

REPUBLIC OF CAMEROON  
Peace - Work - Fatherland

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MINISTRY OF ECONOMY PLANNING AND  
REGIONAL DEVELOPMENT  
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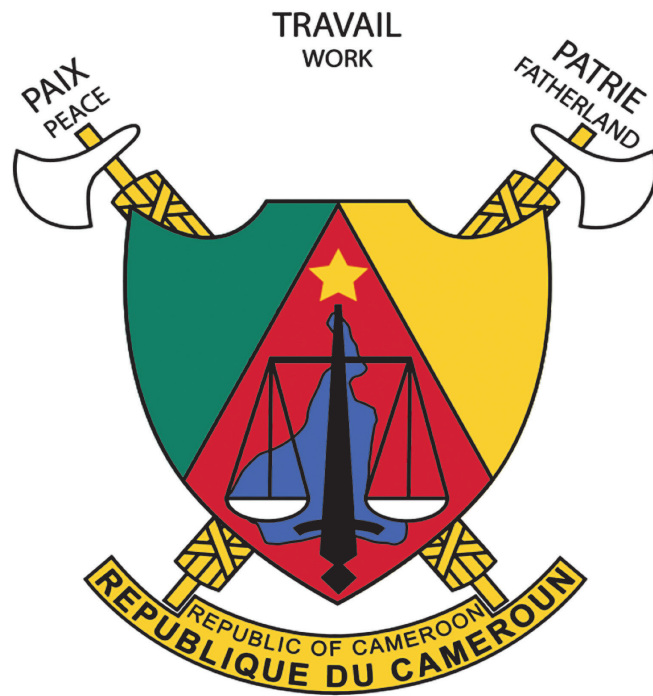


# R.F.P.D

REQUIRING FUNDING PROJECTS DOCUMENT

2023







**MINEPAT**

# Summary

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<b>Introduction .....</b>	<b>1</b>
<b>Economic and Financial Context .....</b>	<b>2</b>
<b>Section A : General Information on Major Projects.....</b>	<b>5</b>
<b>Section B : Priority of the NDS30 on major projects.....</b>	<b>15</b>
<b>Section C : Funding of major public investment projects in Cameroon and investor’s route.....</b>	<b>21</b>
<b>Section D : Projects Requiring Funding Per Sector .....</b>	<b>33</b>
<b>TRANSPORT INFRASTRUCTURE .....</b>	<b>35</b>
<b>TRANSPORT INFRASTRUCTURE ENVISAGED IN PPP.....</b>	<b>37</b>
Construction of the Edea-Kribi highway (phase 2) (98 km).....	38
Construction of the Yaounde-Douala highway (Phase 2) (136 km) .....	39
Construction of the Douala-Limbe highway (70 km) .....	40
Construction of the by-pass road in the city of Douala (47 km) with the construction of the third bridge over river Wouri.....	41
Construction of the Douala-Limbe-Idenau railway (107 km) .....	42
Construction of the Edea-Kribi-Campo railway (185 km) .....	43
Construction of the Ngaoundere -Ndjamena railway (684 km).....	44
Construction of the Douala- Ngaoundere railway (910 km) .....	45
Renovation of the Belabo-Ngaoundere railway (329 km).....	46
Creation of an 18-hectare storage platform for empty containers using hydraulic fill at the bottom of the timber dock.....	47
Refurbishment and modernisation of the Regional Terminal (BOSCAM Wharf) .....	48
Development of a 50-hectare industrial platform and six berths with around 1,200 ml of wharfs for food processing industries to the south-west of the timber dock entrance.....	49
Development of the New Bonapriso multifunctional hub (pilot phase of the Sawa Beach project) .....	50
Rehabilitation of the runways of the Yaounde-Nsimalen international airport.....	51
<b>TRANSPORT INFRASTRUCTURE ENVISAGED IN PUBLIC CONTRACTING AUTHORITY .....</b>	<b>52</b>
Rehabilitation of the Ngaoundere-Garoua road (250 km).....	53

Construction of the Maga road embankment.....	54
Extension of the North entry road into the city of Yaounde: Olembe-Obala Interchange (22 km) .....	55
Construction of the road Gazawa-Hina-Bourha (102 km) and the Tchevi-Nigeria border slip road, and its ancillary facilities .....	56
Construction of the Limbe deep-sea port .....	57
Extension of the deep-water downstream port of Douala .....	58
<b>ENERGY INFRASTRUCTURE .....</b>	<b>59</b>
<b>ENERGY INFRASTRUCTURE ENVISAGED IN PPP .....</b>	<b>60</b>
Song-Dong Hydroelectric Development (270 Mw) .....	61
Katsina-Ala Hydroelectric Development (485 Mw) .....	62
Makai Hydroelectric Development (350 Mw).....	63
Song Mbengue Hydroelectric Development (1,080 Mw).....	64
Noun Wouri Hydroelectric Development (1,028 Mw) .....	65
Hydroelectric development of the Net Gorges (556 Mw).....	66
Ngoila Hydroelectric Development (84 Mw) .....	67
Mouila Mogue Hydroelectric Development (420 Mw) .....	68
Chollet Hydroelectric Development (600 Mw).....	69
Ndokayo and Colomines Hydroelectric Development (21 Mw).....	70
<b>ENERGY INFRASTRUCTURE ENVISAGED IN PUBLIC CONTRACTING AUTHORITY .....</b>	<b>71</b>
Menchum Hydroelectric Development (75 Mw).....	72
Construction of the 225 kV power transmission line to supply the Kribi Industrial-Port Complex.....	73
SONARA reconstruction project .....	74
Construction of the Limbe Oil Yard Project (Phase 2).....	75
<b>WATER INFRASTRUCTURE .....</b>	<b>76</b>
Reconfiguration du Système d'alimentation en eau potable de la ville de Yaoundé .....	77
Drinking water supply project for the city of Douala and its surroundings	78
Reconfiguration of the Drinking Water Supply Network of the City Douala .....	79
Project of rehabilitation and extension of the drinking water supply station at Japoma in Douala.....	80
Project of rehabilitation of the conventional treatment plant at Akomnyada .....	81

<b>DIGITAL TRANSFORMATION.....</b>	<b>82</b>
Implementation Project for the Electronic Governance System in Cameroon (E-Government) .....	84
National Broadband Network project (Phase III).....	85
National Optical Fibre Backbone Project (Phase 4) .....	86
Cameroon Satellite System Project (CAMSAT).....	87
3K Towers Solutions Project (Phase I).....	88
<b>PROMOTION OF THE TOURISM SECTOR .....</b>	<b>89</b>
Development of the Yoyo tourist mega resort as well as the asphaltting of the Edea-Dizangue-Mouanko-Yoyo road .....	91
<b>URBAN AND SOCIAL DEVELOPMENT.....</b>	<b>92</b>
Urban mobility project in the town of Douala .....	94
Construction of the Yaounde by-pass road .....	95
Development of the Massoumbou habitation zone in the metropolitan area of the city of Douala .....	96
Development of the Mbankomo habitation zone in the metropolitan area of the city of Yaounde.....	97
Development of an urban extension area .....	98
in the city of Limbe .....	98
Development of the TALLA eco-district in Kribi .....	99
<b>DEVELOPMENT OF AGRO-SYLVO-PASTORAL AND FISHERIES PRODUCTION.....</b>	<b>100</b>
Project for land development and installation of large agricultural producers in the central plain (PATIPALACE) .....	101
<b>MINING AND INDUSTRIAL DEVELOPMENT.....</b>	<b>102</b>
<b>MINING AND INDUSTRIAL INFRASTRUCTURE ENVISAGED IN PPP .....</b>	<b>103</b>
Project for the establishment of an agro-industrial technology park (Technopole) in Cameroon .....	104
Construction of a fertiliser factory.....	105
Construction of an Aluminium Plant in Kribi .....	106
Construction of a Natural Gas Liquefaction Plant in Kribi .....	107
Installation of an agro-industry for the production of refined palm oil and soap .....	108
Creation of a sugar complex in Mintom .....	109
Project for the creation of an agro-food industrial complex at Kaele ..	110
Ntem Valley agro-industrial park (PAC project) .....	111

GEAIFEC agro-industrial technopole in the South region ..... 112

Lomie Cobalt, Nickel, and Manganese mining project ..... 113

Fongo-Tongo Bauxite Mining..... 114

Bauxite mining in Mini-Martap and Ngaoundal..... 115

Natural gas for vehicles: Pilot project ..... 116

Creation of high-performance industrial nurseries system ..... 117

Construction of an assembly unit for microcomputers and tablets ..... 118

Construction of a mobile phone assembly unit ..... 119

Construction of a pulp and paper industrial complex in Edea ..... 120

Construction of an asphalt factory ..... 121

Construction of a hydrogen and ammonia production plant in Kribi.. 122

**MINING AND INDUSTRIAL INFRASTRUCTURE ENVISAGED IN  
PUBLIC CONTRACTING AUTHORITY ..... 123**

ALUCAM Extension project..... 124

The Cameroon Development Corporation Rehabilitation and Modernisa-  
tion Project ..... 125

Restructuring/ modernisation of CICAM..... 126

# Introduction

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To achieve the status of an emerging country by 2035, Cameroon has since 2010 initiated a structural transformation process, which aims at aligning itself to the basic factors of emerging countries (school enrolment, ability to generate public savings, adaptation of the productive fabric to regional and global demand, infrastructure, etc.).

The various actions carried out over the period 2010-2020 were in line with the national priorities contained in the Growth and Employment Strategy Paper (GESP). To consolidate the achievements in a context marked by several endogenous and exogenous shocks, while ensuring the smooth implementation of the GESP, the Government drew up a Three-Year Emergency Plan for Growth Acceleration (2015-2017) and concluded an agreement with the IMF for the implementation of an Economic and Financial Programme for the period 2017-2020.

The implementation of this structural transformation process required a high mobilisation of resources both internally and externally thus contributing to raising the public debt ratio.

As a follow-up to the implementation of the GESP, which has the major first-generation projects as the building blocks, Cameroon charted its National Development Strategy for the period 2020-2030 (NDS30) whose implementation started concomitantly with the Economic and Financial Programme with the IMF. One of the drivers of the NDS30 is the satisfactory execution of a vast productive infrastructure programme referred to as major second-generation projects, which requires the mobilisation of substantial financial resources consistent with the national debt strategy.

This Paper on projects with funding requirements abbreviated DPBF in French presents, depending on available data, projects in preparation in government services and requiring funding or partnerships. It is a call for funding proposals or collaboration that can lead to the satisfactory implementation of these projects in keeping with the laws and regulations in force in Cameroon.

This document presents projects by sector as follows: (i) transport infrastructure, (ii) energy infrastructure, (iii) water infrastructure, (iv) digital transformation, (v) promotion of the tourism, (vi) urban and social development, (vii) development of agro-sylvo-pastoral and fisheries production, and (viii) mining and industrial development.



## Economic and Financial Context

Cameroon's economic growth was relatively stable in 2022 as compared to 2021. Real GDP growth rate was estimated at 3.6% in 2022 like in 2021. This trend would continue to be driven by activities in the non-oil sector. Indeed, the growth rate in this sector was expected to stand at 3.8% in 2022, just like in 2021, while oil and gas production would drop by 2.9%. Domestic demand is still accounting as the main driver of Cameroon's growth. As a matter of fact, domestic demand accounted for 2.5 points in growth in 2022, against 1.1 for external demand.

Recent economic conditions were marked by: i) widespread inflation tensions induced by the consequences of the Russo-Ukrainian conflict and the rise in maritime freight; ii) the rise in exported commodity prices such as crude oil and gas imported by local industries; iii) appreciation of the dollar which accounts for the deterioration of the competitiveness of our economy, reduction of the purchasing power of households and increased pressure on the State budget; iv) acceleration of the implementation of the National Development Strategy (NDS 30) with emphasis on the import-

substitution policy; v) continuation of the implementation of the post-Covid 19 economic recovery plan, the economic and financial programme concluded with the IMF, and reconstruction of the Far-North, North-West and South-West regions.

This situation led to a substantial slowdown in the secondary sector's momentum, which recorded a 0.6% growth against 3.2% in 2021. However, the economy proved resilient thanks to the good performance of activities in the primary (+4.8% against 2.9% in 2021) and tertiary (+5.0% against 4.3%) sectors. However, because of the favourable trends in the terms of trade driven in particular by the rising hydrocarbon costs, Cameroon's import to export cover ratio has been on a positive trend in 2022. The rise was 17.8 points from January to October 2022, as compared to the same period in 2021, thereby standing at 78.2%. Thus, the trade balance, which is in deficit from a structural standpoint, has improved by CFA F 462 billion and stands at - CFA F 784 billion.

The debt policy has been prudent with precedence given to concessional commitments in order to ensure budgetary and external

sustainability. At the end of the year 2022, outstanding direct public debt (excluding outstanding payment) has increased by 3.4% of the GDP to stand at 44% of the GDP. This trend was particularly due to a more pronounced increase in the external debt (that is 2.1% of the GDP) as compared to the domestic debt (that is 1.2% of the GDP). It should be mentioned that this increase in the external debt also stems from the appreciation of the US dollar over this period, especially as 22.1% of Cameroon's debt portfolio is expressed in this currency.

Cameroon pursued its efforts towards the improvement of economic competitiveness and consolidation of the business climate, although there are still numerous challenges to address. Actions carried out with the participation of the private sector helped to increase FDI flows by 372.4 billion in 2022. These FDI added up to local investors' resources contributed to fixed gross capital formation in different sectors, including agriculture, manufacturing industries, hotel and banking services. However, the Government should strengthen actions towards i) efficiency in public administrations; ii) facilitation of access to production factors; iii) corporate innovation; and iv) improvement of economic infrastructure provision.

In 2022, Cameroon's performance

was outstanding with regard to investments. As concerns public investment in particular, economic priorities focused amongst others on the completion and commissioning of major first-generation projects, development of transport infrastructure in order to facilitate trade and open up production basins, support to the development of the digital economy through the extension of the network and telecommunications infrastructure.

Despite high uncertainties on the international geopolitical situation, economic prospects in the short and medium-term are expected to be stable. The growth rate is estimated at 4.3% in 2023 and 4.5% on average over the period 2024-2025. This momentum would be particularly attributable to i) the mitigation of the conflict in Ukraine and its consequences on the global economy; ii) the good execution of the Initial Impetus Programme (P2I) and the commissioning of first-generation projects; iii) implementation of the reforms under the Economic and Financial Programme concluded with the IMF; iv) acceleration of the post-Covid 19 recovery policy for the private sector; v) gradual recovery of economic activities in the North-West and South-West regions; and vi) implementation of the National Development Strategy (NDS-30) with special emphasis on the import-substitution policy.



## **Section A :** **General Information on Major Projects**

*This section dwells on (i) the definition and characteristics of a major project, (ii) its life cycle, (iii) the rules for the prioritisation of major projects, and (iv) the guiding principles of their steering.*

## A.I. THE MAJOR PUBLIC INVESTMENT PROJECT

In this Document which materialises the spirit and the development options taken by the Cameroonian Government, a major project is a major development action or a set of major integrated actions with a national economic and/or social interest, the result of which is a physical object or a large-scale infrastructure (Highway, Port, Hydroelectric Dam, Railway, Optic Fibre, Low-cost Housing, etc.), and whose cost of execution accounts for at least 1% of the State budget expenditure<sup>1</sup>.

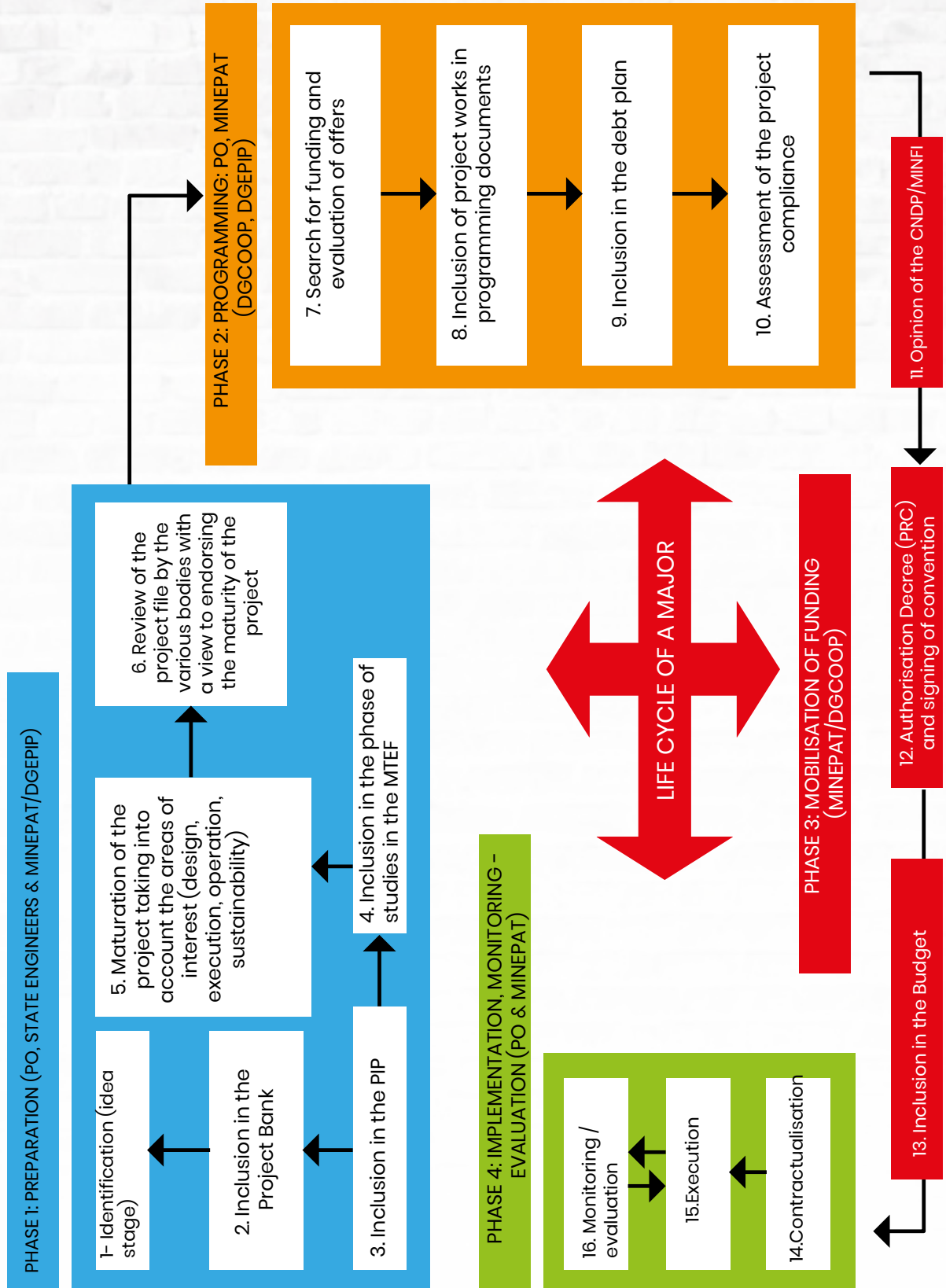
A major project has 8 (eight) main characteristics that differentiates it from the conventional project.

