécifiées sur cette dernière.

V. RESPONSABILITE.

La BIRD prononce en faveur de l'Etat Français et du L.C.P.C. l'exonération de la responsabilité pécuniaire et décennale définie par les articles 1972 et 2270 du Code Civil.

Le L.C.P.C. dégage toute sa responsabilité pour tout incident ou accident survenu à des tiers pendant la mission de conseil technique.

Paris, le février 1977.

Pour accord,

Pour la BIRD,

Signature du Demandeur avec cachet.

Record Removal Notice

The World Bank Group Archives & Records Management

File Title		Barcode No.
Railway Project (02) - Cameroon - Loan 1038 - P000325 - Correspondence - Volume 6		30222212
Document Date 2/21/1977	**Document Type** CV / Resumé	
Correspondents / Participants		
Subject / Title Amar Samuel Resume		
Exception(s) Personal Information		
Additional Comments		

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Withdrawn by	Date
Bertha F. Wilson	10/25/2018

FORM NO. 27
(10-76)

WORLD BANK OUTGOING MESSAGE FORM (Telegram, Cable, Telex)

IMPORTANT (PLEASE READ INSTRUCTIONS BELOW BEFORE TYPING FORM.)

Class of Service: TELEX Date: 02/18/1977

Telex No.: 8268 KN Originators Ext: 3681

2/C

Cameroon loan 1038

START HERE

TO: MINEP

CITY/COUNTRY: YAOUNDE, CAMEROUN

MESSAGE NO.:

REF. DEUXIEME PROJET FERROVIAIRE 1038-CM. HONNEUR VOUS DEMANDER ACCORD DU GOUVERNEMENT POUR VISITE M. JOHNSON ET EXPERT DU LABORATOIRE CENTRAL DES PONTS ET CHAUSSEES POUR DISCUTER AVEC REGIFERCAM PROGRES TRAVAUX PONT JAPOMA. MISSION BANQUE ARRIVERAIT LE 2 MARS A DOUALA VOL UYO 73 A 19.10 ET REPARTIRAIT LE 5 MARS. SAUF OBJECTION VOTRE PART, LA MISSION VOUDRAIT S'INFORMER SUR PROJET AVEC SOCOTEC A PARIS AVANT DE PARTIR AU CAMEROUN. SERIONS TRES RECONNAISSANTS RECEVOIR VOTRE ACCORD AVANT 24 FEVRIER. REGRETTONS CE BREF DELAI DU A LA NECESSITE COORDONNER LA MISSION AU CAMEROUN AVEC AUTRE MISSION DANS LA REGION D'AFRIQUE DE L'OUEST. AVONS ENVOYE COPIE CE TELEX A REGIFERCAM. HAUTE CONSIDERATION. EIGEN. CHEF DE DIVISION.

END OF TEXT

NOT TO BE TRANSMITTED

SUBJECT: CAMEROUN - 1038 CM

DRAFTED BY: DECalvo

CLEARANCES AND COPY DISTRIBUTION:

cc: Messrs. Johnson, Palein

cc: Mr. Razafindrabe
Cameroun Embassy

AUTHORIZED BY (Name and Signature): Peter Eigen, Div. Chief

DEPARTMENT: West Africa, Programs IIB

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PS 8244/1 AGI (7282)

FORM NO. 27
(10-76)

WORLD BANK OUTGOING MESSAGE FORM (Telegram, Cable, Telex)

IMPORTANT (PLEASE READ INSTRUCTIONS BELOW BEFORE TYPING FORM.)

Class of Service: TELEX Date: 18 FEVRIER 1977

Telex No.: NO. 5607 KN Originators Ext: 3681

2/C

Cameroon loan 1038

START HERE

TO: REGIFERCAM

CITY/COUNTRY: DOUALA, CAMEROUN

MESSAGE NO.:

REMERCIONS POUR VOTRE TELEX 9 FEVRIER. MM. JOHNSON ET EXPERT DES PONTS ET CHAUSSEES SERONT EN MISSION AU CONGO EN MARS ET VOUDRAIENT S'ARRETER A DOUALA POUR MIEUX S'INFORMER DES DETAILS TECHNIQUES VOTRE TELEX. A CET EGARD AVONS ENVOYE AUJOURD'HUI TELEX SUIVANT AU MINEP CITATION REF. DEUXIEME PROJET FERROVIAIRE 1038-CM. HONNEUR VOUS DEMANDER ACCORD DU GOUVERNEMENT POUR VISITE M. JOHNSON ET EXPERT DU LABORATOIRE CENTRAL DES PONTS ET CHAUSSEES POUR DISCUTER AVEC REGIFERCAM PROGRES TRAVAUX PONT JAPOMA. MISSION BANQUE ARRIVERAIT LE 2 MARS A DOUALA VOL UYO 73 A 19.10 ET REPARTIRAIT LE 5 MARS. SAUF OBJECTION VOTRE PART, LA MISSION VOUDRAIT S'INFORMER SUR PROJET AVEC SOCOTEC A PARIS AVANT DE PARTIR AU CAMEROUN. SERIONS TRES RECONNAISSANTS RECEVOIR VOTRE ACCORD AVANT 24 FEVRIER. REGRETTONS CE BREF DELAI DU A LA NECESSITE COORDONNER LA MISSION AU CAMEROUN AVEC AUTRE MISSION DANS LA REGION D'AFRIQUE DE L'OUEST. FIN CITATION. CONSIDERATIONS DISTINGUEES. EIGEN CHEF DIVISION.

END OF TEXT

NOT TO BE TRANSMITTED

SUBJECT: CAMEROUN - 1038-CM

DRAFTED BY: DECalvo/js

CLEARANCES AND COPY DISTRIBUTION:

cc: Messrs. Johnson, Palein, Kaden

cc: Mr. Razafindrabe
Cameroun Embassy

AUTHORIZED BY (Name and Signature): Mr. Peter Eigen, Chef de Division

DEPARTMENT: WA2DB

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440098 WORLDBANK

INCOMING TELEX Cameroon loan 1938 me

LCPARI 200361F (telex no.)

Distribution

Mr. Brandreth ✓ 897

From: Paris

Mr. Steckhan

ICI LABORATOIRE CENTRAL DES PONTS ET CHAUSSEES PARIS

Don - why not phone? DF

ATTENTION M. DONALD JONHSON

OBJET : EXPERTISE - FONDATIONS PONT CAMEROUN

SUITE VOTRE TELEPHONE PRIERE PRECISER

1) LE BUREAU D'ETUDES OU LE LABORATOIRE AYANT DEFINI LES FONDATIONS DE L'OUVRAGE

2) L'ENTREPRISE QUI LE CONSTRUIT

3) POUR LE COMPTE DE QUI DOIT-ON INTERVENIR

4) EST-CE QUE SOCOTEC PARTICIPE A CETTE MISSION EN TANT QU'EXPERT

REPONSE PAR TELEX 200361F LCPARI

F. BAGUELIN

FIN

440098 WORLDBANK

LCPARI 200361F

Telephoned information to Mr. Baguelin on February 18. DJ

FORM NO. 27
(5-76)

THE WORLD BANK OUTGOING MESSAGE FORM (Telegram, Cable, Telex)

IMPORTANT (PLEASE READ INSTRUCTIONS BELOW BEFORE TYPING FORM.)

IBRD [X]
IDA [ ]
IFC [ ]
ICSID [ ]

Class of Service: TELEX
Date: FEBRUARY 16, 1977
Telex No.: 5329 KN
Originators Ext: 3535
Telex Answerback:

FR/RCA

Cameroon loan 1038

0 START HERE
1 TO HOTEL DES COCOTIERS
CITY/COUNTRY DOUALA, CAMEROUN
MESSAGE NO.:

URGENT POUR PHILIPPE OSTENC BANQUE MONDIALE. HAVE NOTED
4 COMMENTS YOURCAB FEBRUARY 14 ON JAPOMA BRIDGE. BELIEVE IT
5 PRUDENT HOWEVER THAT RAILWAY SUPERVISION MISSION ON WAY TO
6 CONGO VISIT DOUALA WITH OUTSIDE EXPERT TO REVIEW BRIDGE
7 FOUNDATION PROBLEMS DURING WEEK FEBRUARY 28. HAVE CALLED
8 MR. BAGLIN OF LABORATOIRE CENTRAL DES PONTS ET CHAUSSEES
9 58 BOULEVARD LEFEBVRE PARIS ASKING CURRICULUM VITAE SUITABLE
10 EXPERT. IF IN PARIS THIS FRIDAY APPRECIATE YOUR CALLING
11 MR. BAGLIN TO GIVE HIM DETAILS OF FOUNDATION PROBLEMS AND
12 PRESENT STATUS OF WORKS. REGARDS BRANDRETH
13
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19
20
21 END OF
22 TEXT

NOT TO BE TRANSMITTED

SUBJECT: Cameroon: Japoma Bridge

DRAFTED BY: DJohnson:ks

CLEARANCES AND COPY DISTRIBUTION:

cc: Messrs. Kaden
Agueh

AUTHORIZED BY (Name and Signature): H.G. Brandreth

DEPARTMENT: WAP

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FORM NO. 27
(10-76)

WORLD BANK OUTGOING MESSAGE FORM (Telegram, Cable, Telex)

IMPORTANT (PLEASE READ INSTRUCTIONS BELOW BEFORE TYPING FORM.)

Class of Service: LT

Date: FEBRUARY 16, 1977

Telex No.:

Originators Ext: 3535

FR/ITT

Cameroon Loan 1038

START HERE

TO: PHILIPPE OSTENC, 3 PLACE DU PANTHEON

CITY/COUNTRY: PARIS 75005, FRANCE

MESSAGE NO.:

FOLLOWING IS COPY CABLE SENT YOU HOTEL COCOTIERS DOUALA QUOTE HAVE NOTED COMMENTS YOURCAB FEBRUARY 14 ON JAPOMA BRIDGE. BELIEVE IT PRUDENT HOWEVER THAT RAILWAY SUPERVISION MISSION ON WAY TO CONGO VISIT DOUALA WITH OUTSIDE EXPERT TO REVIEW BRIDGE FOUNDATION PROBLEMS DURING WEEK FEBRUARY 28. HAVE CALLED MR. BAGLIN OF LABORATOIRE CENTRAL DES PONTS ET CHAUSSEES 58 BOULEVARD LEFEBVRE PARIS ASKING CURRICULUM VITAE SUITABLE EXPERT. IF IN PARIS THIS FRIDAY APPRECIATE YOUR CALLING MR. BAGLIN TO GIVE HIM DETAILS OF FOUNDATION PROBLEMS AND PRESENT STATUS OF WORKS UNQUOTE REGARDS BRANDRETH

END OF TEXT

NOT TO BE TRANSMITTED

SUBJECT: Cameroon: Japoma Bridge

DRAFTED BY: DJohnson:ks

CLEARANCES AND COPY DISTRIBUTION:

cc: Mr. Kaden
Mr. Agueh

AUTHORIZED BY (Name and Signature): H.G. Brandreth

DEPARTMENT: WAP

SECTION BELOW FOR USE OF CABLE SECTION

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DISTRIBUTION: WHITE—File Copy WHITE — Bill Copy CANARY — Transmittal BLUE — Originator to Keep

PS 8244/1 AGI (7282)

Cameroon Loan 1038

Mr. Louis Pouliquen

February 15, 1977

Donald Johnson

CAMEROON: Second Railway Project (Loan 1038-CM)
Japoma Railway Bridge

I refer to the problems that have been encountered on the Japoma railway bridge with respect to the stability of its piled foundations. I have discussed these problems with Messrs. D. King, Kaden and Fossberg. In addition, Mr. Ostenc visited the bridge site and discussed the matter with Regifercam, the consultants (SOCOTEC, France) and the contractor (SATOM, France) during the week of February 7.

