2022 DRAFT BUDGET OF THE MINISTRY OF PUBLIC WORKS

Presented by:
Mr Emmanuel NGANOU DJOUMESSI,
The Minister of Public Works

NOVEMBER 2021
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LIST OF ABBREVIATIONS

**DD:** Detailed Design;

**PD:** Preliminary Design;

**TE:** Tender Enquiry;

**GENIS:** Management by Level of Service.
The Chairlady of the Finance and Budget Committee;
Honourable Members of the Finance and Budget Committee;
Ladies and gentlemen,

The Secretary of State at the Ministry of Public Works in charge of Roads and our collaborators join me in thanking you for your kind words of welcome. I see in that your availability to accompany us in carrying out our missions to provide Cameroon with viable road infrastructure and to contribute in the development of other infrastructure.

These missions start-up is part of the implementation of the Seven-Year term of Great Opportunities Policy Programme of the Head of State, His Excellency Paul BIYA, which is derived from the National Development Strategy. This results in annual budget allocations. Therefore, I propose to explore the content and scope of the financial year 2022 after taking stock of the financial year 2021.

To this end, four (4) main issues will be addressed, namely:
- Review of the financial 2021;
- Prospects for the financial 2022;
- National priorities of the road sub-sector for the financial year 2022;
- Constraints in the execution of road projects, along with some essential considerations.

I. REVIEW OF THE YEAR 2021

I.1 2021 BUDGET EXECUTION

For the year 2021, the Ministry of Public Works had a budget allocation of **464,842** billion in payment appropriations, including **406,300** for the investment budget and **58,542** billion for the operating budget, and 45 billion for the Road Fund.

The breakdown of this adjusted budget per main components is as follows:

<table>
<thead>
<tr>
<th>Types of Resources</th>
<th>AMOUNTS (Billion in CFAF)</th>
</tr>
</thead>
<tbody>
<tr>
<td>EXTERNAL FUNDING (FINEX)</td>
<td>406,300</td>
</tr>
<tr>
<td>INTERNAL RESOURCES</td>
<td>262,300</td>
</tr>
<tr>
<td>- Transferred and delegated resources</td>
<td>144,000</td>
</tr>
<tr>
<td>- Centrally-managed internal resources</td>
<td>16,461</td>
</tr>
<tr>
<td>PLANUT</td>
<td>127,539</td>
</tr>
<tr>
<td>- Counterparts in actual expenses</td>
<td>45,000</td>
</tr>
<tr>
<td></td>
<td>23,000</td>
</tr>
</tbody>
</table>
2- OPERATING BUDGET

<table>
<thead>
<tr>
<th>Types of Resources</th>
<th>AMOUNTS (Billion in CFAF)</th>
</tr>
</thead>
<tbody>
<tr>
<td>ROAD FUND</td>
<td>58,542</td>
</tr>
<tr>
<td>STAFF COST</td>
<td>5,393</td>
</tr>
<tr>
<td>Salaries</td>
<td>4,618</td>
</tr>
<tr>
<td>Other staff-related costs</td>
<td>0,645</td>
</tr>
<tr>
<td>GOODS AND SERVICES</td>
<td>8,279</td>
</tr>
<tr>
<td>Scholarships and trainings</td>
<td>0,272</td>
</tr>
<tr>
<td>Water, electricity, telephone</td>
<td>0,702</td>
</tr>
<tr>
<td>Expenses for public contracts regulation</td>
<td>0,250</td>
</tr>
<tr>
<td>Other goods and services</td>
<td>7,055</td>
</tr>
<tr>
<td>TOTAL BUDGET</td>
<td>464,842</td>
</tr>
</tbody>
</table>

As at 25th November 2021, centrally-managed internal resources (127.540 billion) were committed and processed in PROBMIS application to the tune of 126.476 billion, i.e. a commitment rate of 99.17%.

The use of centrally-managed internal resources per programme stands as follows:

<table>
<thead>
<tr>
<th>PROGRAMMES</th>
<th>INITIAL ALLOCATION</th>
<th>REVISED ALLOCATION</th>
<th>COMMITMENT</th>
<th>COMMITMENT RATE</th>
</tr>
</thead>
<tbody>
<tr>
<td>467: CONSTRUCTION OF ROADS AND OTHER INFRASTRUCTURE</td>
<td>116 837 000 000</td>
<td>112 788 052 547</td>
<td>112 063 371 412</td>
<td>99.36%</td>
</tr>
<tr>
<td>468: REHABILITATION, MAINTENANCE AND UPKEEP OF ROADS AND OTHER INFRASTRUCTURE</td>
<td>8 835 000 000</td>
<td>11 580 876 028</td>
<td>11 247 847 045</td>
<td>97.12%</td>
</tr>
<tr>
<td>469: CONDUCT OF INFRASTRUCTURE TECHNICAL STUDIES</td>
<td>1 800 000 000</td>
<td>1 800 000 000</td>
<td>1 799 999 056</td>
<td>100%</td>
</tr>
<tr>
<td>470: GOVERNANCE AND INSTITUTIONAL SUPPORT</td>
<td>1 370 000 000</td>
<td>1 370 000 000</td>
<td>1 364 998 099</td>
<td>99.63%</td>
</tr>
<tr>
<td>TOTAL</td>
<td>128 842 000 000</td>
<td>127 538 928 575</td>
<td>126 476 215 612</td>
<td>99.17%</td>
</tr>
</tbody>
</table>

Once the current files have been processed, the commitment rate for centrally-managed credits will be increased to 99.9%.
Concerning external funding (FINEX), out of the **262.3** billion final allocation at the end of October, **261.5** billion were raised (undisbursed calls for funds and actual disbursements) corresponding to **99.90%** of FINEX consumption.

