

TRANSPORT IN THE WEST REGION

Diagnostic Report

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LIST OF ABBREVIATIONS

ADC	Airports of Cameroon
ASECNA	Agency for Aerial Navigation Safety in Africa and Madagascar
APN	National Port Authority
ARMP	Public Contracts Regulatory Agency
BUCREP	Central Bureau for Census and Population Studies
CAMAIR-CO	Cameroon Airline Company
CCO	Comités Consultatifs d'Orientation
CDE	Camerounaise Des Eaux
CONAROUTE	National Road Council
CTD	Decentralized Territorial Community
DAC	Civil Aviation Directorate
DAMV	Directorate of Maritime Affairs and Inland Waterways
DEPR	Direction de l'Entretien du Patrimoine Routier
FR	Road Funds
NIS	National Institute of Statistics
MINADER	Ministry of Agriculture and Regional Development
MINEPAT	Ministry of Economy, Planning and Rural Development
MINFI	Ministry of Finance
MINHDU	Ministry of Housing and Urban Development
MINMAP	Ministry of Public Contracts
MINT	Ministry of Transport
MINTP	Ministry of Public Works
OHADA	Organisation for the Harmonization of Business Law in Africa
OPA	Autonomous Port Authorities
PDFN	National Railway Master Plan
SSD	District Health service
SQMFL	Sous Quartier Maritime Fluvial et Lacustre

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INTRODUCTION

1. FRAME WORK

Cameroon's ambition is to make the transport sector a factor of economic development, national solidarity, disparity reduction and national integration with a transport infrastructure development policy aimed at promoting regional and sub-regional integration. For Cameroon, the issue of performance of transport systems (networks and means) is the core of development and poverty reduction problems because of its economic and social importance. For the West Region we can retain:

- **Economic challenges:** Transport systems facilitate the movement of people and goods and connects goods production or extraction (fields) centres to the marketing, consumption or processing centres (markets, ports, factories), which also improves on the competitiveness of companies.
- **Social challenges:** The role of the transport sector in the improvement of citizens' access to essential or basic social services is extremely important. This is notably the case for access to health or education. Finally, it should be noted that the transport sector is a major source of employment.

Transport systems are a powerful means of structuring and planning the territory, Cameroon since March 2010 has developed, a Sectoral Transport Strategy which presents the "Transport Sector's Vision" for the year 2035

In order to achieve this, the diagnosis of the transport sector is presented as follows:

- Reminder of government policies and strategies in the transport sector and the main challenges;
- Critical analysis of the operational implementation of government transport policy at the local level;
- Analysis of the supply and organisation of transport services at different levels
- Transport sector's impact on other sectors
- Analysis of the strengths, weaknesses, opportunities and threats of the transport sector.

The objective of this study is to make a diagnostic assessment of the transport sector in the Region.

The methodological approach consisted in preparatory works and enhancement of the bibliography, followed by data collection from target persons and organizations and field surveys.

2. SECTORAL TRANSPORT STRATEGY

In the field of public works and more specifically the road sub-sector, the Government's medium- and long-term strategic guidelines for the strategy's horizon are as follows:

- Improving the supply of road infrastructure, focusing first on the rehabilitation and maintenance of the existing network, then on its extension and development (both in terms of the asphalt network and the service network);
- The implementation of accompanying measures necessary for the development of sectoral performances,
- Road maintenance. Road maintenance operations will cover both the priority network, the non-priority network and the rural road network. They would significantly improve the service capacity of the road network, by ensuring that 100% of the network classified as a priority is in good condition, as well as a significant portion (30%) of the rest of the road network.

- Rehabilitation of the road network. Given the advanced state of deterioration of the asphalt slab (23% of the 4061 km of asphalt road is in poor or bad condition), the rehabilitation programme will be able to preserve the huge investments already made. Consequently, the necessary resources will have to be mobilized during the 2010-2020 period, in order to rehabilitate an average of 200 km of asphalted roads per year. Significant resources will also have to be put in for the rehabilitation of earthen roads.
- Development of rural roads: In the field of rural roads, concerning the service road, development operations should particularly aim at opening up production basins and tourist sites, rehabilitate rural semi-urban roads, ensure access to risk areas and ensure the country's presence in border areas.

The map below shows the status of the road network in the West Region.

3. INSTITUTIONAL AND REGULATORY FRAMEWORK

3.1. Institutional framework

Apart from the Prime Ministry, Cameroon's institutional framework has eight ministries in charge of the planification, programming, construction and maintenance and finances of national road infrastructure. These are:

- The Ministry of Economy, Planning and Regional Development (MINEPAT), which ensures the creation of general guidelines, medium- and long-term development strategies, follow-up of their implementation, as well as the programming and mobilization of financial resources to finance public investments;
- The Ministry of Finance (MINFI) which, through its transversal financial skills, also intervenes in the management of the sector and ensures its financial supervision;
- The Ministry of Public Works (MINTP) is responsible for the construction/rehabilitation and maintenance of roads (assistance in road transport) and other infrastructures (buildings and other facilities such as dams, airport runways, etc.);
- The Ministry of Transport (MINT), which is in charge of the organisation and management of providing transport services. It is also responsible for the development of means of transport;
- The Ministry of Housing and Urban Development (MINH DU), is also involved in road infrastructure projects as part of improving urban roads;
- The Ministry of Agriculture and Rural Development (MINADER) through its Rural Engineering Department, which was formerly assigned to create and maintain some roads in rural areas, despite the existence of lack of collaboration and harmonization between the MINTP and transport services.
- The Ministry of Public Contracts (MINMAP), in charge of the management of public contracts;

In addition to these ministries and their various sub-categories, there are also key government structures such as the Public Contracts Regulatory Agency (ARMP) and the Road Fund (FR) as well as the Communes (which have service provider skills or carry out project management missions assigned for project execution).

Finally, there are also a number of international or regional law provisions which are applicable to the transport sector

It must be acknowledged that the multiplicity of supervisory bodies (Ministry of Public Works, Ministry of Transport and Ministry of Housing and Urban Development) has a negative impact on the coordination and monitoring of activities at the level of the West Region. It generally leads to a slowdown in the processing of files and decision-making. This results in difficulties in the implementation of the State's guidelines, both in terms of policies and in the aspect of execution, coordination and monitoring of activities linked to the sector, on one hand, and in ensuring, on behalf of the State, the project execution and/or project management of all transport infrastructure, on the other hand.

3.2. Legal and regulatory framework

General texts that govern the transport sector:

Law No. 2004/017 of 22/7/2004 on the orientation of Decentralization, which transfers, a number of powers in the field of public works, urban planning and housing to the Decentralized Territorial Community (CTDs), and the various decrees relating to the creation of Ministries in charge of the sector.

In addition, a number of texts, of general scope, have a significant impact on the management of the transport sector. These are:

- The Environmental Code, which is a global study on the impacts of all infrastructure projects on the environment,
- The Town Planning Code, which provisions lay down the rules to which the transport sector is subjected to,
- The Public Contract Code.

The relevant texts and regulations governing transport services in Cameroon are listed in Table 1 in annex.

Finally, Cameroon does not have a land transport policy law. This law should fill the gap by defining the principles and general rules that should govern the land transport activities of people and goods throughout the territory.

4. ORGANIZATION OF THE NATIONAL TRANSPORT SECTOR

At the national level, the transport sector, which is one of the most influential in the economy, is divided into 4 main means: road, rail, air and water.

4.1. Road Transport

The development of road transport infrastructure is under the Ministry of Public Works (MINTP) while its management is the responsibility of the Ministry of Transport (MINT). In urban areas, these two bodies benefit from the collaboration of another participant, which is the ministry in charge of urban development, but also the Decentralized Territorial Community. The National Road Council (CONAROUTE), under the authority of the Prime Minister, Head of Government, and including representatives of the public sector, the private sector and road users, is assigned with assisting the government in the development, implementation, evaluation and monitoring of the implementation of the national road policy.

Thanks to its flexibility and accessibility, road transport is the main means of transport of goods and people and therefore make a significant contribution to the fight against poverty. It provides nearly 90% of domestic passenger transport demand and close to 75% of freight transport demand.

Movement from urban and semi-urban areas to large metropolitan areas is provided by the informal sector, with small operators driving taxis and minibuses as well as "motor bikes". Over the last ten years, from the point of view of traffic, road transport has experienced an increase in overall growth with over 9% for paved roads and 6% for unpaved roads.

Urban road transport is affected by chronic maintenance deficit of the roads due to insufficient resources allocated for financing preventive and curative maintenance.

Frequently, in urban areas, major conflicts arise between various types of road users, pedestrians, cyclists, motorbikes and cars on one hand, and even between various types of operators (private individuals, public transport, freight transport, etc.)

4.2. Railway Transport

The rail transport sub-sector is under the supervision of the Ministry of Transport through the Rail Transport Directorate. Its main function is the development, implementation and monitoring of the State's rail transport policy, the monitoring of the railway concession and the implementation of the various transport conventions signed by the State with the various partners.

The strategy adopted for the modernisation and development of the railway as stated in the National Rail Master Plan (PDFN) consists in prioritising the sections for which the resources obtained by the transportation of minerals are likely to guarantee investor's remuneration, considering the importance of the amounts of finances to be raised, and then financing the less profitable economic sections. Consequently, the National Rail Master Plan has retained:

- Short-term routes which link mining sites to ports (Mbalam-Kribi, Edéa-Kribi, N'Gaoundéré-Douala). They are financed by the private sector involved in mining.
- Medium-term routes are specifically oriented towards sub-regional integration and should be financed by donors who promote it.
- Long-term routes are dedicated to the land use plan, their profitability and feasibility depend on the implementation of short-term and medium-term routes.

4.3. Air Transport

The Ministry of Transport is entrusted with developing the country's air policy through the Directorate of Civil Aviation (DAC). The organisation responsible for air traffic control is the Agency for Aerial Navigation Safety in Africa and Madagascar (ASECNA), which manages national airspace, while the Airports of Cameroon Company (ADC) is responsible for managing Cameroon's air network.

Cameroon has four international airports (Douala, Yaoundé-Nsimalen, Garoua and Maroua) and about ten secondary airports in Bamenda, Bafoussam, Bertoua, Ngaoundéré, Yaoundé (city) and Koutaba.

In order to enable the sub-sector to fully carry out its mission of easing movement and distance approximation, the sectoral transport strategy has identified the following main strategic points: (i) establishment of a general policy for the development of the airport fabric; (ii) establishment of funds allocated for necessary investments in the sub-sector; and (iii) updating of the legislative and regulatory frameworks.

4.4. Water transport

The maritime and port sector in Cameroon is managed by four (4) main bodies functioning under the supervision of the Ministry of Transport: (1) the National Port Authority (APN), (2) the Autonomous Port Authorities (OPA) acting as port authorities in each of the port sites (Douala, Kribi, Limbé and Garoua), (3) the Comités Consultatifs d'Orientation de l'activité portuaire (CCO) within each OPA and (4) the Directorate of Maritime Affairs and Inland Waterways (DAMV), responsible of administrative affairs, studies and international maritime agreements.

Cameroon officially has three main seaports: Douala, Limbe and Kribi, plus four offshore oil platforms in Limbe and Kribi Regions and four secondary port sites located on either side of Douala.

4.5. Inland waterway transport

Cameroon has many rivers and lakes where it is possible to promote river and lake transport. Some rivers or sections of rivers are either permanently or seasonally navigable. We can distinguish the following river ports: Garoua on the Benue, Behondo on the Nyong River, Mouloudou on the Ngoko, Yabassi on the Wouri and Mamfé on the Cross River (the Cross River is navigable till Mamfé and provides a significant part of freight transport between Nigeria and Cameroon). The Mounjo River is also partially navigable. Several other rivers may be navigable if they are developed in Cameroon. This is the case of MAPE, where activities can be undertaken to link the West Region with the Adamawa Region and constitute river ports that could be developed and provide major services.

5. ORGANISATION OF THE TRANSPORT SECTOR IN THE REGION

5.1. Organisation of the transport sector in the West

The West Transport Regional Delegation covers the entire territory of this Region and includes:

- At the Regional level in Bafoussam:
 - ✓ A Cabinet of the Regional Delegate of Transport;
 - ✓ A General Affairs Department;
 - ✓ A Meteorology Department
 - ✓ A Road Transport Department;
 - ✓ An Airport Security and Facilitation Department created by the latest organizational chart, but which has never really been set up;
 - ✓ The services under the supervision of the Ministry of Transport are PRESPRINT (for the security of driving licences), HIGH TECH (for the security of vehicle registration documents and other transport documents) and the AVIATION AUTHORITY.
- At the Divisional level we have eight (08) Divisional Delegations (Mifi, Koung-Khi, Hauts-Plateaux, Haut-Nkam, Ndé, Ménoua, Noun, and Bamboutos).
- Four (04) weather stations (Bafoussam-Airport, Dschang, Nkoudja-Koutaba, Mbouda).
- One (01) road weigh station located in Kouékong (Foumbot Road) although under the supervision of the Ministry of Public Works.

5.2. Key participants in the transport sector in the West Region

The transport sector in the Region involves communes, trade unions, decentralised state services and the private sector.

5.2.1. Communes

As far as the transport sector is concerned, communes are in contact with a number of structures and organised groups whose types and categories vary widely. The nature of these relationships are diverse, and could be formal or informal, uni-lateral or bilateral. The Decentralization Act and other provisions on the transfer of powers are clear on the roles and responsibilities of communes in the creation and maintenance of road infrastructure. According to Decree No. 2010/0240/PM of 27 February 2010, this field of competence is restricted to "unclassified rural roads and ferry boats" for all communes.

