

SUMMARY

1-THE ROAD FUND OF TCHAD

2-THE STRENGTH OF THE ROAD MAINTENANCE FUND

3-MODALITIES OF COLLECTING REVENUES

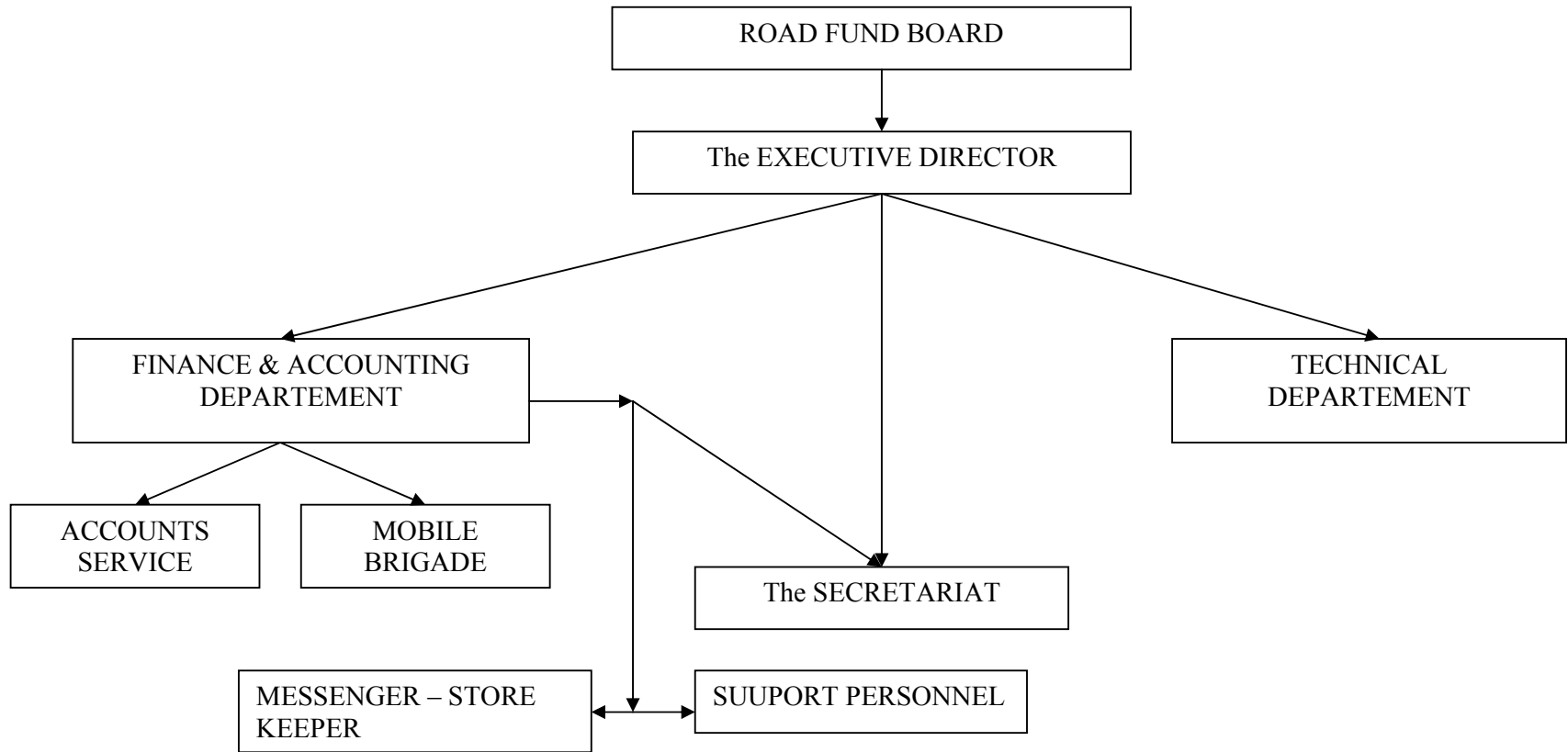
4-SUPPORT OF FUNDING AGENCIES

5-EMERGENCE OF SMALL & MEDIUM ENTERPRISES (SME)