The table below gives the detailed situation of the execution of external funding for each project:

<table>
<thead>
<tr>
<th>N°</th>
<th>PROJECT TITLE</th>
<th>2021 ALLOCATION</th>
<th>CUMULATIVE CALL FOR FUNDS NOT DISBURSED (2016-2020)</th>
<th>CALLS FOR FUNDS 2021</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Design-construction of the Yaounde-Douala motorway (phase 1)</td>
<td>18,0</td>
<td>37,8</td>
<td>46,10</td>
</tr>
<tr>
<td>2</td>
<td>Design-construction of the Kribi-Lolabé motorway</td>
<td>30,5</td>
<td>13,3</td>
<td>34,93</td>
</tr>
<tr>
<td>3</td>
<td>Bamenda-Enugu road development: Construction of a bridge over Cross River</td>
<td>5,0</td>
<td>4,6</td>
<td>3,20</td>
</tr>
<tr>
<td>4</td>
<td>Development works on Eastern entrance to Douala</td>
<td>20,0</td>
<td></td>
<td></td>
</tr>
<tr>
<td>5</td>
<td>Ebolowa-Akom II-Kribi road pavement</td>
<td>5,0</td>
<td></td>
<td></td>
</tr>
<tr>
<td>6</td>
<td>Maroua-Bogo-Pouss road pavement: Bogo-Pouss section</td>
<td>4,5</td>
<td></td>
<td></td>
</tr>
<tr>
<td>7</td>
<td>Kumba-Mamfe road development</td>
<td>3,8</td>
<td>1,9</td>
<td>1,90</td>
</tr>
<tr>
<td>8</td>
<td>Mintom-Lele-Ntam-Mbam road development</td>
<td>20,0</td>
<td>3,7</td>
<td>10,55</td>
</tr>
<tr>
<td>9</td>
<td>Development of the Batchenga-Ntui-Yoko-Lena-Tibati Road</td>
<td>54,0</td>
<td>160,2</td>
<td>37,95</td>
</tr>
<tr>
<td>10</td>
<td>Construction of Ayos - Bonis road, lot 1: Olama-Bingambo</td>
<td>10,0</td>
<td>5,3</td>
<td>21,93</td>
</tr>
<tr>
<td>11</td>
<td>Construction of Ayos - Bonis road, lot 2: Bingambo-Grand Zambi</td>
<td>8,0</td>
<td></td>
<td></td>
</tr>
<tr>
<td>12</td>
<td>Bikoula-Djoum road pavement works</td>
<td>4,0</td>
<td>3,0</td>
<td>10,21</td>
</tr>
<tr>
<td>13</td>
<td>Construction of the National Road No.11, Ring Road:</td>
<td>8,0</td>
<td></td>
<td></td>
</tr>
<tr>
<td>14</td>
<td>Sangmelima-Bikoula road pavement works</td>
<td></td>
<td>0,7</td>
<td>4,32</td>
</tr>
<tr>
<td>15</td>
<td>Construction of the bridge over the Logone River between Yagoua (Cameroon) and Bongor (Chad)</td>
<td>7,0</td>
<td></td>
<td>3,48</td>
</tr>
<tr>
<td>16</td>
<td>Manki-Mape Bridge</td>
<td></td>
<td>2,0</td>
<td>1,20</td>
</tr>
<tr>
<td>17</td>
<td>55 metal bridges: Design, manufacture, supply and installation of bridges in prefabricated modular steel sections by ACROW</td>
<td>2,0</td>
<td>0,2</td>
<td>0,25</td>
</tr>
</tbody>
</table>

**Sub-total Programme 1**

| 199,8 | 232,8 | 176,02 |
1.2. PHYSICAL PROGRESS OF PROJECTS IN 2021

The technical assessment reveals that the following new construction or reconstruction infrastructure projects are completed:

- **Motorways:**
  - Kribi-Lolabe: **38.5** km and **4** km of connecting road;
  - Yaounde-Douala (1): **60** km, **12** km of connecting roads and **25** km of restoral roads;

At the end of the financial year 2021, the Kribi-Lolabé and Yaounde-Douala motorways are expected to be operational (1).

- **Roads:**
  - Mintom-Lele (N9): **67.5** km;
  - Lele-Ntam –Mbalam: **53** km;
  - Maroua-Bogo, as part of PLANUT (R0905): **34.88** km;
  - Maroua-Mora: **61.43** km;
  - Bikoula-Djour: **38** km;
  - Grand Zambi-Kribi: **53** km;
  - Lena-Tibati: **166.51** km
  - Ebebda-Kalong: **63.75** km;
  - Kalong- Tonga: **62** km;
  - Tonga-Bafoussam: **80** km;

That is **778.62** km of paved roadway to be handed over by 31 December 2021. Residual improvements on the shoulders and the completion of road signing could remain.
Engineering structures
- Bridge over the Cross River; Bamenda-Enugu Corridor: 410 ml;
- Bridge over the Bella River on the Bipindi-Logbatidi road, as part of the Acrow Project; 36.42 ml;
- 495 of medium and small span engineering structures, at the national level.
- Programme IV for the rehabilitation of reinforced concrete and double-girder bridges: 532.40 ml;

Significant progress is being made regarding the following works, as concerns execution rates:
- Olama-Bingambo: 97%;
- Douala-Bonepoupa: 47%;
- Bonepoupa-Yabassi: 63%;
- Akokan-Batouri: 93.7%;
- Mandjou-Akokan: 98.2%.

With regard to maintenance works, it is important to highlight the upgrading of 1,123 km of paved roads and 774.1 km of earth roads; work is going on in some cases.

Paved roads:
- Road signs and rehabilitation of safety equipment on National Road No.3, Yaounde-Douala road (214 km);
- Ngolbang-Sangmélima (80 km);
- Bekoko-Nkongsamba-Nkam bridge, Phase I of the mandatory phase (150 km), under Management of Maintenance by level of service (GENIS);
- Ekombitié-Sangmélima in 2 lots (113.87);
- Bangou Ville-Bandjoun (24.8 km);
- Bamougoum-Dschang-Santchou-Melong, mandatory phase representing road works (85 km), as part of GENIS;
- Ngoura II-Ndelele-Yola-Boumba & Ngoko Limit Kadey Limit-Gari Gombo-Yokadouma (155.5 km);
- Bertoua-Ndokayo-Garoua Boulai-Mboussa in 3 lots, Ndokayo-Betare Oya-Badzere, Inter N1-Bertoua Airport (299.83 km).