Characteristics of a Major Project		Description
1	The multiplier effect	A major project provides its area of execution with an infrastructure, which has a multiplier effect (diversification and increase of production) on the country's economy.
2	Overarching function	The major project leads to the installation of new social infrastructure and economic activities of different scales, and to the development of existing ones.
3	The function of strengthening the operability of other projects	Once the major project is operational, it will render one or several other existing projects operational.
4	High cost of execution	The minimum cost (preparation and execution) of a major project is 1% of the State budget.

<sup>1</sup>Framework for the Evaluation of Public Finance Management (PEFA), February 2016, pp 38-39.

Characteristics of a Major Project		Description
5	High potential for job creation (direct, indirect and induced).	Although job creation is not included as a result of its implementation, the major project has a high potential for the creation of direct, indirect and induced jobs.
6	The strength and sustainability of the economic and/or social impact	Through the direct effects of its result, a major project produces significant and sustainable changes (impacts) on macroeconomic indicators as well as on the standard of living of the population.
7	Specific institutional and partnership set-up	A major project requires coordination of several institutional stakeholders for its implementation, as well as coordination between them and private stakeholders.
8	Technological innovation	A major project requires technical expertise and state-of-the-art technology for its implementation, which is usually not available locally and therefore comes from outside.

## A.II. LIFE CYCLE OF A MAJOR PUBLIC INVESTMENT PROJECT IN CAMEROON



### A.III. RULES FOR SECTOR AND CROSS-SECTOR PRIORITISATION OF MAJOR PROJECTS

Prioritisation is a tool and an approach for technical and strategic decision-making; decision that helps both at the Sector and Cross-sector level to identify projects which, on the basis of defined rules of prioritisation, deserve to be implemented or completed in priority, as compared to other similar projects or other projects in the same sector.

#### A.III.1. Sector prioritisation

Rule for sector prioritisation		Description of the rule
1	Relevance	Major projects will be prioritised according to whether they are more or less relevant than others, i.e. they express real needs - exhaustively identified, correctly analysed and themselves prioritised, needs for which these projects provide/constitute an effective (effects and impacts of the result), significant, and sustainable response.
2	Strategic coherence	Prioritisation among the major projects will depend on the degree of coherence of each of them with the strategic guidelines (national and then sectoral), as well as with the government's priorities defined based on the national strategic guidelines (here, in the NDS30).
3	Effectiveness and efficiency	On the basis of the cost-effectiveness analysis (aid to prioritisation), the major priority project will be the one which, among the projects called upon to meet the same identified need, makes it possible to achieve the objective more successfully, as well as at lower cost and during a shorter implementation period.
4	Optimal financing	The major project, whatever it is, requires, within the framework of the mobilisation of the financing for its realization, the financial contribution of the State, LRAs, etc., priority will be given to the projects whose financial set-up impacts the least possible on the public resources.

Rule for sector prioritisation		Description of the rule
5	State of maturity	This rule stipulates that among several major projects in a sector, priority should be given to those with the highest level of maturity (institutional, technical, and financial): (i) availability of a feasibility study (APD) or pre-feasibility study (APS) that can provisionally define the scope and costs of the project, (ii) presence of a formally determined financial partner to undertake the mobilisation of the resources necessary to finance the project, etc.
6	Contribution to production	Among several major projects in the Sector, those whose studies or minimal evaluation have established a more significant contribution to the diversification and increase of production should be retained on a per tier basis.
7	Connectivity	Among several major projects and depending on the resources available, priority should be given to projects whose implementation will enable other projects already completed to be operational and whose commissioning is largely dependent on one or several of these major projects to be executed.
8	Minimal risk and minimal cost	Priority will be given to projects executed under PPP mode mainly PPP where the financial contribution of the Public Stakeholder is less than under the MP mode and which have a minimal risk for the State of the LRA both in terms of execution and operation.



### A.III.2. Cross-sector prioritisation

Rule of cross-sector prioritisation		Description of the rule
1	Contribution to functionality	Prioritisation will be based on the level of contribution of the project to the optimal functionality of an already commissioned project in another sector.
2	Optimisation and connectivity	It states that productive projects are prioritised according to their level of complementarity with projects in other sectors, in terms of production.

### A.III.2. Levels of prioritisation

In this document, projects are presented according to three levels of priority, with regard to the level of preparation, the urgency of implementation, and the importance of the socio-economic and financial effects of the selected projects.


Level of priority	Characteristics of projects
High	<ul style="list-style-type: none"> <li>- Projects required to operate a completed project awaiting commissioning;</li> <li>- Projects with a satisfactory level of preparation (final design (APD) available);</li> <li>- Infrastructure or equipment projects aimed at strengthening and modernising production systems, or infrastructure or equipment projects aimed at boosting the agri-food and manufacturing industry.</li> </ul>

Average	<ul style="list-style-type: none"> <li>- Projects required to operate a completed project awaiting commissioning;</li> <li>- Projects with a satisfactory level of preparation (final design (APD) available);</li> <li>- Infrastructure or equipment projects aimed at strengthening and modernising production systems, or infrastructure or equipment projects aimed at boosting the agri-food and manufacturing industry.</li> </ul>
Low	<ul style="list-style-type: none"> <li>- Projects that do not contribute to the completion or commissioning of an existing project;</li> <li>- Projects with a low level of preparation (absence of final design (APD) and preliminary design study (APS));</li> <li>- Infrastructure projects for the production and distribution of abundant energy for industrialisation.</li> </ul>

Project Steering is a tool for monitoring, controlling and following up the implementation of the project. It comes in after the project planning and at the start of the project. Monitoring consists of collecting and analysing data on this implementation, with the aim of ensuring the performance of the operations of the said implementation, within the framework initially defined in terms of quality, costs and deadlines. Steering informs decisions on the implementation of corrective actions (of identified gaps), the triggering of preventive actions (of anticipated gaps), as well as the strategic decision to reorient or readjust the project (management of changes). Steering therefore contributes to the successful implementation of the project (attainment of set objectives), or at least it makes it possible to significantly reduce the risk of failure of the said project.

Below are five main Guiding Principles of the Steering of major projects.

Guiding Principles		Comment on the principle
1	Steering monitors the status of the project	Based on a central schedule of the project, steering oversees whether the project is progressing as planned or not, and therefore monitors the gap between the projected and actual schedule.
2	Steering communicates on the project on a permanent basis and in real time	The results of the permanent collection of technical, financial data etc. (conduct of works, use of resources) are subject to precise and documented information addressed to the decision-making structures/bodies, along with operational recommendations.
3	Steering informs and enlightens the decision-making process in an appropriate manner	This decision backed and informed by documented information focuses on the implementation of corrective actions, the triggering of preventive ones as well as on the decision-making on changes/adjustments, which will be deemed necessary by the Steering for the success of the implementation of the project.
4	Steering process manages the risks of the project	Steering keeps a constant watch on vulnerabilities (inherent to any project in the implementation phase), and informs the prevention actions.
5	Steering keeps information on the project updated	Through the availability of this disaggregated and exhaustive information, decision-makers take ownership/control of the implementation of the project (progress, difficulties encountered, consumption of time and resources, etc.). Similarly, by updating the information, the Steering process minimises communication problems on the project between the stakeholders.



**Section B :**  
**Priority of the NDS30**  
**on major projects**

In the continuation of Cameroon's move towards emergence, the National Development Strategy for the period 2020-2030 (NDS30) includes the establishment of conditions conducive to economic growth as an overall objective to be achieved during the above-mentioned period. In addition, the driving role of infrastructure in contributing to socio-economic development is once again reiterated in this strategy with guidelines on:

- The completion of all ongoing projects and the finalisation of all modalities for the full commissioning of the infrastructures resulting from the major 1st generation projects through the implementation of their related projects;

- Prioritization of Project-Finance and Public-Private Partnership approaches in the implementation of major projects and related projects;

- Formulation of new projects in an integrated manner to optimise their impact on the economy;

- The systematisation of counter-expertise for the evaluation of the costs of major infrastructure;

- Strengthening the project prioritisation and selection process.

In this respect, the main pillars of this new strategy are broken down into plans, programmes and projects as follows:

### **B.I. Structural transformation of the economy**

This core area aims to promote industry, services and the development of new productive infrastructure. Specifically, it will be about increasing:

- The annual growth rate on average over the period 2020-2030 from 4.6% to 8.1%;

- The share of the secondary sector in the PIB to 36.8% by 2030;

- Extending the tarred road network from 0.32 to 0.48 km for 1000 inhabitants through the tarring of 6,000 km of roads;

- The installed power generation capacity from 1,650 MW to 5,000 MW.

From this pillar, the following plans and projects are derived:

1. Energy Plan. With an overall cost of CFAF 5,855 billion, it aims on the one hand to upgrade all the transmission and distribution networks and on the other hand, to implement the plans for the following hydroelectric dams: (i) Bini à Warak; (ii) Nachtigal; (iii) Ngoila; (iv) Song Dong; (v) Grand Eweng; (vi) Chollet; (vii) Kikot; (ix) Makay; (x) Mouila Mougue; (xi) Njock

2. Agro-industrial Plan. With an overall cost of CFAF 5,855 billion, it aims to boost national production of products that form the basis of industrialisation by implementing specific plans such as: (i) the Cocoa Plan; (ii) the Palm Oil Plan; (iii) the Cotton Plan; (iv) the Rice Plan; (v) the Fish Plan; (vi) the Maize Plan; (vii) the rubber Plan; (viii) the Timber Plan

3. The Multimodal Transport Infrastructure Development Plan. For a total cost of CFA F 7,900 billion. It will consist in promoting the networking of the territory by complementary transport infrastructure. In particular, it will include: (i) the completion of the Yaoundé-Douala-Limbé and Kribi-Edéa highways; (ii) the Douala-Ngaoundéré-Ndjamena railway (684Km),...

4. The Plan for the Modernisation of Large Cities. With an overall cost of CFAF 3,750 billion, it will reconfigure the cities of Yaounde, Douala, Bamenda, Buea and 10 other city councils into modern cities.

5. The Digital Plan. This will about considerably reducing the digital divide, in particular through the continued expansion of the fibre optic network; the construction of two (2) data centres; and the implementation of the electronic governance system (E-Government), for a total amount of CFAF 250 billion.

6. The current management plan for transport infrastructure, for a total amount of CFAF 100 billion.

7. The Kribi Port and Industrial Project For an estimated cost of CFA F 1,084.3 billion

8. Phase 2 of the Limbe Ship Yard Project The estimated cost is CFA F 180 billion

9. The Project of Extension of ALUCAM, the cost is estimated at CFA F 660 billion.

10. Project of construction of new modern terminals at the Douala and Garoua Airports. The cost is estimated at CFA F 125.7 billion

## B.II. Development of human capital and well-being

This pillar addresses social sector strategies (education and training, health, social protection, employment, etc.) with a view to improving the productivity of human resources and thus their contribution to economic growth. From this pillar, the following plans and projects are derived:

1- The STEM Plan (Science, Technology, Engineering and Mathematics). With an overall cost of CFAF 120 billion, it consists of strengthening scientific fields through the construction/equipment of laboratories and technology workshops as well as creating high standard vocational Government high schools;


2- The Social Protection Plan including Universal Health Coverage (UHC) for which approximately CFAF 12,320 billion will have to be mobilised.

3- The «Train My Generation» programme. This programme will focus on capacity building and certification of technical workers in the informal sector, for a total amount of CFAF 100 billion.

## B.III. Governance, decentralisation and strategic management of the State

This last pillar includes issues associated with local development, multiculturalism and bilingualism, which are at the centre of the third dimension of Vision 2035, namely “unity in diversity”. It is materialised into the following plan:

The Reconstruction and Development Plan for the North-west, South-west and Far-North Regions. For a total cost of CFA F 3500 billion, it focuses on: (i) the reconstruction of schools, hospitals and churches; (ii) PIB projects retargeted due to the crisis; (iii) Roads including the Ring-Road (continuation and completion), (iv) railways; (v) Menchum dam; (vi) Katsina Ala dam; (vi) Mamfe dam; (vii) Limbe deep sea port.



## **Section C :**

# **Funding of major public investment projects in Cameroon and investor's route**

*This section dwells on the various modes of funding of major projects in Cameroon. To this end, the different sources of financing for major projects will be presented, namely (1) Ordinary Public Domestic Resources, (2) Development Assistance, (3) Project Finance and finally (4) Public Private Partnership.*



## C.I. Domestic Public Funding or Ordinary Domestic Resources

Domestic public financing, also known as domestic budget resources or ordinary domestic resources (ODR), includes all financing flows mobilised by public administrations (central government, public enterprises and local and regional authorities) within the national territory. They are derived mainly from fiscal revenues collected from both citizens and companies (income tax, corporate tax, VAT and other taxes), non-fiscal revenues such as the proceeds from fines or gambling and other revenues.

As some competences have not yet been transferred to Local and Regional Authorities (LRAs), the central government mobilises the majority of domestic public funding in Cameroon. These funds are intended to finance public programmes and projects.

The mobilisation of ODRs may be necessary for (i) the financing of preliminary technical studies (project maturation), (ii) the financing of Government Counterpart Funds (GCFs) in the framework of jointly financed projects, or (iii) the financing of the project as a whole.

### **(i) Financing of preliminary technical studies**

In accordance with the Decree of 21 June 2018 on the maturation of projects, preliminary technical studies must be financed on ODRs. The resources needed to finance these studies are included in the MTEF and the project owner's budget.

### **(ii) Financing of counterpart funds**

The mobilisation of ODRs for the financing of Counterpart Funds in the framework of jointly financed projects by the Project Owner is subject to the signature of the financing agreement for external resources.

### **(iii) Financing of the project as a whole**

Once the maturity of the project is endorsed, the Government may decide to fully fund a project on ODR, depending on the availability of financial resources. Thus, the resources needed to finance the project are included in the Medium-Term Expenditure Framework (MTEF), then in the budget of the Administration, the project owner, in accordance with the implementation schedule established in the technical studies.

## C.II. Development Assistance

### C.II.1. Definition

Development assistance refers to all the resources (financial, economic and technical) granted by public or private institutions in developed countries, under favourable conditions, to promote economic development and improve living conditions in developing countries.

It can take several forms: project-aid; programme aid; technical assistance. As part of the implementation of its development policy, the Government of Cameroon benefits from ODA from bilateral partners notably (France, China, South Korea, Italy, Belgium, England ...) and multilateral partners namely the World Bank, the AfDB, the EU, the Development Agencies of the United Nations System, the IDB, BADEA), ...).

### C.II.2. Aid resource mobilisation cycle for the realisation of major projects

The conceptual framework for resource mobilisation is the same as that described by the traditional project or programme cycle. However, the aid resource mobilisation process can be broken down into the following phases: Search of funding, contracting, monitoring of implementation. These steps do not necessarily follow a strict order and are not completely separate from each other.

#### A. Search of funding

It consists of two phases: the identification of potential partners and the evaluation of funding offers.

- Identification of potential partners: This stage consists in exploring financing opportunities offered by international technical and financial partners for the implementation of a given project. To this end, funding requests are issued by the Ministry in charge of economic and technical cooperation and addressed to the identified partners. Potential creditors should be chosen on the basis of the purpose of the project (social nature or high financial return).

However, the search process is only initiated once certain prerequisites relating to the assessment of the relevance and maturity of projects are met in accordance with Decree 2018/4992/PM of 21 June 2018

on the maturation of public investment projects.

- Evaluation of funding offers: A comparative evaluation of offers submitted by partners is carried out by MINEPAT (DGCOOP) and MINFI (CAA) who express their opinion on the degree of concessionality of the financial conditions proposed, as well as on how they match with the purpose of the project and instruments defined in the national debt strategy. It leads to a financial assessment report prepared by DGCOOP, CAA and the Project Owner.

## **B. Contractual phase**

This phase is broken down into the following phases: referral to the CNDP; conduct of negotiations; request for a decree for authorisation; signature of a financing agreement; procedure for the entry into force of the financing agreement/convention.