6-TRANSPARENCY OF MANAGEMENT

1-THE ROAD MAINTENANCE FUND OF TCHAD

1-1 Organigramme



1-THE ROAD MAINTENANCE FUND OF TCHAD

1-2 Basis of the Road Maintenance Fund

The Texts

LAW OF CREATION 14 August 2000

TWO DECREES of September 2000:

1 bearing on Organisation and functioning

1 Modalities of collecting revenues

INTERIOR REGULATIONS in January 2002

Second generation Road Maintenance Fund

Management: A Board of thirteen members with private sector majority

Executive Department

1- THE ROAD MAINTENANCE FUND OF TCHAD

1-2 Basis of Road Maintenance Fund

OBJECTIVE OF THE ROAD MAINTENANCE FUND TO COLLECT RESOURCES FOR FINANCING OF:

Preliminary Studies,
Periodic and Routine maintenance of priority road network,
Road safety and Accident prevention,
Non-programmed urgent works,
Actions of the Ministry for the conservation of the road network,
Promotion of enterprises

EXCLUSION OF REHABILITATION WORKS

RESPONSABILITY OF RMF: Only financial management
No responsibility for execution of works

1- THE ROAD MAINTENANCE FUND OF TCHAD

2- 1-3 Typical resources of the Road Maintenance Fund

60% from levies on diesel and super

The levies on chartering

Axle load levy

Road user charges (Bridge, ferries, roads)