Earth roads:
- Serere-Matsari, phase I (108.5 km);
- Ngoumou-Otele-Makak-Eseka, phase I (83.75 km);
- Ekong-Melang-Bengbis, phase I (61 km);
- Obout-Endom-Akonolinga (86.5 km);
- Kelecti-Alma-Sarkimata, Alme-Vogti, Dir-Gazagazade-Meidougou-Kaka (114.95 km);
- Doukoula Bus station-Carrefour Mission Catholique EP Bouzar (4 km);
- Carrefour Ndombouo-Carrefour Bagwonto-Ancienne Chefferie Balefock, Carrefour Mezet-Carrefour Mekouh-Bassessa (14.8 km);
- Carrefour Sable Tochossong-Ancien Marché, Carrefour Kamgain- Bafoussam-Bamougoum road with ramp towards Bameka (28 km);
- Ngoulemekong agricultural basin (5.1 km);
- Bazimba-Balena Marché-Fiela and ramp Balena-Ngouyagwa-Bamessang-Inter P31-Balena-Badengang-Toumefong and Bazinlap-Mane Lake (20.8 km);
- Carrefour Mekeng-Djonang-Melang-Nzindong Market and ramp towards Moolong Market (23.4 km);
- Mbouda-Bamali (50 km);
- Sa’aa-Ebebda (30 km);
- Memiam-Mekomo-Akoeman; Nyep-Adzamenama-Bet (50 km);
- 114.1 km of earth roads with stabilising products
  - Mougoudou-Noubou and Damai-Mogong (11.2 km);
  - Moutourwa-llir-Mordock (13 km);
  - Moutourwa-Missilia-Titing (13.5 km);
  - Bengo’o-Mekomo (23.4 km);
  - Messamena-Somlomo (53 km).

Emergency works carried out under direct labour has resulted in the maintenance of **595.3 km**, namely:

- Edéa-Nyong bridge-Kribi on the Edea-Kribi road (104 km);
- Carrefour Tombel-Bangem (55 km);
- Inouya–Ngambe–Nkan Coast (21.9 km);
- Evindissi Il-Okode and construction of 4 box culverts (4 ml) (7.8 km);
- Bafoussam–Bamendjou (0.196 Km);
- Zoume and Ngoap dikes on Mboma-Angossas-Mampang and Mboma-Ayos roads
- Nkoteng-Simbane-Carrefour Mfoula-Meza’a Nguinda-Nkonmesse (44.5 km);
- Doume-Doumaintang-Nguelemendouka (71.3 km);
- Ayos-Kombodo-Bagbeze (50 km);
- Yaounde-Mbankomo-Ndoupe Bridge (115 km);
- Mbaioyso-Sangmelima-Nkwanp-Olong (120 km);
- Bridge on the Nio-ANKouande-Badouma 2-Ebah road (8 ml);
- Box culvert on the Mengueme-Ngoemedzapo road (9 ml);
Nkol Ossanaga-Carrefour Mgbaba II (5.6 km);

etc.

Besides, residual closing services will continue over **626.7 km** of roads and **700 ml** of engineering structures, as follows:

- **N9:** Sangmelima-Bikoula and Bikoula-Djoum; this marks the completion of the pavement works on the Sangmelima-Ouesso corridor;
- **N22:** Grand Zambi-Kribi Section of the Olama-Kribi road (53 km; 99.22%);
- **N15:** Lena-Sengbe-Tibati, lots 5 and 6 of the Batchenga-Ntui-Yoko-Lena Tibati road (167.5 km; 93.84%);
- **N22:** Olama-Bingambo section of the Olama-Kribi road (106 km; 96%);
- **N1:** Mandjou-Akokan, under the PLANUT (45 km; 92.82%) and Maroua-Mora (62 km; 98%);
- **R0702:** Melong-Bangem (16.9 km; 90%);
- The remaining 57 kilometres of the Galim-Bamendjing-Foumbot-Bangangte road. This 107 km project has been carried out to date at an overall rate of 90.11%, in 2 sections. The 1st section of 50 km (Foumbot-Bangangte) having already been completed in 2020, the 2nd section of 57 km (Galim-Bamendjing-Foumbot) will be fully used in December 2021, to be delivered in 2022 (107 km; 90.11%);

- **28.3 km of surface dressing pavement roads:**
  - Carrefour Katanga-Carrefour Mission Catholique to Okola, Nyom II-Nkooza, Olembe Interchange-Nyom II and Olembe-Nyom II (10.5 km)
  - Mebame Minkebe (12 km);
  - Inter N1-Carrefour Meri, phase I (5.8 km);
  - Kom dike and its access roads: (700 ml).
- **N4:** Ebebda bridge-Kalong including the interchange at the locality known as Carrefour Obala, Kalong-Tonga, Tonga-Bafoussam (240.99 km; 96%; 96.5%, and 82.52% respectively); which marks the completion of full rehabilitation of the National Road No.4, Yaounde-Bafoussam.

The same shall apply to maintenance or upgrading services concerning:

- **Paved roads:**
  - Bafoussam-Foumbot-Foumban, mandatory phase representing pavement works (67 km, 90%).
  - Replacement of 14 pipe culverts by box culverts on the national road No.3.
- **Earth roads:**
  - Bandja-Batchum-Penka Michel, Balemba-Babwantou-Bandja, Fokoue-
Fomepea (83.31 km; 72%);
- Serere-Matsari, phase II (108.5 km; 70%).

As a result, by 2021, the length of the paved road network will have increased by 9.41%, from 8,347.91 km in 2020 to 9,133.69 km. This good performance will substantially improve the contribution of the Building and Public Works sector to growth.