For the unclassified rural network, the following activities should be carried out: (i) opening of roads; (ii) construction of crossing structures; (iii) monitoring of the network of roads concerned; (iv) timely completion of the rural roads concerned; (v) obtaining road maintenance equipment and materials; (vi) clearing; (vii) cleaning of ditches on earthen roads; (viii) cleaning and renovation of bridges; (ix) filling potholes; (x) repairing quagmires; (xi) felling of trees during storms; and (xii) the construction, maintenance and management of rain barriers.

To achieve this, it is required that communal services be given technical, logistic, material and human resources they will need

In the management of transport services, several activities are the responsibility of the communes, namely: (i) the management of taxes (setting amounts, collection and payment, etc.) and other tax obligations; (ii) the organisation and management of bus stations.

For communes, the planning process must be participatory, based on communal development plans whereby the issue of mobility must be seriously examined. The New Maintenance Strategy for Rural Road highlights the participation of beneficiaries in the process of road rehabilitation and maintenance, and consider them as privileged partners in the sustainability of these infrastructure assets. Even if these communes have development plans/schemes, considering the issues of improving mobility to a certain extent, the approach or modalities necessary for their implementation of the planned activities, the participants involved, and the available resources have not been clearly stated.

5.2.2. Decentralised State services

In the West Region, there is a joint collaboration of actions and participants for the proper functioning of the transport sector.

Their duty is to support and assist transport administrations in the execution of their responsibilities. Law No. 2004/017 specifies and lays the foundations for the role played by decentralized State services. The aim is to support their administrative district in each sector involved, for these technical services made available to the Regional and Departmental Delegations concerned. It is a support process for the planning, programming, implementation and monitoring of activities

5.2.3. Trade union organizations

In the Region, the existing associations have more of a social function than a sectoral support function, favouring mutual assistance, mutual aid (in case of events), etc. This situation, globally, is a comparative advantage to which could be added the structuring and organization of the activities of the transport sector.

With regard to the supply of transport services, in most cases there are transport trade unions for vehicle users (cars, minibuses and buses) in rural areas. Truck and van users are not classified under the trade union banner.

Generally, trade unions are expected to work, in close collaboration with the communes, in the management of bus stations (the only areas with physical activities) during vehicle loading operations, by collecting the fees and contributions of their members. Indeed, the management of bus stations covers two aspects: (i) infrastructure management (which is the responsibility of communes, which must guarantee the safety, hygiene, cleanliness and security of the premises); (ii) travel management (provided directly by the carriers or through a concessionaire).

However, it should be noted that several trade unions were created and operated for only a few weeks and then shut down, giving a very bad impression and vision of the role to be played towards transporters. From the opinion of the latter, trade union promoters have political ambitions that they wish to carry out through these associations.

All over the West Region, motorbikes operators are not organised into trade unions. When meetings of motorbikes operators are organised, they concern associations of operators working in specific areas in the towns and other localities in the municipality. These associations mainly have social objectives of mutual assistance and support. Although this is a comparative advantage for a future organisation and structuring of this sector of the municipal economy, it appears from interviews with this type of operator that they are not aware of the importance of gatherings in order to improve their positions in the overall management of transport services.

The table in annex shows a lists of transporters trade unions in the West Region.

5.2.4. Private Sector

As far as transport services are concerned, the private sector, which is mainly comprised of travel agencies, and transport agencies (sale of airline tickets, etc.) is widely represented in the West Region. Their activities go beyond the geographical limits of the Region, which rather gives them a special status in their relationship with municipalities on the one hand, and administrative districts on the other. Indeed, the only relationship had with the municipalities is the payment of certain taxes (parking, licence, etc.) and to the State taxes linked to the activity (withholding tax, etc.). However, the place and role played by these stakeholders in the economic framework of the municipality should justify the existence and maintenance of a closer and more constructive relationship in both directions and for the benefit of both stakeholders.

6. Road infrastructures in the West Region

6.1. Road infrastructure in the West Region

6.1.1. Extent, prioritization and state of the road network in the West Region

In 2017, the Regional transport system depends on a 7,236.9 long road network, whereby only 754 km of the road is asphalted, that is 10.41% of the linear roads available in the region. The West Region is characterised by a mesh network, made of both paved radials, connecting the main areas of the Divisions, and a partially asphalted loop, providing the link between the main areas of the Divisions. Bafoussam, the regional capital, is connected to all the main areas of the Division by paved sections that are more or less in good condition, only the Bafoussam- Bafang path has deteriorated areas. With a national average of 76.7 km /100 km² as opposed to 26.1 km/100 km², the West region has the highest road network density

in Cameroon in 2014. Concerning the classified network, the Region has the highest density recorded in the country, that is 10.6 km/100 km², ahead of the Littoral (6.9 km/100 km²), the Far North (6.8 km/100 km²) and the North-West (6.1 km/100 km²) (MINEPAT, 2016).

In terms of spatial organisation, the road network of the West Region has a predominantly radial configuration organised around the town of Bafoussam which polarises links with the demo-socio-economic centres of the West, Centre, Littoral, North-West, South-West and Adamawa Regions. This Region is characterised by the following main roads which are:

- The N5 National road, which links the West region to the Littoral at the Nkam bridge, passing through Kekem-Bafang -Bandja and Bandjoun communities;
- The N4 National road links the West Region to the Centre Region at the Ndé bridge, passing through the towns of Tonga-Bandjoun-Bafoussam
- The N6 National road links one end the West Region to that of Adamawa at the Mapé Bridge, crosses Fouban-Bafoussam to meet the North-West Region at Santa.

Regional roads RO607, RO626 and RO625 ensure access to the South-West Region by passing through the towns of Dschang-Fongo Tongo-Litiapong and Douzem-Sa'a Maya- Djuttitsa- Baranka. In the same manner, several other regional roads connect the neighbouring regions (RO601 and RO606 with the Littoral, RO609 with the Centre, RO608 and RO628 with the North-West). The table below presents the summary of the region's road network, resulting from Decrees N°3295/A/MINTP/CAB of 09 November, 1999 defining the earthen and asphalt roads which is the main network to be taken in charge by the Ministry of Public Works, and N°47/A/MINTP/CAB of 13 March 2003 completing the main network of earthen and asphalt roads.

Table 1:-Road network of the West Region in 2017, according to the old Cameroon road nomenclature

Divisions	asphalted roads (km)	Classified main earthen roads (km)	Not Classified main earthen roads (km)	Classified municipal earthen Roads (km)	Not classified municipal earthen roads (km)	Total (km)	Population	km of paved road per 1000 inhabitants
BAMBOUTOS	44	90	0	0	1310	1444	337512	0.13
NDE	162.8	70.6	0	28	345.4	606.8	109480	1.49
MENOUA	89	142	0	644.1	0	875.1	329843	0.27
HAUTS-PLATEAUX	75.6	102.2	0	266	371.1	814.9	93123	0.81
KOUNG-KHI	131.6	0	0	203	113	447.6	75050	1.75
MIFI	53.3	14	69.25	69	104	309.55	347956	0.15
HAUT-NKAM	67.7	257	0	200.3	79.05	604.05	167120	0.41
NOUN	130	507	0	935.9	562	2134.9	525280	0.25
TOTAL	754	1182.8	69.25	2346.3	2884.55	7236.9	1,985,364	0.38

Source: RDPW/ WE Activity report 2017

From the table above we can find great differences in the distribution of the road network in the West region. The average road km per 1000 inhabitants is 0.38; higher in the divisions of Koung-Khi (1.75) and Nde (1.49); and lower in the divisions of Bamboutos and Mifi (0.15).

The above- mentioned road nomenclature was revised in April 2017 through Decrees No 2017/144 of 20 April 2017 on road nomenclature and No 2017/8389/PM of 05 September 2017 on numbering and inventory of regional roads. Through these texts, roads on the Cameroonian territory are now identified by the symbol (A) for highways, (N) for national roads, (R) for regional roads and (C) for municipal roads. The West Region now has forty (40) regional roads from R0601 to R0640.

Table2 : State of national roads in the West Region

No	Section code	SECTION TITTLE	LINEAR (Km)				Network status
			Asphalted		Earthen	Total	
			(Km)	%	(Km)	(Km)	
N4	CAMN000406	NDE BRIDGE (LIM WE) TONGA-BANGANGTE	37.25	100	0	37.25	Average
	CAMN000407	BANGANGTE-BANDJOUN	33.33	100	0	33.33	Average
	CAMN000408	BANDJOUN-MBO (NLEM BRIDGE)-BAFOUSSAM-(INT N6)	13.66	100	0	13.66	Good
N5	CAMN000504	NKAM BRIDGE (LIM LT) KEKEM-BAFANG	27.96	100	0	27.96	Bad
	CAMN000505	BAFANG-BANDJA	14.02	100	0	14.02	Average
	CAMN000506	BANDJA-BATIE-BAHAM-BANDJOUN (INTERCHAGE-INT N4)	29.44	100	0	29.44	Bad
N6	CAMN000607	FOUMBAN-MANKI	48.5	74.61	16.5	65	Average
	CAMN000608	FOUMBAN-KOUTABA-BAIGOM-FOUMBOT	39.47	100	0	39.47	Average
	CAMN000609	FOUMBOT-NOUN BRIDGE	10.91	100	0	10.91	Average
	CAMN000610	NOUN BRIDGE -BAFOUSSAM	16.68	100	0	16.68	Average
	CAMN000611	BAFOUSSAM-BAMOUGOUM (MECHE BRIDGE) MBOUDA -BABADJOU-MATAZEM (LIM NW)	53.23	100	0	53.23	Bad
Total			324.45	0.9516	16.5	340.95	/

Source: RDPW/ WE Activity report 2018

Table 3-: State of regional roads in the West Region

No	Section	LINEAR (Km)				Network status
		Asphalted		Earthen	Total	
		(Km)	%	(Km)	(Km)	
R0601	BAFANG (INT N4)-BABONE-KAKOU-FOPWANGA (LIM LT)	0	0	25.52	25.52	Good
R0602	BAFANG (INT N4)-BANA-BALEMBO-BANGOU NDIKNIP (R0614)-BAMENA-TCHOUPLAN (INT R0616)-BANGANGTE (INT N4)	41.37	100	0	41.37	Average
R0603	BANGANGTE (INT N4)- NOUN BRIDGE (LIM NOUN)-FOUMBOT (INT N6)	0	0	52.61	52.61	Bad
R0604	FOUMBOT (INT N6)-KOUOPTAMO-BAMENDJING (DAM)-GALIM-MBOUDA (INT N6)	0	0	67.32	67.32	Average
R0605	MBOUDA (INT N6)-BATCHAM-BALEVENG (INT R0606)	0	0	26.2	26.2	Average
R0606	BAMOUGOUM (INT N6)-BANSOA (BAKASSA)-BALESSING-BALEVENG (INT R0605)- NKONG-NI-BAFOU-DSCHANG-SANTCHOU- LIM LT	74.26	100	0	74.26	Average

No	Section	LINEAR (Km)				Network status
		Asphalted		Earthen	Total	
		(Km)	%	(Km)	(Km)	
R0607	DSCHANG (INT R0606)-FONGO-TONGO-LITIAPONG (LIM SW)	0	0	19.73	19.73	Bad
R0608	FOUMBAN (INT N6)-KOUA MATAPIT-BANGOURAIN	0	0	35.3	35.3	Bad
	BANGOURAIN-KOUTOUI (LIM NW)	0	0	18.32	18.32	Bad
R0609	MANTOUM-MALANTOUEN-MANKI II (INT N6)	0	0	33.29	33.29	Average
	MANTOUM-MASSANGAM	0	0	42.24	42.24	Bad
	MALANDEN (INT R0606) --MANSOUE (INT R0631)-MASSANGAM	0	0	28.96	28.96	Bad
	MAGNA (LIM CE)-MALANDEN (INT R0610)	0	0	69.76	69.76	Average
R0610	FOUMBOT (INT N6)- MALANDEN (INT R0609)	0	0	25.38	25.38	Bad
R06011	BANDJA (INT N5)-BATCHUM	0	0	16.64	16.64	Average
	BATCHUM-PENKA-MICHEL	0	0	11.24	11.24	Bad
	PENKA-MICHEL--BALESSING-ROUND-ABOUT (INT R0606)	4	23.24	13.21	17.21	Bad
R0612	BALESSING ROUND-ABOUT(INT R0606)- TOWN OF BATCHAM (IN R0605)					Bad
R0613	TONGA (INT N4)-BAZOU	0	0	36.12	36.12	Bad
	BAZOU-BAMENA (INT R0602)	17.39	100	0	17.39	Bad
R0614	BANGOU NDIKNIP (INT R0602)-BANGOU-TOWN-BANDJOUN (INT N4)	0	0	24.84	24.84	Average
R0615	BAFOUSSAM (INT N4)-DJUNANG-BAMENDJOU-BATIE (INT N5)	0	0	26.56	26.56	Bad
	BATIE (INT N5)-BANGOU	8	52.6	7.21	15.21	Good
	BANGOU-KAMNA (INT N4)	0	0	7.94	7.94	Average
R0616	BANGWA HOSPITAL (INT N4)-TCHOUPLAN (INT R0602)	0	0	9.7	9.7	Average
R0617	BATCHOUM (INT R0611)-BAMENDJOU-BATCHAM (INT N5)	0	0	20.47	20.47	Bad
R0618	DSCHANG (INT R0606)-FOKOUÉ	0	0	17.76	17.76	Average
	FOKOUÉ-FOMEPEA-BALE-FONDJOMEKWET-FOYEMTCHA (INT R0623)	0	0	33.03	33.03	Average
R0619	BAIGOM (INT N6)-KOUOPTAMO	0	0	14.14	14.14	Average
	KOPUOPTAMO-KOUMENGBA-SOMTAIN (INT R0608)	0	0	34.21	34.21	Bad
R0620	ACCES TO THE MILITARY RADIO STATION (INT R0602)-COL DE BANA	0	0	5	5	Bad
R0621	BANGANGTE-BAKONG-BAZOU (INT R0613)	0	0	18.24	18.24	Average
R0622	BALEMBO (INT R0602)-BABWANTOU-BANDJA	0	0	23.02	23.02	Average
R0623	BANDJA-FONDJOMEKWET-KEKEM (INT N5)	0	0	34.46	34.46	Bad
R0624	KEKEM (INT N5)-BANA-BAKOU (INT R0601)					Average
R0625	DOUZEM (INT R0606)-SA'A MAYA-DJUTTISA-BARANKA (LIM SW)	0	0	23.41	23.41	Average
R0626	(LIM SW)-FONGO-TONGO-FOTO (INT R0607)	0	0	10.81	10.81	Bad