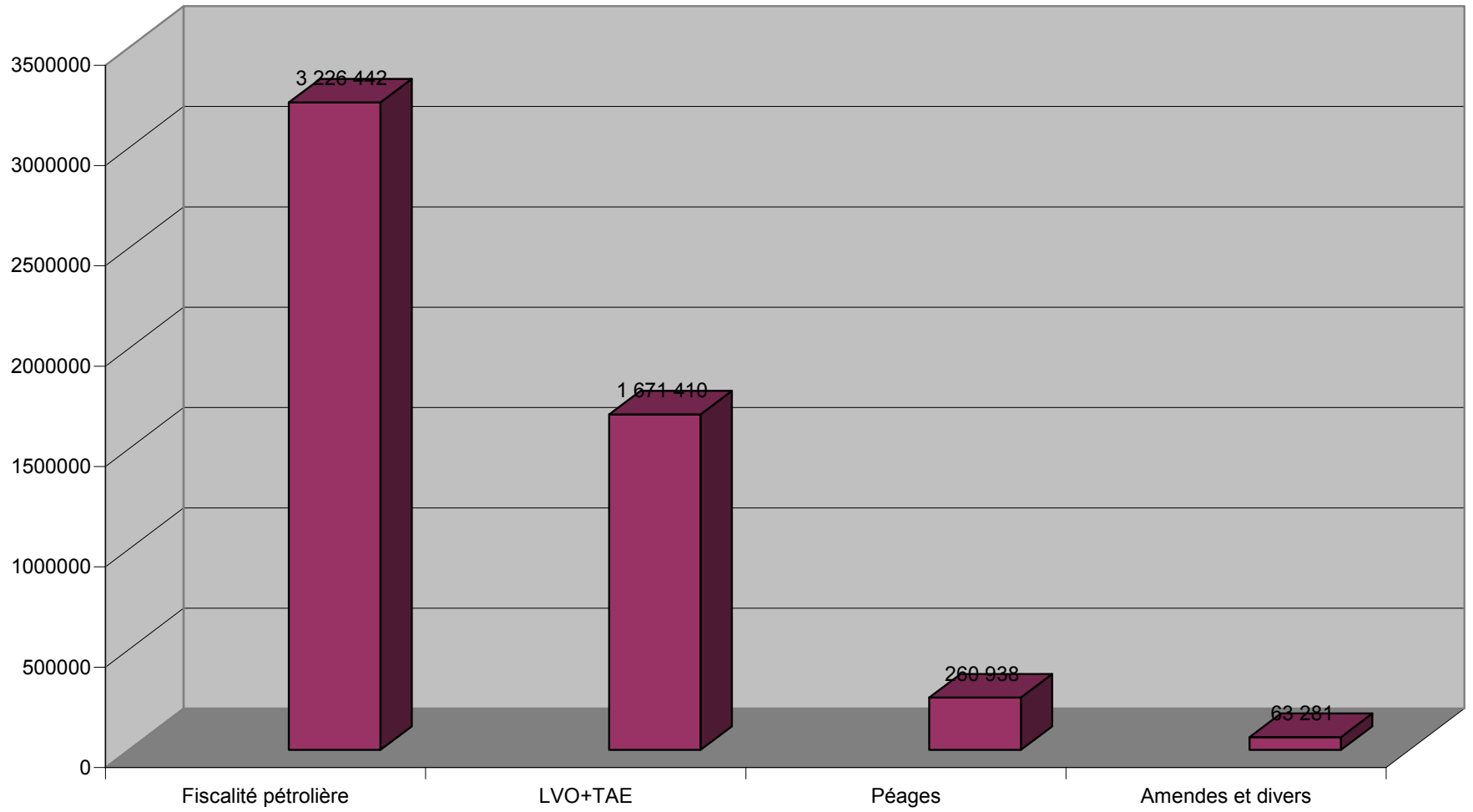
Fines for damages caused by road users

Interests from short term deposits

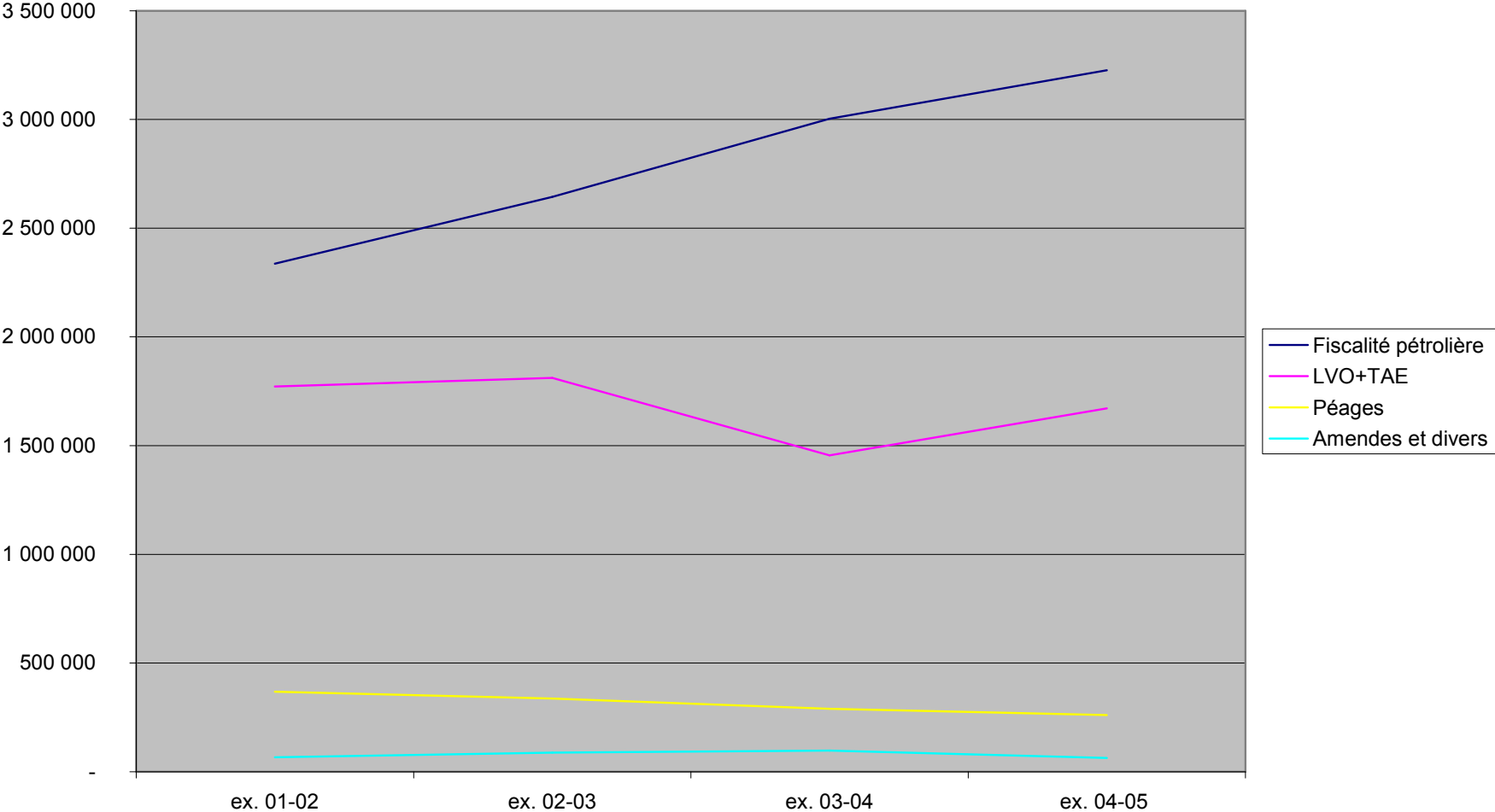
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Other contributions