The problem stems from the uneven settlement of the pier number 1 under the dead load of the concrete superstructure which is being built out in cantilever fashion from the three piers situated in the river. This settlement is possibly due to poor concreting of some of the ten piles supporting pier number 1. The remedial measure agreed upon by the Regifercam, consultants and the contractor is to place a prestressed concrete ring around the pier with eight additional piles. I understand that these piles have been driven and that the ring is presently being concreted. However, it seems that there are no facilities on the site for the load testing of individual piles. This leads to uncertainty as to whether the remedial measure will be successful.

We cabled the Regifercam on February 9, asking whether additional expertise would be useful to ascertain the stability of the piers. In its cable of February 11, Regifercam informed us that the additional piles had been driven without any abnormal settlement and that there was no reason for concern. In his cable of February 14, Mr. Ostenc stated that no outside expertise was envisioned and that he did not think such expertise would be useful as he considered the proposed remedial measure as being satisfactory. We shall discuss Mr. Ostenc's findings with him upon his return to the Bank on February 22. Due to the foundation problems encountered on the new Japoma bridge as well as the bridge it is replacing, it would seem indicated that we send a supervision mission to Cameroon in late February or early March to study this foundation problem. As this is a specialized problem where the use of an outside expert is recommended, I called today Mr. Baglin of the Laboratoire Centrale des Ponts et Chaussees, in Paris. He stated that he would see whether his organization could provide a suitable expert to accompany our mission and would telex the Bank giving details of the proposed expert as well as the financial conditions of his involvement.

cc to: Messrs. D. King
R. Steckhan
H. Kaden
P. Fossberg

Cameroon loa 1038 445

FEB 18 1977

WESTERN AFRICA REGION
PORTS RAILWAYS & AVIATION DIVISION
HANDLED BY: letter
DATE ANSWERED: 2/23/77

Mr. Johnson.

Took. Please acknowledge receipt. DI.

Original

BANQUE MONDIALE
18 Bis, H Street

N.W. WASHINGTON DC 20433

(U.S.A.)

RGL/LG/77 773
Gentilly, le 11 Février 1977

Objet : PONT DE JAPOMA
(Cameroun)

A l'attention de Monsieur JOHNSON - Room A 307

Messieurs,

Pour faire suite à votre not Att. entretien téléphonique avec la SOCOTEC, en date du 10 courant, nous avons l'honneur de vous faire parvenir, ci-joint, un certain nombre de documents relatifs au confortement de la pile Nº 1 du PONT DE JAPOMA, soit :

- Lettre SOCOTEC Nº 76-2/862 du 2.12.1976,
- Lettre SATOM Nº 5905 du 23.12.1976,
- Lettre SOCOTEC Nº 77-2/008 du 5.1.1977,
- Lettre SATOM Nº 562 du 1.2.1977,
- Lettre SOCOTEC Nº 77-2/082 du 7.2.1977,
- Lettre SATOM Nº 676 du 7.2.1977
- Plan Nº 121 approuvé par SOCOTEC pour la réalisation de la ceinture.

Nous vous prions d'agréer, Messieurs, l'expression de nos sentiments distingués.

R. G. LEVILLAGEOIS.

C.C. : SOCOTEC/Paris

SOCIÉTÉ ANONYME DE TRAVAUX OUTRE-MER, 3 ET 5, AVENUE GALLIENI — 94250 GENTILLY
CAPITAL : 10 000 000 DE FRANCS
TÉLÉPHONE : 581.12.55
Télex : 250 846 / R.C. Seine 61 B 2680 / Siren 61 202 6807
Agences et filiales : ABIDJAN - BAMAKO - DAKAR - DOUALA - FORT-DE-FRANCE - KADUNA (Nigéria) - LIBREVILLE - LOMÉ - N'DJAMENA - NIAMEY - NOUMÉA - OUAGADOUGOU - POINTE-A-PITRE.

CAMEROON Loan 1038

INCOMINGTELEX From Yaounde

sd

Distribution:

Mr. Soges

Mr. Steckhan

B310

1977 FEB 14 AM 11:33
RECORDS AND COMMUNICATIONS

Feb. 14 77

63 KADEN

YURCAB FEBRUARY 2 REGARDING JAPOMA RAILWAY BRIDGE.
HAVE REVIEWED WITH REGIFERCAM AND SOCOTEC MEASURES TAKEN TO OVERCOME DIFFICULTIES AND HAVE VISITED BRIDGE SITE. DIFFICULTIES ONLY CONCERNED FOUNDATION OF FIRST PILE. CONSIDER STRENGTHENING CURRENTLY BEING CARRIED OUT WILL ENSURE FULL GUARANTEE. OTHER FOUNDATIONS PROCEEDING WELL. SOCOTEC RESIDENT ENGINEER IS IN PERMANENT CONTACT WITH AND UNDER CLOSE SUPERVISION OF SOCOTEC HEADQUARTERS IN PARIS. NO OUTSIDE EXPERTISE ENVISAGED AND DO NOT THINK SUCH EXPERTISE COULD ADD ANYTHING. WILL REPORT TO YOU IN DETAIL IN WASHINGTON FEBRUARY 22. REGARDS

OSTENC.

Cameroon Loan 1038

INCOMING TELEX

~~Mr Johnson~~ (890) SD

FERCAM 5607KN

(Telex NO.)

1977 FEB 11 AM 8 50

RECORDS AND COMMUNICATIONS

Distribution:

Mr. Brandreth

Mr. Steckhan

REGIFERCAM DOUALA

A BANQUE MONDIALE - WASHINGTON

Cameroon: 2nd Railway Japoma Bridge (1038-CM)

----------XXXXXXXXXXXXXXXX---------- NO 193/PDG/DGAE DU 11/2/177

FEB 11 1977
WESTERN AFRICA REGION
PORTS RAILWAYS & AVIATION DIVISION
HANDLED BY: None reqd.
DATE ANSWERED:

ATTENTION M. BRANDRETH

REVOTEL 9 FEVRIER AVONS EXP

LIQUE A M. OSTENC PROBLEME FONDATIONS

PILE UN PONT JAPOMA ET PROJET CONFORTATION EN COURS EXECUTION STOP

TOUS PIEUX SUPPLEMENTAIRES FORES SANS TASSEMENT ANORMAL COMPLEMEN-

TAIRE STOP SITUATION N'INSPIRE DONC PAS D'INQUIETUDE ET M. OSTENC

N'A PAS EMIS D'OBSERVATION. CONSIDERATION.

REGIFERCAM.

Ostenc Douala 17 Feb Thurs

Paris 17 Feb 183ch Thurs.

++++FIN.

Cameroon - Loan 687
Cameroon Loan 1038

WORLD BANK / INTERNATIONAL FINANCE CORPORATION

OFFICE MEMORANDUM

TO: Files

DATE: February 11, 1977

FROM: Donald King

SUBJECT: Japoma Bridge and Embankment, Cameroon Railway Project, 687-CM

1. With reference to the foundation problems now being experienced during the construction of the bridge and the embankment for the approach, the immediate course of action in the Bank was discussed on February 9 at a meeting of Messrs. Donald Johnson, Kaden, Majtenyi, and myself. It was agreed that, concurrently, the following should be done:

(a) Contact experts in soil mechanics/foundations to determine if one would be available for a brief assignment to visit the construction site and consultants and give an opinion on the situations.

(b) Mr. Johnson would contact the bridge consultants to obtain a clearer picture of the history and present status.

(c) Mr. Ostenc's cabled report (from Cameroon) should arrive by February 11 and tell what the contractor and consultants have to say.

(d) The borrower would be contacted and given the Bank's views of the need for obtaining an independent expert opinion, to lay the ground for the expert's involvement.

2. Unless information is forthcoming that would indicate a clear certainty that the bridge difficulties are overcome, the consulting expert selected would be engaged and sent to Cameroon as described above, either at the expense of the Bank or at the expense of the borrower, subject in either case to agreement of the borrower.

DKing:ev

cc: Messrs. Pouliquen
Johnson
Kaden
Majtenyi

FORM NO. 27
(5-76)

THE WORLD BANK OUTGOING MESSAGE FORM (Telegram, Cable, Telex)

IMPORTANT (PLEASE READ INSTRUCTIONS BELOW BEFORE TYPING FORM.)

IBRD [X]
IDA [ ]
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ICSID [ ]

Class of Service: TELEX
Date: FEBRUARY 9, 1977
Telex No.: 8307 KN
Originators Ext: 3535
Telex Answerback:

Cameroon loan 1038

0 START HERE
1 TO INTBAFRAD

CITY/COUNTRY YAOUNDE, CAMEROON 85

MESSAGE NO.:

FOR MICHEL PALEIN. PLEASE INFORM PHILIPPE OSTENC
4 OF FOLLOWING CABLE SENT TO REGIFERCAM TODAY QUOTE
5 REFERENCE PRET 1038-CM PONT DE JAPOMA. PREOCCUPES
6 PROBLEMES CONCERNANT FONDATIONS PONT DE JAPOMA AVONS
7 DONC DEMANDE A MONSIEUR OSTENC INGENIEUR ROUTES
8 ACTUELLEMENT EN MISSION AU CAMEROUN DISCUTER
9 SITUATION AVEC VOUS. RECONNAISSANTS BIEN VOULOIR
10 ORGANISER REUNION ENTRE LUI ET CONSULTANTS AINSI QUE
11 ENTREPRENEURS AFIN S'INFORMER SITUATION EN VUE MESURES
12 A PRENDRE. AFIN NOUS PERMETTRE TROUVER SOLUTION
13 SATISFAISANTE QUESTION FONDATIONS PRIERE DISCUTER
14 AVEC MONSIEUR OSTENC EVENTUALITE D'UNE EXPERTISE
15 SUPPLEMENTAIRE. UNQUOTE REGARDS BRANDRETH
16
1
18
19
20
21 END OF
22 TEXT

NOT TO BE TRANSMITTED

SUBJECT: Cameroon 2nd Railway

DRAFTED BY: DJohnson:jg

CLEARANCES AND COPY DISTRIBUTION: cc: Mr. R. Steckhan

AUTHORIZED BY (Name and Signature): H. G. Brandreth H G Brandreth

DEPARTMENT: WAP

SECTION BELOW FOR USE OF CABLE SECTION

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DISTRIBUTION: WHITE—File Copy CANARY—Bill Copy PINK—Transmittal GOLDENROD—Originator to Keep

FORM NO. 27
(5-76)

THE WORLD BANK OUTGOING MESSAGE FORM (Telegram, Cable, Telex)

IMPORTANT (PLEASE READ INSTRUCTIONS BELOW BEFORE TYPING FORM.)

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Class of Service: TELEX
Date: 9 FEVRIER 1977
Telex No.: FERCAM 5607
Originators Ext: 3535
Telex Answerback:

46

Cameroon Loan 1038

0 START HERE

1 TO REGIFERCAM

CITY/COUNTRY DOUALA, CAMEROUN

MESSAGE NO.:

REFERENCE PRET 1038-CM PONT DE JAPOMA. PREOCCUPES
4 PROBLEMES CONCERNANT FONDATIONS PONT DE JAPOMA AVONS
5 DONC DEMANDE A MONSIEUR OSTENC INGENIEUR ROUTES
6 ACTUELLEMENT EN MISSION AU CAMEROUN DISCUTER
7 SITUATION AVEC VOUS. RECONNAISSANTS BIEN VOULOIR
8 ORGANISER REUNION ENTRE LUI ET CONSULTANTS AINSI QUE
9 ENTREPRENEURS AFIN S'INFORMER SITUATION EN VUE MESURES
10 A PRENDRE. AFIN NOUS PERMETTRE TROUVER SOLUTION
11 SATISFAISANTE QUESTION FONDATIONS PRIERE DISCUTER
12 AVEC MONSIEUR OSTENC EVENTUALITE D'UNE EXPERTISE
13 SUPPLEMENTAIRE. CONSIDERATION DISTINGUEE BRANDRETH
14
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16
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19
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21 END OF
22 TEXT

NOT TO BE TRANSMITTED

SUBJECT: Cameroon 2nd Railway

CLEARANCES AND COPY DISTRIBUTION:
cc: Mr. Kaden

DRAFTED BY: DJohnson:jg

AUTHORIZED BY (Name and Signature): H. G. Brandreth

DEPARTMENT: WAP

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CODE WORLDBANK

ADDRS WORLDBANK

From:

YAOUNDE FEBRUARY 6 1977

98 STECKHAN CC DE LA RENAUDIERE, ESCHENBACH

YAOUNDE FEBRUARY 7 1977

Cameroon TA. Project
INCOMING TELEGRAM Cameroon PCR 672
& Cameroon Loan 1245
& Cameroon SOCAPALM II
& Cameroon loan 1321/ln 657
Distribution:
Mr. Steckhan
Mr. de la Renaudiere
Mr. Eschenbach
& Cameroon loan 935/ln 479
& Cameroon loan 1035
& Cameroon PIM.