No	Section	LINEAR (Km)				Network status
		Asphalted		Earthen	Total	
		(Km)	%	(Km)	(Km)	
R0627	BANSOA (INT R0605)-PENKA-MICHEL-BAMENDOU-(INT R0606)-BALESSING	0	0	9.66	9.66	Good
	CONTRACT-POUNGONG-EP-BALESSING-(INT R0606)-TELEZENTO-CONTRACT-BANGANG CONTRACT-NZINDONG-MESSANG-BARANKA					
R0628	GALIM (INT R0604)-BAMENYANG (LIM NW)	0	0	17.76	17.76	Average
R0629	KOUTABA (INT N6)-BAFOLE-KOUDEN-KOUOPTAMO (INT R0619)	0	0	24.53	24.53	Average
R0630	KOUTABA MILITARY CAMP (INT N6)-NKOUMELAP-KAGNAM-KOUPA-MATAPIT (INT R0615)	0	0	15.92	15.92	Average
R0631	KOUTABA-LEPROSERIE (INT N6)-MANSOUE (INT R0609)	0	0	36.27	36.27	Bad
R0632	TONGA (INT N4) SANGWA-SANKI -BANTOUM 3	3.84	12.79	26.18	30.02	Bad
R0633	SANTCHOU (INT R0606)-NGWATA-MBOUKOCK-CFR TIEM-SIGNEM	0	0	22.49	22.49	Bad
R0634	KAMDENG (INT N4)-DEMDENG-DJIONE-NOUN BRIDGE (LIM NOUN)-NKOUPA-MANGOUM (INT N6)	15.86	44.26	19.97	35.83	Bad
R0635	TOBEU (INT N4)-TESSE-(LIM MIFI)-BAFOUSSAM-NDIANGDAM (INT N4)	6.62	50.96	6.37	12.99	Average
R0636	HOUA (INT N4)-HA-LEMIA-DJIONE-(INT R0634)	2.62	29.34	6.31	8.93	Average
R0637	MBOUO MAGOM (INT N4)-LIM HAUTS-PLATEAU-KOUNG-KHI-BAMEKA (INT R0615)	0	0	4.53	4.53	Bad
R0638	BAYANGAM (INT N4)-DEMDENG (INT R0634)-BANGANG-FONJI (LIM KOUNG KHI/NDE)-BANGANGTE (INT N4)	21.69	100	0	21.69	
R0639	FOUMBAN (INT N6)-MASSASSA-MALANTOUEN (INTERSECTION R0609)	0	0	34.33	34.33	Bad
R0640	KOUPA MATAPIT (INT R0608)-KOUFOMIOUM-MABOUO-MANKI II (INT N6)	0	0	88.78	88.78	Bad
Total		195.65	0.15	1145.74	1341.39	/
Total national + regional roads		520.1	0.31	1162.24	1682.34	/

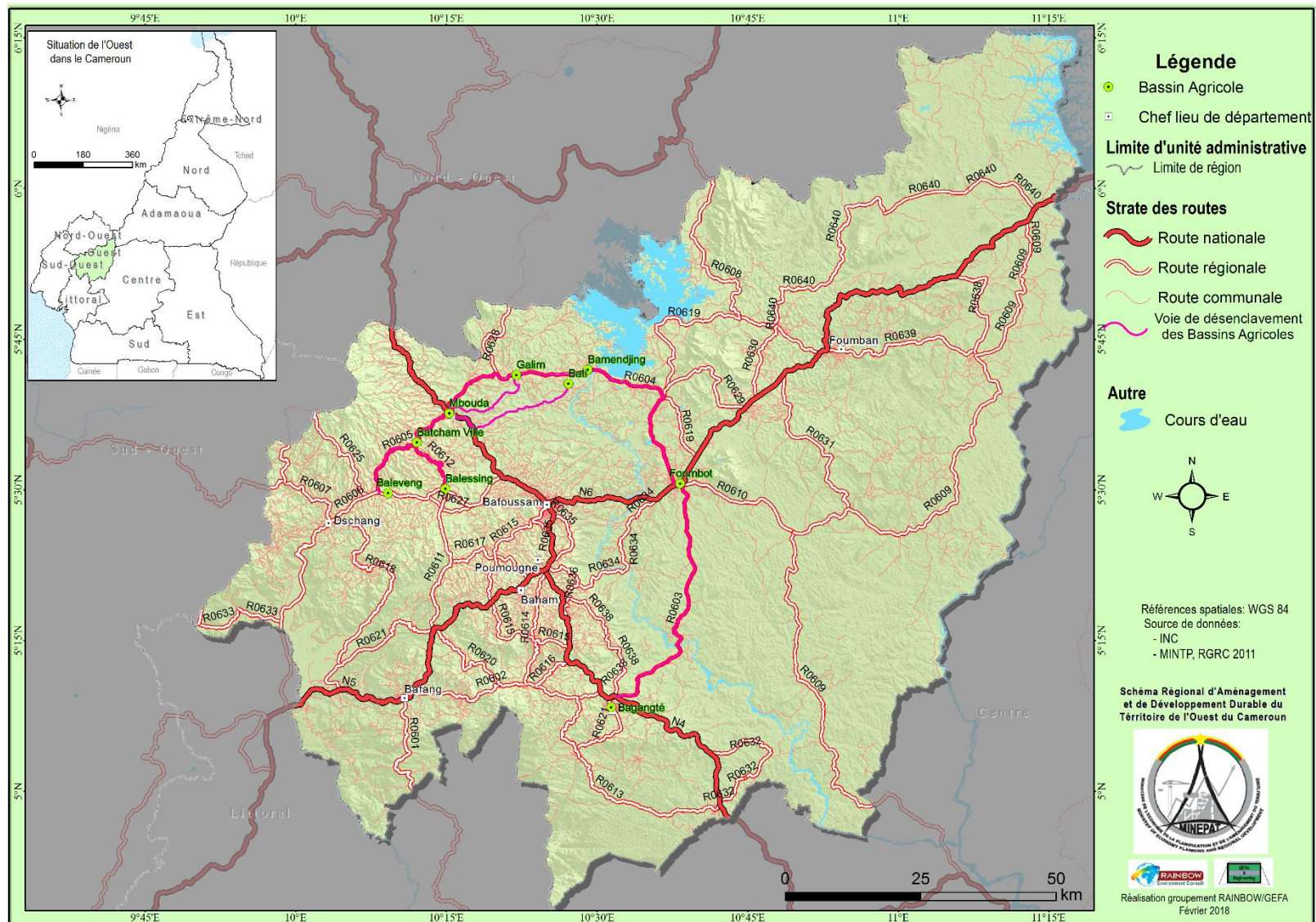
Source: RDPW/ WE Activity report 2018

Table4 : State of municipal roads in the West Region

Divisions	Paved road	Unpaved road	Tracks/Paths	Total
MENOUA	28.95	430.32	695.57	1154.84
HAUTS PLATEAUX	20.64	397.48	359.72	777.84
KOUNG-KHI	19.4	137.35	249.77	406.52
NOUN	12.59	737.52	981.41	1731.52
NDE	34.13	266.92	260.23	561.28
HAUT-NKAM	31.26	52.19	393.5	476.95
MIFI	26.09	204.87	387.96	618.92
BAMBOUTOS	21.51	384.94	749.78	1156.23
Total West Region MR	194.57	2611.59	4077.94	6884.1

Source: RDPW/ WE Activity report 2018

It is important to note that investment projects currently cover a total length of 282.10 km and concerns the following sections: Tonga-Bafoussam-Babadjou, Babadjou-Bamenda where work has begun, and the asphaltting of the Foumban-Tibati roads, where the Foumban-Manki and Manki sections of the Mapé Bridge are almost completed. The Kekem-Bafang-Bandja-Bandjoun road section of the N5 whose rehabilitation works are being completed and the Foumban-Bangourain-NW boundary works are being carried out under the PLANUT are in line with MINTP's investment strategy. In order to better develop the Region's strong agricultural potential, the asphaltting of the roads of the agricultural basins of the West is being carried out. It covers the Galim-Bamendjing- Foumbot-Bangangté, Baleveng-Bangang- Batcham- Mbouda- Galim and Mbouda- Bamesso- Galim sections; Balessing- Batcham and Mbouda Ngouaya- Bati of the former P15. A study for the construction of the Bafoussam-Yaoundé highway is currently in the APS phase.

Figure 1 : West Region Road Network

6.1.2. Condition of the road network and road maintenance

Roads in the West Region are generally in poor or bad condition: on the priority network whose linear length in December 2015 was estimated at 1,813.53 km, only 12% of the paved roads and 5% of the dirt roads are in good condition, the other networks (non-priority and rural) are almost entirely in bad condition. The causes of the bad state of the road network in the Region are:

- The little financial resources allocated compared to the work load;
- The weak and fragile capacity of the private sector's construction sector;
- The ageing of the asphalt network
- The overall lack of material resources

Due to its role in protecting the national heritage and maintaining an acceptable level of service, road maintenance is of paramount importance and is a major concern for the administrations in charge of road network management. Securing its finances and strengthening the implementation capacities of stakeholders (companies, design offices, regional administrations, etc.) are among the main factors determining its performance.

Road maintenance management in Cameroon is carried out by MINTP, through the DEPR (Direction de l'Entretien du Patrimoine Routier). It ensures the scheduling of road maintenance work, based on a database, supplying the road maintenance planning and programming model. It prepares tender documents and related contracts, obtains contract approvals and supervises the work carried out by SMEs, following an invitation to tender. The country has a road network maintenance strategy which is backed by the law on decentralisation and should lead to a transfer of budgetary resources (10%), Road Fund resources (FR) on the maintenance section to the Decentralised Territorial Communities (CTD) (KABANGUKA et al, 2015).

With regard to financing road maintenance, Cameroon has set up the Cameroon Road Fund, which is placed under the dual supervision of the Ministry of Finance and the Ministry in charge of Road Infrastructure and is the main "donor" of road maintenance fund in the country. The Road Fund provides finances for (i) programmes for the protection of national road heritage, road safety and prevention, and routine and periodic maintenance of the urban priority road network, classified interurban and rural road network, and (ii) road development and rehabilitation operations. The main sources of Road Fund are obtained from (i) road users charges, (ii) road toll gates, (iii) road weigh stations, (iv) yields from a number of fines, (iv) donations and bequests and (v) any other service directly related to road use, and this is for financing maintenance work carried out by (i) the Ministry of Public Works, (ii) the Ministry of Housing and Urban Development, (iii) the Ministry of Transport for measures related to prevention and road safety campaigns. Generating 90% of total resources, the road users charge remains the main source of finances for road maintenance in Cameroon. Road tolls are the second most important resource, with 6%. The rest is financed by road fines and axle tax

The maintenance of the classified interurban priority network takes more than $\frac{3}{4}$ of maintenance expenditures, followed by the maintenance of priority urban roads with a share of 8% of total expenditures. Maintenance work on rural roads uses nearly 6% of the total road infrastructure maintenance budget.

The capacities of stakeholders involved in road maintenance remain limited, not allowing the implementation of all the scheduled budgets. The administrations, especially the Regional ones, mainly lack human resources, to ensure the transfer and control of maintenance contracts. Public works

companies and design and control offices are few in number and lack resources, especially equipment (MINEPAT, 2016).

Picture 1 : Road under construction at Col BATIE



6.2. Airport infrastructure

The West Region has two secondary airports: Bafoussam - Bamougoum airport and Koutaba military airport. There are also tertiary aerodromes and runways in Bangangté, Magba and Dschang, which are however, not functional.

Built between 1985 and 1988, Bafoussam-Bamougoum Airport resumed operations on 14 October 2016, 14 years after suspension of commercial traffic. With a surface area of 450 hectares, it has a 2,500 m x 45 m airstrip that can accommodate aircraft weighing up to 60 tons and a parking lot where three medium-carrier aircraft can park. Managed by the Cameroon Civil Aviation Authority (CCAA), this airport has a capacity of 100,000 passengers and 20,000 tons of goods per year and currently operates at only 0.2%.

6.3. Railway infrastructure

Operated by CAMRAIL, the Cameroon railway network, 1,115 km long, does not serve the West Region.

6.4. River and lake network

Cameroon has a dense hydrographic network that offers significant potentials, particularly for navigability and river transport, but which remains very poorly developed (MINEPAT, 2016). In the West Region, it is considered le Sous Quartier Maritime Fluvial et Lacustre (SQMFL) of Magba on the Mapé water body. It should be noted that activities can be undertaken on the Mapé to link the West Region to the Adamawa Region and provide river ports which could be develop and renders great services.

7. DEMAND FOR TRANSPORTATION SERVICES IN THE WEST REGION

The demand for transport services in the Region is represented by a diversity of users whose needs are met by a means that does not generally meet everyone's expectations. Transportation requirements are

justified by the need to meet social, economic, cultural and other needs. For each of these areas, the supply for mobility is characterised by specific features related to the areas in question.

The supply of transport services in the Region is based on the seasonal nature of activities in urban, semi-urban and rural areas. This seasonality can be on an annual basis (the calendar of agricultural activities, religious or national holidays (independence), school or academic calendar, monthly or weekly (the holding of market days, social and religious events)).