In addition to completed projects and those near completion, the following performance has been recorded for projects continuing beyond the financial year 2021:

A- Programme for the Construction of Roads and Other Infrastructure:

28 road projects and 25 engineering structures of various spans are under way, over 1,449.22 km of roads and 3,175.97 ml of engineering structures, namely:
- Connecting and restoral roads linking the Yaounde-Douala motorway (Phase I) to the Yaoundé and national urban network via Bounmyebel (50 km; 92.36%);
- Mengong-Sangmelima (73 km; 92.36%);
- Mbama-Messamena, including Abong-Mbang and Messamena roads (43 km; 77.89%);
- Ndind-Mbgbaba (40.5 km; 68.68%);
- the Nomayos Cement Plant access road (5.5 km; 60.40%);
- Yoko-Lena, additional works of lot 4 on the Batchenga-Ntui-Yoko-Lena-Sengbe-Tibati (N15) (25.6 km; 58.46%);
- Mankim-Yoko, lot 3 of the Batchenga-Ntui-Yoko-Lena-Sengbe-Tibati (N15) road (62.1 km; 42.1%), the first contract having been terminated, the process for re-contracting is underway;
- Works of lot 1 on the road to open up the agricultural basin of the West (117km; 38.71%; contract terminated and re-awarded to 2 different contractors);
- Ntui-Mankim, lot 2 of the Batchenga-Ntui-Yoko-Lena-Sengbe-Tibati road (N15) (97.6 km; 29%), distributed in 2 lots: Lot 2A: Ntui-Ndjoile (60 km) and Lot 2B: Ndjoile-Manki (37.6 km); works resumed on 28 October 2021;
- Nfaiotck-Mamfe, lot 2 of the Kumba-Mamfe road (119.5 km; 89%; 83 km already done; works have been suspended due to insecurity);
- Second access road to Bamenda Town (20 km; 38%; works suspended in 2018 due to insecurity);
- Related developments on the Olama-Bingambo section of the Olama-Kribi road (Njomedzape, Mvengue and Lolodorf road networks as well as 62 km of council roads);
- Bridge over the Mayo Pintchoumba (62.4 ml; 36.52%);
- Bridge and its access roads over the Logone (620 ml; 16%);
- Bridge and its access roads over the Nchiayang river (130 ml; 13%);
- 18 engineering structures under Acrow Project (2,059.57ml; 30%);
- Bridge over the Mungo river, phase II (54 ml; 2%);
- MINTP headquarters building (40.3%);
- Supervision of 44 building projects by other project owners (PM's Office, MINSEP, MINTOUL, MINESUP, MINSANTE, MINJUSTICE, MINFI, MINFOF, MINPOSTEL, MINTSS, NA and ESC), as well as their support by the devolved services of the State Engineer;
  - Weighing station of Ngoulemakong (58.37%);
  - Weighing station of Fifinda (8%).

For the PLANUT road component specifically, the project implementation status is as follows:
- Maroua-Bogo (39 km, 90%), including 34.88 km already completed; the construction of a bridge over the Mayo Doumou and the Bogo road network of about 2,800 km are remaining;
- Bonepoupa-Yabassi (50 km; 68%);
- Akokan-Batouri (45 km; 71.15%);
- Douala-Bonépoupa (45 km; 49.97 billion);
- Esse-Soa (49 km; 34.90 billion);
- Awae-Esse (33 km; 23.05 billion);
- Foumban-Koupa Matapit (54 km; 18.4%);
- N'Gaoundere-Paro (70 km; 17.05%);
- Ekondo Titi-Kumba (60 km; 11.5%).

As far as the pavement of moderate traffic roads is concerned, the related work mainly concerned a total length of 12.8 km, corresponding to the Nkoumadjap-Nkolfoung-Oveng road and the Nkoumadjap-Ndeng bypass (3.2 billion; 40%).

Finally, we can also note that the project management contracting procedures are being finalised for the effective start of construction works on 9 projects that is 456 km of roads and 250 ml of engineering structures, namely:
- National Road No.11 or Ring Road phase 2 in 4 lots: (280 km );
- Section Bingambo-Grand Zambi of the Olama-Kribi road (45 km);
- Guidjiba-Tapare (57 km; 44.3 billion) and Babungo-Oku-Nkor Noni in 3 lots (74 km) under PLANUT;
- Bridge and its access roads over the Mayo Kalliao (70 ml; it is a design-execution project;
- Bridges over the Dja and Lobo as part of the development of the access road to the Mekin hydroelectric dam (180 ml).

B- Programme for the Rehabilitation and Maintenance of Roads and Other infrastructure:

Rehabilitation is reconstruction.

7 road projects and 2 major engineering structures are under way, on 376.5 km of paved roads and 840 ml engineering structures, namely:
- Babadjou-Matazem, lot 1 of the Babadjou-Bamenda road (17 km; 38.45%), being contracted again after the termination of the previous contract;
- Ndjom-Yekombo-Carrefour Biboulellemam (8.7 km), Bidjong-Bidjong loop (41.8 km), Carrefour Zoumeyos- Mekin dam (13.8 km), as part of the development of the Dja loop, phase III (64.30 km; 75%);
- Mora-Waza, Waza-Dabanga and Dabanga-Salé sections of the Mora-Dabanga-Kousseri road: (205 km; 3%, 7%, 50% respectively);
- Bazou-Tongo-Milombe (41.8 km; 55%);
- First Wouri bridge (720 ml; 20%);
- Permanent bridge and its access roads over Mayo Limani (120 ml; 50%);
- 127.2 km of emergency interventions on the road network.

In addition, contracting procedures are finalised for the effective start of additional works on the Nsimalen-Mbalmayo-Ebolowa road: the Ebolowa bypass (12 km), graveling on the Ngoulemakong lake bypass (1.4 km) and maintenance of the Bihone-Bityli-Mbo’o Abang Minkok earth road (48.4 km; 0.85 billion).

