

**THE COORDINATOR OF THE ABC ROAD FUND**

**BANGEM**

27<sup>th</sup> March 26, 2015

**SUBJECT: SECOND PROGRESS REPORT**

I am writing this progress report not knowing whether the first one was ever read, as subsequent action does not seem to indicate thus. I am therefore obliged to restate some elements contained in it here.

**THE FRONT HEAD LOADER AND BACK HOE**

**A/ FINANCES**

**1\*INCOME**

Total amount of money collected since the arrival of that machine =4.132.000.frs cfa.

-Of this total 1.442.000 frs. from village contributions through the chiefs; (Bangem sub division only).

-Bangem council .1000.000.frs

-A few elites and some well-wishers=890.000frs.

- Self generated funds =800.000frs.

**2\* EXPENDITURE**

-Maintenance = 750.000.frs

-Road works =2.532.000. frs.

-Contribution for custom clearance of truck =400.000frs

- Net remaining in saving account (SUMFI Bangem)= 450.000frs.

**THE MACK TRUCK**

1\* INCOME ( all self generated) as of 1/4 /2015 =2.800.000 frs.

**2\* EXPENDITURE**

a/maintenance =1.260.000frs

b/ miscellaneous = 200.000frs.

3/ Net remaining in saving account and my keeping= 1.340.000 frs.

### ACTIVITIES

We have done a considerable amount of light maintenance on all the roads leading out of Bangem, as well as on some village roads. Unfortunately, this has had very little impact, due largely to the very advanced decay of the whole road network. I reported this during the chiefs meeting . I therefore proposed that from now on , we shall only intervene on the main roads leading out of Bangem; and that will be only after major repairs have been done by government. This was unanimously accepted. I also requested that a control team be created comprising of one member from each of the clans. This has also been done.

On the other hand , despite my travelling to Tombel and putting in place the same model of organization as in Bangem, neither the chiefs nor the road fund team over there have made any effort to function.

### REMARKS:

A considerable amount of the difficulties we have been facing ,could be avoided or at least attenuated , if some indispensable procedures were respected when purchasing equipment:

- 1\* Either the equipment is overhauled before or after purchase, or
- 2\* When equipment is bought " AS IS", provision should be made to buy a good amount of spares. These can be shipped with the equipment to Cameroon where labor is cheap and good technicians are readily available. The advantage here is that we are sure of the quality of the spares, and besides they are far less expensive over there. For example one tire of the truck costs 280000frs here and they are not even available. I had to buy 4 used tires for 440.000 frs`!!! The original tires were getting torn easily because the truck had probably been parked for a long time.

### THE WAY FORWARD

I intend to take my full retirement from all non personal activities from the month of May 2016, when I will be 65 years old. So we should start looking for someone to replace me.

At the same time, I am a bit apprehensive in the sense that, without any intention of self glorification, I am not sure it will be easy to find someone capable, not only of stringent management but also having a modicum of self- imposed moral rectitude to manage funds virtually uncontrolled.

On the basis of the above, and given the fact that government is putting in place new plans for regular road maintenance, I am suggesting that, if we also acquire a grader, we should envisage transforming the whole set up into a road maintenance contracting company. In that case, the equipment will be used for contracted road works from December to June, and the rest of the months it will serve to intervene on our roads with funds generated from contract work.

Chief Col. Ngwese Michael