7.1. Health

In 2017, the West Region had 774 hospital facilities, whereby 348 are private and 429 are public hospital facilities.

The distances between these health areas and the district capitals (location of SSD offices) relatively far, and can reach 65km (case of the Bandounga health centre in the NDE Division). For this sector of activity, mobility needs are at two levels and concern: (i) the activities of health staff and (ii) the use of health care services by the needy.

7.2. Agriculture

The West Region, in terms of agricultural production has great significant and potential wealth. The presence of areas with a high level of production such as the Noun valleys, the agricultural basins of Bamboutos and Menoua justify the role of granary given to the West Region. The transport of agricultural and pastoral products to the consumption centres of the major cities (Douala, Yaoundé and Bafoussam.....) is a serious challenge for these farmers.

The diversity of existing products (whose production continues throughout the year) characterizes and deeply influences transport activities in time and space, and justifies its intensity throughout this period.

7.3. Social and Cultural needs

In the West Region in general, people's attachment to socio-cultural ideals and identity elements is strongly noticed. Indeed, the social ties that govern relationships and interactions are of great importance and must be maintained. This link is reflected in multiple trips within and outside the sub-division or villages for events such as memorial service, burials, religious ceremonies, etc. In general, weekends are periods of very high traffic density and intensity on urban and rural road networks in the West Region. In the opinion of the service providers, these periods result in significant revenues.

8. Transport Activities in the Region

8.1. Road Transport

8.1.1. Road passenger transport

In the West Region, public transit is accessible to 70% of the population. This type of transport is represented as follows:

8.1.1.1. Public Bus or Auto bus Transport

This mode of transport is used to link the various Divisions and sub-divisions of the Region, and even communities located outside the West Region, although in recent years, some local routes have been abandoned and the frequency of service on several other routes has decreased. This mode of transport is the only one available to a large number of users, and it is sometimes the most economical. In the West

Region, the Général Express voyage company, which serves the cities of Yaoundé, Douala and some in the West, has an imported fleet (40 jumbo jets). She is followed by Binam voyage (40 jumbo jets).

The table in the appendix gives details on the main routes used by passengers of the interurban road transport companies in the West.

Bus fares:

- Bafoussam-Douala from 3000f francs cfa to 5000 francs cfa ;
- Bafoussam Yaoundé 3500 francs cfa to 7000 francs cfa.

These fares vary according to the number of passengers at the bus station.

8.1.1.2. Public transport by city taxi or bush taxi

Taxi transport is an essential mode of transport, which has the advantage of being flexible. It can be complementary to other public transport modes. It also provides school and medical transportation as well as delivery services. In addition, it can cover areas not exploited by other public transport modes. In the West Region like all over Cameroon, taxis are yellow in colour. There are two types of fares, known as "pick-up" and "hired". Due to the short distances between the Divisions in the West Region, taxis have the clumsiness to transport passengers from one Division to another without any problem, thus violating the rule that limits the movement of a taxi to a Division. This is the case for taxis that work on the Bafoussam-Bandjoun, Bandjoun-Baham road etc.

Picture 2 : *Overloaded bush taxi in the city of Bafoussam*



The economic crisis that occurred in Cameroon in 1985, 1986, etc. and the manufacture of new motorbike brands in China have encouraged the use of two-wheeled machines in the West. This state of things has led to the emergence of a new means of transport in the Region: the Motorbike. These are motorbikes organized as public transport services with at least one passenger and very often heavy luggage.

Beyond its economic and social reality, motorbikes is a phenomenon contrary to the general trend in urban transport, these motorbikes not only endanger the life of the driver but also that of the passenger by the lack of professionalism in the profession and disintegrates a public transport sector which is under construction in the West Region.

Motorbikes appeared as a response to a shortage problem and quickly established itself as a means of transport because it offers advantages that one would qualify as comparative compared to the conventional taxi car, to the point of being quoted by the Head of State of Cameroon in his speech to the nation in 2016. This mode of transport has an upper hand in accessing flexible routes, has flexible prices and accessibility to difficult areas

Thus, according to the estimates of the Motorbike Taxi Union, in 2018 the West Region would have an average of 5000 motorbikes, with more than a 1,000 in the city of Bafoussam. The income generated by these drivers is estimated at more than francs CFA 1,800,000,000,000 per year. Although these figures may be questionable, it is nevertheless true that motorbikes are now a new economic activity that must be taken into account.

The problems encountered in this sector are as follows:

- Poor organization of the sector;
- Overloading of people and goods;
- Non-respect of traffic routes (rural areas);
- Entry of illegal immigrants into the sector;
- Non-compliance with safety rules.

Picture 3 : *Motorbike means of transport in the West Region*



8.1.1.3. Public transport outside the cabin

It is a means of transport that is used on the one hand by transporters to large agricultural areas, and on the other hand by large companies such as ENEO, CDE, etc. Here, passengers are taken out of the cabin, and sometimes for long distances. Despite the efforts made by MINT to raise awareness on this, people remain sceptical and like this mode of transport, which is the only means of transport for large agricultural areas, such as Gwaya in the Mifi, Nansap in Bamboutos and Foubot in the Noun.

8.1.1.4. School transport

It is a public transport means that is used in the entire Region. This mode of transport is emerging nowadays because of the unavailability of parents to accompany children, the distance between the place of residence and the school and finally, because of the safety of schoolchildren. It is frequently used in the

city of Dschang, at the University Campus. Some schools in the Region, mainly in the city of Bafoussam, have set up Car-Campus to pick up students. This is the case of the Collège Monseigneur Denis NGANDE. This means of transportation, although it is a social component, requires supervision from the MINT.

8.1.2. Transport of goods

The transport of goods by road in the West Region is in line with the requirements of the OHADA Uniform Act on Contracts for the Carriage of Goods by Road (CTMR U.A.). This act was adopted on 22 March 2003 in Yaoundé (Cameroon) and was implemented on 1 January 2004. Its objective within the OHADA economic area is to create a single, modern law that will boost the transport sector. This Uniform Act regulates various aspects of the carriage of goods by road, namely the formation of the contract, the obligations of each of the parties and the dispute settlement system that could arise from the drafting of the contract.

In the West Region, the parties involved in a contract for the carriage of goods by road are: the carrier, the sender, the freight forwarder and the consignee.

The table in annex gives details of the types and localities from which the goods originate, as well as their destinations.

Picture 4 : A freight truck on the Bafoussam-Foumban road section



8.1.3. West Region Road Traffic

In Cameroon, the "Littoral", "West", "Centre" regions have the highest record of road traffic, they are at the centre of the country's trading system. In 2014, the average daily traffic in the West Region is estimated at 879 vehicles per day, with 2,693 on paved roads, 571 on earthen roads and 527 on rural roads. The most used sections are a combination of the different sections of radials connecting the capital, Bafoussam to the cities of Yaoundé, Douala, Bamenda and Dschang.

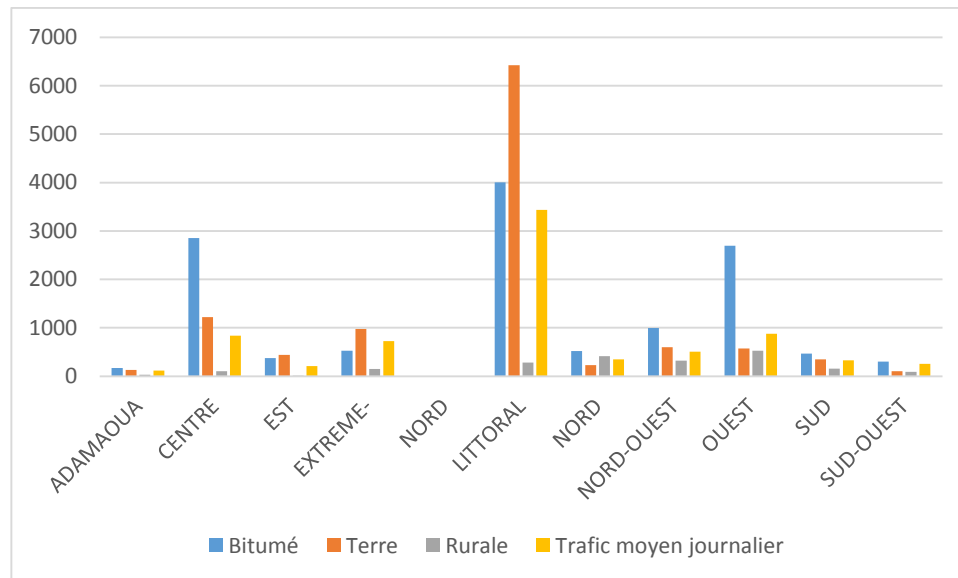
In order of importance, the sections with more than 2,000 vehicles per day in the West Region are as follows:

- Bandjoun - Bafoussam with 6,305 vehicles/day;
- Bafoussam-Bamougoum with 3,814 vehicles/day;
- Dschang - Bamougoum with 2,964 vehicles/day ;

- Mbouda - Bamougoum with 2,916 vehicles/day ;
- Mbouda - Santa with 2,898 vehicles/day;
- Foumban - Foubot 2,075 vehicles/day.

The following figure and table show the average daily traffic by Region and the average weekly daily traffic on selected sections of the West Region in 2014.

Figure 2:- Average daily traffic by Region



Sources: Statistical yearbook of the infrastructure sector in Cameroon. 2015 Edition

Table 5 - Average weekly daily traffic on selected sections of the West Region in 2014 (in both directions)

Section	Type	Linear	PC	Pick Up	Minibus	Vehicles	Cam 2E	Cam 3E	Ens Art	Grum	TOTAL
Bafoussam-Bamougoum	B	7	2,150	257	838	140	246	87	95	0	3,814
Dschang - Bamougoum	B	39	1,614	190	667	150	182	60	101	0	2,964
Mbouda - Bamougoum	B	20	1,677	225	596	168	145	59	46	0	2,916
Foumban - Foubot	B	37	1,361	128	432	38	65	32	16	1	2,075
Inter N6/P20 - Nkoupa Matapit	T	8	545	104	26	0	22	4	0	0	700
Foumban - Magba Bankim	T	8	246	84	57	0	23	39	9	0	458
Mbouda - Baleveng	T	33	202	64	8	1	32	2	0	0	309
Mbouda - Bamendjing	T	33	157	53	20	3	54	11	1	0	299
bafoussam - Foubot	B	27	953	155	378	36	207	75	25	0	1,830
Mbouda - Santa	B	15	1,773	210	550	118	137	58	51	1	2,898
Dschang - Fontem	T	69	202	79	31	1	26	2	0	0	342
Bandjoun - Bafoussam	B	10	4,661	516	525	203	186	130	84	0	6,305

Section	Type	Linear	PC	Pick Up	Minibus	Vehicles	Cam 2E	Cam 3E	Ens Art	Grum	TOTAL
Bandjoun - Bafang	B	48	912	104	233	55	72	41	44	0	1,461
BANGANGTE-BANDJOUN	B	B	971	129	307	100	126	28	19	0	1,680

Sources: Statistical yearbook of the infrastructure sector in Cameroon. 2015 Edition

8.1.4. Bus Station

Cameroon's bus station in 2017 is estimated at 208,740 vehicles where motorbikes represent 21%. The percentage of private vehicles is 56.4%, and that of public transport vehicles (minibus, bus and vehicles) is 5.1%. Commercial vehicles/trucks constitute 8.7% of the park and heavy carriers nearly 8.4%.

The West Region's bus stations in 2016 is estimated at 10,414 vehicles. It is quite old and in poor condition, relating to the quality of imported vehicles, more than 90% are second-hand vehicles. The level of car ownership (excluding motorbikes) in 2015 is estimated at 0.07 vehicles per household on average over the entire West Region. It increased to a 4% rate over the 2016 – 2017 period. Globally, the bus station (including motorbikes) increased to an average rate of 7.1% per year over the 2008-2017 period.

The attached table is a summary sheet of travel agencies in the West Region.

8.1.5. Technical inspection of vehicles

There are about thirty approved technical visit centres in Cameroon, with three in the West Region. These technical visit centres are located in Bafoussam, the capital of the West Region, Bandjoun and Dschang in Menoua. For the 2017 January to December period, 23750 vehicles were checked, and 1250 were identified as being in poor condition, leading to a failure or non-compliance rate of 5.26%, very little when we know that 90% of the West Region's bus station is made up of second-hand vehicles. This poor condition rate is due to the obsolescence of control equipment on one hand, and on the other hand the phenomenon of corruption that has been rampant in the technical inspection centres.

To make technical visit centres more efficient, it is important to:

- Establish technical visit centres in all the eight divisions of the West Region;
- To create a platform for consultation between technical visit centres and transport administration in order to effectively eradicate corruption;
- To carry out unannounced visits to the control structures;
- To renew and adapt vehicle control infrastructures to international standards.

8.1.6. Road control infrastructure and equipment

➤ Weigh Stations

A road weigh station is a mandatory check point for any vehicle with a high vehicle weight exceeding 3.5 tonnes, equipped with a system for weighing motor vehicles. A weighing station can be fixed or mobile.

Cameroon has 29 weigh stations, only one of which is in the West Region at Kouekong. Road weighing had generated francs CFA 1.9 billion into the State coffers in 2010. This revenue reduced considerably in 2017. It is at francs CFA 450.4 million.

But only these weigh stations have negative effects: Overloading, corruption, fictitious fines, faulty weigh equipment, and declining revenues are the evils that affect the road weigh station in the West region.

Some shortcomings were identified in current mechanical systems, a study was carried out to identify the measures to be taken, taking into account technological advances, in order to fully automate road weigh systems.

➤ Toll Gates

Cameroon has 46 active toll booths throughout the country, with 06 functional booths in the West Region. These are: the tolls of Mangoum, Batoufam, Bamena, Bandja, Baleveng and Fongwang.