C- Programme Related to the Conduct of Technical Studies

Progress made shall concern:
- Preliminary Studies for the construction of the Yaoundé-N’Djamena motorway (1,800 km; 100%);
- Feasibility studies and preliminary design (PD) for the construction of the second phase of Yaounde-Douala motorway (from KP 60 to Douala KP 196) and Kribi–Edea (136 km; 100%);
- Feasibility studies and PD for the construction of the motorway link between the Yaounde-Douala motorway and the City of Bafoussam (270 km; 75%, PD under review);
- Preliminary studies, Detailed Design (DD) and Tender Enquiry (TE) for the construction of the Lolabe-Campo express way (39 km; 80%);
Preliminary studies, PD, DD and TE for the construction of the 2x2 lane Edea-Dizangue-Mouanko-Yoyo road (110 km; 80%, DD reports under review);
- Preliminary studies, PD, DD and TE for the construction of the Ngoura 2 (carrefour Nkwelle) - Yokadouma road (170 km; 60%, DD in progress);
- Preliminary studies, PD, DD and TE for the construction of the Belabo-Deng Deng-Lom Pangar road (72 km; 40%, PD in progress);
- Preliminary studies, PD, DD and TE for the construction of the Garoua-Gashiga-Demsa road (38 km; 90%, TE under review);
- Preliminary studies, PD, DD and TE for the construction of the Yabassi-Nkond jock-Bafang road (140 km; 50%, PD in progress);
- Preliminary studies, PD, DD and TE for the construction of the Melong-Bangem-Tombel-Nguti road (193 km; services suspended at the PD, as insecurity did not allow data collection for the DD);
- Preliminary studies, PD, DD and TE for the construction of the Bandja-Foutouni-Balessing and Balikumbat-Bamenyam-Galim roads (inter P15) and inter D72 R Bagam-inter P15 (87 km; 45%, PD in progress);
- Preliminary studies, PD, DD and TE for the construction of the Kambe-Ako-Abonshie road (Nigeria border) (25%, services suspended due to insecurity);
- Preliminary studies, PD, DD and TE for the construction of the Santa-Matazem-Tiben road (65 km; services suspended due to insecurity);
- Preliminary studies, PD, DD and TE for the maturation of the PLANUT conditional phase projects (462 km; 90%, PD in progress);
- Preliminary studies, PD, DD and TE for the improvement of safety conditions (bend correction) on the Ayos-Bonis road and reinforcement of the Yaounde-Ayos sections. (N10) (315 km; 90%, DD reports under review);
- Preliminary studies, PD, DD and TE for the rehabilitation of the Bertoua-Mand jou-Ndoukayo-Garoua-Boulai road (250 km) and the Ndokayo-Betare-Oya road (12 km);
- Preliminary studies, PD, DD and TE for the development of the urban crossing of N3 in Doualala between the flower market and the Wouri bridge (7.2 km);
- Preliminary studies, PD, DD and TE for the rehabilitation of the National Road No.1 Sala-Sanguere Mana Bridge (N1) (112 km; 90%, DD reports under review);
- Preliminary studies, PD, DD and TE for the rehabilitation and widening into 2x2 lanes of the Bamenda-Bambili road (13km) (N11) (12 km; 35%, DD in progress);
- Preliminary studies, PD, DD and TE for the rehabilitation of the Bafoussam-Foumban (68 km) (N6) and Melong-Dschang-Bamougoum (85 km) (R0606);
- Preliminary studies, PD, DD and TE for the rehabilitation of the Ezezang - Sa’a
(15 km) and Yaounde-Mfou (19 km) roads (34 km; 20%, PD studies in progress); Preliminary studies, PD, DD and TE for the rehabilitation of the Ngogmapubi-Boumyebel-Eseka-Lolodorf road (106 km);
- Preliminary studies, PD, DD and TE for the construction of the bridge over the Mbam River at Guerima on RD 50, Bafia-Ngoro section, Central Region, length 300 ml (R0129) (300 km; 75%, DD report validated for the bridge and additional services in progress on access roads);
- Preliminary studies, PD, DD and TE for the construction of the bridge and its access roads over the Nyong river at Ekombitie at KP 24+00 on the Mfou-Nkilzik-Ekombitie-Nkolnguet road, Centre Region, length 165 ml (R0143) (165 ml; 60%, PD report under review);
- Preliminary studies, PD, DD and TE for the rehabilitation of the bridge over the Sanaga river in Edea (165 ml; contracting procedure under way);
- Preliminary studies, PD, DD and TE for the construction of the bridge over the Nyong River at Nkolmakia on the R0104, Mfou-Bibey-Obout section, Centre Region, 150 ml (150 ml; contracting procedure in progress);
- Preliminary studies, PD, DD and TE for the construction of the bridge over the Kadey River at Ngoura on the R0201, Ngoura-Yangamo section, Eastern Region, 300ml (R0201); (300 ml; contracting procedure under way)
- Preliminary studies, PD, DD and TE for the construction of the bridge over the Sanaga River at Goyoum on RD 30, Goyoum-Woutchaba section, Lom and Djerem Division, East Region, length 270 ml (270 ml; 50%, DD in progress);
- Preliminary studies, PD, DD and TE for the rehabilitation and restoration of a waterway over Benoue between Garoua and Lagdo and the Nigerian border (study in progress).

A total of 29 contracts in progress.

D- Governance and Institutional Support Programme

The major actions of this programme included:
- Finalising the procedure for the purchase of an automated tool for the integrated management of the statistical information system and the planning, programming, budgeting and monitoring chain;
- Searching, locating and mapping out local construction materials as part of the technical assistance agreement with LABOGENIE (50%);
- Raising awareness of the population on the use of local materials with the construction of 7 out of 11 model buildings, within the framework of the assistance agreement with MIPROMALO (68%);
- Finalising a technical maturation guide for infrastructure projects;
Entering into agreement with the National Observatory of Climate Change for the implementation of a numerical tool for predicting the mechanical behaviour of infrastructure (roads, dams, etc.) under the effect of climate change;
Providing investment support to Higher Schools of Learning and Public Works Trade Centres.