RE WORK PROGRAM DATED DEC 1, 76 - PROGRESS REPORT FROM CAMEROON RESIDENT MISSION

LN LN/CR-ADMINISTRATION

1) TA PROJECT.

I HAVE OBTAINED GOVT. FINAL AGREEMENT BY DEC 6 AS REQUESTED. THERE REMAINS SOME HESITATION AT PRESIDENTIAL AND MINEP LEVELS ABOUT THE DESIRABLE STATUS OF THE MINEP EXPERTS. MR. VESSAH'S NOMINATION AS HEAD OF PROGRAMMATION HAS COMPLICATED THINGS. REFRAINING FROM DISCUSSING STRUCTURAL ASPECTS I HAVE CONSISTENTLY INSISTED ON THE AGREEMENT REACHED DURING NEGOTIATIONS THAT PROJECT COORDINATOR BE A FULL TIME FUNCTION WITH SUFFICIENT AUTHORITY AND MEANS TO WORK EFFICIENTLY. BECAUSE OF SUBJECT'S SENSITIVITY AND NEED TO LET WHOLEHEARTED PROPOSALS EMERGE FROM ONGOING INTERNAL DISCUSSION, I HAVE NOT PRESSED HARD FOR AN ANSWER BUT AM READY TO DO SO IF YOU FEEL FURTHER DELAY COULD CREATE SERIOUS PROBLEM AT HQ. NOTE THAT PRINCIPLE OF PROJECT NOT QUESTIONNED.

2) WBO

I HAVE URGED GOVERNMENT TO SPEED UP SODERIM'S CREATION AND DISPATCH OF POWERS TO SIGN AND RECOMMENDATION FOR CONSULTANTS SELECTION. IT IS NOW MAINLY UP TO SUPERVISION MISSIONS TO HELP START PROJECT. I SHALL OF COURSE WATCH EFFECTIVENESS.

Cameroon
Cameroon Plant development
Cameroon 1245
Cameroon SOCAPALM II loan 1324/ca 237
Cameroon

THE DEC 31 EFFECTIVENESS DEADLINE WAS MET IN EXTREMIS THANKS TO MINED CLOSE COOPERATION WITH THIS OFFICE.

4) SOCAPALM II

Cameroon loan 935/ca 479
Cameroon loan 1038
Cameroon PIM

HAVE LIAISED WITH GOVT. RE NEGOTIATION DATES AND MAIN CONDITIONS AND PARTICIPATED IN LOSSON'S DISCUSSION OF SOCAPALM MANAGEMENT PROBLEMS.

5) PORT II

AUTHORITIES NOW SEEM TO HAVE COMPLETED MOST FORMALITIES TO CONCLUDE AGREEMENTS WITH OTHER DONORS (EXCEPT FED). I WILL NOW PRESS FOR SIGNING OF FINANCING AGREEMENT.

TECHNICAL ASSISTANCE AND TRAINING

1) I CAN DO NOTHING RE TA PROJECT EXECUTION UNTIL CREDIT SIGNED AND PROJECT COORDINATOR NOMINATED. BUT I HAVE BRIEFED VARIOUS TA ORGANIZATIONS AND CONSULTING FIRMS ON PROJECT REQUIREMENTS THUS ENCOURAGING PROPOSALS FOR EXPERT ASSISTANCE HOPING THIS WILL HELP PROJECT PICK UP MOMENTUM.

2) I PUSHED HARD FOR THE RECRUITEMENT OF TRANSPORT EXPERTS FOR MINEH. BCEOM HAVE ACCEPTED MINEH'S TERMS AND CONDITIONS. AN INVITATION TO SEND THE EXPERTS IS NOW IMMINENT AND THE EXPERTS COULD BE IN THE FIELD IN A FEW WEEKS. SIMILARLY ARRANGEMENTS ARE BEING CONCLUDED WITH MR. HUET, FORESTRY EXPERT. I HAVE URGED MINEP TO SIGN REVISION TO UNDP'S PROGOC (ANDROZEK - TRANSP.EXP). BUT STATUS STILL UNCLEAR. RE SME: MINEP PREPARING FORMAL REQUEST FOR IDA/CCCE FINANCING. HAVE ADVISED MINEP AGAINST A PREMATURE CAPME INITIATIVE TO REORGANIZE TA SET UP IN A WAY THAT MIGHT HAVE COMPROMISED EXPERIMENTAL PROJECT. SHALL BRIEF GUETTA ON THIS AND OTHER CAPME INITIATIVES AND TAKE HIS SUGGESTIONS FOR FORTHER FOLLOW UP OF SME.

3) TRAINING: FOR LACK OF TIME HAVE CONFINED MYSELF TO USUAL

ASSISTANCE TO GOVT. HAVE OBTAINED SECONDMENT OF A OTHER EXPERT TO INDUSTRIAL MISSION. SORRY IF THIS CAUSED YOU SOME STRAIN, POPIEL NOT KNOWING THAT I HAD FOLLOWED UP ON HIS DEC. REQUEST SUCCESSFULLY.

PROJECT ACTIVITIES

1) AGRICULTURE

LIAISED WITH GOVT. RE NATURE AND SCHEDULE OF SENRY DISCUSSIONS AND PARTICIPATED IN REVIEW OF WESTERN HIGHLANDS PREPARATION WITH FED, FRG AND GOVT.

2) TRANSPORT.

JOINED DICK, BILLINGTON IN THEIR DISCUSSIONS OF CORRIDOR AND OTHER SECTOR ISSUES. SHALL HAVE BETTER VIEW OF SITUATION AFTER FINNE/OSTENO HAVE BRIEFED ME. I HAVE TRIED TO ASCERTAIN FOLLOWING FACTS: GAUFF ALREADY HAS FIRM CONTRACT TO STUDY AND ENGINEER DLA-YAO AUTOROUTE, IS ALREADY TAKING AERIAL PHOTOGRAPHS, AND HAS MANDATE TO BUILD FIRST 30 KM FROM DOUALA WITHIN FY 78. BECICAM HAS CONTRACTED TO RESTORE THE EXISTING DLA-EDEA ROAD, AND WINEH WILL IMPROVE EDEA-KRIBI ROAD. GOVT. TAKES FOR GRANTED THAT EDEA-DLA RAIL WILL BE REALIGNED IMMEDIATELY. GIVEN LIKELY FINANCIAL CONSTRAINTS AND EXECUTION DELAYS, AND POSSIBLE TRAFFIC REGULATIONS, I ASSUME ROAD CONSTRUCTION RATE MAY STILL BE COMPETIBLE WITH RAILWAY DEVELOPMENT. IF RNCF AGREES TO INVESTMENT PROGRAM COMPATIBLE WITH THEIR FINANCIAL VIABILITY BASED ON REALISTIC TRAFFIC ASSUMPTIONS, AND IF GOVT. CONTINUES MAKING PROGRESS WITH RECRUITING TECHNICAL ASSISTANCE AND STRENGTHENING SECTOR PLANNING, I ASSUME WE MIGHT BE ABLE TO HELP REGIFERCAM. FOR A WHILE WE WOULD NOT TOUCH NEW HIGHWAYS BEFORE GOVT. HAS AGREED TO SOUND MAINTENANCE PROGRAM. THIS IS WHAT I WOULD TELL GOVT AT THIS STAGE IF ASKED. PLEASE CORRECT. POT AHIDJO, WHOM I HAD THE OPPORTUNITY TO MEET, TOLD ME HE HOPED BANK QUICKLY REFINANCE GAROUA-FIGUIL SECTION OF THE OLD PROGRAM.

FEEDER ROADS: AN ASSISTING APPRAISAL MISSION AND COORDINATING WITH FRG AND FED.

3) INDUSTRY/URBAN

AM LIAISING WITH POPIEL. AM TRYING TO ELICIT REACTION TO URBAN PROJECT MISSION SUGGESTIONS. DEPENDING ON RESULT I MAY SUGGEST FOLLOW UP MISSION.

4) EDUCATION

AM PRESSING FOR A DECISION ABOUT THE COMITE ENSEIGNEMENT AGRICOLE, AND URGED MINED ACT TO DELAY ITA COMPONENT. RECENT SPEECH BY PDT AHIDJO MAY HELP. I WILL NOW WAIT FOR EDSTROM'S SUGGESTIONS FOR FOLLOW UP. AM RELAYING HQ'S FINAL RECOMMENDATION FOR AWARD OF CET/CERAFOP CONTRACTS ENDING MY FOLLOW UP OF THIS ISSUE..

LATE PAYMENTS

HAVE IMPLEMENTED NEW RESIDENT MISSION SYSTEM OF REMINDERS TO BORROWERS AND FOLLOW UP OF LOAN REPAYMENTS TO TRANSFER ORDER EXECUTION SYSTEMATICALLY SINCE DECEMBER. I WOULD BE INTERESTED TO KNOW IF PERFORMANCE IMPROVING. MY OWN OBSERVATIONS SHOW THAT REMAINING DELAYS WERE MOSTLY ATTRIBUTABLE TO BANKING SYSTEM.

OTHER

HAVE HAD SOME DIFFICULTY LIAISING WITH GOVT ON MISSIONS SCHEDULE DUE 1) NUMBER OF MISSIONS, 2) REDUCED AVAILABILITY OF GOVT OFFICIALS AND 3) INCOMPLETE INFO FROM HQ COVERING 3-MONTH PERIOD. AN IMPROVEMENT IN HQ (EVEN APPROXIMATE) FORECASTING WILL GREATLY HELP ME OBTAIN EXPLICIT CLEARANCES AND PREPARE MISSIONS ARRIVAL.

REGARDS PALEIN.

FORM NO. 27
(5-76)

THE WORLD BANK OUTGOING MESSAGE FORM (Telegram, Cable, Telex)

IMPORTANT (PLEASE READ INSTRUCTIONS BELOW BEFORE TYPING FORM.)

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Class of Service: TELEX
Date: FEBRUARY 1, 1977
Telex No.: 8307
Originators Ext: 3535
Telex Answerback:

L/C

Cameroon loan 1038

0 START HERE
1 TO: INTBAFRAD
CITY/COUNTRY: YAOUNDE, CAMEROON
MESSAGE NO.: 72

4 FOR PALEIN. PLEASE FORWARD FOLLOWING TO OSTENC:
5 CONTRARY TO PREVIOUS ARRANGEMENT PLEASE CONTACT
6 REGIFERCAM DOUALA CONCERNING SOILS AND FOUNDATION
7 DIFFICULTIES JAPOMA RAILWAY BRIDGE. YOU SHOULD DISCUSS
8 WITH RAILWAY AND CONSULTANTS SOCOTEC MEASURES TAKEN TO
9 OVERCOME DIFFICULTIES AND ARRANGE TO VISIT BRIDGE SITE.
10 PLEASE CABLE WHETHER IN YOUR VIEW SOCOTEC HAS SITUATION
11 UNDER CONTROL OR WHETHER ADDITIONAL CONSULTING EXPERTISE
12 REQUIRED INDICATING IF SOCOTEC HAS PLANNED TO OBTAIN
13 SUCH EXPERTISE OR SHOULD BE ADVISED TO DO SO. REGARDS.
14 KADEN
15
16
17
18
19
20
21 END OF TEXT
22

NOT TO BE TRANSMITTED

SUBJECT: Cameroon II Railway Project

DRAFTED BY: DJohnson:jg

CLEARANCES AND COPY DISTRIBUTION:
Cleared with and cc: H. Brandreth
F. Agueh

AUTHORIZED BY (Name and Signature): H. Kaden, Deputy Chief

DEPARTMENT: WAPHW

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INCOMING TELEX Cameroon Loan 1038 1b

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DISTRIBUTION: MR. H. BRANDRETH
MR. R. STECKHAN

(879)

1977 FEB -1 AM 11: 29

COMMUNICATIONS SECTION

Mr. Apitz

file

YAOUNDE FEBRUARY 1 1977

47 BRANDRETH

REYURCAB JANUARY 26. PRINCIPAL OBJECT OF PROPOSED MEETING DISCUSSION OF CORRIDOR STUDY FINDINGS. HOWEVER REGIFERCAM EMPHASISE URGENCY OF ROLLING STOCK DECISION IN PRINCIPLE WHICH WILL CERTAINLY BE RAISED. AS YOUR RESPONSE TO REGIFERCAM ALREADY DELAYED FURTHER POSTPONEMENT UNTIL MY RETURN FEBRUARY 8 ACCEPTABLE IN VIEW OF POSSIBLE SECTOR PROBLEMS BUT SUGGEST APITZ AND DEFALQUE BE ASKED TO BE PREPARED FOR MID MARCH MEETING. REGARDS

DICK VIA PALEIN.