- Referral to the CNDP for reasoned opinion: the referral file is addressed by the government service in charge of loan negotiation (Ministry in charge of economic and technical cooperation) to the Chairperson of the CNDP. This request must be accompanied by all the documents required by Order No.00000224/MINFI of 7 April 2014 to lay down the modalities for referral and procedure before the CNDP according to the type of financing requested. After careful examination of the technical file, the CNDP will issue a reasoned opinion which may or may not be favourable to the contracting of the identified funding. □ Negotiation of the financing agreement: this is conducted by the Ministry in charge of Economic and Technical Cooperation (MINEPAT), Lead Partner for external loans, the Ministry of Finance, accompanied by the CAA and possibly MINREX. The project owner and the legal expert also take part in the process. Minutes of negotiations are signed by the donor agency and the Minister of the Economy or his representative.

- L'habilitation à signer la convention de financement/à contracter l'emprunt : elle est sollicitée par l'administration chargée de signer les accords de financement, notamment le ministère en charge de la coopération économique et technique (MINEPAT) pour les financements extérieurs. Le projet de décret d'habilitation est transmis aux Services du Premier Ministre pour soumission à la signature du Président de la République. Ce projet de décret s'accompagne entre autres, du document du projet, du projet de convention de financement, de l'avis favorable du CNDP.

- Authorisation to sign the financing agreement/to contract the loan: this is requested by the administration in charge of signing the financing agreements, in particular the ministry in charge of economic and technical cooperation (MINEPAT) for external financing. The draft decree of authorization is submitted to the Prime Minister's Office for submission to the signing of the President of the Republic. This draft Decree is accompanied with the project brief, the draft financing agreement and the favourable opinion of the CNDP.

- The signing of the financing agreement by the official authorized by the President of the Republic: It can be done just by a simple exchange of letters between the representative of the partner and the representative of the State authorised by the President of the Republic or during an in-person ceremony.

### **C. Implementation, monitoring and completion of the agreement**

- Implementation and monitoring of the agreement: The project is implemented by the executing agency (PMU) in accordance with the agreed procedures and implementation schedule. The financing partner reviews the implementation of the project in close coordination with the Government. Field supervision missions are organised by the joint TFP, Project Owner and DGCOOP/MINEPAT teams. In addition, the TFP disburses the loan resources to cover the approved expenditure, in accordance with the provisions of the loan agreement.

- Completion of the project: On completion and acceptance of the project, a Project Completion Report (PCR) is produced, documenting the experience gained in the implementation of the project. It consists of an administrative report on the development and implementation of the project and a financial report.

#### **C.III. Project finance**

##### **C.III.1. Definition**

It is a type of financing arrangement that can be used to fund large-scale infrastructure projects such as optic fibre deployment, highways or waste treatment plants.

This funding is given to specially created entities. These are Special Purpose Vehicles, or SPVs. These SPVs are autonomous from the

public and private entities that have decided to develop them.

The debt made available will be repaid by the cash generated by this SPV. If the situation deteriorates, the lenders cannot take action against the sponsor or the manufacturer. This is why this type of financing is called non-recourse.

However, there are safeguards on the assets of the SPV. Lenders can possibly seize them and resell them to repay the debt if necessary. This is what differentiates project finance from traditional corporate finance.

There are three main categories of actors in Project Finance. These include the public client (the state, local authorities); sponsors or investors (companies and private equity funds); and lenders (banks and insurers).

### C.III.2. The main stages of the Project Finance appraisal

Origination	For a financial institution, origination consists of advising clients (public or private) on the choice of financial instruments (debt or equity) best suited to their project, before designing it. This is the arrangement of the financial structure of the project.
Modelling and Information Package	One or several financial structures are proposed and technical documents (Information Package) are drafted. They are sent to the lending banks, to get their opinion on the structure and pricing proposed. Their feedback helps to refine the financial structure.
Legal documentation and negotiations	Once the banks validate the structure, a detailed version of the legal documentation is drafted, in collaboration with the law firms. As each of the stakeholders wants to have the most advantageous terms for them, so there will be a negotiation between the banks and the sponsors.
Final validation and contractualisation	Once the documentation is validated by the stakeholders, they proceed to sign it. The debt shall be drawn once the project kicks off.

## C.IV. Public-Private Partnership (PPP)

### C.IV.1. Definition

Law No.2006/012 of 29 December 2006 to lay down the general regime for partnership contracts under article (2) 2 defines the partnership contract as: «a contract whereby the State or any of its Representatives assigns to a third party, for a certain period of time, in accordance with the duration of investments depreciation or approved financial clauses, part or full responsibilities of the following stages of an investment project: design of facilities necessary for the public service; funding; construction, transformation of structures, maintenance or servicing, operation or management.”

Depending on the type of PPP, the costs of a PPP project may include:

- Initial investment costs associated with the design, construction and pre-funding of structures;
- Operating and maintenance costs;
- Operating and service delivery costs.

### C.IV.2. Classification of PPP types

PPPs are described according to the general parameters which include first of all the functions performed by the private entity; and secondly, the method of remuneration of the private entity.

#### **a) The functions taken over by the private entity**

The central feature of a PPP contract is that it brings together several phases or functions of a project. The functions for which the private entity is responsible may vary depending on the type of assets produced and services provided. Generally, the following functions will be found: design (or «engineering works»); construction or rehabilitation; financing; maintenance; operation.

PPP variation	Average duration	Operation	Initial expenses	Operational risk	Funding	Ownership of structures	Public policy & regulation
Third party management	3 to 5 years	Private partner	Public Partner	Public Partner	Public Partner	Public Partner	Public Partner
Lease	10 to 15 years	Private partner	Public Partner	Private partner	Private partner	Public Partner	Public Partner
Concession	15 to 30 years	Private partner	Private partner	Private partner	Private partner	Public Partner	Public Partner
Public Payment Partnership Contract	15 to 25	Private partner	Private partner	Private partner	Private partner	Public Partner	Public Partner
BOT	15 to 25	Private partner	Private partner	Private partner	Private partner	Public Partner	Public Partner
BOO	15 to 30 years	Private partner	Private partner	Private partner	Private partner	Private partner	Public Partner
Privatisation	Permanently	Private partner	Private partner	Private partner	Private partner	Private partner	Public Partner

## b) Methods of remuneration of the private entity

The payment mechanism is the second key feature of PPP contracts. The private entity may collect fees from users, may be paid by the government, or may be remunerated by a combination of these two methods, with the commonly used condition that payment is contingent on performance.

### C.IV.3. Legal and institutional framework for PPPs in Cameroon

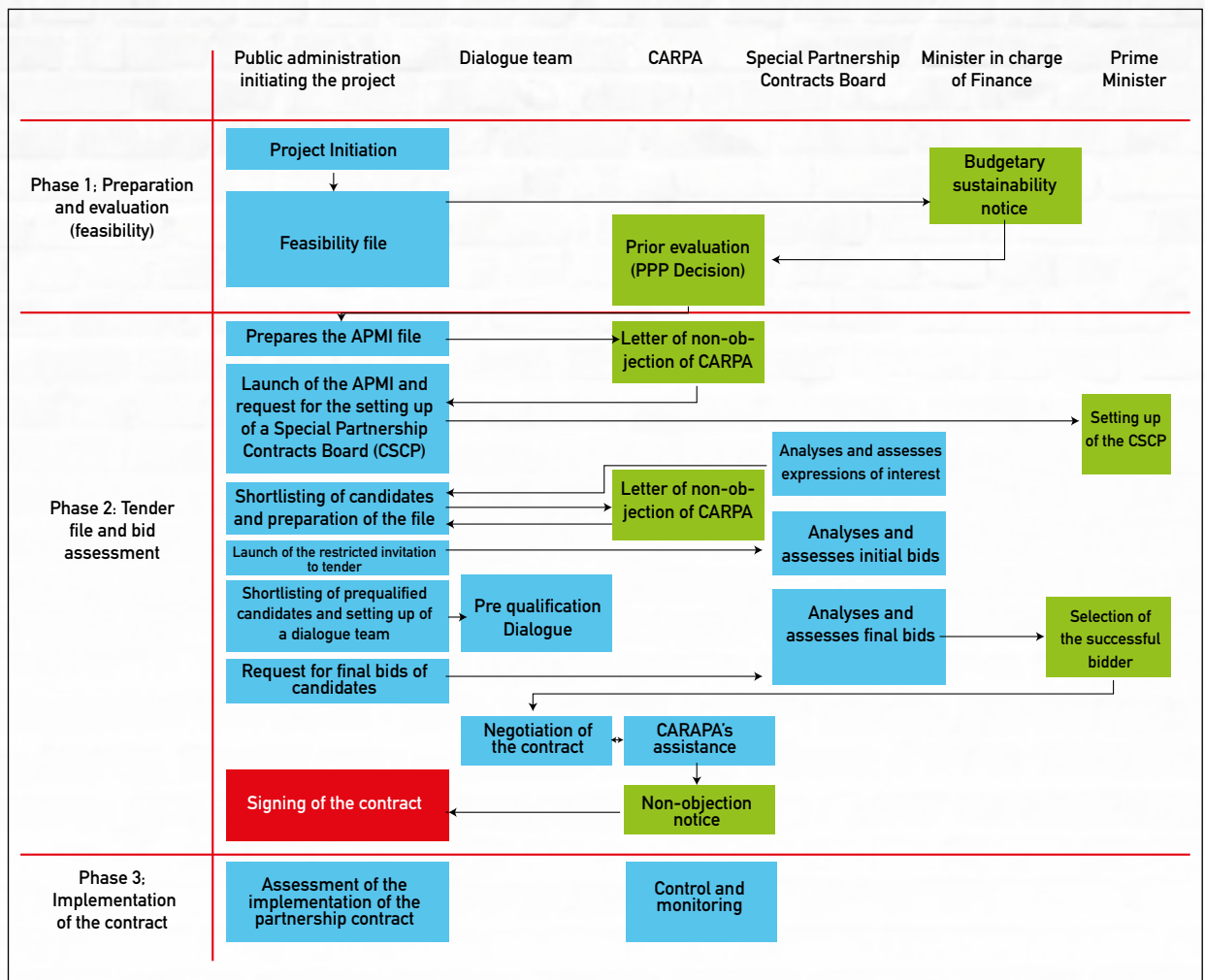
Within the framework of the promotion of public-private partnerships, particularly in the field of infrastructure and other equipment, the Cameroonian Government introduced public-private partnerships into the Cameroonian legal system through Law No.2006/012 of 29 December 2006 to lay down the special regime for partnership contracts and Law No.2008/009 of 16 July 2008 to lay down the fiscal, financial and accounting regime applicable to partnership contracts.

An expert body dedicated to PPPs was created by Decree No. 2008/035 of 23 January 2008 to organise and regulate the functioning of the Council for the Implementation of Partnership Contracts (CARPA), amended and supplemented by Decree No. 2012/148 of 21 March 2012, with a view to advising public

administrations initiating projects by providing them with expert support at the threefold level of legal, technical and financial expertise throughout the following phases of the project: preparation, selection of the private partner, and contract execution.

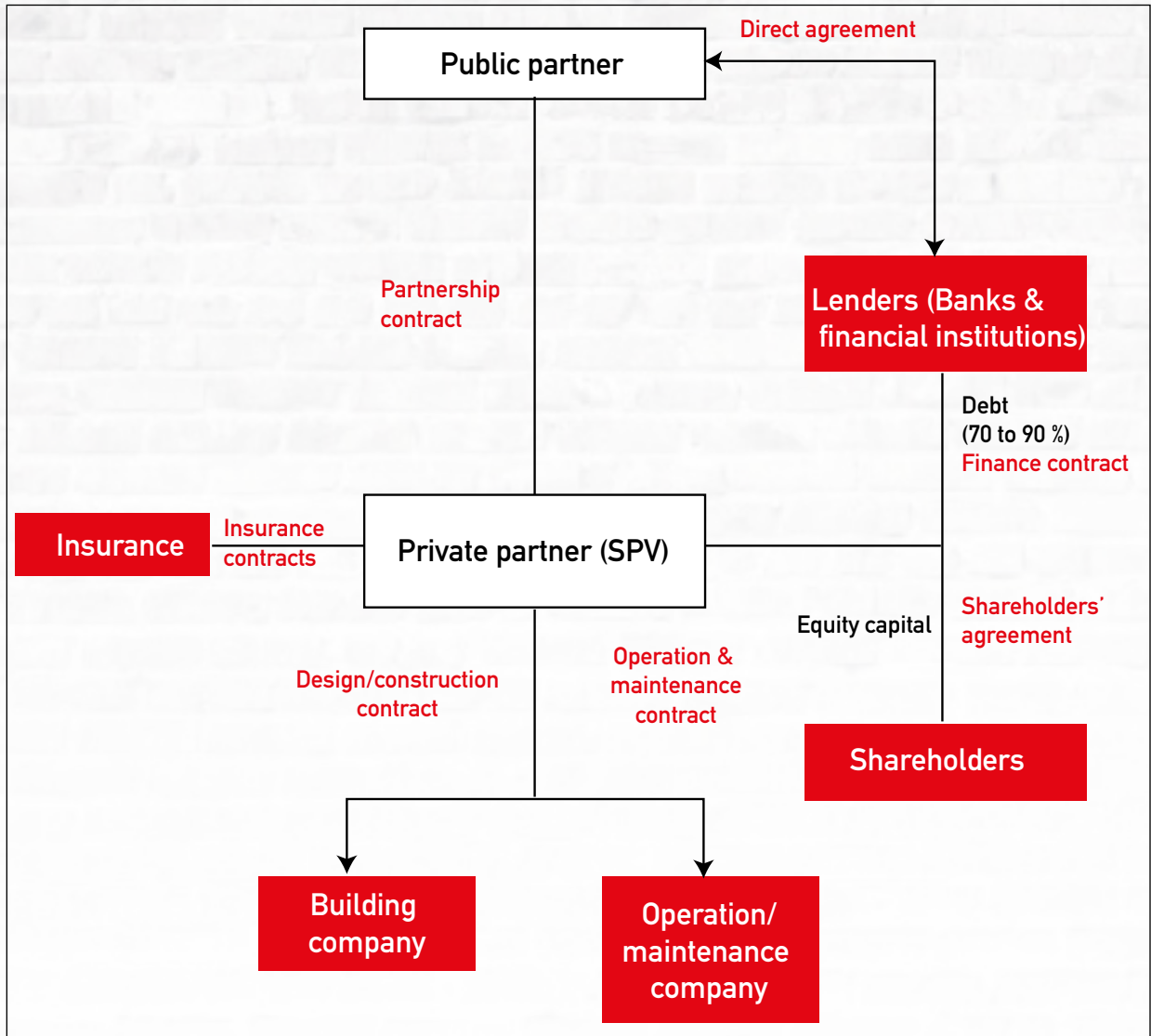
### C.IV.4. Process map for the preparation, award and management of PPPs contracts

Graph 1.a PPP project life cycle development process





C.IV.5. The structure of the partnership after the contract has been signed.





## **Section D :** **Projects Requiring Funding Per Sector**

*This section is focused on the presentation of projects in need of funding. These projects are presented in 8 (eight) areas. For each project, it highlights the description, the interest and impacts, the state of maturity, the cost, the provisional timetable of execution, and the mode of financing of each project with the aim of guiding the partner in his/her choice of investment.*

## TRANSPORT INFRASTRUCTURE

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The development of transport infrastructure is one of the key elements in achieving Cameroon's emergence by 2035. In our country, where the road sector alone accounts for more than 85% of the trade of the various modes of transport, the good condition of the road network would lead to productivity gains of nearly 30% in the rural sector and about one point of growth, according to the economic studies carried out during the elaboration of the Road Master Plan 2006-2025.

With regard to the strategic guidelines of the GESP, the government had set itself the objective of reducing the structural deficit between supply and demand for road infrastructure. Thus, at the end of the implementation of the GESP, significant progress has been made, although below the expected performance:

- With regard to road infrastructure development indicators, the number of km of paved roads per 1000 inhabitants was estimated at 0.32 in 2020, against a target of 0.34, representing a reduction of 0.02. The linear of the paved network that has been rehabilitated is 1,800 km, against the target of 2,000 km. The percentage of the road network in good condition is 20% against a target of 55%.

- As concerns the construction and rehabilitation of roads and engineering structures: The balance sheet of implementation reveals that 1003.03 km of roads are constructed against 1400 km expected; 303 km of roads are rehabilitated against 1000 km expected; 2196.95 km of roads are maintained; 3396 ml of engineering structures are rehabilitated.

In accordance with the NDS-30 and with a view to improving the level of transport service in keeping with the indicated standards and in order to absorb the deficits and gaps recorded in this area, the Government's interventions are mainly directed towards the construction, maintenance or rehabilitation of road, rail, maritime, river, lake and air transport infrastructure. Therefore, priority actions are focused on: (i) the finalisation of the implementation of major first-generation projects; (ii) the strengthening of programmes on the

maintenance and rehabilitation of infrastructure; (ii) extension and scaling up of infrastructure and road, railways, river, sea and air transport systems and (iv) strengthening of the governance sector.

The development of these facilities will ensure the opening up of industrial basins, the supply of raw materials to factories (particularly of mining origin), the flow of production to domestic and foreign markets, as well as the transport of people. In concrete terms, it will be about tarring at least 6,000 km of roads (with priority given to the 4,800 km of trunk roads which are still earth roads), increasing the density of the rail network to 5,500 km by 2030, with the support of private partners, with the construction of 1,500 km of additional railways, and continuing the implementation of the port master plan.

In addition, in its urban modernisation programme, the NDS30 intends to focus on the construction of bypass and feeder roads as well as on the acceleration of mobility and the inter-modal transport system.