II. PROSPECTS FOR 2022

II.1. BASIC BUDGET ALLOCATION FOR THE FINANCIAL YEAR 2022

For the financial year 2022, the Ministry of Public Works has been allocated a budget of 527.065 billion, including 468.428 billion for investments and 58.637 billion for the operating budget, and then 45.000 billion for the Road Fund. This is divided as follows:

Public Investment Budget.................................................................468.428 billion:
- External Resources.................................................................293.000 billion
- Internal resources.................................................................175.428 billion
  - PLANUT...............................................................................60.000 billion
  - Counterparts in actual expenditures....................................35.000 billion
  - Counterparts in taxes and customs duties...........................4.500 billion
  - Transferred Resources.........................................................12.747 billion
  - Ordinary internal resources ...............................................63.181 billion

Running Budget ...........................................................................58.637 billion
- Road Fund..............................................................................45.000 billion
- Current expenditure...............................................................13.637 billion
  - Salaries...............................................................................4.713 billion
  - Scholarship and training......................................................0.272 billion
  - Water, electricity, telephone...............................................0.702 billion
  - Goods and services..............................................................7.005 billion

This leads to interventions which should be given priority and which are worth recalling.

II.2 INTERVENTIONS WHICH SHOULD BE GIVEN PRIORITY DURING THE FINANCIAL YEAR 2022

The major objective of public policies for the year 2022, defined by Presidential Circu-
lar No.001 of 30 August 2021, is to improve economic growth in order to put the country back on the path of emergence by the 2035, through the modernisation of agriculture and industrialisation, while laying particular emphasis on the import-substitution policy in order to strengthen the resilience of our economy. As a matter of fact, in the context of the structural transformation of the economy, infrastructure are the essential foundation on which development and competitiveness will be built.

The consolidation, improvement and development of infrastructure constitute the yardsticks that will prove that interventions by the Ministry of Public Works fall in line with this objective, taking into account their driving and multiplier effects on the economy. The programme of connecting roads together will continue, and will be geared towards constructing more interurban links and investing enough on feeder and access roads, so as to promote and increase local productions which equally create jobs.

1. **Consolidation**
   It shall consist in:
   - Continuing with works in progress;
   - Pursuing the upgrading of the national links of sub-regional corridors;
   - Commissioning the sections of the road component of the Three-Year Emergency Plan for the Acceleration of Growth (PLANUT), whose execution rate has reached over 50%;
   - Accelerating decentralisation and strengthening the presence of the State Engineers in infrastructure projects in order to guarantee quality and consistency in their implementation.

2. **Improvement**
   It shall consist in:
   - Upgrading roads that are not maintained; this will be our contribution to the reconstruction of Regions affected by crisis, namely the North-West, South-West and Far-North Regions;
   - Improving the administrative and financial governance of project management in order for the Ministry to better play the role as State Engineer and by so doing, guarantor the quality and consistency in the construction of infrastructure in the country.
   - Upkeeping and maintaining the existing road network.

3. **Development**
   Actions to be carried out under this component shall be:
   - the start of construction works on N11, Kumbo-Misaje-Dumbo-Nigerian
border, Bingambo-Grand-Zambi, Ebolowa-Akom II-Kribi, etc.

Accelerating the preparation of major second-generation projects by giving priority to innovative financing, given the current low budget, as shown in the second phase of the Yaounde-Douala motorway;

These are our actions that will be performed during the year 2022, and which will mainly contribute to the improvement of the road landscape, reducing therefore transportation costs, easing traffic from production basins to industrial transformation centres, and operational connectivity from production zones to distribution and consumption centres.

It is worth reminding that Cameroon road network is about 121 873.93 km long, including 9,133.69 km of paved roads and 112,740.24 km of earth roads, as detailed in the table below:

<table>
<thead>
<tr>
<th>REGION</th>
<th>MOTORWAYS</th>
<th>NATIONAL ROADS</th>
<th>REGIONAL ROADS</th>
<th>COUNCIL ROADS</th>
<th>GRAND TOTAL</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>PAVED</td>
<td>EARTH</td>
<td>BEING PAVED</td>
<td>PAVED</td>
<td>EARTH</td>
</tr>
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<td>ADA-MANIA</td>
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<td>CENTRE</td>
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<td>1 104,01</td>
<td>257,21</td>
<td>1 336,22</td>
<td>418,95</td>
</tr>
<tr>
<td>FAR NORTH</td>
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<td>1 054,44</td>
<td>122,15</td>
<td>12,60</td>
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<tr>
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<td>70,01</td>
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<tr>
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<td>67,96</td>
<td>84,00</td>
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<tr>
<td>WEST</td>
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<tr>
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<td>930,62</td>
<td>449,08</td>
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<td>174,35</td>
</tr>
<tr>
<td>SOUTH WEST</td>
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<td>480,32</td>
<td>440,55</td>
<td>56,17</td>
<td>14,90</td>
</tr>
<tr>
<td>General total</td>
<td>98,50</td>
<td>5 683,82</td>
<td>3 839,61</td>
<td>1 906,40</td>
<td>1 607,71</td>
</tr>
</tbody>
</table>

Rate 100,00% 59,69% 40,31% 20,01% 11,63% 88.47% 3.22% 1.78% 98.22% 0.22% 7.49% 92.51% 2.11%
At the end of 2022, the delivery of the following projects is expected: (i) 492.22 km of new paved roads, including 193.12 km under the PLANUT Component, (ii) 158.92 ml of large-span engineering structures built, (iii) 171.5 km of paved roads rehabilitated, (iv) 840 ml of large-span engineering structures rehabilitated, and (v) 709.68 km of paved roads maintained and 638.42 km of earth roads maintained. Details of the projects to be accepted are as follows:

The following road and engineering structure construction works will be completed with feeder roads and restoring roads or related facilities (492.22 km of roads and 158.92 ml of bridges):

