



# CONSTITUTIVE ASSEMBLY OF THE AFRICAN ROAD MAINTENANCE ASSOCIATION

## AFRICAN ROAD MAINTENANCE FUND ASSOCIATION

Libreville, December 15 to 18, 2003.

### ASSOCIATED TECHNICAL SEMINAR

#### THEME 1

## SECOND-GENERATION ROAD MAINTENANCE FUNDS: THE CASE OF CAMEROON?



THE ROAD FUND IN  
CAMEROON IS A  
MECHANISM  
THAT HAS BEEN  
SET UP IN ORDER TO  
PROTECT THE ROAD  
ASSETS  
AND TO PROVIDE WITH  
ROAD SAFETY AND  
MAINTENANCE.



# THE FINANCING FOR THE ROAD FUND COME FROM:

---

- road use fees
- concession fees for toll booths
- axleload fees and fines
- gifts and donations
- other sources having a direct relation with road use.

# **FUNCTIONNING MECHANISMS FOR THE ROAD FUND**

---

- 1 The Fund is administered and managed according to the rules applicable to public administrative establishments .**
- 2 The Fund exists under the supervision of the Minister in charge of Finance and has decisional and functional autonomy .**
- 3 The Fund is administered by a Management Committee (Board) having 9 members, 5 of whom are road users and one administrator, who is answerable before the Board and who has been recruited after a selection based on different candidates.**
- 4 The Fund has three units respectively in charge of operational controls, financial and accounting management, and technical expertise.**

# **FUNCTIONNING MECHANISMS FOR THE ROAD FUND**

---

5. **Total personnel for the Fund cannot go beyond 15 people.**
6. **The budget for the Fund provides for receipts and expenses, determines the nature and the amount.**
7. **The Fund's resources belong to the public: they are collected by administrations and appropriate organisms, they are paid directly into a special account open at the Central Bank by the Minister in charge of Finance, and transferred automatically to the Fund's accounts opened in the banking establishments recognised by the Monetary Authority.**

# **FUNCTIONNING MECHANISMS FOR THE ROAD FUND**

---

- 8 The total amount of expenses paid annually by the Fund cannot go beyond the total amount of available funds; the Fund cannot carry over debts.**
- 9 Financial commitments of the Fund cannot go beyond the total amount of its receipts.**
- 10 At the end of a budgetary year, if the resources are higher than the expenditure, the excess funds are paid back into the Fund's budget for the following year.**
- 11 Unpaid bills at the end of a budgetary year are carried over to the follow year.**

# **FUNCTIONNING MECHANISMS FOR THE ROAD FUND**

---

- 12** The Fund's accounting is carried out according to private accounting rules; annual certified accounts are published in the journal of official legal announcements and in the national press.
- 13** The Fund's accounting is done by a chartered accountant recruited through a bid offer with open competition; this chartered accountant is also responsible for internal controls.
- 14** The Fund is controlled by the State organisms that have been given this role and the controls are carried out under the conditions defined by the laws and regulations in application.

# **FUNCTIONNING MECHANISMS FOR THE ROAD FUND**

---

- 15** The Board carries out financial and accounting audits at least twice a year and this is done by an independent, recognised accounting office, recruited after an openly competitive bid offer.
- 16** The Board approves the programmes to be financed by the Fund and corresponding budgets.
- 17** The Administrator requires technical audits by independent consultants at least twice a year, to be paid for and controlled by the Board, in order to assure the effectiveness of the services financed by the Fund.
- 18** The Administrator proceeds to the approval of contracts before their signature by those entities who will carry out the work, and this is done to control the correctness of the contracts, the availability of the resources and the eligibility of the expenditures.



# **BASIC PRINCIPLES FOR THE OPERATIONS OF THE ROAD FUND IN CAMEROON**

---

- 1. The Control of financial commitments**
- 2. The rapidity of payments**
- 3. The payment of expenses concerning the common and periodic maintenance of the road network, with a priority for the urban and interurban network, and rural roads, to avoid future degradation of roads, for road safety, and for the protection of the road patrimony**
- 4. The payment to companies for contracts signed according to the regulations in application, with the obligation of open competition, and within the strict limitations of available funds**
- 5. What is not eligible for financing from the Road Fund: The building of new roads or major rehabilitation, operational costs of ministerial departments, road maintenance work carried out by the Government, and road maintenance work that has not gone through an openly competitive bid offer**

# **PROBLEMS MET BY THE CAMEROONIAN ROAD FUND**

---

- **Insufficient resources compared to the needs resulting in a reduction of the road network that is technically under maintenance, and/or the over-sizing of the priority road network compared to the available resources**
- **Absence of standards for the follow-up of the work done by the companies, with a view towards assuring the application of the recommendations of the technical auditors**
- **Lack of professionalism of the Small and Medium-sized road maintenance companies, and the engineering firms, resulting in bad quality maintenance work which is unsatisfactory**