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## **TRANSPORT INFRASTRUCTURE ENVISAGED IN PPP**

## Construction of the Edea-Kribi highway (phase 2) (98 km)

### Project description

- Highway connecting the cities of Kribi (Mboro) and Edea on a linear of 98 km;
- Speed limit 100 km/h.
- Width of the platform: 33.5 km.
- 2X3 lane + 3m of central dividing strip + 2 emergency lanes of 3m

### Relevance and impacts of the project

- Development and modernisation of the national road network.
- Contribution to the competitiveness of the Kribi deep sea port;
- Improvement of the well-being of the users through gains in comfort, safety and time when travelling between Edea and Kribi;
- Reduction of unit costs of freight and passenger transport for different types of vehicles;
- Increased productivity gains for companies located in the Kribi industrial port complex site as a result of reduced transport costs;
- Attractiveness of Foreign Direct Investment following the putting in place of modern transport infrastructure;
- Increased exports of goods (containerised goods, agricultural products, mining products ...) to international markets through better road access to the Port of Kribi;
- Generation of direct revenues from toll gates for vehicle access to the infrastructure;
- Generation of indirect revenues from the operation of ancillary facilities (rest areas, warehouses, filling stations, restaurants, fuel distribution, advertising spaces, etc.) built along the highway.

### State of maturity of the project

- Preliminary design study, provisional specifications to contractors available;

### Project cost

Total cost of the project is estimated at about CFA F 600 billion.

### Execution and funding

- Funding to be raised;
- PPP preferred

### Provisional schedule

The projected duration of the project is 48 months

## Construction of the Yaounde-Douala highway (Phase 2) (136 km)

### Project description

- Highway linking the cities of Yaounde and Douala on a linear of 136 km (from mile post 60 to mile post 196) including reconnection roads to trunk road 3;
- Speed limit 110 km/h.
- Width of the platform: 33.5 km.
- 2X3 lane + 3m of central dividing strip + 2 emergency lanes of 3m

### Relevance and impacts of the project

- Development and modernisation of the national road network
- Rapid connexion between the two major cities of Yaounde and Douala;
- Facilitate exchanges between the port and industrial hubs of Kribi, Limbe and Douala;
- Improvement of the well-being of the users through gains in comfort, safety and time when travelling between Douala and Yaounde;
- Increased productivity and income for companies located in the industrial zones of Douala and Yaoundé as a result of reduced transport costs;
- Reduction of unit costs of freight and passenger transport for different types of vehicles;
- Increased exports of goods (containerised goods, agricultural products, mining products ...) to international markets through better road access to the Port Douala;
- Attractiveness of Foreign Direct Investment following the putting in place of modern transport infrastructure;
- Generation of direct revenues from toll gates for vehicle access to the infrastructure;
- Generation of indirect revenues from the operation of ancillary facilities (rest areas, warehouses, filling stations, restaurants, fuel distribution, advertising spaces, etc.) built along the highway.

### State of maturity of the project

- Preliminary design studies available.
- Provisional specification to contractors available;
- Pre-qualification dialogue is under way with Mota Engil for the execution of the project in PPP mode

### Execution and funding

- Funding to be raised.
- PPP preferred.

### Project cost

Total cost of the project is estimated at about CFA F 954 billion.

### Provisional schedule

The projected duration of the project is 48 months.

## Construction of the Douala-Limbe highway (70 km)

### Project description

- The project spans over the Littoral and South-West regions.
- Tarring in 2x3 lanes of a linear of 70 km, including bypass roads.
- Width of the platform: 33.5 km.
- 3m central dividing strip + 2 emergency stopping lanes of 3m

### Relevance and impacts of the project

- Rapid connexion between the cities of Douala and Limbe;
- Facilitation of exchanges between the port-industrial hubs of Kribi, Limbe and Douala;
- Facilitation of transit transport in the Central African Sub-region;
- Development of the national road network.
- Improvement of the well-being of the users through gains in comfort, safety and time when travelling between Douala and Limbe;
- Increased productivity gains for enterprises located in the industrial zones of Douala and Limbe following a reduction of transport costs;
- Reduction of unit costs of freight and passenger transport for different types of vehicles;
- Increased exports of goods (containerised goods, agricultural products, mining products ...) to international markets through better road access to the Port of Limbé;
- Attractiveness of Foreign Direct Investment following the putting in place of modern transport infrastructure.
- Generation of direct revenues from toll gates for vehicle access to the infrastructure;
- Generation of indirect revenues from the operation of ancillary facilities (rest areas, warehouses, filling stations, restaurants, fuel distribution, advertising spaces, etc.) built along the highway.

### Status of maturity of the project

- Technical studies available.

### Execution and funding

- Funding to be raised.
- PPP preferred.

### Project cost

Total cost of the project is estimated at about CFA F 420 billion.

### Provisional schedule

The projected duration of the project is 36 months.



## Construction of the by-pass road in the city of Douala (47 km) with the construction of the third bridge over river Wouri

### Project description

- Length of the bypass road: 47.344 km
- Reference speed: 80km/h
- Cross section profile: 2X2 lane extensible to 2x3
- Construction of a bridge comprised of 4 bays of 2 times 125 m and two times 87.5 m with a total length of 425 m;
- Bridge cross section: 2x2 lanes with two cycle tracks, can be changed to 2x3 lanes

### Relevance and impacts of the project

- Improvement of the competitiveness of the transport chain in the city of Douala;
- Easing connection in terms of speed and reliability between the city of Douala and its West entry road via Bonaberi;
- Contribution to the flow and decongestion of urban and trunk transport;
- Improvement of the well-being of the users through gains in comfort, safety and time when travelling;
- Reduction of unit costs of freight and passenger transport for different types of vehicles;
- Increased productivity gains for enterprises following a reduction of transport costs;

### State of maturity of the project

- Detail design, EIES and tender document available;

### Execution and funding

- Funding to be raised.
- PPP preferred.

### Project cost

Total cost of the project is estimated at about CFA F 310 billion.

### Provisional schedule

The provisional duration of the project is 36 months.

## Construction of the Douala-Limbe-Idenau railway (107 km)

### Project description

The project connects the cities of Douala and Limbe and the port zone (Naval Base, SONARA) for a length of 107 km. It comprises a double lane platform;

- Standard gauge of 1.435 metres;
- A double lane platform;

- Axle load: 25T
- Rail: 54kg/m
- Passenger speed: 160Km/h for passengers and 120km/h for freight.
- Cargo speed: 100 km/h

### Relevance and impacts of the project

- Facilitate the transit of hydrocarbons and goods from the Limbe deep sea port to Chad and the Central African Republic and Cameroon hinterland;
- Extend and modernise the national railway network;
- Increase the transport capacity;

improve intercity transport conditions for passengers; jobs generated during the execution and operation phases of the project;

- Increase of the turnover of passenger and freight transport through the increase of the rate of use of trains and traffic capacity.

### State of maturity of the project

Preliminary design studies available.

### Project cost

Total cost of the project is estimated at about CFA F 737 billion.

### Funding and execution of the project.

Funding to be raised;  
PPP preferred.

### Provisional schedule

The provisional schedule is 5 years.

## Construction of the Edea-Kribi-Campo railway (185 km)

### Project description

The project of construction of a railway to connect Edea and Kribi (Campo) will cover the Littoral and South regions. The railway will span over close to 185 km. This section of the railway will have the following characteristics:

- Standard gauge of 1.435 metres;

### Relevance and impacts of the project

This project will connect the Port of Kribi to the current railway network. It could open up the agricultural and mine production areas and increase the railway infrastructure offer.

The socio-economic impacts will include:

- Promotion of social well-being through collective movement of persons in the best comfort, safety and time conditions;
- Increase in the export of goods towards international markets thanks to the Port of Kribi railway;
- Economy of scale in the transport of large volumes of freight (containerised goods,

### State of maturity of the project

Preliminary design studies available.

### Execution and funding

Funding to be raised;  
PPP preferred.

- A double lane platform;
- Axle load: 25T
- Rail: 54kg/m
- Passenger speed: 160Km/h for passengers and 120km/h for freight.
- Cargo speed: 100 km/h

agricultural products, mine products, ...) from the hinterland market to the Kribi deep sea port;

- Increased added value for companies established at the Kribi industrial port complex site;
- Attractiveness of FDI following the development of modern transport infrastructure.

From the financial standpoint, direct revenue generated from passenger transport and freight following the operation of the rail infrastructure by the concessionaire.

### Project cost

Total cost of the project is estimated approximately at CFA F 744 billion

### Provisional schedule

The provisional duration of the project is 05 years.

## Construction of the Ngaoundere -Ndjamena railway (684 km)

### Project description

The project links the cities of Ngaoundere in Cameroon and Ndjamena in Chad for a length of 683.7 km. The railway spans over the Adamawa, North and Far-North regions and comprises a double lane platform:

- Standard gauge 1.435 m + rail 54 kg/m;
- Axle load: infrastructure: Axle load and engineering structures: 25t;
- Passenger speed: 160km/h and goods: 100km/h.

### Relevance and impacts of the project

This project will help to open up the northern part of Cameroon, extend the network to Chad and enable goods transit from the ports of Kribi, Douala and Limbe to Chad and Central Africa.

Socio-economic impacts will include:

- Promotion of social well-being through collective movement of persons in the best comfort, safety and time conditions;
- Increased exports of goods (containerised goods, hydrocarbons, agricultural products, mining products ...) to the sub-

regional hinterland;

- Promotion of free movement of production factors in CEMAC;
- Attractiveness of FDI following the development of modern transport infrastructure.

From the financial standpoint, direct revenue will be generated from passenger transport and freight following the operation of the rail infrastructure by a concessionaire.

### State of maturity of the project

- Cameroon-Chad railway commission set up to monitor feasibility studies and works;
- Institutional contract is in the phase of signature between Cameroon and Chad. Ongoing process of recruitment of the consultant for the conduct of feasibility studies.

### Cost of project

The cost of the project is estimated approximately at CFA F 4,545 billion CFAF

### Provisional schedule

- Duration: 3 years

### Funding and execution of the project.

- Funding to be raised;
- PPP preferred.

## Construction of the Douala- Ngaoundere railway (910 km)

### Project description

The project of construction of a railway to connect the cities of Ngaoundere and Douala will cover the Littoral, Centre, East and Adamawa regions. The railway will span over close to 910 km.

- Double lane with a standard gauge;
- Length: 910 km;

### Relevance and impacts of the project

- This project will facilitate the transport of persons and goods, open up agricultural and mine production basins;
- and increase railway provision.

Socio-economic impacts will include:

- Promotion of social well-being through collective movement of persons in the best comfort, safety and time conditions;
- Increased productivity gains for enterprises following a reduction of transport costs;
- Opening up of the production areas located in the localities where the railway passes through.

### State of maturity of the project

Feasibility study under way.

### Execution and funding

- Funding to be raised
- PPP preferred.

- Conception speed: 300 km/h between Douala and Yaounde, and 160 km/h on the rest of the itinerary for passengers, and 120 km/h for freight.

- Method of propulsion: diesel with possible electrification in the future;
- Axle load: 25 tonnes

- Economy of scale in the transport of large volumes of freight (containerised goods, hydrocarbons, agricultural products, mine products...) from the Douala and Kribi industrial and port complexes to the northern regions;

- Attractiveness of FDI following the development of modern transport infrastructure.

From the financial standpoint, direct revenue will be generated from passenger and freight transport following the operation of the rail infrastructure by a concessionaire.

### Project cost

The cost of the project is estimated approximately at CFA F 6,800 billion CFAF

### Provisional schedule

The provisional schedule of the project is to be determined

## Renovation of the Belabo-Ngaoundere railway (329 km)

### Project description

The project consists in rehabilitating a section of the railway between Belabo and Ngaoundere on a distance between milepost 555+500 and milepost 884+690 that is 329.190 km. It involves replacing the rails, ballast and sleepers, rehabilitating certain engineering structures and hydraulic facilities, and stabilising critical areas of the platform (embankments in cut and fill areas).

### Relevance and impacts of the project

Improve rail traffic between Yaounde and Ngaoundere.

Socio-economic impacts expected include:

- Promotion of social well-being through collective movement of persons in the best comfort, safety and time conditions;
- Increased productivity gains for enterprises following a reduction of transport costs;
- Opening up of the production areas

located in the localities where the railway passes through.

- Attractiveness of FDI following the development of modern transport infrastructure.

From the financial standpoint, direct revenue will be generated from passenger transport and freight following the operation of the rail infrastructure by a concessionaire.

### State of maturity of the project

Feasibility studies and preliminary design studies are available.

The EIB requested Government's commitment for the conduct of the detailed design.

### Project cost

The cost of the project is estimated at CFA F 167.3 billion CFAF

### Funding and execution of the project.

- Funding to be raised
- PPP preferred.

### Provisional schedule

The projected duration of the project is 7 years.

## Creation of an 18-hectare storage platform for empty containers using hydraulic fill at the bottom of the timber dock

### Project description

The project consists in:

- Constructing a seawall;
- Hydraulic fill in the part of the timber dock delineated by the dyke;
- Development of various infrastructures and superstructures
- Development of utility services;

### Relevance and impacts of the project

- Improving the competitiveness of the port service by reducing transit time and the total cost of transit for containerised goods;
- Development of overall import/export goods traffic capacity at the Port of Douala;
- Increased exports of goods by sea to international markets;
- Increased customs revenue from additional freight traffic at the port Douala;

### State of maturity of the project

- Site identified and delineated;
- Terms of reference of the project prepared

### Execution and funding

Funding to be raised  
PPP preferred.

### Project cost

The total cost of project is to be determined.

### Provisional schedule

The provisional duration of the project is 24 months.

## Refurbishment and modernisation of the Regional Terminal (BOSCAM Wharf)

### Project description

- Development of national coastal shipping between the port of Douala and the ports of Kribi and Limbé;
- Refurbishment/construction of

### Relevance and impacts of the project

- Modernisation of the infrastructures of the Port of Douala;
- Greater complementarity between the Ports of Douala and Kribi;
- Improvement of domestic and international trade through a better port

### State of maturity of the project

- Site identified and delineated
- Terms of reference of the project prepared

### Execution mode and project funding

- Funding to be raised.
- PPP preferred.

warehouses;

- Clearing of shipwrecks;
- Possible renovation of the wharf.

network, while positioning Cameroon as a logistic hub for Central Africa

- Increase in the added value generated by the various stakeholders in the port sector in the city of Douala and at the national level

### Project cost

The total cost of project is to be determined.

### Provisional schedule

The projected duration of execution of the project is 24 months.



## Development of a 50-hectare industrial platform and six berths with around 1,200 ml of wharfs for food processing industries to the south-west of the timber dock entrance.

### Project description

- Construction of six multi-purpose berths of 200 ml each on the container terminal's line wharfs;
- Construction of embankments;
- Construction of roads;
- Dredging and hydraulic backfill;
- Handling equipment, etc.;
- Development of food processing industries

### Relevance and impacts of the project

- Modernisation of the infrastructures of the Port of Douala;
- Increased exports of goods by sea to international markets;
- Increase in the added value generated by the various stakeholders in the port sector in the city of Douala and at the national level;
- Reduction of unit costs and transit times for goods at the Port of Douala
- Increase in customs revenue from additional freight traffic;
- Creation of new direct and indirect jobs as a result of the establishment of agri-food industries on the port's site;

### State of maturity of the project

- Terms of reference of the project prepared
- Feasibility study envisaged

### Project cost

The total cost of project is to be determined.

### Execution and funding

- Funding to be raised.
- PPP preferred.

### Provisional schedule

The projected duration of the project is 7 years.

## Development of the New Bonapriso multifunctional hub (pilot phase of the Sawa Beach project)

### Project description

- Construction of: Hotels, residential buildings, shopping malls, conference centres, service areas, leisure areas;
- Tourist hub;
- Waste treatment plant;
- Systems (water, electricity, etc.)

### Relevance and impacts of the project

- Increased added value generated by port stakeholders specialising in tourism activities (boating, water sports, leisure fishing, swimming, etc.)
- Development of tourist sites in Douala;
- Increase in direct and indirect revenue from tourism in the city of Douala;
- Strengthening the logistical role of Douala in terms of attractiveness, connectivity and multi-modality

### State of maturity of the project

Feasibility studies available

### Execution mode and project funding

- Funding to be raised.
- PPP preferred.

### Project cost

The total cost of project is to be determined.

### Provisional schedule

The projected duration of the project is 7 years.

## Rehabilitation of the runways of the Yaounde-Nsimalen international airport.

### Project description

The aim of the project is to rehabilitate the runways and taxiways («Sierra» and «November») at the Yaoundé-Nsimalen airport in order to:

- Improve the values of the service indices

### Relevance and impacts of the project

The execution of this project will help:

- Bring the runways up to standard in accordance with ICAO requirements for certification of the Yaoundé-Nsimalen airport hub;
- Boost the attractiveness of the airport and Cameroon as a destination, with its many tourist sites.

Socio-economic impact will include:

- Reduction of unit costs and transit times for goods at international airports;

### State of maturity of the project

Inspection studies and specifications available with the ADC (Cameroon Airports Company/Aéroports du Cameroun)

### Execution mode and project funding

- Funding to be raised.
- PPP preferred.

and the current PCN to achieve standard values for the B747-400 reference aircraft;

- Guarantee the safety of airport operations and the handling of B747, B767 and B777 jumbo jets.

- Attractiveness of Foreign Direct Investment following the putting in place of modern transport infrastructure.

From the financial standpoint, there will be:

- An increase in customs revenue generated from additional freight traffic at the airport;
- Indirect revenue from commercial activities at the airport terminals.

### Project cost

The total cost of project is to be determined.

### Provisional schedule

The projected duration of execution of the project is 6 months.

