

ABC ROAD FUND,

4th September 6, 2016

THIRD REPORT FROM THE MANAGEMENT TEAM

1/ ACTIVITIES

a-With the coming of the truck, we were able to do several interventions on the Bangem/Melong road during the rainy season of 2015. Thanks to that, the road remained passable during the entire rainy season. Most of this work was done in collaboration with the SDO of K.M. and the Bangem council.

Again in collaboration with the Bangem council, some work was done on the Bangem-Ekambeng road, the Bangem- Ndibsi- road, the Bangem-Mile 20 market road.

b- Several localities in the Tombel Sub Division applied to use the equipment, but none of them was ready to bear the cost; hence no work was effectively done by us in that sub-division.

c- So far, we have not had to do any interventions during the whole of 2016, because presently, almost all the main roads in KM are under contracts, and are relatively in good state.

2/ FINANCES.

a- INCOME: Apart from the initial contributions by villages in the Bangem sub division in 2013, no other money has been contributed by anyone since then. We have therefore been functioning only with self-generated funds, essentially by the truck.

- b- The truck has generated a total of 8.296.000 francs cfa, after deduction of routine expenditure like fuel and the drivers stipend.
- c- Of this amount, 5.096.000.frs. has been consumed to maintain the truck and the back hoe.
- d- 1.100.000frs. was spent on road maintenance.
- e- 900.000 frs., (of which 400000 was contributed for custom clearance of the grader, and 500.000 frs. was spent for the repairs of the grader).
- f- Amount in hand remaining for the functioning of all the equipments is 1.200.000frs as of today 4th September 2016.

3/ THE EQUIPMENT:

A- THE GRADER:

So far we have spent 1.850.000 frs. to fix the grader. Of this amount 1.000.000 frs. came from BACDA US, 300.000 frs. as residual money from custom clearance and the rest 550.000frs. from us.

A list of the work that still needs to be done and the necessary spare parts had already been sent to the ABC president.

B- THE BACK HOE

As has been stated in all previous reports, this equipment is of little use. Presently it has a problem that has already consumed more than 400.000. frs., and is still persisting. We are planning to hire a mechanic from the company that sells these same machines in Douala to help us repair it.

C - THE TRUCK

It is quite evident from above that the truck is the equipment that really brings in the income.

Unfortunately, it suffers from two main handicaps: a- It is a very old piece of equipment; b- The spare parts are not available in Cameroon. So far we have only been able to keep it running by buying old parts from abandoned MACK trucks in Douala, and even as far as Nigeria. This source is not only very expensive, but it is also virtually dried up.

Hence right now, I only allow it to be used around Bangem and only sparingly. I do not expect it to last for more than one more years at best.

REMARKS:

BACDA US has a wonderful idea to help their people back home. Unfortunately, there have been too many mistakes in its execution. Acquiring and operating equipment is not a simple matter. Yet, despite my undisputable expertise in that domain, you don't seem to heed to my recommendations, leading us into a lot of headaches without even attaining our objectives. If we have to continue with this noble endeavour, I earnestly urge that we do things better.

Best wishes and God bless you all.

Chief Colonel Michael Ngwese.

SPARE PARTS STILL NEEDED FOR THE GRADER

1- Equipment Identification:

Equipment was sold by DRESSER INDUSTRIES INC,
CONSTRUCTION EQUIPMENT DIVISION, LIBERTYVILLE. IL.
PRODUCT IDENTIFICATION NUMBER: A 450 F
PRODUCT IDENTIFICATION NO. *G 750003 no. 11988*
Made in Brazil.

1/ Hydraulic control boxes:

Left side: ref: no. 163160 A 8/87. Has 4 control levers.

Right side: ref: no. 163098 A 5/87. Has 5 control levers.

2/ FRONT WHEELS:

All 04 hydraulic arms are bad. No reference found.

3/ TIRES (06). Identification: 13.00—24 TG. 12ply rating.

4/ Heavy duty batteries: 02

5/ Alternator. Ref: Delco Remy. Made in USA.

THE TRUCK:

MACK R688ST. TYPE: N188YXK

CHASSIS NO.1M2N188YXKW026936. Put in circulation

1/01/1989.

Parts Needed:

- 1- All shock absorbers. (cannot be found here and their absence causes chassis to crack often).
- 2- 10 tires: ref: 13R22.5.
- 3- All fuel and hydraulic filters.
- 4- All back wheel brake assemblies (04). Can't find them here.