FEB 01 1977
WESTERN AFRICA REGION
PORTS RAILWAYS & AVIATION DIVISION
HANDLED BY: Ann
DATE ANSWERED: NAR

Cameroon loan 1038

(424)

FRENCH ENGINEERING BUREAU

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

in your reply refer to:
No 4720 SR

January 26, 1977

Mr. Harold G. Brandreth
Chief, Ports, Railways & Aviation Division
West Africa Regional Office
The World Bank B 307
Washington, D.C.

JAN 26 1977
WESTERN AFRICA REGION
PORTS RAILWAYS & AVIATION DIVISION
HANDLED BY: none reqd.
DATE ANSWERED:

Re : CAMEROUN
Transport study in the
Douala - Yaounde Corridor

Dear Mr. Brandreth :

At the request of the President Directeur Général de la Régie Nationale des chemins de fer du Cameroun, we are forwarding you herewith two copies of the draft report prepared by Sofrerail and OCCR - INTER G entitled :

(see DOC. # 120196 (E-F-G))

- Transports dans le Corridor Douala - Yaounde
  Etudes économiques et financières complémentaires
  (rapport et annexes) (December 1976)
- Note complémentaire (January 1977)

Very truly yours,

D.C. Lefebvre

D.C. LEFEBVRE
SOFRERAIL

telex: WUI 64136 Febvre; ITT 440231 Lefe; cable address: "FRANCENERG"

440098 WORLDBANK

FERCAM 5607KN (Tlx. No.)

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Cameroon loan 1038 lb

(870)

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DISTRIBUTION: MR. H. BRANDRETH
MR. R. STECKHAN

1977 JAN 24 PM 1:39

COMMUNICATIONS SECTION

Mr. Apitz

REIGIFERCAM DOUALA

A BANQUE MONDIALE - WASHINGTON

----------NO 158/PDG/DGAE DU 24/1/1977----------

JAN 24 1977
WESTERN AFRICA REGION
PORTS RAILWAYS & AVIATION DIVISION
HANDLED BY: H. APITZ
DATE ANSWERED: 1-26-77

ATTENTION M. BRANDRETH

MARCHES NO 27 ET 28 AVEC SOFRERAIL FIXENT A 43 DOLLARS INDEMNITE

JOURNALIERE SEJOUR EXPERTS AU CAMEROUN STOP VOUS DEMANDE PRECISER

SI PNUD A MODIFIE CE TAUX ET DATE APPLICATION STOP SOD EEE SOFRERAIL

DEMANDE REVISION SUR BASE 50 DOLLARS ET VOUS SIGNALONS QUE AVEC

VOTRE ACCORD AVONS ACCEPTE 12 000 F CFA SOIT 48 DOLLARDS POUR

TRANSURB STOP PENSONS OPPORTUN NE PAS DEPASSER CE TAUX - CONSIDE-

RATION.

REGIFERCAM.

++++++FI,N.

Cameroon Loan 1038
2 Cameroon Loan 5-4
4 Cameroon Transp. Sector (Y.D. Corrid. Investment)

WORLD BANK / INTERNATIONAL FINANCE CORPORATION

OFFICE MEMORANDUM

TO: Messrs. M.C. Dick and G. C. Billington

DATE: January 21, 1977

FROM: H. G. Brandreth

SUBJECT: CAMEROON: Second Railway Project (Loan 1038-CM)
Terms of Reference

1. On or about January 27, 1977 you will arrive in Cameroon for a period of five or six days for discussions with the Government on transport sector issues and in particular progress towards improving sector planning and coordination and the conclusions and implications of the Douala-Yaoundé Corridor Study. You will be joined by Mrs. Finne and Mr. Ostenc for all or part of these discussions.

2. You will discuss:

(a) Government progress in the organization and improvement of sector planning, including technical assistance provision and any action necessary to ensure speedy implementation;

(b) the need for and principal elements and timetable of a program of action to develop a planning mechanism in the transport sector with which the Bank can have a useful dialogue and which will provide an acceptable basis for future project identification and preparation;

(c) the results of the prior technical discussions of Messrs. Dick and Stockmann with Regifercam on the Douala-Yaoundé Corridor study;

(d) the implication of the consultants' study and the above discussions, for total road and rail investment in the corridor and the timing and magnitude of this investment in the context of total Cameroon transport sector investment;

(e) the implications of the above for the Second Railway Project and the Third Highway Project.

3. On your return to Washington, you will prepare a short report on your discussions in conjunction with WAPHW.

Cleared with and cc: Messrs. Steckhan, Soges, Ostenc & Mrs. Finne

cc: Mr. de la Renaudière, Director, WA2DR
Mr. Steckhan, Division Chief, WAPD 2B
Mr. Gué, Director WAPDR
Mr. Pouliquen, Assistant Director, WAPDR
Mr. van Gigch, Assistant Director, WAPDR
Mr. King, Assistant to the Director, WAPDR
Mr. Brandreth, Division Chief, WAPPR
Mr. Palein, RMWA
Mr. van der Tak, PAS (2)
Mr. Willoughby, CPS
Mr. Chittleburgh, CPS
Mr. Rothenbuhler, LEG
Mr. Elliott, CTR

Cameroon box 1038

Jan. 19, 1977

INCOMING TELEX

Distribution:

Mr. Steckhan

Mr. Brandreth

sj

From: Yaounde via Paris

1977 JAN 19 PM 1:48

29 STECKHAN CC BRANDRETH

FURTHER TO MU TX 5 OF JAN 6. INFORMING YOU THAT TRANSPORT MINISTER HAS WRITTEN STRONGLY SUPPORTING REGIFERCAM'S REQUEST FOR ROLLING STOCK FINANCING. REGARDS

PALEIN.

MR. BRANDRETH

Cameroon loan 1038

(428)

FEB 01 1977

WESTERN AFRICA REGION
PORTS RAILWAYS & AVIATION DIVISION
HANDLED BY:
DATE ANSWERED: NAR

Son Excellence
Monsieur le Ministre des Transports
Yaoundé

Yaoundé, le 18 janvier 1977

Objet: Financement de matériel ferroviai

Monsieur le Ministre,

J'ai l'honneur d'accuser réception de votre lettre n° 0122/MINT/SG du 11 janvier 1977 dans laquelle vous appuyez la demande de financement de matériel adressée par la Régie Nationale des Chemins de Fer à la Banque Mondiale.

Je vous informe que j'ai transmis votre point de vue à mon siège. Je pense que Monsieur Dick, qui devrait rencontrer la Regifercam 19 janvier prochain, pourrait apporter des éléments de réponse à cette requête.

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

Michel Palein
Representant Résident

cc : M. le Président-Directeur Général de la RNCF

bbcc : Messrs. Stechlian, Brandreth

YELLOW COPY Cameroon loan 1038

INTERNATIONAL BANK FOR RECONSTRUCTION AND DEVELOPMENT
Cable Address - INTBAFRAD

INTERNATIONAL DEVELOPMENT ASSOCIATION
Cable Address - INDEVAS

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

18 janvier 1977

Monsieur G. Ntang
Président Directeur général
Régifercam
B.P. 304
Douala
Cameroun

Monsieur le Président Directeur général,

J'ai l'honneur d'accuser réception de votre lettre No. 7657 du 31 décembre 1976.

En ce qui concerne votre demande de financement de l'achat de matériel roulant, nous sommes d'avis que cette question devrait être examinée avec MM. Dick et Stockmann au cours de leur prochaine mission au Cameroun. Nous voudrions vous aviser, cependant, que votre requête devra être étudiée dans le cadre de votre plan quinquennal d'investissement et que, vu la complexité de ce document, une décision à cet égard ne pourra être envisagée au cours de la mission en question.

Veuillez agréer, Monsieur le Président Directeur général, l'assurance de ma considération distinguée.

H.G. Brandreth
Chef de la Division Ports,
Chemins de Fer et Aviation
Bureau Régional de l'Afrique de l'Ouest

RGC

cl with and cc: Mrs. Calvo

MDick/HApitz:kh (408)

ES/BB.-

REPUBLIQUE UNIE DU CAMEROUN
Paix — Travail — Patrie

Ministère des Transports

SECRETARIAT GENERAL

Cameroon loan 1038

UNITED REPUBLIC OF CAMEROON
Peace — Work — Fatherland

Ministry of Transport

CAM - RW 2

Yaoundé, le 11 JANV. 1977 19

N° EE0122 /MINT/SG.-

Le Ministre des Transports
The Minister of Transport

Réf. :

à M. onsieur le Représentant Résidant de la Banque Mondiale
to Mr.

- Y A O U N D E -

Objet : Financement matériels de transport ferroviaire.-
Subject :

Monsieur,

J'ai l'honneur d'accuser réception d'une ampliation de la lettre n° 7657/PDG/DGAE que le Président Directeur Général de la Régie Nationale des Chemins de Fer du Cameroun a envoyée le 31 décembre 1976 à la Banque Mondiale à Washington sur le financement de matériels de transport.

En faisant mien ce dossier et en l'appuyant fermement, je vous serai reconnaissant de me préciser votre réaction que je souhaite favorable. En effet, une réponse positive nous permettra une exploitation rentable de cet organisme qui occupe une situation stratégique sur le système des transports au Cameroun.

Veuillez agréer, Monsieur, l'assurance de ma parfaite considération./-

REPUBLIQUE UNIE DU CAMEROUN UNITED REPUBLIC OF CAMEROON
MINISTRY OF TRANSPORTS MINISTERE DES TRANSPORTS

John Nkengong MONJA

Acknowledged Jan 17, 77

Cameron Loan 1038

Jan 12, 77

Back to office report

Cameroon Loan 1038
Cameroon Loan S-4
Cameroon Railway III

WORLD BANK / INTERNATIONAL FINANCE CORPORATION

OFFICE MEMORANDUM

TO: Mr. H.G. Brandreth, Chief, WAPPR

DATE: January 12, 1977

FROM: H. Apitz, A. Defalque, WAPPR

SUBJECT: CAMEROON - Second (Loan 1038-CM) and Third (Loan S-4 CM) Railway Projects Supervision - Back-to-Office and Full Report

1. In accordance with Terms of Reference dated December 3, 1976, a mission composed of Messrs. H. Apitz and A. Defalque visited Douala from December 11 to December 21, 1976, after having attended meetings in Luxemburg with EIB, FED, CCCE and RAN on December 8-9, 1976, and in Paris with Sofrerail on December 10, 1976, as planned.

2. The results of the Luxemburg meetings will be dealt with in a separate memorandum.

3. Supervision summaries for the second and third railway projects are attached to this report. Comments, conclusions and recommendations about these two projects are given in paragraphs 5 and 6 below.