- Feeder roads and restoring roads linking the Yaounde-Douala motorway (Phase I) to the urban network;
- Ndeng-Mbgaba;
- Yoko-Lena, additional works of lot 4 on the Batchenga-Ntui-Yoko-Lena-Sengbe-Tibati (N15);
- Mengong-Sangmelima;
- Mbama-Messamena, including Abong-Mbang and Messamena roads;
- Related developments on the Olama-Bingambo section of the Olama-Kribi road (Ngomedzap, Mvengue and Lolodorf road networks as well as 62 km of secondary roads);
- the Nomayos Cement Plant access road;
- 5 PLANUT projects to be accepted over a distance of 193.12 km, especially:
  - The remaining 4.12 km of the Maroua-Bogo road;
  - Akokan-Batouri;
  - Bonepoupa-Yabassi;
  - Douala-Bonepoupa;
  - Esse-Soa;
- Mayo Pintchoumba Bridge;
- Bridge over the Moungo river;
- Bridge over the Ngoum River (42.52 ml) in Kekem, bringing the total number of structures accepted under the Acrow Project to 2 out of 19;
- MINTP headquarters building.

The rehabilitation or reconstruction of the following roads and structures will continue (171.5 km of roads and 840 ml of engineering structures):

- Babadjou-Matazem, lot 1 of the Babadjou – Bamenda road);
- Ndjom-Yekombo-Carrefour Biboulelam (8.7 km), Bidjong-Bidjong loop (41.8 km), Carrefour Zoumeyos- Mekin dam (13.8 km), as part of the development of the Dja loop, phase III (64.30 km);
- Bazou-Tongo-Milombe (41.80 km);
- Additional works of the Nsimalen-Mbalmayo-Ebolowa road: the Ebolowa
bypass (12 km), graveling on the Ngoulemakong lake bypass (1.4 km) and maintenance of the Bilone-Bityli-Mbo’o Abang Minkok earth road (48.4 km);
- Bridge and its access roads over Mayo Limani (120 ml; 50%);
- First Wouri bridge (720 ml).

Road maintenance works: 709.68 km of paved roads and 638.42 km of earth roads:

- **Maintenance of paved roads:**
  - Yaounde-Ndoupe Bridge (105 km);
  - Edea-Kribi (105 km);
  - Ngaoundéré-Dang, in 3 lots (16 km);
  - Bamenda-Bambili (9.6 km);
  - Yaoundé-Awae-Mekong-Ayos in 3 lots (140.09 km; 87.40%) and Ayos-Abong Mbang-Bonis (189.09 km; 95%), as part of the Management of Maintenance by Level of Service (GENIS);
  - Guider-Dourbye-Sorawel-Guider-Bidzar (88.5 km), and Maroua-Laf-Magada (60 km), as part of GENIS.

- **Earth road maintenance works:**
  - Ngoumou-Otele-Makak-Eseka, phase II (83.75 km);
  - Ekong-Melang-Bengbis, phase II (61 km);
  - Bafia-Biakoa-Koro-Bafia-Egona II-Ngoro-Serere (90.48 km);
  - North limit-Bourrha-Mokolo-Kouyape-Kourgui and Tchevi-Nigeria border (168.18 km);
  - Edéa-Dizangué-Petit Dibamba-Léproserie-Inter N3, Dibombari-Grand Souza, Dizangué-Mouanko (110 km);
  - Bertoua-Deng Deng-Ngoyoum (102.91 km; 74%);
  - Dschang-Fongo Tongo (22.1 km).

In addition, the following projects will make significant progress:

**A- Construction Works:**

- 1,088.3 km of roads including 348 km under PLANUT:
  - Bingambo-Grand Zambi section of the Olama-Kribi road: (45 km );
  - Ntui-Mankim, lot 2 of the Batchenga-Ntui-Yoko-Lena-Sengbe-Tibati road (N15) (96.70 km);
  - Mankim-Yoko, lot 3 of the Batchenga-Ntui-Yoko-Lena-Sengbe-Tibati road (N15) (62.1 km);
  - Ring Road in 4 lots (280 km);
  - Nfaittock-Mamfe, lot 2 of the Kumba-Mamfe road (119.5 km);
Second access road to Bamenda Town (20 km);
Baleveng-Bangang-Batcham-Mbouda, lot 1 of the road to open up the West agricultural basin (117 km);

- 6 projects under PLANUT over a 348 km distance
  - Awae-Essea (33 km);
  - Fourban-Koupa Matapit (54 km);
  - Ngaoundéré-Paro (70 km);
  - Guidjiba-Tabaré (57 km);
  - Ekondo Titi-Kumba (60 km);
  - Babungo-Oku-Nkor Noni in 3 lots (74 km);

- 1,607.617 ml of engineering structures, that is:
  - Bridge over Logone (620 ml);
  - Bridge and its access roads over River Nchiayang (130 ml);
  - Bridges over the Dja and Lobo rivers as part of the development of the access road to the Mekin hydroelectric dam (180 ml);
  - Bridge and its access roads over Mayo Kalliao in Pallar (70 ml);
  - 8 engineering structures constructed under Acrow Project, through a resumption of project implementation under internal financing (607.617 ml).

B-
Rehabilitation works: 222 km of paved roads, including:
- Babadjou-Matazem, lot 1 of the Babadjou – Bamenda road (17 km);
- Sadjo-Baba, Mora-Waza, Salé-Dabanga sections of the Mora-Dabanga-Kousseri road: (205 km);

Among the projects that will start in 2022, the construction of 381.5 km of roads and 150 ml of engineering structures is expected, including:
- Bogo-Pouss section on the Maroua-Bogo-Pouss road (93 km);
- Ebolowa-Akom II-Kribi (179.6 km);
- Eastern entrance to the city of Douala (phase II): (38.9 km);
- Olounou-Oveng, including the construction of a 150 ml bridge over Kom River.