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## **TRANSPORT INFRASTRUCTURE ENVISAGED IN PUBLIC CONTRACTING AUTHORITY**

## Rehabilitation of the Ngaoundere-Garoua road (250 km)

### Description du projet

The project consists in rehabilitating 250 km of road length in order to improve the road connection between the chief-towns of the Adamawa and North regions.

### Relevance and impacts of the project

- Facilitation of traffic between the cities of Ngaoundere and Garoua;
- Facilitation of the movement of goods and people in high agricultural and/or pastoral production areas;
- Improvement of the well-being of the users through gains in comfort, safety and time when travelling;
- Facilitation of the accessibility of local populations to existing social infrastructure (schools, hospitals, electricity, water,...);
- Reduction of unit costs of freight and passenger transport for different types of vehicles;
- Increased productivity gains for enterprises following a reduction of transport costs;
- Opening up of the production basins located in the localities where the road passes through

### State of maturity of the project

Detail design and tender document available

### Execution and funding

Public Contracting Authority with preferred concessionary window

### Project cost

Total cost of the project is estimated at about CFA F 255 billion.

### Provisional schedule

The provisional duration of the project is to be determined.

## Construction of the Maga road embankment

### Project description

The project is located in the Far-North region and has the following components:

- Protection of banks and construction of protective dams to control floods;
- Construction of the Gobo-Kousseri road in order to open up the localities along

river Logone;

- Hydro-agricultural infrastructure to improve crop and livestock yields, and develop related income-generating activities.

### Relevance and impacts of the project

- Secure the population and their goods;
- Secure the boundaries with neighbouring Chad by protecting the banks of river Logone;
- Improve the well-being of the users through gains in comfort, safety and time when travelling;

- Control floods in the Far-North region;
- Promote agro-sylvo pastoral activities;
- Reduce unit costs of freight and passenger transport for different types of vehicles;
- Open up the production areas situated in the localities along river Logone.

### State of maturity of the project

Studies available; compliance certificate available;

### Project cost

Total cost of the project is estimated at about CFA F 1,000 billion.

### Execution and funding

Public Contracting Authority with preferred concessionary window.

### Provisional schedule

The projected duration of the project is 50 months.

## Extension of the North entry road into the city of Yaounde: Olembe-Obala Interchange (22 km)

### Project description

The project consists in extending the north entry road into Yaounde to a 2x2 lane on 22 km of road length.

### Relevance and impacts of the project

- Secure and ease traffic on the north entry road into Yaounde, precisely at the section of trunk road No.1 from Olembe to the Obala Interchange.
- Improve the well-being of the users through gains in comfort, safety and time when travelling;
- Reduction of unit costs of freight and passenger transport for different types of vehicles;
- Increased productivity gains for enterprises following a reduction of transport costs;

### State of maturity of the project

Detail design and tender document available

### Project cost

Total cost of the project is estimated at about CFA F 23.6 billion.

### Execution and funding

Public Contracting Authority with preferred concessionary window.

### Provisional schedule

The provisional duration of the project is to be determined.

## Construction of the road Gazawa-Hina-Bourha (102 km) and the Tchevi-Nigeria border slip road, and its ancillary facilities

### Project description

The project consists in tarring a linear of 102 km between Gazawa and Tchevi in the Mayo-Tsanaga Division, Far-North Region.

### Relevance and impacts of the project

- Development of the national road network.
- Improve the well-being of the users through gains in comfort, safety and time when travelling;
- Facilitation of the accessibility of local populations to existing social amenities (schools, hospitals, electricity, water,...);
- Reduction of unit costs of freight and passenger transport for different types of vehicles;
- Increased productivity gains for enterprises following a reduction of transport costs;
- Opening up of the production areas situated in the localities where the road passes through.

### State of maturity of the project

Preliminary design studies are under way.

### Project cost

Total cost of the project is estimated at about CFA F 60 billion.

### Execution and funding

Public Contracting Authority with preferred concessionary window.

### Provisional schedule

The projected duration of the project is 19 months.



## Construction of the Limbe deep-sea port

### Project description

The project consists in developing a new port infrastructure, containing a 300 linear metre general cargo wharf and a 350 linear metre container wharf.

### Relevance and impacts of the project

The execution of this project will help:

- Accommodate large vessels during loading and unloading operations;
- Facilitate the transport of people and goods;
- Facilitate refuelling and repair operations.

Socio-economic impact will include:

- Improvement of the well-being of the local population through job creation, urban development of localities near the port and access to social amenities;
- Increased exports of goods (hydrocarbons, agricultural products, mining products ...) to international markets through additional maritime access from Cameroon to the Gulf of

Guinea;

- Reducing unit costs and transit times for goods through seaports;

- Increased productivity gains for enterprises located in the industrial zones of Limbe following a reduction of transport costs;

- Attractiveness of Foreign Direct Investment following the putting in place of modern transport facilities;

- Increased customs revenue from additional freight traffic at the port;

On the financial front, indirect revenue will be generated from the commercial activities of the body in charge of managing the port (fees for port infrastructure and equipment, ships and concessions).

### State of maturity of the project

Recruitment of the consultancy firm under way, with a view to updating the feasibility studies.

### Project cost

The cost of the project is estimated at CFA F 400 billion CFAF

### Execution and funding

- Funding to be raised.
- Public Contracting Authority with preferred concessionary window.

### Provisional schedule

The provisional duration of the project is to be determined.

## Extension of the deep-water downstream port of Douala

### Project description

The project consists in extending the port of Douala by constructing a new deep-sea port on the Manoka Island. The project includes:

- Port operating infrastructure (construction of a secure oil terminal, goods storage platforms, construction of 2800 ml for 9 berths, terminal platforms, etc.);
- Communication routes (construction of a

railway linking the Manoka Complex to the town of Edéa, construction of roads to the port of Manoka and its connection to trunk road No. 3, etc.);

- Development and construction of industrial and logistics zones;
- Construction of a drinking water and electricity supply infrastructure network.

### Relevance and impacts of the project

The execution of this project will help:

- Accommodate large vessels during loading and unloading operations;
- Facilitate the transport of people and goods;
- Facilitate refuelling and repair operations.

Socio-economic impact will include:

- Improvement of the well-being of the local population through job creation, urban development of localities near the port and access to social amenities;
- Increased exports of goods (hydrocarbons, agricultural products, mining products ...) to international markets through additional maritime access from Cameroon to the Gulf of Guinea;

- Reducing unit costs and transit times for goods through seaports;

- Increased productivity gains for enterprises located in the industrial zones of Douala following a reduction of transport costs;

- Attractiveness of Foreign Direct Investment following the putting in place of modern transport facilities;

- Increased customs revenue from additional freight traffic at the port Douala;

On the financial front, indirect revenue will be generated from the commercial activities of the body in charge of managing the port (fees for port infrastructure and equipment, ships and concessions).

### State of maturity of the project

ToR of studies are under preparation

### Funding and execution of the project.

Funding to be raised  
Public Contracting Authority with preferred concessionary window

### Project cost

The total cost of project is to be determined.

### Provisional schedule

The duration of the execution of the project is to be determined

## ENERGY INFRASTRUCTURE

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During the first phase of Vision 2035, the installed capacity increased from 933 Mw to 1,650 Mw, leaving a gap of 1,350 Mw in production capacity compared to the target of 3,000 Mw planned for 2025.

The rate of access to electricity is 71%, with 94% in urban areas and only 29% in rural areas. However, electricity service to subscribers is discontinuous due to numerous load shedding incidents. This situation is exacerbated by the dilapidated state of the transmission and distribution networks, which cause losses of around 40% of the energy produced.

Among the reasons for the sector's shortcomings are: (i) the obsolescence of production, transmission and distribution infrastructure; and (ii) the delay in building new generation facilities identified in the Electricity Sector Development Plan (PDSE 2030).

For the period 2020-2030 and in order to meet the energy demand of the national economy and to consider exporting surpluses to neighbouring countries, the Government intends to increase installed energy capacity to 5,000 MW. To achieve this, it will pursue its policy of developing an energy mix based on: (i) hydroelectric and photovoltaic energy; (iii) gas-based thermal energy; and (iv) energy from biomass.

The Government has set up the National Electricity Transport Corporation (SONATREL) with a view to modernising the transmission networks. More specifically, the aim is to build more than 460 km of 400 kV transmission lines and 4 transformer stations; to rehabilitate some 20 source stations.

In order to increase the performance of the electricity sector and improve its contribution to the country's economic development, the Government is implementing the Electricity Sector Recovery Plan, which comprises seven strategic areas: (i) changing the energy mix; (ii) strengthening and extending the transmission networks; (iii) stabilizing the sector's financial balance; (iv) improving the operational performance of the distribution segment; (v) increasing the rate of access to electricity; (vi) migrating industries to the use of electric boilers, ovens and dryers; and (vii) human capital and local skills development.

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## **ENERGY INFRASTRUCTURE ENVISAGED IN PPP**

## Song-Dong Hydroelectric Development (270 Mw)

### Project description

The project consists of the construction of a dam and a hydroelectric power plant over the Sanaga River in the Littoral region.

The power of this important work is 270 Megawatts.

### Interest and impacts of the project

- Increase in the rate of electrical energy supply;
- Reduction of the cost of energy at the household and industrial levels;
- Development of fishing activities in the reservoir;
- Development of tourism activities;
- Reopening of the project area ;
- Local processing of raw materials;
- Improvement of the supply of essential basic services (education, health, quality food, etc.) to the population, as well as contributing to access to communication technologies, private sector development, industrialisation, innovation, etc.);
- Increase in fiscal resources;
- Increase in the population's income.

### State of maturity of the project

- APS studies available;
- APD studies finalised, waiting for hydrological data to make it available for review ;
- Environmental and social impact study of the construction of the dam and associated works completed and environmental certificate of compliance issued;
- Environmental and social impact assessment of the construction of the power line and the access road to the site is being finalized;
- Commercial contract signed.

### Project cost

The total cost of the project is estimated at approximately 375 billion CFAF.

### Project schedule

The duration of the project is 48 months.

### Financing and execution of the project

- Discussion with HydroChina International (China)
- PPP preferred.

## Katsina-Ala Hydroelectric Development (485 Mw)

### Project description

The Katsina-Ala hydroelectric project is located near the village of Kpep in the North-West region. It consists of the construction of a hydroelectric dam on the Menchum River with a capacity of 485 MW.

### Interest and impacts of the project

- Interest and impacts of the project
- Increase in energy supply;
- Increase in the rate of electrical energy supply;
- Reduction of the cost of energy at the household and industrial levels;
- local processing of raw materials;
- improvement of the supply of

essential basic services (education, health, quality food, etc.) to the population, as well as contributing to access to communication technologies, private sector development, industrialisation, innovation, etc.);

- increase in fiscal resources;
- Increase in revenues.

### State of maturity of the project

Feasibility studies ongoing

### Project cost

The total cost of the project is estimated at approximately 700 billion CFAF.

### Financing and execution of the project

- Discussion with Joule Africa (Great Britain)
- Implementation method: PPP.

### Project schedule

The duration of the project is 60 months.

## Makai Hydroelectric Development (350 Mw)

### Project description

The Makai hydroelectric development project covers the Centre region and consists of:

- The construction of a hydroelectric

dam on the Nyong river with a capacity of 350 MW;

- The construction of a power transmission line.

### Interest and impacts of the project

- Interest and impacts of the project
- Increase in energy supply;
- Increase in the rate of electrical energy supply;
- Reduction of the cost of energy at the household and industrial levels;
- local processing of raw materials;
- improvement of the supply of essential

basic services (education, health, quality food, etc.) to the population, as well as contributing to access to communication technologies, private sector development, industrialisation, innovation, etc.);

- increase in fiscal resources;
- Increase in revenues.

### Project state of maturity

- MoU signed with OZTURK (Turkey)
- APD studies available.

### Project cost

The total cost of the project is estimated at approximately 600 billion CFAF.

### Financing and execution of the project

- Discussions with Platinum Power (Morocco)
- PPP preferred.

### Project schedule

The duration of the project is 60 months.

## Song Mbengue Hydroelectric Development (1,080 Mw)

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### Project description

The Song Mbengue hydroelectric project consists of the construction of a hydroelectric dam over the Sanaga river with a capacity of 1,080 MW and an energy evacuation line.

### Project interest and impacts

- Increase in energy supply;
- Increase in the rate of electrical energy supply;
- The reduction of the cost of energy at the household and industrial levels;
- local processing of raw materials;
- Improvement of the supply of essential

basic services (education, health, quality food, etc.) to the population, as well as contributing to access to communication technologies, private sector development, industrialisation, innovation, etc.)

- increase in fiscal resources;
- Increase in revenues.

### Project state of maturity

Technical studies ongoing

### Project cost

The total cost of the project is estimated at approximately 1,200 billion CFAF.

### Financing and execution of the project

- Financing to be raised;
- PPP preferred.

### Project schedule

The duration of the project is to be determined.



## Noun Wouri Hydroelectric Development (1,028 Mw)

### Project description

The project consists of the construction of a 1,028 MW hydroelectric dam on the Noun River, as well as a power transmission line.

### Project benefits and impacts

- Increase in energy supply;
- Increase in the rate of electrical energy supply;
- The reduction of the cost of energy at the household and industrial levels;
- local processing of raw materials;
- improvement of the supply of essential

basic services (education, health, quality food, etc.) to the population, as well as contributing to access to communication technologies, private sector development, industrialisation, innovation, etc.);

- increase in fiscal resources;
- Increase in revenues.

### State of maturity of the project

MoU signed for feasibility studies for construction with CGOC.

### Project cost

The total cost of the project is estimated at approximately 1,030 billion CFAF.

### Financing and execution of the project

- Financing to be raised;
- PPP preferred.

### Project schedule

The project will take 72 months to complete.

## Hydroelectric development of the Net Gorges (556 Mw)

### Project description

The Ntem Gorges Hydroelectric Development Project consists of the construction of a 556 MW hydroelectric dam and a power transmission line.

### Project interest and impacts

- Increase in energy supply;
- Increase in the rate of electrical energy supply;
- The reduction of the cost of energy at the household and industrial levels;
- local processing of raw materials;
- Improvement of the supply of essential

basic services (education, health, quality food, etc.) to the population, as well as contributing to access to communication technologies, private sector development, industrialisation, innovation, etc.)

- increase in fiscal resources;
- Increase in revenues.

### State of maturity of the project

Technical studies ongoing

### Financing and execution of the project

Financing to be raised;  
PPP preferred.

### Project cost

The total cost of the project is estimated at approximately 590 billion CFAF.

### Project schedule

The duration of the project is 48 months.

## Ngoila Hydroelectric Development (84 Mw)

### Project description

The Ngoila hydroelectric project consists of the construction of a hydroelectric dam in the East with a capacity of 84 MW and a power evacuation line.

### Project interest and impacts

- Increase in energy supply;
- Increase in the rate of electrical energy supply;
- The reduction of the cost of energy at the household and industrial levels;
- local processing of raw materials;
- Improvement of the supply of essential

basic services (education, health, quality food, etc.) to the population, as well as contributing to access to communication technologies, private sector development, industrialisation, innovation, etc.);

- Increase in fiscal resources;
- Increase in revenues.

### State of maturity of the project

- APD studies completed;
- Commercial contract signed.

### Project cost

The total cost of the project is estimated at approximately 200 billion CFAF.

### Financing and execution of the project

- Financing to be raised;
- PPP preferred.

### Project schedule

The project will take 36 months to complete.

## Mouila Mogue Hydroelectric Development (420 Mw)

### Project description

The Mouila Mogue hydroelectric project consists of the construction of a hydroelectric dam on the Nyong River with a capacity of 420 MW and a power evacuation line.

### Project interest and impacts

- Increase in energy supply;
- Increase in the rate of electrical energy supply;
- The reduction of the cost of energy at the household and industrial levels;
- Local processing of raw materials;
- Improvement of the supply of essential

basic services (education, health, quality food, etc.) to the population, as well as contributing to access to communication technologies, private sector development, industrialisation, innovation, etc.

- Increase in fiscal resources;
- Increase in revenues.

### State of maturity of the project

Feasibility studies available;

### Project cost

The total cost of the project is estimated at approximately 500 billion CFAF.

### Financing and execution of the project

- Financing to be raised;
- PPP preferred.

### Project schedule

La durée de réalisation est de 48 mois.

## Chollet Hydroelectric Development (600 Mw)

### Project description

The Chollet hydroelectric project consists of the construction of a hydroelectric dam over the Dja and Ngoko River on the border with Congo with a capacity of 600 MW, as well as the construction of an energy evacuation line.

### Project interest and impacts

- Increase in energy supply;
- Increase in the rate of electrical energy supply;
- The reduction of the cost of energy at the household and industrial levels;
- local processing of raw materials;
- Improvement of the supply of essential

basic services (education, health, quality food, etc.) to the population, as well as contributing to access to communication technologies, private sector development, industrialisation, innovation, etc.)

- increase in fiscal resources;
- Increase in revenues.

### Project state of maturity

- Project Management Unit set up jointly by Cameroon and Congo
- Preliminary studies carried out ;

### Project cost

The total cost of the project is estimated at approximately 1200 billion CFAF.

### Financing and execution of the project

- Financing to be raised;
- PPP preferred.

### Project schedule

The project will take 60 months to complete.

## Ndokayo and Colomines Hydroelectric Development (21 Mw)

### Project description

The Ndokayo and Colomines hydroelectric development project consists of the construction of a hydroelectric dam on the Kadey river with a capacity of 21 MW and a power evacuation line.

### Project interest and impacts

- Increase in energy supply;
- Increase in the rate of electrical energy supply;
- The reduction of the cost of energy at the household and industrial levels;
- local processing of raw materials;
- Improvement of the supply of essential

basic services (education, health, quality food, etc.) to the population, as well as contributing to access to communication technologies, private sector development, industrialisation, innovation, etc.)