Established by the 1992/1993 Finance Law, the toll is a compulsory ticket obtained after payment of Francs CFA 500 by each vehicle passing through a collection point.

According to a survey carried out in 2016 that was made public in March 2017 by the National Institute of Statistics (NIS), requested by the Road Fund, on the evaluation of the performance system of collecting and transferring resources from the "Maintenance" section of the Road Fund, it appears that the revenues from toll show a decrease in income by Francs CFA 4 billion each year, i.e. a drop in the average rate estimated at 37.4%.

Among the proposed solutions for the proper management of road tolls in Cameroon is the automation of toll booths.

This project, which has been studied for several years should be completed in 2018. This involves the improvement of 14 toll booths throughout the country, the government's objective being that by 2018, these booths should be under construction.

There are four concerned toll booths in the West Region are: Bayangam, Bandja, Foubot and Bafou. These workstations will be real modern platforms with maintenance agents.

Some short-term proposals to improve the sector are:

- Road tax reform (some users have to pay more than others to compensate for the damage);
- The fight against informal tolls;
- Rehabilitation of the interurban asphalt network in order to adapt it to road toll standards;
- The automation of the six toll stations in West Cameroon
- Improvement of the Road Revenue Security Programme (RRSP);
- Privatisation and management of road tolls.

Picture 5 : Example of some toll gates in the West Region



8.1.7. Road Safety

The West Region has a lower percentage of accidents as compared to the national percentage. It is applicable to all degrees of gravity and also to fatal accidents.

The factors influencing accidents that occur in the West are more or less the same as those found in Cameroon. Among the causes mentioned by the agents of the motor squad as being at the origin of accidents, 76% of cases are human factors.

In the Region, insecurity is identified in aspects like overloading when transporting people (twice or thrice the number of people expected to be in a vehicle), in mixed transport, and also the technical quality of transport vehicles, etc.

Insecurity affects all means of transport on the road networks in the West (motorbikes, cars, vans and trucks). Cameroon road network has an average of about 2,000 accidents per year, resulting in more than 1,000 deaths and 5,500 injuries. In the West Region, according to data obtained from the Gendarmerie in the West and the Police Regional Association for Traffic and Public Roads in the West, 603 cases of accidents have been recorded. The Mifi Division has the highest number of accidents (44 cases), followed by Koung-khi (37 cases). The least accident-prone division is Haut-Nkam, with 01 accident recorded in 2017.

Road awareness campaigns in the West Region constitute ongoing information, education and awareness-raising activities which are being carried out to promote the adoption of road safety measures. A media plan, accompanied by distribution contracts with the main newspaper and audio-visual bodies, is regularly drawn up with key consumers which are road users.

Signalling and road safety audits are constantly carried out in order to effectively and considerably solve the problem of road accidents in the West Region. This data is collected in order to identify accident prone areas and potential risky areas on the road network and to propose the necessary corrective measures, through safety audit studies, leading to safety work such as those carried out on the Douala-Bafoussam-Yaoundé interurban network. Road maintenance planning must take into account the national road accident mapping. Road signs audits (see appendix) carried out by the MINT on certain priority roads in the West Region reveal critical errors related to the absence of signs, bend markers, urbanization plans, lack of information and a lack of information. Illnesses related to the absence of signs, bend markers, urbanization plan, numerous undetected bends (Famkeu), and the flooding of the roadway by bushes.

Concerning roadside enforcement in the West Region, enforcement instruments such as breathalysers and speed cameras are being introduced, and have already made it possible to confiscate vehicle documents from vehicles who didn't respect the law, driver's licences and even transport licences. Traffic signs should be verified to see if they are functional. A circular law being drafted to strengthen sanctions for offenders and make them easy and quick to enforce.

Picture 6 : *example of a traffic accident on the Dschang-Santchou road section*



The appendix presents the evolution of accident statistics for the West Region's inter-urban network for the 2017 period.

8.1.8. Overload Problems

Overloading of operating vehicles is an act that affects the pavement and the durability of road assets, including its impact on vehicle operating costs, the level of road safety and the resulting additional road maintenance needs.

Road construction standard in Cameroon is based on a maximum load of 13 tonnes on a single axle, 21 tonnes on a tandem axle and 27 tonnes on a tridem axle. The maximum total limit of a vehicle should not exceed 50 tonnes.

Vehicle overloads are common in the West Region and regularly on the Foumban-Magba sections for vehicles (Trucks) that leave for the northern part of Cameroon, and some neighbouring countries of Cameroon such as Nigeria.

Picture 7 : *An overloaded vehicle on the Bafoussam-Tonga road*



8.2. Air Transport

Air transport of people and goods in the West Region is provided by CAMAIR-CO's fleet for Bafoussam-Bamougoum airport and military aircraft for Koutaba airport.

Regular passenger transport services are provided at these two airports except that Bamougoum airport transports civilians (tourists and businessmen) and Koutaba airport is known to transport National Defence Force staffs. In addition, some heliports exist in some divisions of the Region.

Air cargo is not yet operational in the West Region. Its introduction would certainly trigger the flow of marketing of certain products, such as artisanal products.

8.3. Railway Transport

Rail passenger and goods transport service is absent in the Region. Cameroon should include a railway linking the port of Douala to the West Region in its strategy for the development of the national rail network.

8.4. River and Lake Transport

The river or lake transport service in the West Region despite a significant number of rivers is not present in the West Region. Meanwhile we can mention the Sous Quartier Maritime Fluvial et Lacustre (SQMFL) of Magba on the Mapé water body.

This activity faces enormous difficulties especially the lack of premises housing the services, suitable equipment for the operation of the service and qualified personnel. This lake transport system given its primary nature needs to be maintained and supervised not only to promote the transport of people and goods, but also for its contribution to the growth of the national economy.

9. SWOT ANALYSES OF THE TRANSPORT SECTOR IN THE WEST

Table6 -: Summary of SWOTs analyses of the transports sector in the West Region

LEVELS	Strengths	Weaknesses:
ORGANIZATION	<ul style="list-style-type: none"> - a major crossroads for the exchange of goods and services (the West shares its border with five Regions, namely the North-West, South-West, Centre, Adamawa and Littoral, which promotes traffic and national integration); - Enthusiasm of local economic operators in the transport sector; - Presence of a set of institutional and private stakeholders who required that they be organized; - Available clients 	<ul style="list-style-type: none"> - Obsolescence of the bus stations (Transport of people and goods); - Little development of the private sector in the field of insurance and technical visit centres; - the lack of organisation in road transport management: undeveloped bus stations, poorly constructed toll booths - Incivility: soliciting, police harassment, non-respect of regulations in force by motorbike riders (permit A); - Little presence of city taxis; - Overloading of bush taxis.
roads	<ul style="list-style-type: none"> - Existence of a road network conducive for a satisfactory coverage of the West Region. 	<ul style="list-style-type: none"> - Poor road conditions, making traffic slow, causing accidents, and damages vehicles; - Insufficient financial resources that delay the implementation of many drafted projects or under development.

CIVIL AVIATION	<ul style="list-style-type: none"> - Existence of airports; aerodromes and heliports to ensure domestic traffic; 	<ul style="list-style-type: none"> - Non-operation of the infrastructures at the Bafoussam airport; - Air freight not yet operational; - Absence of private domestic transport companies (lack of competition and huge prices); - Lack of development and maintenance of other existing infrastructure and facilities (except Bafoussam Airport); - A quality approach that is not sufficiently taken into account (problem with flight hours, etc.); - Development approach of the sub-sector excluding the tourism sector.
FLUVIAL OR LAKE TRANSPORT -	<ul style="list-style-type: none"> - Navigable hydrographic network with potential for river transport 	<ul style="list-style-type: none"> - A poorly developed sub-sector in the Region.
Railway Transport	<ul style="list-style-type: none"> - 	<ul style="list-style-type: none"> - The absence of rail passenger and goods transport service.
Opportunities :		Threats :
<ul style="list-style-type: none"> - the ongoing construction of the West Region's agricultural loop; - Organization of the CAN in 2019 in the West. 		<ul style="list-style-type: none"> - Police harassment; - Poor condition of the road network; - Corruption (Issuing of driving licences, transport tickets, etc.).

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ANNEXS

Annex 1: List of the main texts and regulations governing transport services in Cameroon

Types of texts	Object
Joint Declaration No. U4805/MTPT/MINAT of 18/07/89	Relating to the management of bus stations
Law No. 90/30 of 10 August 1990	Laying down the conditions governing road transport operators
Circular No. 3047 of 7 September 1990	On the withdrawal and seizure of road users' documents
Joint Circular No. 004894/MTPT/MINAT	Addressed to Provincial Governors and relating to loading at bus stations
Decree No. 90/1446 of 9 November 1990	Establishing the conditions and procedures for obtaining the road driving licence and the Blue Card.
Order No. 003959/A/MTPT of 23 July 1991	Regulating the development and operation of vehicles of public passenger and mixed transport vehicles
Order No. 003962/A/MTPT of 23 July 1991	Regulating the detention and impoundment of vehicles
Order No. 003964/A/MTPT of 23 July 1991	On the regulation of driving licences
Decision No. 000573/D/MINT/DT of 30 April	Establishing the training programme and teaching equipment in a driving school
Decree No. 94/033/PM of 2 February 1994	Establishing the conditions and modalities for the operation of motorbikes
Order No. 29/MINDIC/DPPC/SDP/P1 of 4	Setting interurban transport fares
Decree No. 95/649/PM of 16 November 1995	Establishing the terms and conditions for the operation of buses against payment,
Decree No. 95/650/PM of 16 November 1995	Establishing the conditions and procedures for the operation of motorbikes
Law No 96/07 of 08 April 1996	Protecting the national road heritage
Decree No. 97/75/PM of 18 February 1997	Establishing the conditions and procedures for the operation of buses and minibuses for public transport of passengers in urban centres and their surroundings
Official Circular No. 01711/DGSN/DSP/S of 14 November 1997	Listing administrative documents and other documents to be requested during roadside checks for the entry into service of vehicles

Types of texts	Object
Official Circular No. 01761/DGSN/DSP/S of	Classifying infringements and their taxation
Joint Order No. 2528/MINTP/MINT of 03 August 1999	Relating to the location and operating methods of rain barriers
Decree No. 99/866/PM of 15 December 1999	Amending certain provisions of Decree No. 90/1466 of 9 November 1990 laying down the conditions and procedures for obtaining a transport licence and a Blue Card
Order No. 00406/A/MINT/DTT of 28 April 2000	Regulating driving licences and driving schools
Law No 2001/15 of 23 July 2001	Regulating the profession of road transport operators and road transport auxiliaries
Decree No. 2008/3447/PM of 31 December 2008	Establishing the conditions and procedures for the operation of motorbikes

Appendix 2: Main roads of interurban road passenger transport companies

Destination	Distance (km)	Fares (CFA Francs)	Travelling Agencies	Location Of kick-off
TOWN OF KICK-OFF: BAFOUSSAM				
BAFANG	60	1000	AVENIR VOYAGES	Agency
BANGANGTE	48	1000	AVENIR VOYAGES	Agency
DSCHANG	52	500	AVENIR VOYAGES	Agency
FOUMBAN	67	1000	AVENIR VOYAGES // GENERAL EXPRESS	Agency
MBOUDA	30	500	GENERAL EXPRESS	Agency
FOUMBOT	27	500	AVENIR VOYAGES TCHIGABA	
Town of kick-off DSCHANG				
BAFOUSSAM	50	600	Avenir voyages	Agency
SANTCHOU	28	700	Bush Taxi	Bus Station
FONGO TONGO	14	700	Motorbikes	
FOKOUÉ	17	1000	Bush Taxi // Motorbikes	Bus Station
FONTSA-TOULA	17	1000	Bush Taxi // Motorbikes	Bus Station
BALEVENG	10	300	City Taxi	
FONGO NDENG	13	800	Motorbikes	
FOSSONG WENTCHENG	14	1000	Motorbikes	

Destination	Distance (km)	Fares (CFA Francs)	Travelling Agencies	Location Of kick-off
FONDENERA	20	2000	Motorbikes	
BAMENDOU II	16	1000	Taxi	
BAFOU MARKET	10	500	Bush Taxi	Bus Station
BAFOU PASTORAL	15	1000	Bush Taxi	Bus Station
Town of kick-off: MBOUDA				
BAFOUSSAM		500	Bush Taxi // Motorbikes	Bus Station
BAMENDJINDA	27	1500	Bush Taxi // Motorbikes	Bamendjing
MBOUDA	15	500	Bush Taxi // Motorbikes	Balatchi
BAMENKOMBO	20	1000	Bush Taxi // Motorbikes	Badeng
BALALOUM	15	1000	Bush Taxi // Motorbikes	Ngouaya
BAFOUNDA	24	1500	Bush Taxi // Motorbikes	Bamendjo
MBOUGONG	12	1000	Bush Taxi // Motorbikes	Batcham-Chefferie
BAMESSO MARKET	12	1000	Bush Taxi // Motorbikes	Baloum
BAMESSINGUE CHEFFERIE	8	500	Bush Taxi // Motorbikes	Bamendou
BAFOUNDA ROUND-ABOUT	12	1000	Bush Taxi // Motorbikes	Foyer Batcheupa
MOUOLONG MARKET	13	1000	Bush Taxi // Motorbikes	Babadjou
BAFEMGHA	12	1000	Bush Taxi // Motorbikes	Bagam
BAOUGONG CHEFFERIE	16	1500	Bush Taxi // Motorbikes	Toumtafonfo
BANGANG	32	2000	Bush Taxi // Motorbikes	Babadjou
BANGANG	10	1000	Bush Taxi // Motorbikes	Nzindong
BAMOUGONG	10	1000	Bush Taxi // Motorbikes	Metiabid
TOWN OF BATCHAM	14	1500	Bush Taxi // Motorbikes	Fiéla
BAMESSANG	6	500	Bush Taxi // Motorbikes	Bambi Government High School
TCHELEPI	6	500	Bush Taxi // Motorbikes	Chefferie Bamougong
TOUOLEGNOUO	9	1000	Bush Taxi // Motorbikes	Telezintio
TSUELEKOUET	6	500	Bush Taxi // Motorbikes	Mbiété
ZAMTSUET	13	1000	Bush Taxi // Motorbikes	Lekouet
BATSA'A	10	1000	Bush Taxi // Motorbikes	Tialong
NZINDONG	8	1000	Bush Taxi // Motorbikes	Moolong
NZONG	5	500	Bush Taxi // Motorbikes	Telezintio
NZINDONG	7	1000	Bush Taxi // Motorbikes	Tsopeua