4. Identification of a possible next project

4.1 Regifercam requested an urgent intervention of the Bank in order to assist the railway in solving a major capacity problem. As forecast in paragraph 2.2 of the Annex 1 of the First Railway Project (Loan 687-CM) Completion Report dated May 3, 1976, the number of box-cars provided for under the Second Railway Project appears to have been less than required.

4.2 Consequently, Regifercam inquired whether the Bank could schedule a mission to Cameroon very early in 1977 in order to appraise a project which would consist of the procurement of:

(i) 150 box-cars;
(ii) 50 gondolas;
(iii) 2 well wagons;
(iv) track maintenance equipment (5 gangcars, 1 test railcar, 1 tamping machine, 2 inspection cars);
(v) 50 turnouts;
(vi) 50 bogies; and
(vii) signalling equipment.

In addition, Regifercam would seek financing from CCCE to increase substantially its fleet of mainline locomotives (namely five 4B-3600 and four BB 900 locomotives).

4.3 A tentative estimate of the total foreign exchange cost of the proposed project would be of CFAF 5.1 billion (or US$20.8 million equivalent at the present exchange rate of CFAF 245 = US$1.0). This amount includes CFAF 2.0 billion (US$8 million) for motive power to be financed under bilateral aid (CCCE).

Cost estimates of the other items which could possibly be Bank-financed are shown below, in end 1976 prices:

	CFAF (million)	US$ (million)
150 box cars	1350	5.5
50 gondolas	375	1.5
2 well wagons	30	0.1
Track maintenance equipment	405	1.7
50 turnouts	130	0.5
50 bogies	100	0.4
Signalling equipment (Douala-Yaounde)	750	3.1
	3140	12.8

4.4 A tentative justification of the freight wagons needed is given in Annex 1. It has been estimated, at this stage, that, should Regifercam not have the necessary new freight cars in service by mid 1978, the frustrated traffic would be of the order of magnitude of 190,000 tons during the fiscal year 1978/1979.

4.5 The mission recommends that Regifercam's request be given close attention and that a decision be communicated early January 1977 to Regifercam. If the Bank were not in a position to give a positive answer to Regifercam's request, the railway should obtain financing from other sources. However, Regifercam has at present no prospect for resolving this financing problem.

5. Supervision of the Second Railway Project (Loan 1038-CM)

5.1 Project execution

Japoma Bridge

(a) As of December 14, 1976, the works of the new Japoma bridge were underway with the construction of the crown of Pier No. 3 on the 10 piles which have been driven in. Reinforcement of Pier No. 1 was necessary because of excessive subsidence under the load of the first span of the bridge, and the contractor undertook to drive 8 additional piles to increase the strength of its foundation. The earthworks on the left bank of the Dimbamba river were still to be completed, the final level of the embankment having not yet been reached. In several areas between the new Japoma station and the left bank of the river the fills collapsed due to exesssively marshy conditions. Due to these physical contingencies, the completion of these works has been delayed, and the bridge is not expected to be put into service before end August 1977.

(b) All other Bank-financed items have been delivered, installed and/or put into service except for:

(i) 2 traction motors for shunting engines which were due to be delivered in August 1976 (category 6 of the Loan); and

(ii) the telecommunication equipment which has been delivered but remains to be installed by Regifercam with supplier assistance.

(c) CCCE-financed items composed of 4 mainline locomotives and 3 shunting locomotives have been delivered and put into service.

5.2 Project costs

The total project cost is tentatively estimated as follows:

	US$ Million	
Local	Foreign	Total
2.7	21.1	23.8

Notes:

1. The total project costs will be estimated more accurately later taking into account the exchange rate adjustments during project execution and after review by Regifercam of the forecast total cost of the Japoma bridge construction, based on indications given by the mission for the formulation of the proposed amendment to Contract No. 11/EG.

2. The above figures do not include financing for consulting services, which has been transferred to Loan S-4 CM, nor the interest during construction. However, they include all funds provided by other sources.

5.3 Closing date

The closing date of the Loan, March 31, 1978, as proposed by the last supervision mission, should be maintained.

5.4 Final supervision

Since construction of the Japoma bridge should be completed by the end of August 1977, the Final Supervision is proposed for November-December 1977.

5.5 Conclusion

Unless unexpected additional physical contingencies arise, the Second Railway Project will be completed early next fall. The proceeds of the Loan are expected to be fully disbursed by the end of the first quarter of 1977, for the physical items of the project. No particular recommendation is to be made about the Second Railway Project.

6. Supervision of the Third Railway Project (Loan S-4 CM)

6.1 Execution of the project

6.1.1 New Douala Station Feasibility Study

Methodology

(i) With the mission's assistance Regifercam negotiated the methodology to be applied by the consultants selected for the execution of the Feasibility Study for the new Douala Station and Marshalling Yard (Transurb Consult and Louis Berger). An agreement has been reached for a total allocation of 16 man-months of which 5 will be in the field.

Cost

(ii) After negotiation of the financial conditions of the contract, the estimated cost of the Feasibility Study proposed by the Consultants is shown below:

	US$	
Local	Foreign	Total
9,400	127,100	136,500

(included in this amount: US$21,600 for air tickets and reports). Regifercam did not formally approve the conditions before mission's departure, but they were considered as acceptable by Regifercam' s management. In the meantime, the draft contract has been submitted to the Bank and approved. The provision in the Loan for this item was 20 man-months for a total foreign exchange cost of about US$190,000 including both physical and price contingencies. Therefore, it is possible there will be a surplus of about US$63,000 on the foreign exchange cost of the Feasibility Study.

Timing

(iii) The draft Consultants' report on the Feasibility Study should be available for the Railway's and Bank's comments before end-May 1977. However, the final report may not be expected before end-August 1977. Contract award for the Final Engineering Studies for the new Douala Station and Marshalling Yard will take place around December 1977, at the earliest, and the tender documents for execution of the works will not be issued before fall 1978. During supervision the mission underlined that the lack of delegation in the decision-making process at Regifercam's top management level was the cause of the excessive delays in project execution.

6.1.2 Management Study

(i) Methodology and man-months allocation for the second phase

Regifercam and the mission discussed with Sofrerail the scope, priorities and timing of the second phase of the Management Study. The discussions resulted in the following:

(a) an extension of the scope of the work of the consultants in the two fields most critical for railway's efficiency, namely: motive power maintenance and operations;

(b) better coordination and orientation of the actions to be undertaken in administration and management with a view to achieving effective planning, accounting and budget control; and

(c) continuation of Consultants' guidance in the implementation of their recommendations after the second phase permanent action of the experts, by the provision of brief follow-up missions by Consultants. The total allocation will be 76 man-months for the second phase of the Management Study, instead of 65 as initially provided for.

(ii) Cost

The cost of the Management Study will be increased by about US$66,000 and the additional cost is expected to be met by the contingencies and the surplus left from the Feasibility Study (paragraph 5.1.1 above).

(iii) Timing

The second phase will start by mid-January 1977. The draft Final Report is expected by May 1, 1978, and the Final Report is due end-1978 after execution of the follow-up missions.

6.1.3 Corridor Study

An addendum to Sofrerail's draft Final Report will be prepared by the Consultants and forwarded directly to the Bank for comments by the end of January 1977. This addendum will respond to Regifercam's remarks on this draft Final Report and Bank's comments on the provisional report. Regifercam intends to invite the interested lending organizations to a meeting to be held early next March to review the conclusions of the Draft Final Report and its addendum.

6.2 Conclusions and Recommendations

(i) Closing date of Loan S-4 CM

It is evident that the project will not be completed before end-1978, and the closing date has to be postponed by at least 6 months. The proposed new closing date is March 31, 1979.

(ii) Cost of the Project

At this stage, the total foreign exchange cost of the project is not expected to exceed the available funds.

(iii) Final proposals of Consultants

A letter has been sent to Regifercam requesting that the proposed contract for the Feasibility Study1/ and the proposed amendment to the contract for the Management Study be forwarded to the Bank for approval as soon as possible.

(iv) Timing

The same letter deals with the problem regarding the timing of the new Douala Station project and requests that measures be taken to reduce the delays in project execution; and

(v) Next Supervision Mission

Another supervision mission should be scheduled for early next June, when the draft report of the Feasibility Study will have been received and reviewed.

7. General situation of the Railway

7.1 Motive power and Rolling stock

The availability of motive power and rolling stock is low but improving. However, the overall availability of mainline locomotives is still below 70%, particularly for the newest engines (BB-B 3600) and the availability of freight cars is under 90%. The recommendations made by Sofrerail after the first phase of the Management Study for the improvement of the workshop facilities are presently being implemented. The Regifercam personnel in the field are willingly and work to improve their performance.

7.2 Operations

Derailments, both on the mainline and in the stations, rail breakages, and locomotive breakdowns are hampering the operation of the railway. Some improvement in freight car turnround time was recorded in the third quarter of 1976 following closer supervision of equipment utilization. However, a major accident in September greatly reduced the traction capacity of Regifercam and resulted in a sharp rise in freight car turnround time.

7.3 Finances

7.3.1 Regifercam's fiscal 1975/1976 results are slightly below forecast with a working ratio of 89% as compared to the expected 87%. The shortfall is due to 12.5% higher than budgeted material and other costs, caused by higher than expected inflation and by supplemental purchases of spare parts to repair damages caused by accidents. These excess costs (above the level expected at appraisal

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1/ The proposed contract has been received, in the meantime.

the third railway project) will tend to persist during the current and the subsequent fiscal years, in spite of a more vigorous cost control recently introduced by the railway. Financial results for July and August 1976 are nevertheless better than forecast, due mostly to a 17% increase of freight traffic. The 81% target working ratio for 1976/1977 is expected to be achieved.

7.3.2 A draft budget for 1977/1978 was reviewed and discussed with Regifercam. Its attainment would result in a working ratio of 70% two percentage points better than target levels. Main features of the budget are:

(i) a five percent decrease of passenger traffic, due to the diversion expected from a proposed 15% tariff increase, and a 13% increase of freight traffic. There appears to be sufficient demand for a freight traffic increase of at least 13% to materialize. There is, however, a risk that the railway may not be able to carry the additional traffic, as only one additional locomotive and no additional freight cars will be available before early 1978. The railway is aware of the need to increase the productivity of existing motive power and freight cars to cope with expected demand and is now, assisted by consultants Sofrerail, initiating vigorous action to this effect;

(ii) proposed tariff increases as of July 1, 1977, averaging 15% for passengers and 20% for freight, which have been recently submitted for approval to the Government. No reaction from the Government has yet been received, but the Government appears to be aware that any shortfall in tariff increases would have to be offset by additional subsidies. The railway expects therefore no major cuts in its tariff proposals; and

(iii) a somewhat low budget figure for material and other costs. In spite of more vigorous and systematic cost control, an overrun of about 8% has to be expected.

7.3.3 In summary, the railway did initiate adequate action to increase productivity, control operating costs, and raise tariffs. The mission expects that the working ratio target for 1976/1977 (81%) will be achieved and that there is a good prospect to achieve the 1977/1978 target of 72%. No additional action is therefore presently required.

REGIFERCAM

Freight Cars Requirements

1. Regifercam has been experiencing a shortage of box-cars and gondolas since about June 1976 due to the following:

(i) increased transport demand
(ii) low utilization of existing fleet; and
(iii) traffic peak seasons.

Since July 1976, Regifercam has been taking steps to improve the turnround of freight cars by closer supervision of equipment utilization. From June to July 1976, the turnround of box-cars dropped from 11.5 to 6.8 days.

2. However, following a deterioration of motive power availability and numerous locomotive breakdowns, the turnround for September and October 1976 rose sharply to 11 days between two successive loadings. A major accident, which occured on September 9, 1976, deprived the railway of one 4 B-3600 locomotive, one BB-1200 locomotive and one railcar (which has to be replaced by one mainline locomotive in order to haul passenger trains) for several months. Improvement in the motive power situation cannot be expected before January-February 1977, when one 4B-3600 locomotive presently being repaired in France will be back in Cameroon. The two locomotives damaged in the accident will not be back in service before end-1977.

3. Regifercam has undertaken to improve its freight car availability factor during the last few months and expects to reach 90% soon.

