

Organization Background : The Bakossi Cultural Development Association (BACDA) USA is a Non Profit association with headquarters in Silver Spring, Maryland. BACDA USA is a cultural and development association dedicated in promoting and fostering the bakossi culture and traditions. BACDA USA works to promote economic, academic and social empowerment among the Bakossi in the Diaspora and Cameroon. BACDA USA consist of chapters lead by chapter presidents and a National Executive that carries out the goals of the association. BACDA USA can be contacted via its chapter presidents or National President. For more information please visit www.bacda.org.

Project details : Road infrastructure is an embarrassing handicap for the Bakossi region and the Government of Cameroon has done very little to recognise the touristic potential of Kupe Mwanenguba and the Bakossi region as a whole. This deficiency not only impedes tourism but also has an adverse impact on the economic and social development of the region. However, the roads in Bakossi region are easily accessible in the dry season but extremely challenging in the rainy season. The Bakossi community at home and in the diaspora is working hard to tackle this long standing issue which is a crucial component in the development of the region. The effort and road infrastructural needs of the people will be magnified by an increase in tourist traffic in the region. Therefore, by visiting Bakossiland you will be contributing to the ideals of the people.

Vision: Good roads for all inhabitants

Mission:To have Passable Roads for all inhabitants throughout the year.

Objectives:

- Collaborate with the All Bakossi Conference (ABC) on strategies to improve road conditions
- Collaborate with the Tombel and Bangem Councils on strategies to improve road conditions
- Provide a realistic implementation action plan, with both short- and long-term goals and strategies
- Purchase of essential road maintenance equipment. (A BackHoe, Dump Truck and Grader)
- Collaborate with all Bakossi indigenes, Tombel and Bangem councils and the ABC on fundraising strategies

Executing Team: The project has two main teams; BACDA USA and the ABC. BACDA USA serves as a co-sponsor as well as the driving force and major fund contributor.

Time Schedule: Purchase shipping of the first equipment; the Backhoe was carried out in 2013. In 2014 a Dump Truck was purchased and shipped and in 2015 A Grader was purchased and shipped. This was the first phase of the project. The second phase entails the usage and maintenance of the equipment.

Rationale and Problem:

Cameroon has been among the highly indebted poverty countries and still remains a part of it due to the myriad crisis of underdevelopment that exists in Cameroon despite its numerous resources and opportunities. 40% of the population lives below the poverty line which basically means 40% of the population has less than \$1 a day to live. The literacy rate is 68%, with a male literacy rate of 77% and female of 59.8% (2001 est.). Because of its modest oil resources and favorable agricultural conditions, Cameroon has one of the best endowed primary commodity economies in sub-Saharan Africa. Still, it faces many of the serious problems that other underdeveloped countries face such as heavy civil service and a generally unfavorable climate for business enterprise. Cameroon's infrastructure presents a very challenging situation to the typical citizen who wishes to make a living in the country; low access to traditional banking for rural populations; relatively high costs of financial services to consumers; low access to credit for much of the population; and limited opportunities for diversification and development. With respect to the Kupe Mwaenguba area, development is hindered by problems of access, mostly during the rainy-season months when the region is virtually cut off from the rest of the country. The very advanced state of deterioration of the road, coupled with the heavy traffic, along with neglect by the government has hindered all maintenance and resurfacing works from producing an acceptable level of continuous service on the road. In most countries it is believed to be a political benefit to be in favor of investing money in building new roads. However, maintenance does not have the same status or does not give the same opportunity to stakeholders or decision makers to present themselves to the public. Something has to be done with this situation. That is where BACDA USA and other concerned parties come in.

In order to maintain the quality of life in the rural areas, which is of importance in order to have balanced demographics, roads are more or less decisive. In all parts of the world we see that people are moving from rural areas to densely built-up areas. In most countries there is a policy of encouraging people to develop the rural areas and by doing so avoid the problems of too fast urbanization. Good roads also make a country more competitive both nationally and internationally. In order to establish an efficient road system, it is important to find a right balance between using money on construction or on maintenance and operation of the roads. BACDA USA and its affiliates and co-sponsors are dedicated to road maintenance.

The Equipments:

Representatives of BACDA USA carried out research and deduced to purchase equipments to maintain the roads although the cheaper route would still be an expensive venture. Research showed that the first equipments needed were A dump Truck, A BackHoe and a Motor Grader. The following need to be considered before purchase.

1. Cost of each equipment
2. Cost of transport from location of purchase to the shipping port
3. Cost of shipping
4. Custom clearance cost

Equipment 1: The BackHoe



The BackHoe - A 1998 JCB 214 Series 3 4 wheel drive

This piece of equipment was purchased on **October 30, 2013** following extensive research from the road project committee. The cost of the equipment was **\$23,500**. An additional **\$1,000** was charged for loading the equipment into a container for shipping. Cost of shipping **\$5,736**. The cost to clear at customs was taken care by the ABC.