Destination	Distance (km)	Fares (CFA Francs)	Travelling Agencies	Location Of kick-off
MESSANG	7	1000	Bush Taxi // Motorbikes	Meghuie li
TSOPEUA	7	1000	Bush Taxi // Motorbikes	Messang
MEGHUIE	6	500	Bush Taxi // Motorbikes	Balatchi
BATSA'A	7	1000	Bush Taxi // Motorbikes	Batsepou
BANGANG MARKET	12	1000	Bush Taxi // Motorbikes	Bantsiet
NZINTSUET	5	500	Bush Taxi // Motorbikes	Nzingmi
GALIM VILLE	20	1500	Bush Taxi // Motorbikes	Bati
BAMENYAM	17	1500	Bush Taxi // Motorbikes	Ngoyo
GALIM VILLE	26	2000	Bush Taxi // Motorbikes	Menfong
GALIM VILLE	9	1000	Bush Taxi // Motorbikes	Tsenegha
TSENEGHA	14	1500	Bush Taxi // Motorbikes	Menfoung
TOUMAKA	20	1500	Bush Taxi // Motorbikes	Baligha Border
BAMENDOUSSO	12	1000	Bush Taxi // Motorbikes	Kombou
Kombou	15	1000	Bush Taxi// Motorbikes	Bamentougoung
Babadjou	20	2000	Bush Taxi // Motorbikes	Towards Mount Bamboutos
NDODJI	16	2000	Bush Taxi // Motorbikes	Kombou
Kombou	14	2000	Bush Taxi // Motorbikes	Magha
TOUMAKA	5	500	Bush Taxi // Motorbikes	Bamendjingha
NDODJI	13	1000	Bush Taxi // Motorbikes	Toguouh
ZAVION	11	1000	Bush Taxi // Motorbikes	Bawa
Babadjou	13	1000	Bush Taxi // Motorbikes	Balepo
MBOUDA	20	500	Bush Taxi // Motorbikes	Kombou
Town of kick-off: BAFANG				
BAFOUSSAM	63	1000	Avenir voyages	Agency
BAKASSA	18	1000	Bush Taxi	Bus Station
BANGANGTE	47	800	Bush Taxi	Bus Station
BANDJA	17	400	Bush Taxi	Bus Station
BANA	17	400	Bush Taxi	Bus Station
KEKEM	24	600	Bush Taxi	Bus Station
BABOUATOU	24	1500	Bush Taxi	Bus Station
NKONDJOCK	54	3000	Bush Taxi	Bus Station
BAKOU	11	500	Bush Taxi	Bus Station
Town of kick-off: BANGANGTE				
KAMNA	18	500 // 700	Taxi // Avenir voyages	

Destination	Distance (km)	Fares (CFA Francs)	Travelling Agencies	Location Of kick-off
BANGOUA	17	500 // 700	Taxi // Avenir voyages	
BAZOU	23	600	Taxi	
PROJECT I	18	500 // 100	Taxi// Motorbikes	
PROJECT III	24	1000 // 2000	Taxi// Motorbikes	
TONGA	40	700	Taxi	
Town of kick-off: FOUMBAN				
BAFOUSSAM	70	800	Avenir voyages // Tchigaba, noun	Agency
FOUMBOT	43	500	Avenir voyages // Bush Taxi // Tchigaba, noun	
BANGANGTE	110	1500	Avenir voyages	
BAFANG	130	1600	Avenir voyages	
DSCHANG	120	1500	Avenir voyages	
BANGOURAIN	35	1000	Bush Taxi // Motorbikes	
NJIMOM	19	1000	Bush Taxi // Motorbikes	
Malantouen	41	1500	Bush Taxi // Motorbikes	
MAGBA	60	1500	Bush Taxi // Motorbikes	
Koutaba	15	400	Bush Taxi // Motorbikes	
Kouoptamo	57	1000	Bush Taxi // Motorbikes	
Massangam	50	3000	Bush Taxi // Motorbikes	
BANKIM	97	3000	Bush Taxi	
JAKIRI	70	2000	Bush Taxi	
KUMBO	99	3000	Bush Taxi	
NGAMBE TIKAR	80	4000	Bush Taxi // Motorbikes	

Annex 1 : Audits of road traffic signs on the main zones in the West region

BAFOUSSAM – TONGA HIGHWAY	
KILOMETRIC POINTS	DIFFERENCES RECORDED
INO Hotel	Sign board embedded in an advertising plate. No indication on the Bafoussam Bandjoun link
MBO Hospital, entrance of Evangelical University of Cameroon	- No sign board
Entrance of Yom , FIFI and NONO Hospital	- Absence of speed warning sign board (accident-prone area).

BAFOUSSAM – TONGA HIGHWAY	
KILOMETRIC POINTS	DIFFERENCES RECORDED
FIFI and NONO ECC church of Yom	- No turn sign.
ECC, Yom TOBE Roundabout	- Speed bump not indicated.
TOBE Roundabout Oil LIBYA station	- Ground marking erased
Oil LIBYA heat Check point	- Tunnel height not indicated
Check point entrance of BANDJOUN chiefdom	- No sign board
Entrance to the chiefdom welcome sign board to BANDJOUN	- Speed limit of 60 Km instead of 80 Km no sign indicating school entrance.
Welcome sign board to BANDJOUN IUT entrance	- Accident prone area (speed bump) - No turn signs.
Talla Blaise entrance (accident-prone zone) before SEMTO bridge.	- Bridge not indicated
SEMTO entrance	- Sign board is available but not visible because it's hidden by the bush. - No speed limit sign board
SEMTO BAYAGAM	- Damaged sign board - Uncompleted speed bump - Uncompleted Intersection - Turn signs at Bayangam chiefdom entrance.
Former toll Duclos Hotel	- Existing panel distance is inconsistent - Hotel exist sign distance is not respected. - Damaged safety barrier (accident-prone area).
BAYANGAM High School	- Speed limit. - Intersection not indicated - Stop sign not properly placed. - Student area
Entrance to the BATOUFAM Kingdom	- Poorly implanted panel covered in bush - No indication for intersection
BADREFAM entrance	- Speed limit (speed bump) - Unreadable panel
BATOUFAM toll.	- Stop sign erased - Intersection and Market not identified (KAMNA)
Entrance to Chefferie BANGOUA	- Intersection not indicated - Market not indicated
BANGOUA SUD	- Bridge not completed

BAFOUSSAM – TONGA HIGHWAY	
KILOMETRIC POINTS	DIFFERENCES RECORDED
	<ul style="list-style-type: none"> - Intersection not indicated after the bridge - Student Area - Speed limit (30Km) - Damaged guardrail before BANGOUA, SOUTH, identification post
BANGOUA SOUTH BANDIENSEU	<ul style="list-style-type: none"> - Intersection not indicated - Absent sign board. - Unreadable intersection sign - Horizontal sign covered by bush.
Entrance to BANGANGTE	<ul style="list-style-type: none"> - Speed bump not indicated - No Speed limit - Damaged guardrail
BANGANGTE BANEKANE	<ul style="list-style-type: none"> - Bridge not indicated - Intersection and market are not indicated
UDM Clinic	<ul style="list-style-type: none"> - No speed bump - Damaged guardrail after UDM clinic
TCHOUDIM	<ul style="list-style-type: none"> - Damaged guardrail - Non-existent tag - Unreadable passageway sign - Unreadable intersection sign - Distance not respected - No turn signs available
BANTOUM I	<ul style="list-style-type: none"> - Intersection not indicated - Traffic sign not respected
BANTOUM I Chefferie	<ul style="list-style-type: none"> - Unreadable panel shaded by bush - Damaged guardrail.
BANTOUM II	<ul style="list-style-type: none"> - Unreadable panel covered by bush - Damaged guardrail.
BANTOUM III	<ul style="list-style-type: none"> - Unreadable panel shaded by bush - Damaged guardrail. - Bridge not indicated - Narrowed sidewalk
MAHAM	<ul style="list-style-type: none"> - Unidentified urban areas - Bridge not indicated.
TONGA	<ul style="list-style-type: none"> - Slow down sign board not respected - Market not developed on both directions - Absence of parking sign - Bridge constructed on both directions - RAS Marking - Speed bump not respected
AXE BAFOUSSAM – BABADJOU	

BAFOUSSAM – TONGA HIGHWAY	
KILOMETRIC POINTS	DIFFERENCES RECORDED
Bafoussam Rural Town Hall	<ul style="list-style-type: none"> - No indication sign for the different localities; Bafoussam Dschang; Bafoussam Mbouda / Bamenda.
Military camp Accident prone area	<ul style="list-style-type: none"> - Student area - Need for a speed limit sign on Wooden pillar; - Need for a speed bump
KENA, entrance Bamougoum Chiefdom	<ul style="list-style-type: none"> - Reported inappropriate intersection - Guardrail damaged along its entire length (on both directions) and covered by bush - No turn sequence sign
Carrefour Bamougoum	<p>Town sign not indicated; Douala/Dschang/Mbouda/Bamenda</p> <ul style="list-style-type: none"> - Damaged guardrail.
Bridge not indicated on the Metché	<ul style="list-style-type: none"> - RAS Marking
Turn not indicated after old two-way Razel ware house.	
Agglomeration no signalling	<ul style="list-style-type: none"> - Intersection not indicated
Bafounda market not indicated	<ul style="list-style-type: none"> - Sign after the Market is unreadable - Speed limit sign is absent.
Entrance Bafounda Chiefdom	<ul style="list-style-type: none"> - After the entrance to the chiefdom, damaged guardrail; - No bend sign.
Mbougon Pre-Security Post	<p>Market not indicated</p> <ul style="list-style-type: none"> - Intersection not indicated
Bamendjo	<ul style="list-style-type: none"> - No developed parking; - Several turns not registered along Bamekombo; - Exist limitation sign clearly visible; - Slow-down sign is recorded but distance is not respected; - Safety barrier damaged on both directions before entering Bamendjinda.
Before the "Hotel la Destinée".sign board	<ul style="list-style-type: none"> - Unregulated distance signal speed bump
Mbouda	<ul style="list-style-type: none"> - No entrance sign board to the city
Mbouda zone accident-prone 40 km.	<ul style="list-style-type: none"> - Student Area; - Slow down sign is indicated but distance is not respected.
Centre-Town	<ul style="list-style-type: none"> - No indication sign board; - No speed limit signs in the city's centre.
Bamenssingue	<ul style="list-style-type: none"> - No turn sign; - Damaged guardrail; - Non-existent tag; - Intersection not indicated;

BAFOUSSAM – TONGA HIGHWAY	
KILOMETRIC POINTS	DIFFERENCES RECORDED
	<ul style="list-style-type: none"> - Unrecorded speed limit.
Entrance of Bametap	<ul style="list-style-type: none"> - Market not indicated - Percentage of the slope not indicated; - No license plate indicating the city of Babadjou.
Babadjou-Bamenda (Route en chantier)	
AXE BAFOUSSAM – DSCHANG	
Former Rural Town Hall	<ul style="list-style-type: none"> - No indication sign for the different agglomerations and localities, i. e: Bafoussam / Dschang, Bafoussam -Mbouda/ Bamenda.
Military Camp	<ul style="list-style-type: none"> - Student area
Kena Public School	<ul style="list-style-type: none"> - Inappropriate distance but present speed bumps
Dschang Crossroads	<ul style="list-style-type: none"> - recorded speed bump distance not respected; - Safety barrier damaged on both sides; - No speed limit sign; - Intersection not indicated; - Accident-prone area after speed bump before Bakassa.
Bakassa	<ul style="list-style-type: none"> - Urban area not indicated; - School not indicated when coming from Bafoussam; - Bakassa Turn not indicated; - Several turns not indicated (Bakassa); - Roadway invaded by bush
Banegang	<ul style="list-style-type: none"> - No speed limit sign; - Intersection not indicated along the entire axis; - guardrail invaded by bush; - Market not indicated; - Existing unregulated distance maize signalling (Banegang ECC Parish); - Un-identified intersection between Bansoa Chiefdom;
Bansoa	<ul style="list-style-type: none"> - Absence of stop sign; - Turn not indicated; - Bridge serving Bansoa - Balessing not indicated; - Guardrail embedded in the bush (accident-prone area)
absent Stop sign before entrance to Jean KUETE's home	<ul style="list-style-type: none"> - Several turns not indicated; - Sign indicating the city not available; - Balessing Station not indicated; - Accident prone area ; - Intersection not indicated; - Turn sign indicated but found in the bush
Bamendou	