4. Sufficient motive power availability combined with better freight car availability and utilization, resulting in a turnround of 7 days, will not provide sufficient transport capacity for the forecast general cargo traffic for 1978/1979.

5. The lack of freight cars is estimated at a minimum 150 box-cars and 50 gondolas, taking into account the scrapping of overaged or badly damaged equipment as a result of future accidents (28 box-cars and 12 gondolas), and an additional number of 20 box-cars and 6 gondolas to take care of a moderate peak traffic factor.

6. Detailed figures on turnround and availability of the box-cars for the last 10 months collected by the mission are shown in Table 1 of this Annex. Regifercam's calculation of the requirements both for box-cars and gondolas is given in Table 2 of this Annex.

Note: The latter document prepared by Regifercam has been discussed with railway staff. It appeared that the traffic demands for fertilizer, cement, cotton and North Cameroon-Chad-Central African Empire transit might be on the low side.

7. Conclusion

Should Regifercam not dispose of additional box cars and gondolas by mid 1978, there would be a lack of transport capacity on the order of 190,000 tons at a minimum.

CAMEROON - REGIFERCAM

Box-Car Utilization
(Banana and leased box-cars excluded)

Month (1)	Number of loaded cars (2)	Fleet (3)	Available box-cars (4)	Availability Factor (5)	Turnround of available box-cars (days) (6)
January 1976	1,769	392	340	0.87	6.0
February	1,380	392	340	0.87	7.1
March	1,567	392	340	0.87	6.7
April	1,393	392	330	0.84	7.3
ay	1,350	402	340	0.84	7.8
une	907	412	350	0.85	11.5
July	1,649	417	360	0.86	6.8
August	1,500	417	370	0.89	7.6
September	1,209	417	370	0.89	9.2
October	1,038	417	370	0.89	11.0

(3) Total fleet of Box-cars for commercial traffic (leased, specialized and service cars excluded).

4) Available for operations.

(5) (4):(3)

(6) $\frac{(4) \times \text{number of days in the month}}{(2)}$

CAMEROON - REGIFERCAM

Box-Car and Gondola Needs

Traffic	Traffic forecasts (tons) 1/ 1977-1978	1978-1979	Average Load per freight car (tons)	Number of freight cars to be loaded 1977-1978	1978-1979
1. Box Cars					
Parcels	26,200	27,000	15	1,746	1,800
Express shipments (wagons) fish excluded	3,000	3,000	8	375	375
General cargo	36,000	40,000	22	1,636	1,818
Groupage	45,400	50,000	15	3,027	3,334
Food	16,300	18,000	20	815	900
Wheat cereals	16,000	18,000	30	533	600
Drinks imports (except wine) in bulk)	5,000	5,500	30	167	184
Local drinks	35,000	38,000	30	1,167	1,267
Sugar (Sosucam-Camsuco)	20,000	30,000	32	625	938
Various Sosucam-Camsuco	3,500	5,000	25	140	200
Return packing	22,800	35,000	15	1,520	2,334
Fertilizer	6,100	8,000	32	191	250
Construction material (80%)	72,000	90,000	32	2,250	2,813
Salt	15,000	16,000	32	469	500
Cocoa	66,000	68,000	32	2,063	2,125
Coffee	33,000	35,000	32	1,031	1,094
Cotton	50,000	70,000	30	1,667	2,334
Cotton seeds	10,000	12,000	25	400	480
Groundnuts	1,000	1,200	30	33	40
Transit North Cameroon - Chad - CAE					
Exports (60%)	4,800	5,200	25	192	208
Imports	40,000	44,000	30	1,333	1,467
Total box cars	527,100	618,900	-	21,380	25,061
2. Gondolas					
Construction material (20%)	18,000	20,000	20	900	1,000
Metal products (30%)	2,700	3,000	30	90	100
Fuel in drums	500	600	15	33	40
Oil seeds	7,800	12,000	25	312	480
Oil cakes	5,700	7,000	20	285	350
Sleepers (70%)	17,500	20,000	20	875	1,000
Plywood	20,000	23,000	22	909	1,046
Scrap iron	6,000	6,000	30	200	200
Transit North Cameroon - Chad - CAE					
Exports (30%)	2,400	2,700	20	120	135
Imports (50%)	40,000	44,000	25	1,600	1,760
Total Gondolas	120,600	138,300	-	5,324	6,111

		Box Cars	Gondolas
(1)	Number of existing freight cars	427 2/	98
(2)	Forecast scrapping	28	12
(3)	Remaining in service in 1978	399	86
(4)	Strictly needed in 1977-1978 (turnround 7 days - Availability: 90%)	451	112
(5)	Strictly needed in 1978-1979	529	130
(6)	Deficit in 1977-1979	52	26
	1978-1979	130	44
(7)	Provision for peak traffic	20	6
(8)	Total to be ordered	150	50

1/ These figures do not include commodities carried by specialized or leased freight cars as aluminum, bananas, fish, etc.

2/ 113 box-cars are not taken into consideration (95 specialized for bananas and 18 for miscellaneous purposes).

Cameroon loan 1038

Copy to Mr. Stockman

WORLD BANK / INTERNATIONAL FINANCE CORPORATION

OFFICE MEMORANDUM

TO: Mr. H.G. Brandreth, Chief, WAPPR

DATE: January 11, 1977

FROM: A. Defalque

SUBJECT: CAMEROON - Yaounde-Otele Realignment
Extension of the works towards Makak

1. The realignment works presently underway between Yaounde and Otele are expected to be completed on February-March 1978 (3-4 months before the scheduled date). The total cost of the works will probably be of the order of magnitude of CFAF 7.4 billion due to substantial design reductions, inter alia on civil works for which cost reductions of about CFAF 460 million (- 65.6%) are expected. On the other hand, available funds would be of the order of CFAF 9.4 billion, following the Deutsche Mark appreciation, instead of CFAF 9.0 billion as estimated previously. The surplus will, therefore, be of about CFAF 2.0 billion.

2. The Office du Chemin de Fer Transcamerounais (OCFT) prepared a dossier proposing to extend the works towards Makak, reaching Mom (9 km from Otele), immediately after completion of the realignment of the Yaounde-Otele section. OCFT justifies the proposal by the surplus of available funds and the reduction of the volume of the works referred to above, since the contractor would be entitled to introduce a claim based on the contract terms and this entitlement would be offset by the extension of the contract. The Minister of Economy and Planning of Cameroon requested from the lending organizations (FAC - CCCE and KFW) their approval for the extension of the works to Mom. These organizations requested to receive a complete evaluation of the forecast costs of the works, including all contingencies before taking a decision. A new dossier was prepared by OCFT for that purpose and, during our last mission in Cameroon, we requested from Regifercam a copy of this new dossier, for information. This documentation has been recently received with other mission's documents sent by mail by Regifercam.

3. This new dossier proposes to extend the realignement works furthermore, to reach Minka (19 km from Otele). The total costs of the realignment of the section Otele-Mom is expected to be of about CFAF 1.0 billion and, for the section Mom-Minka, would be of about CFAF 0.5 billion.

4. Regifercam indicated that KFW has already approved the extension of the works from Otele to Mom. As far as we know, the approval of the extension of the realignment works beyond Otele has not yet been given by the other lending organizations involved.

cc: Messrs. Apitz, Dick, Stockman

Cameroon loan 1038

WORLD BANK / INTERNATIONAL FINANCE CORPORATION

OFFICE MEMORANDUM

TO: Messrs. M. C. Dick, D. Stockmann

DATE: January 11, 1977

FROM: H. G. Brandreth, Chief WAPPR

SUBJECT: CAMEROON: Second Railway Project (Loan 1038-CM) - Douala-Yaoundé Corridor Study Terms of Reference

1. On or about January 17, you will arrive in Paris and proceed from there to Cameroon, on about January 19, for discussions on technical and economic aspects of the railway component of the consultants' study of transport sector investment requirements in the Douala-Yaoundé corridor. On about January 22, Mr. Dick will proceed to Sierra Leone and Mr. Stockmann to Senegal, both under separate terms of reference. Mr. Dick will return to Cameroon, on about January 29, to join Messrs. Billington and Ostenc and Mrs. Finne for further discussions covered by separate terms of reference.

2. After preliminary discussion with consultants, Sofrerail, in Paris, and in consultation with Regiefercam, you will review:

(i) the potential development of traffic in the Douala-Yaoundé corridor and the consultants' assessment of its distribution between road and rail under various modal investment assumptions;

(ii) the implications for railway investments of the consultants' assessment of the economically optimal distribution of corridor investment between railway and road;

(iii) Regiefercam and Bank observations on the consultants' analytical methodology and resultant investment conclusions;

(iv) prospective co-donor financing for Regiefercam investment proposals and the timing of a co-donor meeting to discuss this subject;

3. The results of your discussions will form part of a Report on corridor investment to be produced after completion of the second part of Mr. Dick's mission.

cleared with and cc: Mrs. D. Calvo, Mr. G. Billington

cc: Messrs. Program Coordinator WANVP
Gué WAP
Pouliquen WAP
Van Gigch WAP
King WAP
van der Tak (3) VPSVP
Willoughby OED
Chittleburgh EDP
Bowron P&B
Palein WAFCAM
McGibbon WAFGA
Reitter WAFNG
Geli WAFWA
El Maaraoufi WAFUV
Apitz WAPPR
Defalque WAPPR
Mrs. Saukel WAPPR

10:30

INCOMING TELEX

Cameroon loan 1038

mc

Cameroon REGIFERCAM Gov.

851

From: Yaounde

Jan. 6, 1977

1977 JAN -6 PM 1:50

JAN 06 1977

WESTERN AFRICA REGION

PORTS RAILWAYS & AVIATION DIVISION

HANDLED BY: M C DICK

DATE ANSWERED: N mc tegd

Distribution

Mr. Brandreth

Mr. Steckhan

5 BRANDRETH CC STECKHAN

REGIFERCAM SENT YOU DEC 31 FOUR COPIES OF THEIR UPDATED 5 YEAR INVESTMENT PLAN AS AGREED WITH APITZ/DEFALQUE. COVERING LETTER CONTAINS REQUEST TO US FOR FINANCING ROLLING STOCK FOR AMOUNT OF CFAF 3.6 BILLION (EXCL. LOCOMOTIVES FOR WHICH RNCF WILL REQUEST CCCE ASSISTANCE).

$15 million

RNCF ATTACHES HIGHEST PRIORITY TO OBTAINING THIS EQUIPMENT OPERATIONAL IN 1978 AS FAILING THIS THEY DON'T THINK THEY CAN MEET TRAFFIC DEMAND FORESEEN FOR 78/79.

GRATEFUL RAINER AND YOU LET ME KNOW ASAP PROSPECTS FOR APPRAISING/FINANCING PROPOSED PROJECT WHICH I UNDERSTAND MIGHT BE QUICKLY APPRAISED (IF STAFF AVAILABLE) AND WOULD BE LARGELY INDEPENDANT FROM OUTCOME CORRIDOR DISCUSSIONS.

REGARDS

PALEIN.

440098 WORLDBANK

IBRD 8307KN T

Cameroon loan 1038

Mr. Dick

853

INCOMING TELEX

sd

1977 JAN -7 PM 12: 52

RECORDS AND COMMUNICATIONS

Cameroon. 2nd Rlwy Douala-Yaoundé corridor study

FERCAM 5607KN (Telex NO.)

REGIFERCAM DOUALA

Distribution:

Mr. Brandreth
Mr. Steckhan

A BANQUE MONDIALE - WASHINGTON

----------NO 116/PDG/DGAE DU 7/1/1977----------

ATTENTION M. BRANDRETH

REPONSE VOTRE TELX 6 JANVIER ACCEPTONS DATE 19 ~~JANVIER~~ JANVIRR

POUR MISSION MM. DICK ET STOCKMANN - CONSIDERATION.

JAN 07 1977

WESTERN AFRICA REGION

PORTS RAILWAYS & AVIATION DIVISION

HANDLED BY: M C DICK

DATE ANSWERED: none reqd

REGIFERCAM.

++++FIN.