Equipment 2 Dump Truck



The Dump Truck - A 1989 Mack Truck R688ST

This piece of equipment was purchased on **August 14th, 2014**. The purchase cost was **\$19,000**. This is after debating on the cost purchase and cost of shipping and clearance between purchase in Europe or the US. It was decided that this equipment would complement the functions of the backhoe. Cost of clearing the equipment in Cameroon was 3.5 million frs CFA (1 million frs CFA from BACDA Germany, 1 million frs CFA from BACDA USA, 500,000 frs CFA from donations carried out by Prof. Ndue and 1 million frs CFA from ABC collection)

Equipment 3 - The Grader



The Grader- A 1989 Dresser/Galion A450E

This equipment was purchased on **July 10th, 2015**. The Grader was purchased for **\$15,000**. Transportation and assembly was estimated at **\$5,000** before purchase. Clearance in Cameroon initially assessed as 6.5 million frs CFA

Beneficiary of Project:

The beneficiaries of these equipments are the inhabitants of the Bakossi area. An improved road system in the area would promote various sectors of the economy. Local farmers would be able to get their crops from farm to market easily. Patients will be able to get to health centers and clinics to obtain service. With improved roads, more jobs would be created. There is also the added benefit of a decrease in the migration of inhabitants from rural area to urban centers.

Needless to say that a better road system would also increase the touristic value of the bakossi area. The Bakossi area is rich with touristic sites like the Kupe Mountain, Mwanuegbua lakes to name a few.

Systems and Procedures:

The All Bakossi Conference (ABC) is an organization based in Cameroon that was created in 2008, when Bakossi sons and daughters from all over the world came together in Bangem for the first time to champion and brainstorm on strategies for Ekose development. This

organization began under the leadership and of President Emeritus Larry Ekaney and the purchase of the various equipment was carried out by President Emeritus Joe Ngalle. Today ABC is the voice and the conduit under which everything development is channeled. This is the reason why the road project maintenance equipment that was purchased and shipped to Cameroon has been under the auspices of the ABC. It was generally agrees that ABC, together with Bangem and Tombel Councils would able to help maintain the roads and render them passable.

Budget:

When BACDA USA embarked on this venture, many agreed the time was now and all needed to be done to improve the livelihood of the inhabitants of the area. Preliminary studies relieved that to purchase, transport and clearing all equipment in Cameroon, would be in the sum of \$100,000. BACDA USA would work with the ABC to raise these funds. Furthermore, to maintain the cost of maintaining the equipments, the equipments would from time to time bid for contracts which will yield funds for this purpose.

The budget presented below represents an ongoing budget for the purchase of equipment from 2013 to 2016 as we obtained the funds to complete.

Direct Cost

| Equipment | Quantity | Unit Price | Actual Price |
|------------------|-----------------|-------------------|---------------------|
| Backhoe | 1 | \$23,500 | \$23,500 |
| Dump Truck | 1 | \$19,000 | \$19,000 |
| Motor Grader | 1 | \$15,000 | \$15,000 |

| Equipment | Expense Type | Description | Total Cost |
|------------------|---------------------|----------------------------------------------------------------------------------------------------------|-------------------|
| Backhoe | Assembly | Cost to load into container after purchase | \$1,000 |
| | Shipping | Cost to ship to Douala, Cameroon Ocean rate-\$4,695 ECTN Cert - \$225 Trucking Greensboro,NC to | \$5,961 |

| | | | |
|--------------|------------------|---------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------|
| | | Norfolk, VA - \$1,041 | |
| | Custom clearance | Cost to clear at Douala port | This cost was covered by the ABC |
| Dump Truck | Assembly | No cost associated | \$0 |
| | Shipping | Cost to ship to Douala, Cameroon US port city Jacksonville FL Trucking -\$600 Cost to ship- \$5,540 Pre entry Tax - \$250 | \$6,390 |
| | Custom clearance | Cost to clear at Douala port | This cost was set at 3.5million frs CFA ¹ |
| Motor Grader | Assembly | Cost to load into container after purchase and transportation to port | \$5,000 |
| | Shipping | Cost to ship to Douala, Cameroon | |
| | Custom clearance | Cost to clear at Douala port | This cost was set at 6.5 million frs CFA ² |

1- Cost of clearing the equipment in Cameroon was 3.5 million frs CFA (1 million frs CFA from BACDA Germany, 1 million frs CFA from BACDA USA, 500,000 frs CFA from donations carried out by Prof. Ndue and 1 million frs CFA from ABC collection