- increase in fiscal resources;
- Increase in revenues.

### State of maturity of the project

Feasibility studies available;

### Project cost

The total cost of the project is estimated at approximately 70 billion CFAF.

### Financing and execution of the project

- Financing to be raised;
- PPP preferred.

### Project schedule

The project will take 20 months to complete.

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# **ENERGY INFRASTRUCTURE ENVISAGED IN PUBLIC CONTRACTING AUTHORITY**

## Menchum Hydroelectric Development (75 Mw)

### Project description

The Menchum hydroelectric development consists of the construction of a 75 MW hydroelectric dam on the Menchum river, the access road to the site (Bamenda-Wum section) as well as an evacuation line between the site of the hydroelectric power plant in Bangwe and Bamenda on the one hand and Wum on the other hand.

### Interest and impacts of the project

- Interest and impacts of the project
- Increase in energy supply;
- Increase in the rate of electrical energy supply;
- Reduction of the cost of energy at the household and industrial levels;
- local processing of raw materials;
- improvement of the supply of essential basic services (education, health, quality food, etc.) to the population, as well as contributing to access to communication technologies, private sector development, industrialisation, innovation, etc.);
- increase in fiscal resources;
- increase in the population's income

### State of maturity of the project

- Feasibility studies available;
- Environmental and social impact studies of the dam construction work completed and approved by MINEPDED;
- Geotechnical and topographical studies of the access road completed and access road layout available.

### Project cost

The total cost of the project is estimated at approximately 170 billion CFAF.

### Project schedule

The duration of the project is 48 months.

### Financing and execution of the project

- Discussion with CEW (China)
- EPC preferred.



# Construction of the 225 kV power transmission line to supply the Kribi Industrial-Port Complex

## Project description

The Project consists of the construction of a 225 kV double-circuit line connecting the Kribi Gas Power Plant (KPDC) to the industrial-port area of the Port of Kribi over a distance of 42 km.

## Project interest and impacts

- Ensure consistency between the development of electricity demand and supply;
- Meet the medium-term electrical energy needs of the Kribi industrial-port area;
- Promote the massive installation of logistics and industrial companies in the industrial port area and, at the same time, the increase in traffic at the port;
- Increase in the rate of electrical energy supply;
- Increase the financial resources of the energy sector;
- Improve the quality of the electrical energy supply.

## State of maturity of the project

APS available.

## Financing and execution of the project

- Ongoing negotiations with China (China Development Bank)
- Public Contracting Authority with precedence given to concessional windows

## Project cost

The total cost of the project is estimated at approximately 43 billion CFAF.

## Project schedule

The duration of the project is to be determined.

## SONARA reconstruction project

### Project description

The project aims at the reconstruction of the National Refining Company which was ravaged by a fire in 2019.

### Project interest and impacts

- Restore a Cameroon's economy flagship;
- Supply the domestic and foreign markets with petroleum products;
- Increase the annual production capacity from 2,100,000 tonnes to 3,500,000 tonnes;
- Promote the export of petroleum products;
- Create employment and specialities;
- To ensure technology transfer, the sustainability of the refinery and energy self-sufficiency.

### State of maturity of the project

Studies ongoing

### Project cost

The total cost of the project is estimated at 250 billion CFAF.

### Financing and execution of the project

- Financing to be raised;
- Public Contracting Authority with precedence given to concessional windows.

### Project schedule

The duration of the project is to be determined

## Construction of the Limbe Oil Yard Project (Phase 2)

### Project description

The project will consist of the construction of infrastructures and the acquisition of industrial equipment in addition to the achievements of phase 1. It includes the following components which were not executed in phase 1:

- Hydraulic filling (lot 3);

- Utility networks (water, electricity, gas, etc.);

- Workshop and site equipment;

- The floating dock of great capacity;

- The mobile crane of 350 tons.

### Interest and Impacts of the project

- Provide the Cameroon Shipyard and Industrial Engineering with an adequate industrial infrastructure capable of providing services allowing it to conquer in the Gulf of Guinea zone, an important part of the market

of rehabilitation and repair of oil platforms and ships;

- Restore the financial balance and increase the financial profitability of the Cameroon Shipyard and Industrial Engineering.

### State of maturity of the project

Feasibility studies ongoing

### Project cost

The total cost of the project is estimated at 184 billion CFAF.

### Execution and financing

- Financing to be raised;

- Public Contracting Authority.

### Provisional execution schedule

The duration of the project is to be determined.

## **WATER INFRASTRUCTURE**

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During the first phase of the Vision, the Government's objective was to increase the population's access rate to drinking water to 75%. Thanks to the actions carried out within the framework of the implementation of the GESP, this rate has improved significantly, reaching an average of 62%, although it remains below the target. This situation is explained in particular by the insufficient production capacity installed and the dilapidated distribution network, which only allows about 60% of treated water to reach the population.

In view of this situation, the authorities intend to:

- Initiate the process of decentralising the public supply of drinking water;
- Create a favourable framework for the installation of private drinking water production and distribution companies in localities not covered by the public network;
- Implement an investment programme to improve access to drinking water in rural areas.

## Reconfiguration du Système d'alimentation en eau potable de la ville de Yaoundé

### Project description

- Supply and installation of 94 km of structural and secondary network in the pressure stages of the city of Yaounde;
- Extension of the tertiary network and construction of 29,240 connections;
- Construction of three new water tanks with a total volume of 13,250 m<sup>3</sup>;
- Laying of pipelines with a total length of 498 kml.

### Interest and Impacts of the project

- Guarantee the harmonious integration in the drinking water network of the city of Yaounde, of the additional flow of a capacity of 285,000 m<sup>3</sup>/day which will come from PAEPYS; using drinking water from 40% to 61%, through the realisation of 29,248 new connections;
- Increase the proportion of the population of the Greater Yaounde who will have access to drinking water; - Improve the financial profitability of CAMWATER;
- Reduce the prevalence of waterborne diseases.

### State of maturity of the project

- APD and EIES studies available;
- DUP available at Abome, Minkoameyos, Zibi antenna, Nyom and Nkolbisson;
- Commercial contracts signed with technical partners PUTMAN, ASPAC, WPIL;
- Maturity visa issued.

### Project cost

The cost of the project is estimated at 103 billion CFAF.

### Provisional execution schedule

The estimated time of completion is 36 months.

### Execution and Financing of the project

- Financing to be raised;
- Public Contracting Authority preferred.

## Drinking water supply project for the city of Douala and its surroundings

### Project description

This project aims at the construction of a water treatment plant over the Wouri river, storage and conveyance works to supply the city of Douala and its surroundings with drinking water. In addition, it will involve the:

- Construction of reservoirs and

pumping stations;

- Supply and installation of hydromechanical equipment;
- Laying of pipes in the primary and secondary networks;
- Extension of the tertiary network and connections.

### Project interest and impacts

- Reduction of drinking water deficit in the city of Douala and its surroundings;
- Improvement of the supply of drinking water to essential basic services (education, health, quality food, etc.);
- Improvement of drinking water supply

in urban areas with an additional supply of about 400,000 m<sup>3</sup>/day;

- Improvement of CAMWATER's financial profitability;
- Reduction in the prevalence of waterborne diseases.

### State of maturity of the project

Studies ongoing

### Project cost

The total cost of the project is 350 billion CFAF.

### Financing and execution of the project

- Financing to be raised;
- Public Contracting Authority with precedence given to concessional windows.

### Project schedule

The estimated time of completion is 36 months

## Reconfiguration of the Drinking Water Supply Network of the City Douala

### Project description

This project consists in:

- Rehabilitating the existing distribution network in the city of Douala;
- Extending and densifying the network with additional connections;
- Rehabilitating the civil works (catchment, storage, treatment);
- Rehabilitating the operating buildings and the on-call huts;
- Rehabilitating the electromechanical equipment.

### Interest and Impacts of the project

- Guarantee the harmonious integration into the drinking water network of the city of Douala of the additional production of 400,000 m<sup>3</sup>/day resulting from the Mega project of drinking water supply of the city of Douala;
- Improve drinking water supply in urban areas;
- Reduce the prevalence of waterborne diseases;
- Improve the financial profitability of CAMWATER.

### State of maturity of the project

- Studies ongoing

### Execution and Financing of the project

- Financing to be raised.
- Public Contracting Authority preferred

### Project cost

The cost of the project is estimated at 100 billion

### Provisional execution schedule

The estimated time of completion is 36 months.

## Project of rehabilitation and extension of the drinking water supply station at Japoma in Douala

### Project description

The project of rehabilitation and extension of Japoma with a raw water pumping capacity of 131,500 m<sup>3</sup>/day will help to install a new treatment plant in addition to the current one, with a capacity of 63,500 m<sup>3</sup>/d.

### Interest and impacts of the project

- Install a new treatment unit with a capacity of 68,000 m<sup>3</sup>/d;
- Reduction of the prevalence of water-borne diseases;
- Improvement of production and supply of the city of Douala.

### State of maturity of the project

- The economic and financial report is available;
- The report of the preliminary design study is available;
- The report of the detail study is available;
- The financial offer of Gie/Eksportkreditt Norway is available;
- The risk analysis report is available;
- The social and environmental impact study report is available;
- The environmental compliance certificate is available;
- The forward-planning training plan is available;
- The draft finance agreement is available;
- The schedule of execution of works is available.

### Financing and execution of the project

- Finance to be raised;
- Public Contracting Authority with concessional window preferred.

### Cost of project

The total cost of the project is CFA F 62 billion.

### Provisional schedule

The provisional duration is 24 months.



## Project of rehabilitation of the conventional treatment plant at Akomnyada

### Project description

This project aims to upgrade the station of the classic Akomnyada unit so that it can reach its nominal capacities in terms of drinking water of 100,000 m<sup>3</sup>/d.

### Interest and impacts of the project

- Improve the offer;
- Improve the quality of service;
- Create jobs;
- Reduction of waterborne diseases;
- Improvement of production and service to the city of Yaounde.

### State of maturity of the project

Studies to conduct.

### Cost of project

The total cost of the project is CFA F 30 billion.

### Financing and execution of the project

- Finance to be raised;
- Public Contracting Authority with concessional window preferred.

### Provisional schedule

The duration of the project is to be determined.

## DIGITAL TRANSFORMATION

For several years now, Telecommunication and Information and Communication Technologies (ICT) have been growing steadily around the world and play a key role in the economy of several countries. The digital economy is increasingly referred to as a catalyst and a powerful lever for innovation and inclusive growth, as it is inseparable from the development of many aspects of the economy and the daily activities of the population.

In Cameroon, the digital sector is growing at a significant rate. This was proven by a study conducted by the Telecommunications Regulatory Agency (ART). According to this study, in December 2018, the country had 18,819,852 mobile subscribers, a penetration rate of 83%, and just over 8 million subscribers to the mobile payment service. This shows the importance of mobilising the means to develop the telecommunications and ICT sector to contribute to economic growth and job creation in Cameroon. For this reason, the Government pays due attention to this sector.

Thus, the development of the digital economy is at the very centre of the National Development Strategy for 2030 (NDS30), particularly in the context of the structural transformation of the national economy, which is one of its major pillars. The Government therefore intends to: (i) reconfigure the national digital ecosystem, by restructuring the sector and strengthening the management of digital infrastructure assets; (ii) build the necessary digital infrastructure; (iii) secure the networks globally.

The government also plan to create digital technology parks to: (i) increase the production of digital content; (ii) increase and diversify digital uses and services; (iii) increase the manufacture and assembly of digital parts and devices.

“Its objective is to make ICTs more accessible to a larger population by ensuring an efficient and secure digital space with an average access index of over 0.4. More specifically, it aims to develop a state-of-the-art digital ecosystem through the completion of fibre optic

installation work, notably the National Broadband Network II project, the National Emergency Telecommunications Network (NETN) project and the Central African Backbone project, as well as the continued deployment of the hinterland fibre optic network to enable users connect to the infrastructure that has already

been built and to protect data transactions”.

Consequently, in order to neutralise the digital divide in Cameroon, mobilising partnerships between the State and major national and international private operators is essential in order to execute the projects described below.

# Implementation Project for the Electronic Governance System in Cameroon (E-Government)

## Project Description

This project consists in implementing nearly 21 actions including 65 projects from the e-government master plan, identified in the areas relating to the legal and regulatory framework, the organisational framework, infrastructure, services, and training with a view to making administration in Cameroon more effective, efficient, transparent and inclusive.

## Relevance and Impacts of the Project

- Accelerate digital transformation in administration and businesses sectors to increase their effectiveness, transparency, competitiveness and productivity;
- Promote good governance through e-Government.

The project will eventually:

- Transform the internal processes of public organisations, and make the provision of public services more efficient and effective by taking advantage of ICTs;
- Improve the way the Government

relates to users (citizens and businesses in particular), to enable greater involvement and participation in democratic policies and processes;

- Promote integrity and transparency in governance;
- Create real public value by improving the quality of governance;
- Improve the living conditions of citizens through renewed provision of social services.

It will also allow the reduction of expenditure in public administrations.

## State of maturity of the project

Project in the process of maturing.

## Cost of project

The total cost of the project is estimated at CFAF 200 billion

## Project funding and execution

- Funding to be raised;
- PPP preferred.

## Provisional Schedule

Duration is estimated at 10 years.

## National Broadband Network project (Phase III)

### Project Description

The project aims at:

- Extending and intensifying the fixed and mobile broadband access networks and the IP transport network, including the associated power equipment;
- Increasing mobile access: 650 new UMTS/LTE/WTTX radio sites for 400K WTTX and 1000K 3G/4G subscribers;
- Increasing fixed access: 34 new access nodes and distribution networks for 100k additional FTTH subscribers;
- Installing the IP network: more than 1500 access, aggregation and transport routers for a unified IP network for fixed and mobile access networks;
- Installing the core network: IMS extension, EPC and other equipment.

### Relevance and Impacts of the Project

- Generate broadband access to households, businesses and administrations on the national territory;
- Popularise the use of Internet on the national territory and reduce the networks and services.
- Develop distance learning, tele-health, teleworking, e-commerce, etc. in Cameroon;
- Create jobs and an increase in the purchasing power of Cameroon, through the respect of regulations in terms of labour legislation and the preferential recruitment of nationals;
- Improve the quality of life of Cameroon, through the reduction of telephone communication costs and Internet connection;
- Multiply the growing number of development projects, through sensitisation of actors and development partners to the optimal use of new tools.

### State of maturity of the project

Project in the process of maturing.

### Project funding and execution

- Funding to be raised;
- PPP preferred.

### Cost of project

The total cost of the project is estimated at CFAF 200 billion

### Provisional Schedule

Duration is estimated at 37 years.

## National Optical Fibre Backbone Project (Phase 4)

### Project Description

This project consists in extending and improving the national optical fibre transmission network and ensuring interconnection by submarine cable of the three submarine cable landing stations in Cameroon. The project aims at:

- Extending the optical fibre transmission network and improvement of the quality of the national backbone by deploying more than 3,600 km of optical fibre cable with the following objectives:
- Connecting all divisional headquarters, -

Connecting other sub-divisions.

- Optimising the topology of the fibre optic and optical transmission network,
- Deploy new fibres on sections that are saturated or degraded,
- Interconnecting other neighbouring countries.
- Interconnection by submarine cable of the landing stations of Kribi, Douala and Batoke;
- Training personnel.

### Relevance and Impacts of the Project

- Develop broadband transport infrastructure throughout the national territory;
- Increase the telecommunications coverage of Cameroon;
- Ensure the availability of sufficient transmission lines for all networks in the electronic communications sector, and service in the most remote areas.
- Improve the quantity, quality and affordability of telecommunication and ICT services, particularly e-commerce, e-post, e-banking, e-transfer, e-learning,

vision conferencing, etc.

- Improve the performance and output of electronic communications network operators and telecommunications service providers, industrial production sites on a regional scale, the economic ecosystem of electronic communications in general, and areas of remote socio-cultural activities (administration, institutions, SMEs, residential/households, etc.);
- Generate direct revenue;
- Cancel some recurrent direct expenses.

### State of maturity of the project

Project in the process of maturing.

### Cost of project

The total cost of the project is estimated at CFAF 72 billion

### Project funding and execution

- Funding to be raised;
- PPP preferred.

### Provisional Schedule

Duration is estimated at 3 years.

## Cameroon Satellite System Project (CAMSAT)

### Project Description

This project consists in the construction, installation and operation of a low earth orbit telecommunications satellite to provide low latency broadband connectivity and performance comparable to optical fibres.

### Relevance and Impacts of the Project

- Generalise broadband access to electronic communication services throughout the country, including in landlocked areas;
- Improve the autonomous telecommunications system in Cameroon and contribute to the security of defence and security system communications;
- Support search and rescue operations through faster searches;
- Improve agricultural practices through satellite imagery;
- Use precision farming through satellite navigation equipments (GPS) and the combined use of satellite imagery and weather data;
- Open up new markets through the use of satellite imagery;
- Improve the efficiency of maritime transport: thanks to satellite navigation (GPS) and satellite imagery, ships can choose optimal routes, thus saving fuel, reducing environmental impact and improving the efficiency of maritime operations;
- Create jobs.
- Create wealth and added value in the economy in general, and in the maritime and agricultural sectors in particular;

### State of maturity of the project

Project in the process of maturing.

### Project funding and execution

- Funding to be raised;
- PPP preferred.

### Cost of project

The total cost of the project is estimated at CFAF 200 billion

### Provisional Schedule

Duration is estimated at 36 years.