Cameroon loan 1038
(Y. D. conn. st.)
1b

INCOMING TELEX FROM YAOUNDE

1977 JAN -7 AM 10:32

7 STECKHAN

DISTRIBUTION: MR. R. STECKHAN

RE CAMEROON CORRIDOR STUDY AND URTX JAN 4. Jan 7, 1977

FURTHER MY TX 3

A) RE YOUR PRIMO. SINCE RNCF (AND IBRD) HAD COMMENTS ON CONSULTANTS DRAFT REPORT, JANUARY TOUR OF POTENTIAL DONORS (SOMETIMES REFERRED TO AS CODONOR MEETING) AAS POSTPONED BY TRANSPORT MINISTER TILL REPORT WAS REVISED S.E. NOT BEFORE END FEBRUARY.

B) REUR SECUNDO. DRAFT REPORT HAS NOT BEEN OFFICIALLY RELEASED SINCE IT IS CONSIDERED BY RNCF AS AN INCOMPLETE ONE. RNCF HOWEVER DID SEND COPIES OF THE REPORT FOR INFOGMATION RATHER THAN FOR REVIEW TO MINEP, MINTRANS AND MINEH TOGETHER WITH A COPY OF THEIR COMMENTS TO SOFRERAIL. TO THE BEST OF MY (NOWLEDGE REPORT HAS NOT BEEN COMMUNICATED UNOFFICIALLY AND CERTAINLY NOT FOR REVIEW TO OTHER INSTITUTIONS OR AGENCIES, ALTHOUGH SOME MAY HAVE SEEN IT.

C) REUR TERTIO. GOVERNMENT HAS NOT HAD TIME TO REVIEW REPORT.

D) RNCF AWAITING DICK/STOCKMAN MISSION JAN 19-22. BY THAT TIME WILL HAVE A PRELIMINARY DRAFT OF REPORT REVISIONS.

REGARDS

PALEIN.

FORM NO. 27
(10-76)

WORLD BANK OUTGOING MESSAGE FORM (Telegram, Cable, Telex)

IMPORTANT (PLEASE READ INSTRUCTIONS BELOW BEFORE TYPING FORM.)

Class of Service: TELEX
Telex No.: KN 8307
Date: 1/7/77
Originators Ext: 3681

4/ 8307

Cameroon Loan 1038
(Y. D. Corr. St.)

START HERE

TO: INTBAFRAD

CITY/COUNTRY: YAOUNDE, CAMEROON

MESSAGE NO.: 11

PALEIN. PLEASE ASK GOVERNMENT TO AGREE ON FOLLOWING MISSIONS: DICK ECONOMIST AND STOCKMAN RAILWAY ENGINEER VISIT DOUALA JANUARY 19 TO 22 FOR TECHNICAL DISCUSSION WITH REGIFERCAM ON PROPOSED ALTERNATIVES FOR RAILWAY INVESTMENT IN SOFRERAIL CORRIDOR STUDY. FINNE ECONOMIST AND OSTENC ENGINEER ARRIVE DOUALA JANUARY 27 FOR PURPOSES OF SUPERVISION SECOND HIGHWAY PROJECT, PREPARATION THIRD HIGHWAY PROJECT AND DISCUSSION ROAD INVESTMENT YAOUNDE DOUALA CORRIDOR, DEPARTING FOR MALI FEBRUARY 18. BILLINGTON SENIOR ECONOMIST AND DICK ARRIVE YAOUNDE FROM SIERRA LEONE JANUARY 28 AND DEPART FEBRUARY 4 FOR PURPOSES OF DISCUSSION TECHNICAL ASSISTANCE RECRUITMENT, YAOUNDE-DOUALA CORRIDOR DEVELOPMENT AND TRANSPORT SECTOR ISSUES AND IN PARTICULAR INFORMATION ON NEW PLAN, SHIPPING, AIR TRANSPORT, TRUCKING INDUSTRY. REGARDS. STECKHAN.

END OF TEXT

NOT TO BE TRANSMITTED

SUBJECT: CAM: Mission on Yaounde Douala Corridor

DRAFTED BY: GWFinne:db

CLEARANCES AND COPY DISTRIBUTION:

cc: Messrs. Ostenc, Dick, Brandreth, Billington
Mrs. Finne

AUTHORIZED BY (Name and Signature): Rainer B. Steckhan
Mr. Rainer B. Steckhan, Division Chief

DEPARTMENT: West Africa II B

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PS 8244/1 AGI (7282)

FORM NO. 27
(5-76)

THE WORLD BANK OUTGOING MESSAGE FORM (Telegram, Cable, Telex)

IMPORTANT (PLEASE READ INSTRUCTIONS BELOW BEFORE TYPING FORM.)

IBRD ☐ IDA ☐ IFC ☐ ICSID ☐

Class of Service: Telex

Date: January 6, 1977

Telex No.:

Originators Ext: 2526

Telex Answerback:

5607

Cameroon Loan 1038

0 START HERE

1 TO REGIFERCAM, DOUALA, CAMEROUN.

CITY/ COUNTRY

MESSAGE NO.:

ATTENTION MONSIEUR LE PRESIDENT DIRECTEUR GENERAL. REFERENCE ETUDE CORRIDOR DOUALA YAOUNDE. PROPOSONS MISSION COMPOSEE DE MM DICK ET STOCKMANN, INGENIEUR FERROVIAIRE POUR DISCUTER RAPPORT FINAL PROVISOIRE. SAUF OBJECTION VOTRE PART RECUE AVANT 13 JANVIER MISSION ARRIVERAIT DOUALA 19 JANVIER APRES AVOIR DISCUTE A PARIS LE 18 JANVIER AVEC OCCR/SOFRERAIL LES COMMENTAIRES DE LA REGIE ET DE LA BANQUE. COPIE CE TELEX ENVOYEE A SOFRERAIL. CONSIDERATION DISTINGUEE BRANDRETH, INTBAFRAD.

21 END OF

22 TEXT

NOT TO BE TRANSMITTED

SUBJECT:
CAMEROON:2nd Railway Project

DRAFTED BY:
MCDick:srg

CLEARANCES AND COPY DISTRIBUTION:
cc and cleared with:Mrs. Calvo

cc: Messrs. Stockmann
Billington

AUTHORIZED BY (Name and Signature):
H. G. Brandreth

DEPARTMENT:
West Africa Projects

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FORM NO. 27
(5-76)

THE WORLD BANK OUTGOING MESSAGE FORM (Telegram, Cable, Telex)

IMPORTANT (PLEASE READ INSTRUCTIONS BELOW BEFORE TYPING FORM.)

IBRD ☐
IDA ☐
IFC ☐
ICSID ☐

Class of Service: Telex
Date: January 6, 19 77
Telex No.:
Originators Ext: 2526
Telex Answerback:

280084 SOFRAIL

Cameroon loan 1038

START HERE

TO: SOFRERAIL, PARIS, FRANCE.

CITY/COUNTRY

MESSAGE NO.:

AVONS ENVOYE TELEX SUIVANT AUJOURD'HUI A REGIEFERCAM, DOUALA CITATION REFERENCE ETUDE CORRIDOR DOUALA YAOUNDE. PROPOSONS MISSION COMPOSEE DE MM DICK ET STOCKMANN, INGENIEUR FERROVIAIRE POUR DISCUTER RAPPORT FINAL PROVISOIRE. SAUF OBJECTION VOTRE PART RECUE AVANT 13 JANVIER MISSION ARRIVERAIT DOUALA 19 JANVIER APRES AVOIR DISCUTE A PARIS LE 18 JANVIER AVEC OCCR/SOFRERAIL LES COMMENTAIRES DE LA REGIE ET DE LA BANQUE. COPIE CE TELEX ENVOYEE A SOFRERAIL. FIN CITATION. CONSIDERATION DISTINGUEE BRANDRETH, INTBAFRAD.

END OF TEXT

NOT TO BE TRANSMITTED

SUBJECT: CAMEROON:2nd Railway Project

DRAFTED BY: MCDick:srg

CLEARANCES AND COPY DISTRIBUTION:
cc and cleared with:Mrs. Calvo
cc:Messrs. Stockmann
Billington

AUTHORIZED BY (Name and Signature): H. G. Brandreth

DEPARTMENT: West Africa Projects

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FORM NO. 27
(5-76)

THE WORLD BANK OUTGOING MESSAGE FORM (Telegram, Cable, Telex)

IMPORTANT (PLEASE READ INSTRUCTIONS BELOW BEFORE TYPING FORM.)

IBRD ☐ IDA ☐ IFC ☐ ICSID ☐

Class of Service: Telex

Date: January 6, 1977

Telex No.:

Originators Ext: 2526

Telex Answerback:

Cameroon loan 1038

START HERE

TO: INTBAFRAD, YAOUNDE, CAMEROUN. 10

CITY/COUNTRY

MESSAGE NO.:

POUR PALEIN. AVONS ENVOYE TELEX SUIVANT AUJOURD'HUI A REGIEFERCAM DOUALA ET SOFRERAIL, PARIS CITATION REFERENCE ETUDE CORRIDOR DOUALA YAOUNDE. PROPOSONS MISSION COMPOSEE DE MM DICK ET STOCKMANN, INGENIEUR FERROVIAIRE POUR DISCUTER RAPPORT FINAL PROVISOIRE. SAUF OBJECTION VOTRE PART RECUE AVANT 13 JANVIER MISSION ARRIVERAIT DOUALA 19 JANVIER APRES AVOIR DISCUTE A PARIS LE 18 JANVIER AVEC OCCR/SOFRERAIL LES COMMENTAIRES DE LA REGIE ET DE LA BANQUE. COPIE CE TELEX ENVOYEE A SOFRERAIL. FIN CITATION. CONSIDERATION DISTINGUEE BRANDRETH, INTBAFRAD.

END OF TEXT

NOT TO BE TRANSMITTED

SUBJECT:
CAMEROON:2nd Railway Project

DRAFTED BY:
MCDick:srg

CLEARANCES AND COPY DISTRIBUTION:
cc and cleared with:Mrs. Calvo
cc:Messrs. Billington
Stockmann

AUTHORIZED BY (Name and Signature)
H. G. Brandreth

DEPARTMENT:
West Africa Projects

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Cameroon loan 1038

INCOMING TELEX FROM YAOUNDE

1b

1977 JAN -5 PM 1:34

RECORDS
COMMUNICATIONS

DISTRIBUTION: MR. R. STECKHAN

03 STECKHAN

RE DLA-YAO CORRIDOR AND PRIMO URTX JAN 4

FROM DISCUSSIONS WITH RNCF MANAGEMENT DURING APITZ VISIT I UNDERSTOOD:

A) RNCF ASKED CONSULTANTS SUBSTANTIAL WORK TO IMPROVE SUBSTANCE AND PRESENTATION THEIR DRAFT FINAL REPORT, ASKING IN PARTICULAR NOT TO ELIMINATE DETAILED CALCULATIONS FOR LOW RANKING ALTERNATIVES FOR INSTANCE ON THE BASIS, AMONG OTHER SIMPLIFYING ASSUMPTIONS, THAT RNCF COULD NOT FACE THE AMORTIZATION CHARGES (THUS PREJUDGING GOVERNMENT ABILITY TO ASSIST RNCF). SOFRERAIL RELUCTANTLY AGREED BUT SAID ADDITIONAL WORK WOULD REQUIRE TILL FEBRUARY.

B) THIS WOULD MILITATE IN FAVOR OF SUBSTANTIAL DISCUSSION OF THE REVISED DRAFT REPORT BEGINNING MARCH. THIS IN RNCF MIND WAS TO BE A CODONOR MEETING DESIGNED TO OBTAIN ALL COMMENTS AND PRELIMINARY REACTIONS TOGETHER ENABLING CONSULTANTS TO PRODUCE FINAL REPORT FOR JUNE 77.