2-Cost of clearing the equipment in Cameroon was 6.5 million frs CFA. BACDA USA had pledge \$5,000 ~ 3 million frs CFA. After failing to secure the rest of funds the following parties came in to assist NICDA USA- \$1,000, BACDA USA Washington DC- \$3,050, BACDA USA DFW- \$1,000. The ABC had 750,000 frs CFA, revenue from Dump truck - 500,000 frs and Bakossi elites in Cameroon 330,000 frs CFA

General Income:

The main source of revenue for the execution of this project comes from member donation, clan donation, chapter donation, friends as well as funds in BACDA USA and ABC accounts. While in Cameroon following the 2013 ABC, the following resolutions were derived to generate funds;

1. Send letters to all chiefs in the Tombel and Bangem areas regarding road maintenance in Bakossi.
2. Send letters to Tombel and Bangem Councils soliciting their support regarding road maintenance in Bakossi.

3. Constitute a Road Fund in Bakossi as follows:
 - a. All Bakossi Men, Women and Children above 18 years in rural areas contribute 1,000 Frs CFA yearly.
 - b. All Bakossi Men, Women and Children above 18 years in urban areas contribute at least 2,000 Frs CFA yearly.
4. Organise Fund Raising activities in various towns and cities.
5. Constitute a management committee as follows:

Road Fund Management Committee

Chair: Chief Col Ngwese Michael

Members:

Tombel

1. Mr Nkwelle Jacob.
2. Mr. Hypolite Ngalame
3. Supervisor: Mr. Otto Mebune.

Bangem.

1. Mr Kang Primus.
2. Mr. Enongene Marga.
3. Supervisor: Mr Mbwoke Charles.

This resolution yielded little or no money. Thus the task of raising the funds needed rest solely on BACDA USA and concerned individuals at home and other parts of the world.

The Fundraising drive for the purchase of the Dump Truck yielded \$19,875. Total expense was \$25,390.

Detail Source of Income conducted by BACDA USA:

Backhoe:

The cost of purchase was carried by BACDA USA and ABC. (10 million frs CFA from ABC and \$10,000 from BACDA USA

Dump Truck.

In a six month span BACDA USA was able to collect \$19,875 with an outstanding balance of \$450 in pledges. A 98% success rate in collections. See Attachment 1-

Motor Grader:

The grader purchase was carried out primarily by chapter contributions. See Attachment 2-

Additional income was required to clear the grader once at the port of Douala along with transportation.

| Source | Amount |
|-------------------------|-----------------|
| NICDA USA | \$1,000 |
| BACDA Washington DC | \$3,050 |
| BACDA DFW | \$1,000 |
| BACDA USA | \$6,550 |
| Revenue From Dump Truck | 500,000 frs CFA |
| ABC Coffers | 750,000 frs CFA |
| Bakossi Elites (Baela) | 330,000 frs CFA |

Total from the USA \$11,600, disbursed in three transactions

\$5,000(3,012,403 frs CFA), \$5,000 (3,024,546 frs CFA) and \$1,600 (949,898 fr CFA)

Expense:

| Expense Item | Amount |
|------------------------------------------|-------------------|
| Custom Duty and Taxes | 6,511,000 frs CFA |
| Late Clearance Penalties | 394,000 frs CFA |
| Grader Assembly | 406,000 frs CFA |
| Bribe to reduce taxes (-444,000 frs CFA) | 100,000 frs CFA |
| Procuration to clear | 75,000 frs CFA |
| Partial Electrification of Grader | 50,000 frs CFA |
| Total | 7,735,200 frs CFA |

Sustainability of the Project

It is our hope that following the purchase and shipping of all equipments, the ABC would furnish quarterly reports showing how these equipments are used for the purpose. BACDA USA and other entities that provided funding would not micro manage the operation of the equipment. The custodian of the equipment would be the ABC and would collaborate with the Tombel and Bangem councils for the development in the area. It was estimated for instance that to rent the Motor grade for a day would cost at 500,000 frs CFA a day and if the designated contract was for seven (7) days and assuming it had two (2) contracts a month; the Motor grader would generate approximately 7 million frs CFA a month. The cost of fueling and light maintenance falls on the renter. With this modest estimate the Motor grader alone could generate at least 60 million a year which would be sufficient to carry out its scheduled maintenance and pro bono road maintenance in the region in addition to the work down by the councils.

Conclusion

While several reports have come from the ABC detailing the progress of the state of the roads and equipment, a more robust system of managing the equipment is needed. However, these can only take place after all equipments are fully functioning. For more information on the details of the reports from the visit our website www.bacda.org . The Road project is a very important project that has great benefits to the people and should be revisited to improve the success.