BAFOUSSAM – TONGA HIGHWAY	
KILOMETRIC POINTS	DIFFERENCES RECORDED
	<ul style="list-style-type: none"> - Exist sign speed limit 50 km; - Indicated turn; - Un-identified intersection at the entrance to the Bamendou chiefdom; - Hospital and school not indicated; - Existing but damaged turn sequence signs.
Baleveng toll gate	<ul style="list-style-type: none"> - Poorly placed "Picture" - Damaged guardrail after toll; - Intersection not indicated before entrance to Technical High School and urban areas. - Necessity of a speed limit sign; - Stop sign not indicated; - Baleveng Hospital indicated but illegible; - Baleveng Market and Intersection not indicated; - Intersection not indicated entrance to Government school Baleveng ; - Bridge not indicated after the first Crossroads on the Dschang side of the road; - Un-identified intersection between Nkong-Ni Gendarmerie; - Intersection not indicated Ndounzem round about. - Intersection not indicated at the entrance of Bafou Chiefdom and roadway invaded by bush on both sides
Jony Baleng	<ul style="list-style-type: none"> - Intersection and Turn not indicated; - Intersection not indicated before Dschang entrance. - Necessity of a stop sign; - Intersection not indicated around "Avenir" bus station Bafoussam; - Station and truck exit not indicated; - Turn and Intersection not indicated; - Urban area not indicated; - Bafoussam "General Voyages" Bus station not indicated ; - Presence of turn sequence sign but illegible; - Unsigned city entrance sign; - speed bump indicated but inappropriate distance; - No traffic lights in the City of Dschang; - Several turns not indicated.
DSCHANG – SANTCHOU HIGHWAY	
Foréké Bocom Station	<ul style="list-style-type: none"> - No vertical and horizontal signs - Several turns not indicated at NZENTO; - Un-identified intersection (control Air Force, Dschang Town Hall);

BAFOUSSAM – TONGA HIGHWAY	
KILOMETRIC POINTS	DIFFERENCES RECORDED
	<ul style="list-style-type: none"> - Several turns not indicated at Foréké..
Cliff descent	<ul style="list-style-type: none"> - Turn not indicated on either side for a 10 km distance ; - Bush on both sides ; - No overtaking sign; - Absence of vertical and horizontal sign; - Damaged guardrail along the entire cliff; - Absence of Parking ; - Bridge cliff not present
After cliff	<ul style="list-style-type: none"> - Presence of Bridge but invaded by bush;
NTEINGUE Village	<ul style="list-style-type: none"> - Urban area not indicated; - Intersection not indicated; - Studded area not visible; - Presence of vertical and horizontal sign but not visible; - Damaged guardrail along the entire axis; - Presence of bridge over the Ménoua but not open; - Un-identified intersection and defective stop sign after the bridge over the Ménoua; - Turn not indicated before Santchou metropolitan centre
SANTCHOU	<ul style="list-style-type: none"> - Presence of sign indicating a city; - Bridge indicated but invaded by the bush Santchou city coming from Melong; - Existing speed limit 60 km.
Toll gate	<ul style="list-style-type: none"> - Wrongly placed toll - Speed bump 500 m before the toll
Après péage	<ul style="list-style-type: none"> - No traffic sign; - Bridge indicated but in the bush.
KEKEM – BAFOUSSAM HIGHWAY	
Un-identified bridge serving the Littoral and West	<ul style="list-style-type: none"> - Sinking soil - Accident prone area - Bridge not indicated in the town centre Kekem - Several turns not indicated in the town centre Kekem
Bridge at the entrance to the town centre of Kekem	<ul style="list-style-type: none"> - sinking soil - Accident prone area - Bridge not indicated in the town centre Kekem - Several turns not indicated in the town centre Kekem
Kekem	<ul style="list-style-type: none"> - Speed bump signals but inappropriate distance - Station not indicated (blessing or Babone) - Lack of road traffic signs - Safety barrier and some old exist signs in places . - Several turns not indicated along the entire axis - Accident prone area

BAFOUSSAM – TONGA HIGHWAY	
KILOMETRIC POINTS	DIFFERENCES RECORDED
	<ul style="list-style-type: none"> - Kekem bridge not indicated and old - Excess proximity of houses along the entire axis
Moumé	<ul style="list-style-type: none"> - Market and school not indicated - Slow motion sign but distance not respected - Bridge over the Moumé is indicated - Intersection not indicated (via Banwa) - No guardrail (bridge over the Moumé) - No development
Fokouakem	<ul style="list-style-type: none"> - No safety barrier - "Balembo" Intersection and market not indicated - Roadway invaded by Coffee and Cocoa crops on both sides by local residents. - No urbanization plan all along - Several undetected turns (Famkeu) - Invasion of the roadway by bush - Bridge not indicated and worn out
Bafang	<ul style="list-style-type: none"> - Entrance to the town is marked but not according to the required standards - "Bafang rural" bridge not indicated - Flooding of the roadway (bin) highway - Un-identified urban area (Mouakeu 3 district) - Babone entrance speed bump and intersection not indicated - Un-identified speed bump (Bafang government high school). - Un-identified speed bump (YANKEU MANILA) - Intersection not indicated ENIEG input (two) - School not indicated (Manila) - Presence of intersection (Manila) - Un-identified intersection (Babouantou entrance) - School marked but unreadable (Batcho) - Intersection not indicated at the entrance to (technical high school BATCHO BANKA) - Intersection not indicated at entrance to (Baseu Parish)
Baseu	<ul style="list-style-type: none"> - Several turns not indicated (domicile Minister DAKAYI KAMGA) - Intersection not indicated (pepper crossroads) - Bridge not indicated (Bandja) - Un-identified urban areas former Bandja toll - Excess proximity to the roadway of the residents after the Bandja gendarmerie brigade
Bandja	<ul style="list-style-type: none"> - Market and intersection not indicated - Several turns not indicated before Bandja toll
Bandja toll col Batié	<ul style="list-style-type: none"> - Accident prone area

BAFOUSSAM – TONGA HIGHWAY	
KILOMETRIC POINTS	DIFFERENCES RECORDED
	<ul style="list-style-type: none"> - Bridge not indicated without protective beacon - No indicated turns
SIENA	<ul style="list-style-type: none"> - Intersection not indicated - Absence of guardrail all along
Batié	<ul style="list-style-type: none"> - Accident-prone area before Batié sub-regional office - Market not indicated - Intersection not indicated before the gendarmerie brigade - Left turn sign available but not visible - Un-identified intersection at Batié junction
Badenkop entrance - Bamendjou entrance	<ul style="list-style-type: none"> - Absence of Safety barrier before the intersection - No speed limit - Intersection not indicated EEC entrance
Baham Bafoussam	<ul style="list-style-type: none"> - Turn not indicated before entering KOUAM Samuel - Accident prone area - Health centre not indicated - Baham-Batié Bridge entrance not indicated - Absence of left guardrail - Un-identified intersection (entrance to the Public Application School Baham) - No pavement - Un-identified intersection (Baham prison entrance from Douala)
Baham-Centre	<ul style="list-style-type: none"> - Speed bump not indicated - No indication of entrance sign to the town - No urbanization plan - Un-identified speed bump (Hôtel Marsellais Baham) - Intersection not indicated before the Mboukeu and water tower - Intersection not indicated at entrance to (Bahouan).
Bandjoun	<ul style="list-style-type: none"> - Intersection not indicated CAMLAIT entrance - Accident prone area Bandjoun (Ndjomgo) - Entrance sign of the previous town - No urbanization plan
BAFOUSSAM - FOUMBAN HIGHWAY	
Roundabout Total entrance to the city of Bafoussam	<ul style="list-style-type: none"> - No sign - Intersection not indicated (Carrefour TPO) - Un-identified intersection (Boulevard Evêché) - Intersection not indicated (CAMOCO). - Absence of parking lot before SPC - Safety barrier invaded by bush all along the road - Exit truck not indicated before the mixed control barrier - Absence of security barrier (mixed gendarmerie barrier

BAFOUSSAM – TONGA HIGHWAY	
KILOMETRIC POINTS	DIFFERENCES RECORDED
Bafoussam Entrance	<ul style="list-style-type: none"> - Intersection not indicated before the "Bafoussam entrance" sign board. - Damaged guardrail "confers Picture ". - Absence of intersection at entrance to Lycée Famtchouet - Roadway invaded by bush all along the road - Lack of vertical and horizontal sign - Existence of a speed bump (Batoukop) - Several turns not indicated, Batoukop - Un-identified slope - Absence of intersection and exit are for trucks (Hysacam
Kovou	<ul style="list-style-type: none"> - Accident prone area (kovou) - Un-identified guardrail - Market not indicated
Banefo	<ul style="list-style-type: none"> - Lack of traffic signs - Safety barrier
Tomdjou	<ul style="list-style-type: none"> - No sign - Several turns not indicated - Un-identified urban area (Tomdjou) - Truck exit area not indicated (Tomdjou) - Double intersection not indicated - Speed bump pre-construction project (Kouekong) - Kouekong weigh station indicated but distance is not in accordance with regulations - Wrong exist sign - Presence Noun bridge but distance not in accordance with the regulations.
Mangoum Toll gate	<ul style="list-style-type: none"> - Poorly placed toll (Mangoum) - Wrong exist sign - Indicated speed limit 80 km - Un-identified urban areas
Moungoum	<ul style="list-style-type: none"> - No sign - School not indicated - Intersection not indicated (Mangoum).
NJICHA	<ul style="list-style-type: none"> - Need for a speed limit sign - Need for a " exit of green bean machinery" sign - Need for a speed bump and speed limit sign.
Foumbot	<ul style="list-style-type: none"> - Un-identified speed bump (entrance to Foumbot town) - Speed bump not indicated entrance to Foumbot Hospital - School not indicated - Accident prone area - Foumbot Market not indicated

BAFOUSSAM – TONGA HIGHWAY	
KILOMETRIC POINTS	DIFFERENCES RECORDED
	<ul style="list-style-type: none"> - No urbanization plan - Total station not indicated - Camoco station not indicated - Double intersection not indicated Foubot - Bus station not indicated after downtown - Urban area not indicated after Fruit Market Centre - Fruit market not indicated.
NKOUNDJA	<ul style="list-style-type: none"> - Absence of a speed bump - Intersection not indicated at entrance to Kouoptamo
SCTC	<ul style="list-style-type: none"> - Intersection and exit Truck not indicated; - Fuelling station not indicated
Baïgom	<ul style="list-style-type: none"> - Accident prone area ; - Un-identified intersection (entrance to Lycée Baïgom); - School not indicated; - Un-identified urban area (Baïgom); - No Vertical and Horizontal sign; - Several turns not indicated.
Kouocha	<ul style="list-style-type: none"> - Speed bump
Koutaba	<ul style="list-style-type: none"> - No signs - Guardrail covered by bush all along; - Un-identified urban area (Koutaba). - Military camp not indicated - Accident prone area ; - Koutaba Market not indicated; - Koutaba Airport not indicated; - Speed bump not indicated at entrance to Koutaba High School; - No urbanization plan; - Bus station not indicated; - Intersection not indicated at entrance to Technical High School; - Speed bump (Koutaba Periphery); - Un-identified urban area (Mataket Periphery) Koutaba.
Mataket	<ul style="list-style-type: none"> - Danger sign indicated; - Bridge not indicated
Fouban	<ul style="list-style-type: none"> - cattle market not indicated (Fouban periphery) ; - guardrail damaged in some areas (Fouban periphery) ; - absence of visible marking; - Absence of indication sign board; - Un-identified bus and fuelling station (Camexco / Petrolex); - No road sign in urban areas; - No urbanization plan.

Source: RD/ MINT/ West, 2018

Annexe 2 : Summary sheet of travel agencies in the West Region

NAME	SPONSOR'S NAME AND CONTACT	DIRECTOR'S NAME AGENCY AND CONTACT	NUMBER OF AGENCY / CREATION DATE / LOCATION	BUS NUMBER
Mifi Division				
Binam Voyages	KAMDEM SIMO Francis 677106355 With 13 Shareholders from the Family in the Group	KAMDEM Jean Pierre 679236868	01 Towards 1990 Ndiengso Zone Travelling agency	25 seventy seater and 30 coasters
GRAND OUEST EXPRESS VOYAGES	BOGNE Michel 673808700	NGAWAK Jean 679131847	01 / Ndiengso Zone Travelling Agency	/
NOBLESSE VOYAGES	TOFEU INNOCENT 698687088	NJINGA Claude 677527435	01-2013 / Ndiengso Zone Travelling Agency	03
OVERLINE VOYAGES	NO DATA			
SUPER GRAND MIFI VOYAGE PLUS	TALLA Roger Roy 670694713	FOSSO Jean Marie 677842221	01 / Ndiengso Zone Travelling Agency	10 Buses
SUPER GRAND MIFI VOYAGES	KUE Gabriel 699569511	TALLA Roland 677258545	01-2008 / Ndiengso Zone Travelling Agency	03 Buses
INTERNATIONAL LINES	NO DATA			
PACIFIC VOYAGES	KAMGANG Joseph 679809316	Celestin 696362410	01 / / Ndiengso Zone Travelling Agency	/
TRESOR VOYAGES SARL	Sponsor MBAFE KONKOU Albert DG SOKOJOU Jules 699689045	KENGNE Jean Blaise (Ligne Ydé) -KAMENI SOFFONI(Ligne Dla)	01 / Gross transformation : BAFE- KAMI-TRESOR / Ndiengso Zone Travelling Agency	28 Buses
GENERAL VOYAGES	Sponsor NGNINTEDEM FOKOU elie DG	NDONGMO NAMEKONG Moïse (Ydé and Dla highway)	01 / 2003 / Ndiengso Zone Travelling Agency	20 coasters and 48 seventy seater bus