RESSOURCES DU FER (ex. 04-05)



EVOLUTION DES RESSOURCES DU FER



2- THE STRENGTH OF THE ROAD MAINTENANCE FUND OF TCHAD :

A second generation fund

- Board with majority of private sector members
- Total financial management autonomy
- The Titular Minister is informed but does not interfere in the management
- Resources are not budgeted by the state
- Direct collection of 75% of revenues

3- MODALITIES OF REVENUE COLLECTION

3-1 FUEL LEVY : 60% of revenues

3-1-1: management of Recovery Vouchers of Petroleum Revenues (RVPR).

- Issue of RVPR by the RMF
- Purchase of RVPR by fuel importers from the bank
- Transmission of duplicate RVPR by the bank to RMF and the fuel levy office (FLO)
- Monthly transmission of listing of D3 by the FLO to RMF
- Transmission of accounting records of sale of vouchers by the RMF to FLO
- Monthly reconciliation of operations between RMF and FLO

3-1-2 Control

Joint control missions by the FLO and RMF on site

3- MODALITIES OF REVENUE COLLECTION

3-2 TOLLS ON BRIDGES AND FERRIES: 15% of revenues

3-2-1 Management

- Issue and management of toll vouchers by the RMF
- Collection entrusted to SME
- Funds directly paid to the RMF by collectors

3-2-2 Control

- Routine control by the RMF and annual control by auditor

3- MODALITIES OF REVENUE COLLECTION

3-3 CHARGES ON LVO & TAE: 25% of revenues

3-3-1 Management

- management and issue of LVO & TAE by the National Office of Fret (NOF)
- direct payment of revenues into the account of RMF
- payment of 14,5% of transferred revenues for running of NOF

3-3-2 Control

- reconciliation of monthly statements made by NOF bank statements
- control on site of LVO & TAE by sampling the transporters.

4- SUPPORT OF THE FUNDING AGENCIES

- 1,5 milliards put at our disposal by the European Union
- Agreement with the European Union Paymaster

5- EMERGENCE OF SME

- Support for grouping of SME
- Fruitful exchanges with the SME

6- TRANSPARENCY OF MANAGEMENT

- Financial Audit
- Auditor
- Public is kept informed by a newspaper « la Route »