## 3K Towers Solutions Project (Phase I)

### Project Description

The 3K Towers Solutions consists in building 3000 telecommunication sites by 2025 in order to house the BTS of CAMTEL mobile network and other operators. It also involves setting up a factory in Cameroon to manufacture galvanised iron towers for the telecommunications and electricity sectors. Phase 1 of the project involves the construction of 330 telecommunication sites, as described below:

- Constructing radio sites, each comprising: a 45m, 55m or 70m tower, a 17kw or 20kw solar power station with batteries, with or without a generator, a shelter for the telecommunications equipment, a site fence.
- Constructing fibre optic network to interconnect each radio site to the existing optical network;
- Training personnel.

### Relevance and Impacts of the Project

- Develop broadband transport infrastructure throughout the national territory;
- Improve the supply of electronic communication services throughout the national territory;
- Create jobs thanks to the galvanised iron pylon manufacturing plant;
- Improve the living conditions of the population through the improvement of electronic communication services throughout the country and the supply of solar energy produced by the solar energy station;
- Increase revenue;

### State of maturity of the project

Project in the process of maturing.

### Cost of project

The total cost of the project is estimated at CFAF 105 billion

### Project funding and execution

- Funding to be raised;
- PPP preferred.

### Provisional Schedule

Duration is estimated at 10 years.



## PROMOTION OF THE TOURISM SECTOR

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Tourism is one of the main goals in Cameroon's long-term development vision. As every other developing country, Cameroon believes that tourism constitutes an important lever for growth, due to the contribution of the tourism sector to GDP (1% in 2020), the share of the active population that it occupies, and the revenue that it generates. Furthermore, tourism contributes to regional development (construction/development of access roads), the stimulation of the local economy, as well as the impetus for social change;

Due to its privileged position in Central Africa (richness in fauna, flora and geography; Atlantic coast, etc.) and its plural cultural wealth, Cameroon is endowed with a potential that represents definite tourism opportunities.

However, this is almost exclusively a leisure tourism, and the tourism offer in Cameroon remains weak, due to the following main pitfalls, in terms of reception infrastructures and touristic sites: (i) the absence of flagship tourism products by region, (ii) insufficient quantitative

development of tourism sites, (iii) insufficient quantitative capacity to receive tourists (too few hotels in our cities), and (iv) insufficient hotels that meet international standards (to accommodate business tourism). All these obstacles, combined with the absence of an established strategy for the development of the sector and/or a government tourism programme, explain the low level of development of Cameroon's tourism potential to date.

In the NDS30, the Government has opted for an inclusive tourism, by creating contacts between all the actors of the sector (establishment of partnerships with private actors), and the integration of women in the tourism industry and/or activities. Similarly, Cameroon, while strengthening leisure tourism, intends to develop the other two segments, namely business tourism (business meetings, congresses, fairs and exhibitions, incentives) and leisure tourism.

This strategy aims at bringing Cameroon tourism to contribute to the structural transformation

of the economy by increasing the number of tourists to 3,500,000/year by 2030, in the two components which are individual tourism and group tourism. The government, in consultation with the actors of the sector, has defined seven (7) strategic axes relating to it, of which the four (4) major ones are formulated as follows:

- define and organise the priorities of investment (public

and private) around two or three flagship tourist products;

- progressively disengage from the management of hotel establishments and to take incentive measures for the development of Public-Private Partnerships in tourist, craft and cultural services;

- increase tourism offer;

- set up an information system on tourism products.

## Development of the Yoyo tourist mega resort as well as the asphaltting of the Edea-Dizangue-Mouanko-Yoyo road

### Project Description

The project is in the locality of YOYO, SANAGA MARITIME division in the Littoral region. Specifically, this involves the construction of a large ultra-modern seaside resort of 10,000 hectares at YOYO by MOUANKO and the asphaltting of the Edea-Dizangue-Mouanko-Yoyo Road (section of the RD 58 road), 110 km long.

### Relevance and Impacts of the Project

- Increasing the supply of facilities and other tourist centres in Cameroon;
- Facilitation of access to the site of the Yoyo economic and tourist zone
- construction project;
- Opening the production basin;
- Improving the conditions of movement and mixing of populations.

### State of maturity of the project

- Existing studies

### Cost of project

Cost of the Plan is estimated at about CFAF 1,113 billion

### Project funding and execution

- Funding to be raised;
- PPP preferred.

### Provisional Schedule

Estimated duration for completion is 84 months.

## URBAN AND SOCIAL DEVELOPMENT

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The housing ecosystem in Cameroon still embodies many weaknesses (more than one in two households still lacking access to decent housing)

With an urbanisation rate of 52% in 2020 and expected to reach 73% by 2050, the growing housing deficit in Cameroon is estimated at 1,864,439 units in 2020, 80% of which are in urban areas, mainly in the country's two main cities, Yaounde and Douala. With a growth of more than 150 000 units/year, the World Bank estimates this deficit at 2,119,751 in 20255

From a qualitative angle, and as diagnosed in the NDS30, "Housing, particularly in urban areas, is essentially precarious due to the anarchic occupation of space in undeveloped sites", for the following reasons: (i) difficulties in accessing land, (ii) rapid urbanisation, (iii) high cost of building materials, (iv) difficulties in accessing credit for low-income populations.

To improve the supply of decent housing for the population, the government has undertaken an ambitious housing construction programme under the GESP (2010-2020). Out of 17,000 accommodations provided only 2,640 will be built by 2020, i.e., less than a quarter (15.52%).

Based on the lessons learnt from this low rate of achievement, the Government has, in the NDS30 and for the 2020-2023 decade, opted for a paradigm shift in the supply of decent housing to reorient actions and/or measures to improve access to housing.

Among these measures, the major ones are: (i) the development and provision of 10,000 hectares of building plots throughout the country, and the increased responsibility of the RLAs in their use, and (ii) the establishment of an incentive framework for the emergence of private industrial real estate companies at national level, as well as for the arrival of the foreign private sector in industrial real estate, and (iii) the industrialisation of construction materials (with a consequent reduction in their cost).

Within the framework of the implementation of the NDS30, the Government affirms its ambition to pursue the modernisation of

Cameroon's cities by placing particular emphasis on improving the living environment of the populations of the major metropolises and developing urban mobility infrastructures. Thus, the development strategy of the housing sector aims at:

- the development of by-pass and penetrating roads;
- mobility through the implementation of an intermodal transport system (including metro, tramway, or train)
- improving access to decent housing;
- development of industrial zones and services

## Urban mobility project in the town of Douala

### Project Description

The development of the Bus Rapid Transit pilot corridor in the City of Douala consists in inserting a mass transit lane in exclusive right-of-way on the following corridors:

- A1: which starts from "Carrefour Leclerc to Carrefour PK14" and having a length of 14.02 km and,
- A3: from Carrefour Ndokoti to

Carrefour Yassa, with a length of 13.08 km.

The works to be carried out include, in addition to the insertion of BRT lanes, the construction of 5 multi-modal exchange hubs, the reorganisation of the rest of the right-of-way, the development of crossroads, the development of feeder roads with taxi lines, etc.

### Relevance and Impacts of the Project

- Facilitate intra urban transport
- Sustain inclusive economic development along the BRT corridor and its feeder lines to Douala.

### State of maturity of the project

- Existing studies

### Cost of project

Cost of the plan is estimated at CFAF 346.8 billion

### Project funding and execution

- Funding to be raised;
- Public Contracting Authority preferred.

### Provisional Schedule

Completion is estimated 48 months.

## Construction of the Yaounde by-pass road

### Project Description

This project, which is about 90 km long, is an urban express way that starts from NKOZOA, passes through EBOGO III on the Yaounde-Soa axis, arrives at Nkolafamba to connect to the MEYO village where the Yaounde-Nsimalen motorway construction project and the motorway slip road that is to connect to the Yaounde-Douala motorway interconnect, and then joins up with Nkozoa.

The construction of this road will make it possible to divert from the urban

core of the city of Yaoundé, the transit traffic of heavy goods vehicles coming from the national roads N3, N4, N10, the Yaounde-Douala motorway and the traffic coming from the surrounding localities, bypassing the city.

The construction of the entire bypass road will, on the one hand, improve urban mobility and the time it takes to cross the city of Yaoundé and, on the other hand, anticipate the town's expansion projects.

### Relevance and Impacts of the Project

- Diversion of transit traffic from the city of Douala to the East, West, North West and Adamawa regions;

- Catalyst for the development of the town and surrounding towns

### State of maturity of the project

- Existing studies

### Cost of project

The cost of project is estimated at about CFAF 795 billion

### Execution and funding

- Funding to be raised;  
- Public Contracting Authority preferred.

### Provisional schedule

Provisional Schedule

## Development of the Massoumbou habitation zone in the metropolitan area of the city of Douala

### Project description

The project aims at developing and equipping a habitation zone of 2 056 ha in the Yabassi municipality, bordering the city of Douala in the North-East. In accordance with the prescriptions for the development of a sustainable living environment (150 inhabitants/ha), the reception capacity of this living environment is 215,880 inhabitants.

### Relevance and impacts of the project

- Significant increase in the supply of housing and a structured and decent living environment for the populations;
- Control of pollution of the Dibamba river in the area of MASSOUMBOU
- Preservation of the Dibamba River mangrove and the aquatic biodiversity;
- Embellishment of the municipality of Yabassi by a development that promotes the integration of the city in nature and not the reverse;
- Improvement of the job supply in the Douala North and Yabassi South zones;
- Promotion of the inclusive city through the active involvement of the population (who are currently living there) in the process of town creation;
- The increase in tax resources thanks to the structuring of the area;
- The slowing down of rural exodus.

### State of maturity of the project

- Identification and involvement of local stakeholders in the project through agreements;
- Land securing under finalization;

### Execution and funding

- Funding to be raised;
- PPP preferred.

### Project cost

The total cost of the project is estimated at about CFA F 500 billion. However, the cost of phase I (100 ha) of this project costs CFA F 25 billion.

### Provisional schedule

The total duration of this project is 96 months, including 24 months for the pilot phase of 100 ha.



## Development of the Mbankomo habitation zone in the metropolitan area of the city of Yaounde

### Project description

The project aims at developing and equipping a habitation zone of 1,000 ha in the Mbankomo municipality, bordering the city of Yaounde in the South-West. In accordance with the prescriptions for the development of a sustainable living environment (150 inhabitants/ha), the reception capacity of this living environment is 150,000 inhabitants.

### Relevance and impacts of the project

- Significant increase in the supply of housing and a structured and decent living environment for the populations;
- Preservation of the hills that structure the natural landscape;
- Embellishment of the municipality of Mbankomo by a development that promotes the integration of the city in nature and not the reverse;
- Improvement of the job supply in the Yaounde South-West zone;
- Promotion of the inclusive city through the active involvement of the population (who are currently living there) in the process of town creation;
- The increase in tax resources thanks to the structuring of the area;
- The slowing down of rural exodus.

### State of maturity of the project

- Identification and involvement of local stakeholders in the project through agreements;
- Land securing under finalization;
- APS studies in progress.

### Execution and funding

- Funding to be raised;
- PPP preferred.

### Project cost

The total cost of the project is estimated at about CFA F 275 billion. However, the cost of phase I (100 ha) of this project costs CFA F 27 billion.

### Provisional schedule

The total duration of this project is 60 months, including 24 months for the pilot phase of 100 ha.

## Development of an urban extension area in the city of Limbe

### Project description

The project aims at developing and equipping an urban extension zone of 650 ha at Limbe (main and seaside town) which will also initiate the process of urban restructuring/renewal of old quarters. In accordance with the prescriptions for the development of a sustainable living environment (150 inhabitants/ha), the reception capacity of this living environment is 97,500 inhabitants.

### Relevance and impacts of the project

- Significant increase in the supply of housing and a structured and decent living environment for the populations;
- Preservation of the hillsides that structure the natural landscape;
- Embellishment of the municipality of Limbe by a development that promotes the integration of the city in nature and not the reverse;
- Improvement of the job supply in the south-west region;
- Promotion of the inclusive city through the active involvement of the population (who are currently living there) in the process of town creation;
- The increase in tax resources thanks to the structuring of the area;
- Anticipatory management of natural disaster risks;
- The enhancement of the slave trade historical sites.

### State of maturity of the project

- Identification and involvement of local stakeholders in the project through agreements;
- Land securing in progress.

### Project cost

The total cost of the project is estimated at about CFA F 170 billion. However, the cost of phase I (50 ha) of this project costs CFA F 13 billion.

### Execution and funding

- Funding to be raised;
- PPP preferred.

### Provisional schedule

The total duration of this project is 48 months, including 18 months for the pilot phase of 50 ha.

## Development of the TALLA eco-district in Kribi

### Project description

The project aims at developing and equipping a habitation zone of 87 ha in the center of the town of Kribi, along the KIENKE river. The urban planning of this subdivision also integrates the notions of eco-district, inclusiveness, resilience and functional and social diversity. The capacity of this living environment is estimated at 12,000 inhabitants.

### Relevance and impacts of the project

- Significant increase in the supply of housing and a structured and decent living environment for the populations;
- Control of KIENKE pollution in the Talla sector;
- Embellishment of the municipality of Mbankomo by a development that promotes the integration of the city in nature and not the reverse;
- Preservation of wetlands and biodiversity in urban areas;
- Improvement of the tourist map of the Kribi destination;
- Improvement of the job supply in the Yaounde South-West zone;
- Promotion of the inclusive city through the active involvement of the population (who are currently living there) in the process of town creation;
- The increase in tax resources thanks to the structuring of the area;
- Promotion of the inclusive city through the application of vertical and horizontal urban densification, and measures to combat gentrification which affects families who have been settled for a long time;
- Promotion of the resilience of urban development through the development of in situ natural resources (KIENKE resources);
- Preservation of socio-cultural values through the integration of sacred places into the urban landscape.

### State of maturity of the project

- Identification and involvement of local stakeholders in the project through agreements;
- Land security completed;
- APD studies completed;
- Environmental and social impact study completed and approved;
- General cleaning of the site carried out;
- Earthworks of the tracks started.

### Project cost

The total cost of the project is estimated at about CFA F 24 billion.

### Provisional schedule

The total duration of this project is 48 months.

### Execution and funding

- Funding to be raised;
- PPP preferred.

## **DEVELOPMENT OF AGRO-SYLVO-PASTORAL AND FISHERIES PRODUCTION**

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In terms of agro-pastoral production, it will be a question of stimulating the development of large and medium-sized farms in order to increase the productivity, production and competitiveness of agro-sylvo-pastoral and fishery products and by relying on:

- The promotion of an approach by sector structured around the agro-pastoral and halieutic value chains, while taking into account the specificities linked to the different agro-ecological zones;
- Support for access to inputs;
- The promotion of the most efficient technologies;
- Popularization of research results.

## Project for land development and installation of large agricultural producers in the central plain (PATIPALACE)

### Project Description

The project is located in the towns of Batchenga, Ntui, Yoko, Tibati and Ngaoundéré in the Center and Adamaoua regions. It consists of:

- Secure and develop settlement sites for large agricultural producers (400,000 ha) along the Batchenga-Ntui-Yoko-Tibati-Ngaoundéré road axis;
- Support the structuring of established producers;

- Support established agricultural entrepreneurs with a view to developing agriculture following the value chain approach;

- Build road infrastructure to open up sites;
- Build or rehabilitate socio-economic infrastructure in the project area.

### Relevance and Impacts of the Project

- Contribute to improving the competitiveness of the agricultural sector through land development and the modernization of production infrastructure in the central plain;
- Sustainably improve the economic and social performance of agricultural enterprises;

- Improve the balance of payments by reducing imports (rice and corn) and increasing exports (cocoa);

- Create added value through the transformation of various agricultural products (corn, cassava, cocoa, etc.);
- Create many jobs.

### State of maturity of the project

Pre-feasibility studies available.

### Cost of project

The cost of project is estimated at about CFAF 351 billion.

### Project implementation and funding method

- Funding to be raised;
- Private project ownership/Preferred finance project

### Provisional schedule

The completion period for this project is to be determined.

# MINING AND INDUSTRIAL DEVELOPMENT

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The Government intends to implement major first-generation extraction projects. This implementation will be done through the following guidelines:

- The increased security of mining conventions following a general audit which should propose a reorientation of the policy for allocating mining conventions to transnational corporations and the obligation to subscribe to hedging contracts;
- Increased recovery of construction materials from the local mining sector;
- The continuation of the inventory of the national geological potential by the production and updating of large-scale maps (Scales greater than or equal to 1/200,000) to facilitate the exploration of deposits and the diversification of ores and materials mining;
- Institutional capacity building through the complete upgrading of equipment in national research laboratories in the sector.

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## **MINING AND INDUSTRIAL INFRASTRUCTURE ENVISAGED IN PPP**

## Project for the establishment of an agro-industrial technology park (Technopole) in Cameroon

### Project Description

This project is in the town of Nkoteng in the Centre region. It aims at setting up a sustainable and competitive ecosystem of production and transformation in the agro-industrial sector by adding value to agricultural outputs from agropoles and secular production.

### Relevance and Impacts of the Project

- Contribute to the industrialisation of the Cameroon economy through the local processing of agricultural products;
- Lead to an efficient organisation and a better productivity of the upstream sector;
- Train competitive human resources in the various careers;
- Disseminate and spread technology in each segment of the value chain;
- Bring out local resources and values in their modern form and exporting them;
- Bring out the spirit of entrepreneurship and good managerial and commercial practices.
- Funding to be raised
- Public order PPP preferred.

### State of maturity of the project

Existing Pre-feasibility studies

### Cost of project

Cost of the Plan is estimated at about CFAF 120 billion.

### Project funding and execution

- Funding to be raised;
- PPP preferred.

### Provisional Schedule

The overall completion period for this project is 48 months.