NAME	SPONSOR'S NAME AND CONTACT	DIRECTOR'S NAME AGENCY AND CONTACT	NUMBER OF AGENCY / CREATION DATE / LOCATION	BUS NUMBER
	NOGOU Jean Pierre	FOTSO Etienne 697222332 (Mb'da, B'da and Dschang)	01 /.....-.....--12-2012/ Entrance to Higher Teachers Training college	/
FERIC VOYAGES	KOUWO FOTSO Eric 699911151 Manager Mme KOUWO Isabelle 696666236	TALLA Isaac 699571495	01 /-.....-1994 / Ndiengso Zone Travelling Agency	13 Buses
AVENIR VOYAGES SARL	YACOUBA ALIYOU 699994165 676444547	SALI YAYA 674590952 (Ligne MENOUA & MEZAM)	01 /-.....-..... / Entrance to Higher Teachers Training college	40 Buses for 20 drivers
		ABDOUL MOUMINOU 696881376 // 675649090 (NOUN road)	01 /-.....-2006 / Djemoun.Total Round About	20 Buses for 30 drivers
TCHIGABA VOYAGES	MOHAMADOU MOUSTAPHA 699697374	MOUNTOUNJOU INOUSSA 699044094	01 /-.....-..... / Djemoun.Total Round About	14 Buses for 21 drivers
SALAMOUN VOYAGES	BOBO Ibrahim 676472440	/	01 /-.....-..... / Djemoun	/
NARRAL VOYAGES	Sponsor is of late	KALAMA AWAL 675016572	01 /-.....-..... / Djemoun	6 buses
MAYO BANYO VOYAGES	MAÏWADA Garba Aboubakar 673397474	ABOUBAKAR ISSA 671189292	01 /-.....-..... / Djemoun	15 Buses for 15 drivers

NAME	SPONSOR'S NAME AND CONTACT	DIRECTOR'S NAME AGENCY AND CONTACT	NUMBER OF AGENCY / CREATION DATE / LOCATION	BUS NUMBER
NOUN Division				
FOUMBAN				
MAYO BANYO VOYAGES	MAÏWADA GARBA 673397474	MOHAMADOU MOUKTAROU 676266020	01 / / Hospital. Fueling Station	Collection point
TCHOGABA DU NOUN VOYAGES	MOUTAPHA 699697374	NJOUNWET SEÏDOU 697482506	01 / /	/
INTERCITY EXPRESS	Mme BOURNAUD CHETEU 696923381	NGOUWOU ADAMOU 655496244	01 / 01-01-2014/ Kounga	03 seventy seater for 06 ldrivers
BUTSIS PLUS VOYAGES	Mme POCHAMGU EMILIENNE 691762779 699989018	FESSAM ABDOU 674650920	01 / / Kounga	10 Buses for 20 drivers
AVENIR VOYAGES SARL	YACOUBA ALIYOU 699994165 676444547	TCHOUPOUOEU SARDO 675481007	01 / / Kounga	26 Bus, 06 seventy seater and 04 coasters
SUPER CONFORT EXPRESS VOYAGES	SANGOU ABDOU 696340690	NJIKAM OUSMANOU 694352196	01 / / Kounga	28 Buses for 11 drivers
EURO LINES	NJIMBOUO SOULEY 652004393	YANSEI SEÏDOU 691939420	01 / / Kounga	06 Buses for 03 drivers
CAMEXCO LINE	TAPCHEU SANGOU 699853649	ISSA YENDO 698456463	01 / 01-01-2011 / FBAN BUS STATION	/

NAME	SPONSOR'S NAME AND CONTACT	DIRECTOR'S NAME AGENCY AND CONTACT	NUMBER OF AGENCY / CREATION DATE / LOCATION	BUS NUMBER
ELEGANCE DU NOUN	IBRAHIM 694501967	SOULE 699077498 / FBAN BUS STATION	27 Buses for 54 drivers
EMERGENCE DU NOUN	NJOYA OUMAROU 696089543			
AVENIR DU NOUN				
TRESOR VOYAGES		NJANKOUO SOULE 697635994 // 677219023	01-01-2011 / FBAN BUS STATION	/
FOUMBOT				
EURO LINES	NJIMBOUO SOULEY 652004393	MOUMENI NJOYA AHMADOU 691932869	/	/
SUPER CONFORT VOYAGES	SANGOU ABDOU 696340690	MBOUOMBOUO NDAM ABDELAZIZ 969442654	/	/
EMERGENCE DU NOUN	NJOYA OUMAROU 696089543	MBOUOBOUO ISSOFA 699558986	/	/
AVENIR DU NOUN	YACOUBA ALIYOU 699994165 676444547	NJIFON AMIDOU 690320656 // 656344744	/	04 PW/1 NO
BUTSIS PLUS VOTAGES	Mme POCHAMGU EMILIEENNE 691762779 699989018	NGOUGHOU FELIX 699449068	/	/
ELEGANCE DU NOUN	IBRAHIMA ALIDOU 662959161	MFANGAM ADELE 679196730	/	/
NDE Division				
AVENIR VOYAGES SARL	YACOUBA ALIYOU 699994165 676444547	TCHAPMEN 678691099	For the past 03 years	/
NDE AIR LINES	MBIATCHOU Charles	MBATCHO APPOLIN	/	/

NAME	SPONSOR'S NAME AND CONTACT	DIRECTOR'S NAME AGENCY AND CONTACT	NUMBER OF AGENCY / CREATION DATE / LOCATION	BUS NUMBER
	670453127	677447157		
CHARTER EXPRESS	KAM IRENEE	DJANKOU 677388220	/	16 Cars with 03 seventy seaters and 12 coasters
NOBLESSE VOYAGES SARL (SNV)	TOFFEFEU NJAMEN 698687088	DJABA DIDEROT 698681611	/	50 Buses for 07 drivers
HAUT NKAM DIVISION				
HATA EXPRESS VOYAGES	HAMIDOU TANIMA 696279216	OUBA BABA CAMROON 696170572	Since July 2014	
PAPA NGASSI VOYAGES				
AVENIR VOYAGES SARL				
HAUTS PLATEAUX DIVISION				
BAHAM				
/	/	/		
BATIE				
/	/	/		
KOUNG-KHI DIVISION				
/	/	/		
BAMBOUTOUS DIVISION				
GENERAL VOYAGES EXPRESS	NGNINTEDEM FOKOU elie	TENE JONAS 6987625	/	/
POLYGLOTTE EXPRESS VOYAGES	/	/	/	/
AMOUR MEZAM VOYAGES	NGOULA JEAN NGOULA MEKONSO JULES 679835900	MEKONSO BENJAMIN 677979604	Since 2013	Collection Point
Menoua DIVISION				
AVENIR VOYAGES SARL	YACOUBA ALIYOU 699994165 676444547		01 /-.....-..... /	

NAME	SPONSOR'S NAME AND CONTACT	DIRECTOR'S NAME AGENCY AND CONTACT	NUMBER OF AGENCY / CREATION DATE / LOCATION	BUS NUMBER
			Entrance to the West region, Dschang	
GENERAL EXPRESS VOYAGES	NGNINTEDEM FOKOU elie		01 /-.....-..... / Entrance to the West region, Dschang	
INTERNATIONAL LINES	/	/	01 /-.....-..... / Bus Station Zone Travelling Agency	/
GENERAL EXPRESS VOYAGES	NGNINTEDEM FOKOU elie	/		/
NKWOH NDEM VOYAGES	/	/		/
MENOUA VOYAGES	/	/		/
GRAND OUEST VOYAGES	/	/		/
TRESOR VOYAGES SARL	/	/		/

Source : RD/ MINT/ West, 2017

Annex 1: List of Trade Unions in the Région

No	NAME	Names in full of President	Contact
1	National Road Transporters' Union in Cameroon (S.N.T.R.C.)	Mr NZUGUEM Michel	670 64 08 98 699 17 60 16
2	National Union of Transport Workers in Cameroon (SYNTRACAM)	Mr TANKEU Michel	677 56 47 03 699 98 01 59
3	National Transport Drivers Trade Union in Cameroon (SYNCPROTCAM)	Mr YAYA Ibrahima	676 26 40 75 694 12 20 88
4	Union of Cameroon Motorbikes, Tricycle and Assimilated in Cameroon (USCCAM)	Mr KAMGOUE Emmanuel	677 75 30 92 699 73 99 00
5	Association of Urban Motorbike Riders		677 73 16 00 677 74 02 48
6	National Union of Driving School Operators of Cameroon (SNEAEC)	MR MOUNGOUE	
7	SYNAMOTAC (Cameroon Motorbike Taxi Union)	NTONEFOR K NGUIMO	679040365
8	SETRACAM		
9	SYPATICAM		
10	SYNEXBUCAM		
11	SYNPPUIRCAM (National Union of Professional Interurban Urban and Road Transporters in Cameroon)	DJOUATSA JEAN CLAUDE	670594535
12	SYNCPROTCAM (National Union of Professional Transport Drivers of Cameroon)	NYANDZE NKENGUE EMMANUEL	674205456
13	OTTC (Organization of Cameroon Land Operators)	NYANDZE NKENGUE EMMANUEL	674205456
14	SYNCHAUTACAM (National Union of Taxi Drivers, Buses, vehicles, Trucks, Motorbikes and assimilated of Cameroon)	ERNEST FOKA	676309240
15	SYNTRACAM	TANKEU JEAN	677564703

No	NAME	Names in full of President	Contact
17	S.N. CHAUTAC	TCHAMDA EMMANUEL	699983753
18	ORGASYNTUC (organisation des transporteurs du Cameroun)	TCHAMDA EMMANUEL	699983753
19	SYNACTUIRCAM	MBOMGNE EMMANUEL	677880127
20	SYNEBUSTACAM	TAMNOU JEAN	674969515
21	SYNCHTACAM	NGUETSA TEDOMO	675732627
22	SYNEPCASERCAM (National Union of Professional Driving and Road Safety Teachers in Cameroon)		
23	SYNPROTUICAM		677669513
24	SYNEXBUCAM		
25	SETRACAUCAM		699998483
26	CANASUIT		
27	SYNETABUSCAM		674969515
28	SYMPATICAM		677642286

Annex 1: Types and locations of goods and destinations in the West Region

Locations of origin of the goods	Type of Goods	National Destination	International Destination
Foumbot	Food stuffs from agricultural basins (tomatoes, spices, carrots, etc.)	Major metropolitan areas in Cameroon (Douala, Yaoundé, etc.)	Equatorial Guinee , Gabon, Congo, Central African Republic
Mbouda	Food stuffs from agricultural basins (avocados, corn, beans, tomatoes, spices, carrots, etc.)	Major metropolitan areas in Cameroon (Douala, Yaoundé, etc.)	Equatorial Guinee, Gabon, Congo, Central African Republic
Bafou	Food stuffs from agricultural basins (cabbage, potatoes, corn, beans, spices, carrots, etc.)	Major metropolitan areas in Cameroon (Douala, Yaoundé, etc.)	Equatorial Guinee , Gabon, Congo, Central African Republic
Banganté	Food stuffs from agricultural basins (Watermelons, green beans Tomatoes, spices, carrots, etc.)	Major metropolitan areas in Cameroon (Douala, Yaoundé, etc.)	Equatorial Guinee, Gabon, Congo, Central African Republic

Locations of origin of the goods	Type of Goods	National Destination	International Destination
Bafoussam	- Food stuffs from agricultural basins (Banana-Plantain, Corn, beans, Tomatoes, spices, carrots, etc.)	Major metropolitan areas in Cameroon (Douala, Yaoundé, etc.)	Equatorial Guinee , Gabon, Congo, Central Africa
	- Petroleum products	Whole West Region	/
	- Brewery products	Whole West Region	/
	- Farm products (eggs, feed, etc.)	Major metropolitan areas in Cameroon (Douala, Yaoundé, All of the West Region)	/
Foumban	Craft products	Major metropolitan areas in Cameroon (Douala, Yaoundé, etc.)	Nigeria, Gabon, Congo, Central Africa

Annex 1: Data on road accidents that occurred in 2017 in the West.

Divisions	1 st QUARTER				2 nd QUARTER				3 rd QUARTER				4 th QUARTER				TOTAL 2017			
	NUMBER OF ACCIDENTS	NUMBER OF PERSONS INJURED	NUMBER OF LIVES LOST	MATERIAL LOSS	NUMBER OF ACCIDENTS	NUMBER OF PERSONS INJURED	NUMBER OF LIVES LOST	MATERIAL LOSS	NUMBER OF ACCIDENTS	NUMBER OF PERSONS INJURED	NUMBER OF LIVES LOST	MATERIAL LOSS	NUMBER OF ACCIDENTS	NUMBER OF PERSONS INJURED	NUMBER OF LIVES LOST	MATERIAL LOSS	NUMBER OF ACCIDENTS	NUMBER OF PERSONS INJURED	NUMBER OF LIVES LOST	MATERIAL LOSS
DDT/Mifi	10	2	1	IMP	9	5	1	IMP	14	15	3	IMP	11	27	2	IMP	44	49	7	IMP
DDT/Menoua	9	20	9	IMP	5	7	0	IMP	3	15	1	IMP	2	4	0	IMP	19	46	10	IMP
DDT/Noun	0	0	0	0	3	5	2	IMP	6	15	4	IMP	2	1	1	IMP	11	21	7	IMP
DDT/Ndé	0	0	0	0	0	0	0		3	16	2	IMP	6	23	6	IMP	9	39	8	IMP
DDT/Bamboutos	2	2	0	IMP	2	2	4	IMP	4	2	4	IMP	2	1	0	IMP	10	7	8	IMP
DDT/Haut-Nkam	0	0	0	0	0	0	0		0	0	0	/	1	6	0	IMP	1	6	0	IMP
DDT / Koung-Khi	8	13	4	IMP	12	13	1	IMP	6	12	2	IMP	11	17	0	IMP	37	55	7	IMP
DDT / Hauts-Plateaux	1	1	0	0	0	0	0		0	0	0	/	0	0	0	0	1	1	0	0
other sources (GRCVP/POLICE/WEST)	121	89	20	IMP	119	73	23	IMP	109	100	29	IMP	122	105	21	IMP	471	367	93	IMP
TOTAL	151	127	34	IMP	150	105	31	IMP	145	175	45	IMP	157	184	30	IMP	603	591	140	IMP

Sources : Gendarmerie/West Motor Squad and Regional association of Traffic and Public Roads of the Police/West