Rehabilitation projects to be started in 2022 will include 297.89 km of roads, namely:
- Edea-Kribi (N7) (96.46 km);
- Magada-Guidiguis-Yagoua in 2 lots: (143.03 km);
- Maroua-Moutourwa (N1) and construction of the Maroua city bypass (43.20 km);
- Dargala-Tokombéré (15.2 km).
Pavement reinforcement projects to be started in 2022 will include 713.1 km of roads, namely:
- Mbalmayo-Sangmélima (115 km);
- Nkolbisson Interchange- Zamengoue-Ekeka-Mbokou (53 km);
- Douala-Bandjoun (222 km);
- Maroua-Laf (45.1 km);
- Ngaoundéré-Garoua (278 km).

In addition, in order to increase the sustainability of earth roads, MINTP will make the systematic stabilisation of all earth roads operational. A strategy for the sustainable maintenance of earth roads has been agreed upon and is being popularised.

III- CONSTRAINTS TO EFFECTIVE PROJECT EXECUTION

Among the constraints that negatively impact performance and therefore effectiveness and efficiency, the most striking ones are:

- **Long time frames for the payment of invoices** (more than 60 days after authorisation and accounting phases), which increase the delivery time frame of projects, which in turn increases the cost of projects and postpone the induced impacts;

- **Insufficient budget coverage in relation to the objectives assigned to projects**, which does not allow companies to achieve their optimal performance in order to deliver projects within the contractual time frame; they adjust the pace of their activities to the budgetary resources allocated;

- **Constraints related to the Economic and Financial Programme with IMF**, which now caps the amount of external financing to be disbursed, with the main consequence being financial allocations that do not cover the objectives; the expected induced economic impacts are delayed;

- **Clearing of rights of way, relocation of networks and effective payment of compensation for expropriation** are now a major constraint for granting approval for projects maturity, which are nonetheless completely mature, in other words they are ready for the effective start of services, from a technical point of view; on this point, we now distinguish between the useful right of way or the base for works and the regulatory right of way;

- **COVID-19 health crisis** which led to a slowdown in works due to the lengthening of import times for various inputs and other spare parts;

- **Persistent insecurity in crisis regions.** Several projects such as Babadjou-Bamenda have thus experienced disruptions, including suspension of works;

- **Weak capacity of some contractors in the implementation of activities** linked to non compliant bidding files and managerial shortcomings;
Doubling of the length of road to be maintained since 2010; in contrast with the gradual decrease in resources for road maintenance, leading to early deterioration of roads.

IV- INSTITUTIONAL AND STRUCTURAL ACTIONS INITIATED TO MITIGATE THE DIFFICULTIES

In 2021, several significant actions have been implemented by the Minister of Public Works, at institutional and structural levels, to improve governance and performance in the sector. These include:

1. Developing a reference system of unit prices for road works, with a view to controlling and optimising the production costs of infrastructure and public equipment in Cameroon;
   The first phase of this activity is devoted to the development of a reference system of unit prices for new road works. The following phases will extend to the other types of interventions (road maintenance, engineering structures and special works). The ranges of the various unit prices are obtained by using the sales coefficients usually used by contractors.

2. Establishing a platform for the coordination of interventions aimed at opening up agro-pastoral production basins: in order to optimise and streamline the actions of all actors involved in opening up agro-pastoral production basins, through: (i) pooling of all available resources, (ii) alignment of all opening-up interventions with sectoral priorities, (iii) identification and lifting of constraints and obstacles to intra-sectoral and inter-sectoral coherence;

3. Developing and disseminating a strategy for the sustainable maintenance of earth roads using solutions other than bitumen. With local input, the aim is to improve the road bearing capacity;

4. Elaborating an investment programme for the National Development Strategy (NDS30): Planning document for all road and engineering structures interventions with regard to NDS30, guaranteeing the effective achievement of the strategic objectives assigned to MINTP by the National Development Strategy.

5. Popularizing and effectively implementing a Technical maturation Guide for Infrastructure projects, this document was drawn up in application of the provisions of Decree No. 2018/4992/PM of 21 June 2018 on the maturation of public investment projects, in order to improve the understanding and control of execution processes, technical specifications, execution time frame, cost, provisional planning as well as monitoring and evaluation.
6. Finalising the preliminary draft law on the protection of road assets: the major axes of the reform will especially relate to (1) concessions on road infrastructure and (2) the setting up of a 2nd generation Road Fund.

7. Finalising the regulatory framework for the establishment of the 2nd generation Road Fund, through: (1) the collection of resources dedicated to road maintenance by the Road Fund itself, (2) uncapping of resources allocated to road maintenance in the Finance Law and, (3) counting regions in the allocation of resources collected for road maintenance.

V- CONCLUSION

✓ The Chairlady of the Committee on Finance and the Budget of the National Assembly,
✓ Honourable Members of the Committee on Finance and the Budget of the National Assembly,
✓ Ladies and Gentlemen,

Before concluding, I would like to share with your August Committee three essential considerations:

1. The network length has increased from 55,000 km in 2010 to 121,509 km in 2021, that is an increase of more than 121% without a corresponding increase in maintenance and upkeep resources.

2. Out of the 121,509 km of the road network, 48.86% are in good or moderate traffic condition and 51.14% in poor condition. We intend to reverse this trend by conceding maintenance and implementing the new strategy for the sustainability of earth roads. Together, we can meet this challenge.

3. One solution is the recently developed Earth Road Sustainability Strategy, which is currently being popularised. It prescribes a rigorous scheduling of services, according to the financial means available, aiming at eliminating critical points and potential traffic disruption points.

This is why I would like to get your proposals and any comments you may have, with a view to optimising the implementation of our road infrastructure programme. I would be grateful for your meaningful contribution.
With this conviction, I wish to request that your August Committee should approve my 2022 draft budget, worth 586,865 billion of Commitment Authorizations and 527,065 of Payment Appropriations.

Any additional information shall be well appreciated.

Thank you for your kind attention. /-