## Construction of a fertiliser factory

### Project Description

The project consists of the construction, operation and maintenance of a fertiliser production plant with an annual production capacity of 600,000 tonnes of ammonia and 700,000 tonnes of urea from gas in Limbe in the South West region.

### Relevance and Impacts of the Project

- Meeting people's sustenance needs;
- Meeting the needs of agro-industries;
- Adding value to local natural gas;
- Promotion of exports and creation of jobs;
- Promote large-scale local production of chemical fertilizers and conquer international and regional markets;
- Reduce fertilizer imports and improve the balance of trade.

### State of maturity of the project

- Identification by SNH of gas sources available offshore LIMBE, notably on the ETINDE block operated by EUROIL;
- Signature on 24 April 2012 of a Tripartite Memorandum of Understanding; SNH/EUROIL/FERROSTAAL for the supply of gas to the factory;
- Identification of a coastal site of about 70 hectares in LIMBE on the LIMBE/IDENAU road, at NJONI, intended to house the plant as well as the natural gas processing facilities;
- Feasibility studies in progress.

### Cost of project

The total cost of the project is estimated at CFAF 200 billion.

### Provisional Schedule

Completion is estimated at 36 months

### Project funding and execution

- Funding to be raised;
- Private project ownership/Preferred finance project;
- Project benefiting from State facilities in accordance with the regulations in force.

## Construction of an Aluminium Plant in Kribi

### Project Description

- This project is in Kribi, in the South region.
- It involves the construction of an aluminium smelter in three phases of 400,000 tonnes, with an ultimate capacity of 1.2 million tonnes.
- The investment (Phases I and II) includes two electrolysis lines and associated anode production and casting facilities.

### Relevance and Impacts of the Project

Increasing aluminium supply

### State of maturity of the project

Ongoing studies

### Provisional Schedule

- Phase I was launched in 2011 and is due to finish in 2016.
- Phase II begins in 2017 and will be completed in 2022.
- Phase III is yet to be scheduled.

### Cost of project

The total cost of the project is estimated at FCFA 4,040 billion, including FCFA 2,321 billion for the aluminium smelter, FCFA 1,924 billion for the hydroelectric schemes and FCFA 159 billion for the terminal and port infrastructure

### Project funding and execution

- Funding to be raised;
- Private project ownership/Preferred finance project;
- Project benefiting from State facilities in accordance with the regulations in force.

## Construction of a Natural Gas Liquefaction Plant in Kribi

### Project Description

- This project is in KRIBI, in the South region.
- It involves the construction of a production unit including gas gathering pipelines and an onshore liquefaction plant with an annual capacity of 3.5 million tonnes.

### Relevance and Impacts of the Project

Increasing the production of liquefied natural gas and facilitating its transport

### State of maturity of the project

Project funding and execution

### Financement et réalisation du projet

- Funding to be raised;
- Private project ownership/Preferred finance project;
- Project benefiting from State facilities in accordance with the regulations in force.

### Cost of project

The total cost of the project is estimated at USD 4 billion.

### Provisional Schedule

Construction of the production unit is expected to last for 3 to 4 years.

## Installation of an agro-industry for the production of refined palm oil and soap

### Project Description

- This project will be executed in the SOUTH region;
- This project consists in the installation of an agro-industry for the production of refined palm oil and soap.

### Relevance and Impacts of the Project

- Promote local production;
- Reduce the cost of these household commodities.

### State of maturity of the project

Ongoing preliminary studies

### Project funding and execution

- Funding to be raised;
- Private project ownership/  
Preferred finance project;
- Project benefiting from State facilities in accordance with the regulations in force.

### Cost of project

The total cost of the project is estimated at CFAF 81 billion.

### Provisional Schedule

Duration is estimated at 36 months.

## Creation of a sugar complex in Mintom

### Project Description

- This project will be achieved in the MINTOM, a locality in the SOUTH region.
- The aim is to set up an agro-industrial sugar complex comprising a plantation covering an area of 45,000 hectares, including 20,000 ha in the first 3 years and the remainder gradually.

### Relevance and Impacts of the Project

- Satisfy domestic demand for sugar and sugar by-products;
- Promote local production;
- Create jobs.

### State of maturity of the project

Ongoing technical studies

### Project funding and execution

- Funding to be raised;
- Private project ownership/  
Preferred finance project;
- Project benefiting from State facilities in accordance with the regulations in force.

### Cost of project

The total cost of the project is estimated at CFAF 71 billion.

### Provisional Schedule

Duration is estimated at 36 months.

## Project for the creation of an agro-food industrial complex at Kaele

### Project Description

The project is in Kaele, a town in the Far North region of Cameroon. It consists of processing local agro-pastoral products.

### Relevance and Impacts of the Project

- Contribute to the industrialisation of the Cameroon economy through the local processing of agricultural products;
- Ensure food security and self-sufficiency for internal consumption;
- Generate added value to meet the region's economic development requirements
- Supply the processing industry and create a market and an internal consumption for the extractive industries;
- Develop exports and thus improve the balance of trade on the one hand, and on the other hand to increase the share of manufacturing industry to about 12% of GDP by 2020 through the modernisation of the production and processing apparatus.

### State of maturity of the project

The project is in the process of maturing.

### Cost of project

The total cost of the project is estimated at CFAF 858 billion.

### Project funding and execution

Funding to be raised.

Private project ownership/Preferred finance project;

Project benefiting from State facilities in accordance with the regulations in force.

### Provisional Schedule

The completion period for this project is 4 ans.

## **Ntem Valley agro-industrial park (PAC project)**

### **Project Description**

- This project is in the Ntem Valley division located in the South region of Cameroon.
- It consists in locally processing agro-pastoral products.

### **Relevance and Impacts of the Project**

- Contribute to the industrialisation of the Cameroon economy through the local processing of agricultural products;
- Ensure food security and self-sufficiency for internal consumption;
- Generate added value to meet the region's economic development requirements;
- Supply the processing industry and create a market and an internal consumption for the extractive.

### **State of maturity of the project**

Existing feasibility studies and environmental impacts.

### **Cost of project**

The total cost of the project is estimated at CFAF 72 billion.

### **Project funding and execution**

Private project ownership/Preferred finance project

Project benefiting from State facilities in accordance with the regulations in force.

### **Provisional Schedule**

The completion period for this project is 3 years.

## GEAIFEC agro-industrial technopole in the South region

### Project Description

- This project is in South Cameroon.
- It consists in locally processing agro-pastoral products.

### Relevance and Impacts of the Project

- Contribute to the industrialisation of the Cameroon economy through the local processing of agricultural products;
- Lead to an efficient organisation and a better productivity of the upstream sector;
- Train competitive human resources in the various careers;
- Generate added value to meet the region's economic development requirements;
- Disseminate and spread technology in each segment of the value chain;
- Bring out local resources and values in their modern form and exporting them;
- Bring out the spirit of entrepreneurship and good managerial and commercial practices.

### State of maturity of the project

- Existing Pre-feasibility studies
- Certificate of compliance obtained.

### Project funding and execution

- Funding to be raised;
- PPP preferred.

### Cost of project

The total cost of the project is estimated at CFAF 361.6 billion.

### Provisional schedule

The completion period for this project is to be determined.



## Lomie Cobalt, Nickel, and Manganese mining project

### Project Description

The project involves the annual production of 4,160 tonnes of cobalt, 3,280 tonnes of nickel, 450,000 tonnes of manganese and 4000 tonnes of scandium in the town of Lomie in East Cameroon.

### Relevance and Impacts of the Project

- Develop the mining and industrial infrastructure sector.
- Increase exports of mining products, with a positive impact on balance of trade;
- Create jobs;
- Develop the sector of mines and industrial infrastructure.

### State of maturity of the project

Feasibility studies are completed.

### Cost of project

The total cost of the project is estimated at CFAF 339 billion

### Project funding and execution

- Funding to be raised;
- PPP preferred.

### Provisional schedule

The completion period for this project is 5 years.

## Fongo-Tongo Bauxite Mining

### Project Description

The project aims to mine 46 million tonnes at an average grade of 47% alumina in the Fongo Tongo, a locality near Dschang, in the West Region

### Relevance and Impacts of the Project

Exploiting local reserves on an industrial scale.

- Thousands of jobs

- Tax revenue;

- Profits for mining companies and their shareholders,

### State of maturity of the project

Studies are ongoing

### Cost of project

The total cost of the project is estimated at CFAF 3,000 billion

### Project funding and execution

- Funding to be raised;

- PPP preferred.

### Provisional schedule

The provisional Schedule is to be determined.

## Bauxite mining in Mini-Martap and Ngaoundal

### Project Description

The project involves the mining of approximately 251 million tonnes of very high-grade bauxite (containing more than 50% aluminium oxide) from the existing 550 million tonnes of world-class bauxite at Ngaoundal and Mini-Martap in the Adamawa region.

### Relevance and Impacts of the Project

- Mine bauxite ore resources for the export of refined products, taking into account the legal requirement to process at least 15% of production;
- Create jobs;
- Increase exports of mining products, with a positive impact on balance of trade.

### State of maturity of the project

- Feasibility studies in progress;
- Ongoing negotiations with CAMALCO

### Project funding and execution

- Funding to be raised;
- PPP preferred.

### Cost of project

The cost of the project is estimated at CFAF 6,000 billion

### Provisional schedule

The provisional Schedule is to be determined.

## Natural gas for vehicles: Pilot project

### Project Description

The project involves switching vehicle fuel consumption from liquid hydrocarbons to natural gas by making it available in the 4 pilot towns of Douala, Kribi, Edea and Yaounde. It will include the production of gas by CAMGAZ in Douala and by PERENCO in Kribi, as well as the construction of compressor stations for storage in tanks.

### Relevance and Impacts of the Project

- Foster the exploitation and development of national gas resources in order to increase economic efficiency;
- Increase government revenue without increasing the cost of fuel by introducing a special tax on fuels, which will be used primarily for road construction.

### State of maturity of the project

Feasibility studies in progress

### Project execution and funding method

- Funding to be raised;
- Private owner/Corporate Finance;
- Project benefiting from State facilities in accordance with the regulations in force.

### Cost of project

The total cost of the project is estimated at CFAF 20 billion.

### Provisional Schedule

The provisional Schedule is to be determined.

## Creation of high-performance industrial nurseries system

### Project Description

The project will involve gradually setting up seedling production units, with an annual production capacity of 50 million, based on a network of 5 localised production plants based on agro-ecological zones.

### Relevance and Impacts of the Project

- Promote competitive production of high-yield seeds for agricultural production;
- Boost the productivity of agricultural value chains and support agricultural production of certain tree crops (cocoa, coffee, etc.).

### State of maturity of the project

Feasibility studies in progress

### Cost of project

The total cost of the project is estimated at CFAF 41.3 billion.

### Project execution and funding method

- Funding to be raised;
- Private project ownership/Preferred finance project;
- Project benefiting from State facilities in accordance with the regulations in force.

### Provisional Schedule

The provisional Schedule is to be determined.

## Construction of an assembly unit for microcomputers and tablets

### Project Description

The project consists of preparing, building, operating and maintaining an assembly plant for affordable microcomputers and tablets for Cameroon and sub-regional (CEMAC and ECCAS) markets.

### Relevance and Impacts of the Project

- - Reduce the digital and social divide and accelerate the digital transformation in Cameroon by setting up a company to manufacture microcomputers and tablets at competitive prices;
- - Increase exports of products made in Cameroon in the Central African sub-region;
- - Reduce imports of computers and tablets

### State of maturity of the project

Feasibility studies in progress

### Cost of project

The total cost of the project is estimated at CFAF 13.8 billion.

### Project execution and funding method

- Funding to be raised;
- Private project owner/Corporate Finance;
- Project benefiting from State facilities in accordance with the regulations in force.

### Provisional schedule

The provisional Schedule is to be determined.

## Construction of a mobile phone assembly unit

### Project Description

The project consists of preparing, building, operating and maintaining an assembly plant for mobile phones (basic phones and smart phones) at affordable prices for the Cameroon and sub-regional (CEMAC and ECCAS) markets.

### Relevance and Impacts of the Project

- Reduce the digital and social divide and accelerate digital transformation in Cameroon by creating a mobile phone manufacturing company at competitive prices;
- Increase exports of products made in Cameroon to the Central African sub-region;
- Reduce imports of computers and tablets.

### State of maturity of the project

Feasibility studies in progress

### Cost of project

The total cost of the project is estimated at CFAF 16.5 billion.

### Project execution and funding method

- Funding to be raised;
- Private project owner/Corporate Finance;
- Project benefiting from State facilities in accordance with the regulations in force.

### Provisional schedule

The provisional Schedule is to be determined.

## Construction of a pulp and paper industrial complex in Edea

### Project Description

The project consists of preparing, building, operating and maintaining a pulp and paper production plant with a capacity of 450,000 tonnes/year using the Kraft process with oxygen bleaching.

### Relevance and Impacts of the Project

- Add value to forest resources for the manufacture of quality pulp and paper at competitive prices;
- Increase paper exports in the Central African sub-region and improve the balance of trade;
- Reduce imports of paper products and related products, which amount to around CFAF 600 billion a year.

### State of maturity of the project

Feasibility studies are ongoing

### Cost of project

The total cost of the project is estimated at CFAF 900 billion.

### Project execution and funding method

- Funding to be raised;
- Private project owner/Corporate Finance;
- Project benefiting from State facilities in accordance with the regulations in force.

### Provisional schedule

The provisional Schedule is to be determined.



## Construction of an asphalt factory

### Project Description

The project involves the construction, operation and maintenance of a bitumen plant with an annual production capacity of 250,000 tonnes.

### Relevance and Impacts of the Project

- Promote large-scale local production of bitumen, thereby contributing to the country's road-building dynamic and that of the Central African sub-region;
- Significantly reduce the cost of road construction in Cameroon;
- Reduce asphalt imports (190,000 tonnes per year) and improve the balance of trade.

### State of maturity of the project

- Feasibility studies in progress;

The duration of the project is 48 months.

- Funding to be raised;
- PPP preferred.

### Cost of project

The total cost of the project is estimated at CFAF 107 billion.

### Provisional schedule

La durée de réalisation du projet est de 48 mois.

## Construction of a hydrogen and ammonia production plant in Kribi

### Project Description

The project consists of the construction, operation and maintenance of an ammonia and green hydrogen production plant.

### Relevance and Impacts of the Project

- Develop the production of green hydrogen and strengthen the country's energy mix;
- Improve agricultural yields through the local production of high-quality ammonia;
- Enhance the exploitation of the country's natural gas resources.

### State of maturity of the project

- Feasibility studies in progress;
- MOU signed between the Government and the Australian company Fortescue Future Industries.

### Project implementation and funding method

- Funding to be raised;
- Private project ownership/Preferred finance project;
- Project benefiting from State facilities in accordance with the regulations in force.

### Cost of project

The completion period for this project is to be determined.

### Provisional schedule

The completion period for this project is to be determined.

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# **MINING AND INDUSTRIAL INFRASTRUCTURE ENVISAGED IN PUBLIC CONTRACTING AUTHORITY**

## ALUCAM Extension project

### Project Description

- The project is based in EDEA in the LITTORAL region.
- It involves the construction of two additional Ap37 technology smelters around the factory based in EDEA.
- The project includes the construction and operation of a 300 MW hydroelectric power plant on River Nachtigal near NTUI.

### Relevance and Impacts of the Project

- Expansion of the company for better production;
- Construction of a hydroelectric power station to reduce dependence on electricity;
- Increase national aluminium production from 100 Kt to 300 Kt per year;
- Improve ALUCAM's financial profitability;
- Strengthen the conquest of international and regional markets while developing national bauxite resources.

### State of maturity of the project

- Ongoing studies

### Project funding and execution

- Funding to be raised;
- Public Contracting Authority preferred.

### Cost of project

The total cost of the project is estimated at CFAF 650 billion.

### Provisional Schedule

The completion period for this project is to be determined.

# The Cameroon Development Corporation Rehabilitation and Modernisation Project

## Project Description

The project consists of updating and implementing the CDC's business plan:

- An investment and rehabilitation plan for the production facilities (oil palm, banana, etc.);
- A production/operation plan for the facilities;
- A profitability and solvency financing plan.

## Relevance and Impacts of the Project

- Promote a substantial increase in CDC's productivity with a view to guaranteeing its competitiveness and profitability;
- Increase turnover and exports of agricultural and processed products, with a positive impact on the balance of trade.

## State of maturity of the project

Feasibility studies in progress

## Project execution and funding method

- Funding to be raised.
- Public Contracting Authority preferred.

## Cost of project

The total cost of the project is estimated at CFAF 219 billion.

## Provisional Schedule

The completion period for this project is to be determined.

## Restructuring/ modernisation of CICAM

### Project Description

Based on CICAM's viability study, the project involves adopting and implementing a new development plan, including:

- A plan to modernise production facilities;
- An operating plan;
- A financing plan, Modernising CICAM's production facilities to give it greater capacity with a view to substantially increasing its production by processing cotton and adding value in terms of profitability and solvency.

### Relevance and Impacts of the Project

- To modernise CICAM's production facilities to increase capacity and substantially increase production by processing cotton and adding value;
- Increase exports of textile products, with a positive impact on balance of trade;
- Restore CICAM's financial equilibrium and increase the company's financial profitability in order to resume dividend distribution and contribution to the State budget.

### State of maturity of the project

Feasibility studies in progress

### Project execution and funding method

- Funding to be raised;
- Public Contracting Authority preferred.

### Cost of project

The completion period for this project is to be determined.

### Provisional Schedule

The completion period for this project is to be determined.

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Isaac TAMBA



## TECHNICAL COORDINATION

MZOGANG Patrick Kévin  
DJOCKI KINGUE Jacques Fritz



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