C) AN IMPROVED INTERIM REPORT (OR THE EXISTING REPORT WITH

A REWRITTEN SUMMARY) WOULD BE MADE AVAILABLE TO RNCF FOR USE BY GOVERNMENT EITHER FOR A (RAILWAY) CODONOR MEETING OR A ROUND OF VISITS TO CODONORS TOWARDS END JANUARY. PURPOSE THIS MEETING/CONTRACTS WOULD BE TO BRIEF POTENTIAL BUT UNINFORMED DONORS ON STATUS OF STUDIES, ELICIT THEIR PRELIMINARY REACTION AND PROVIDE THEM WITH DOCUMENTATION.

D) APITZ AND I INSISTED THAT BANK WISHED TO EXAMINE ROAD AND RAILWAY INVESTMENTS AS A WHOLE, AND I SUGGESTED THAT IT MIGHT BE PREFERABLE FOR BANK TO EXPRESS ITS OWN VIEWS TO GOVERNMENT AT EARLY STAGE AND IN PRIVATE PRIOR TO MARCH CODONOR MEETING.

E) I HAVE NOR YET HAD OPPORTUNITY TO DISCUSS APPROACH WITH MINEP AS I INTENDED AND THUS CANNOT GIVE YOU OVERALL GOVERNMENT VIEW NOR ADVISE YOU ON TIMING PROPOSED MISSIONS. SITUATION INDEED VERY CONFUSING WITH REPORTS OF VARIOUS GOVERNMENT DECISIONS.
CONCERNING CORRIDOR WHILE CORRIDOR STUDY APPARENTLY NOT REVIEWED OR PERHAPS EVEN CONSIDERED RELEVANT. SHALL TRY PROVIDE CLARIFICATIONS IN COMING DAYS AS WELL AS REPLY YOUR OTHER POINTS. REGARDS

PALEIN.

IN C) READ MEETING/ CONTACTS

IN E) READ GOVERNMENT 'DECISIONS' CONCERNING.

440098 WORLDBANK

IBRD 6307KN

x Cameroon loan 1038
& Cameroon loan S-4

Le 4 janvier 1977

Monsieur le Président-Directeur Général
de la Régie Nationale des Chemins de
Fer du Cameroun
Douala
République Unie du Cameroun

Monsieur le Président,

Objet: Mission de Supervision relative aux Deuxième
et Troisième Projets Ferroviaires
(Prêts 1038-CM et S-4 CM)

Nous tenons à vous remercier bien vivement de l'accueil chaleureux que vous avez réservé à Messieurs Apitz et Defalque, lors de leur séjour à Douala en décembre dernier. Nous vous demandons de transmettre également nos remerciements à vos proches collaborateurs pour l'esprit de coopération amicale qui a marqué nos travaux en commun et a rendu l'exécution de cette mission de supervision particulièrement aisée.

Les informations recueillies au cours de cette mission sont à l'examen et nous ne manquerons pas de vous faire part des conclusions auxquelles cet examen aboutira.

Dans l'entretemps, vous nous obligeriez en nous faisant parvenir, dès qu'ils seront établis, les projets de contrat pour l'Etude de Factibilité des nouvelles installations ferroviaires de Douala et d'avenant au contrat de l'Etude d'Organisation, Gestion et Exploitation (Contrat No. 28/EG) matérialisant les aménagements au programme de la deuxième phase des travaux de Sofrerail, au sujet desquels un accord de principe est intervenu au cours du séjour de notre mission. Dès réception, nous procéderons à un examen final de ces documents, en vue de vous faire part de notre accord définitif à leur sujet.

Par ailleurs, nous vous confirmons le souci de voir mener les travaux d'étude des nouvelles installations ferroviaires de Douala suivant un calendrier qui permettrait d'en réduire les délais. Nous souhaitons vivement que le projet de rapport de l'Etude de Factibilité puisse nous être transmis en mai prochain de manière à pouvoir envisager le lancement des appels d'offre pour les Etudes du Projet d'Exécution avant la mi-septembre 1977. Nous estimons cependant très souhaitable que vous preniez toutes mesures de délégation utiles pour que

../.

le déroulement de ce projet ne soit pas retardé, notamment par suite de l'absence des dirigeants de la Régie intéressés à un moment où des décisions importantes doivent être prises à son sujet. Dans ces conditions, nous pensons qu'une date située en automne 1978 serait un objectif raisonnable pour le lancement des premiers travaux d'exécution de ces nouvelles installations.

Nous vous prions d'agréer, Monsieur le Président, avec nos remerciements réitérés, l'assurance de notre considération très distinguée.

H.G. Brandreth
Chef de la Division Ports,
Chemins de Fer et Aviation
Bureau Régional de l'Afrique de l'Ouest

ADefalque:da

cleared with and cc: Mrs. Calvo, Mr. Apitz
cc: Mr. Dick

FORM NO. 27
(10-76)

WORLD BANK OUTGOING MESSAGE FORM (Telegram, Cable, Telex)

IMPORTANT (PLEASE READ INSTRUCTIONS BELOW BEFORE TYPING FORM.)

Class of Service: Telex Date: January 4, 1977

Telex No.: 8307 KN Originators Ext: 3681

L/C 8307

Cameroon Loan 1038 (Douala - Yaounde corridor)

START HERE TO: INTBAFRAD

CITY/COUNTRY: YAOUNDE, CAMEROUN

MESSAGE NO.: 02

PALEIN, REFERENCE DOUALA-YAOUNDE CORRIDOR STUDY. PRIMO PLEASE ADVISE TIMING AND OBJECTIVE OF PROPOSED CODONOR MEETINGS BELIEVED TO BE SCHEDULED FOR END JANUARY AND MID-MARCH. SECUNDO HAS DRAFT FINAL CONSULTANTS REPORT BEEN OFFICIALLY RELEASED OR IF NOT HAVE OTHER CODONORS RECEIVED COPIES FOR REVIEW. TERTIO HAS GOVERNMENT REVIEWED CONSULTANTS PROPOSALS FOR INVESTMENT IN THE CORRIDOR INCLUDING DOUALA-EDEA REALIGNMENT AND IF SO WITH WHAT REACTION. QUARTO BANK'S PRELIMINARY AND HIGHLY CONFIDENTIAL REVIEW OF THE REPORT SUGGESTS REALIGNMENT NOT ECONOMICALLY VIABLE BUT MINOR IMPROVEMENTS TO RAILWAY PROBABLY ARE. PROPOSED MISSION DICK AND STOCKMANN JANUARY 19 TO 22 WOULD DISCUSS THIS WITH REGIE AND SECOND MISSION DICK, BILLINGTON, OSTENC, FINNE JANUARY 31 TO FEBRUARY 4 WOULD DISCUSS TOTAL CORRIDOR INVOLVEMENT IN CONTEXT OF TRANSPORT SECTOR. APPRECIATE IMMEDIATE RESPONSE PARTICULARLY ON PRIMO. REGARDS STECKHAN INTBAFRAD

END OF TEXT

NOT TO BE TRANSMITTED

SUBJECT: Cameroon Corridor Study

DRAFTED BY: MDick:ar

CLEARANCES AND COPY DISTRIBUTION:
cc: Messrs. Brandreth, Dick, Agueh (o/r)
Mr. de la Renaudière -

AUTHORIZED BY (Name and Signature): Rainer B. Steckhan
Rainer B. Steckhan

DEPARTMENT: WA2DB

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Telex
8307 KM

January 4, 1977
8021

INTERFRAD

YAOUNDE, CAMEROUN

Q-2

PALEIN, REFERENCE DOUALA-YAOUNDE CORRIDOR STUDY. TRITC PLEASE ADVISE TIMING AND OBJECTIVE OF PROPOSED COORDOR MEETINGS BELIEVED TO BE SCHEDULED FOR END JANUARY AND MID-MARCH. SECURCO HAS DRAFT FINAL CONSULTANTS REPORT BEEN OFFICIALLY RELEASED OR IF NOT HAVE OTHER COORDORS RECEIVED COPIES FOR REVIEW. TRITC HAS GOVERNMENT REVIEWED CONSULTANTS PRECOSALS FOR INVESTMENT IN THE CORRIDOR INCLUDING DOUALA-EDEA REALIGNMENT AND IF SO WITH WHAT REACTION. GUARTO BANK'S PRELIMINARY AND HIGHLY CONFIDENTIAL REVIEW OF THE REPORT SUGGESTS REALIGNMENT NOT ECONOMICALLY VIABLE BUT MINOR IMPROVEMENTS TO RAILWAY PROBABLY ARE. PROPOSED MISSION DICK AND STOCKMANN JANUARY 19 TO 22 WOULD DISCUSS THIS WITH REGIE AND SECOND MISSION DICK, GILLINGTON, OSTENO, FINNE JANUARY 31 TO FEBRUARY 4 WOULD DISCUSS TOTAL CORRIDOR INVOLVEMENT IN CONTEXT OF TRANSPORT SECTOR. APPRECIATE IMMEDIATE RESPONSE PARTICULARLY ON TIMING. REGARDS STECKMAN INTERFRAD

Cameroon Corridor Study

cc: Messrs. Dardretti, Dick, Rai, Gr. de Greenian
Zuck (o/r)
Mr. de la Tremblière

Metok:er

Cameroon Loan 1038

Le 4 janvier 1977

Monsieur le Président-Directeur Général
de la Régie Nationale
des Chemins de Fer du Cameroun
Douala
République Unie du Cameroun

Monsieur le Président-Directeur Général,

Objet: Corridor Douala-Yaoundé, Etude SOFRERAIL/OCCR
Référence: Votre lettre No. 7462/PDG/DGAE
du 21 décembre 1976

see Jan 4 Telex

Nous avons l'honneur de vous transmettre ci-joint copie du télégramme que nous avons remis ce jour au représentant de Sofrerail à Washington pour expliciter la dernière observation du telex du 15 décembre 1976 de la Banque relative à l'homogénéisation des normes d'aménagement de la route Douala-Yaoundé pour les variantes axe lourd et axe léger.

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

H.G. Brandreth
Chef de la Division Ports,
Chemins de Fer et Aviation
Bureau Régional de l'Afrique de l'Ouest

ADefalque:da
cleared with and cc: Mr. Soges
cc: Messrs. Dick, Apitz, Finne

Cameroon Loan 1038

Jan. 4-77

POUR: SOFRERAIL, PARIS

OBJET: TRANSPORTS DANS LE CORRIDOR DOUALA-YAOUNDE
ETUDES ECONOMIQUES COMPLEMENTAIRES
RAPPORT PROVISOIRE DATE JUILLET 1976

NORMES AMENAGEMENT ROUTE DOUALA-YAOUNDE DANS VARIANTES AXE LOURD ET AXE LEGER APPELLENT COMMENTAIRES SUIVANTS:

A) AXE LOURD

1) CHARGE ESSIEU MAXIMALE AUTORISEE AU CAMEROUN SEMBLE ETRE 13 TONNES ET NON PAS 10 T.

2) NE PARAIT PAS NECESSAIRE RECONSTRUIRE PONTS SUR DIBAMBA ET NGOUE CAR LARGEUR 6 METRES PERMET CROISEMENT GRUMIERS. ON POURRAIT CEPENDANT RECHERCHER LEGER ELARGISSEMENT CHAUSSEE SUR OUVRAGES EN SUPPRIMANT TROTTOIRS ET CONSTRUISANT PASSERELLE POUR PIETONS EN ENCORBELLEMENT.

3) PENTE MINIMALE JUSTIFIANT TROISIEME VOIE POUR VEHICULES LENTS SEMBLE TROP FAIBLE. UNE LONGUEUR MINIMALE DEVRAIT EGALEMENT INTERVENIR.

4) BETON BITUMEUX PREFERABLE A TRICOUCHE EN REVETEMENT DE CHAUSSEE.

B) AXE LEGER

1) PONTS SUR DIBAMBA, BRAS VIF SANAGA ET NGOUE DEVRAIENT ETRE CONSERVES TELS QUELS

2) CHAUSSEE POURRAIT ETRE CONSTITUEE DE

FONDATION LATERITE CRUE 20 CM

BASE LATERITE STABILISEE 20 CM

BICOUCHE OU TRICOUCHE

CONSIDERATION

BRANDRETH
INDEVAS

Cleared with and cc: Mr. Soges