



THE COLLECTION OF WEIGHT CONTROL FINES

(Overloading fees)

THE CASE OF CAMEROON

September 2005

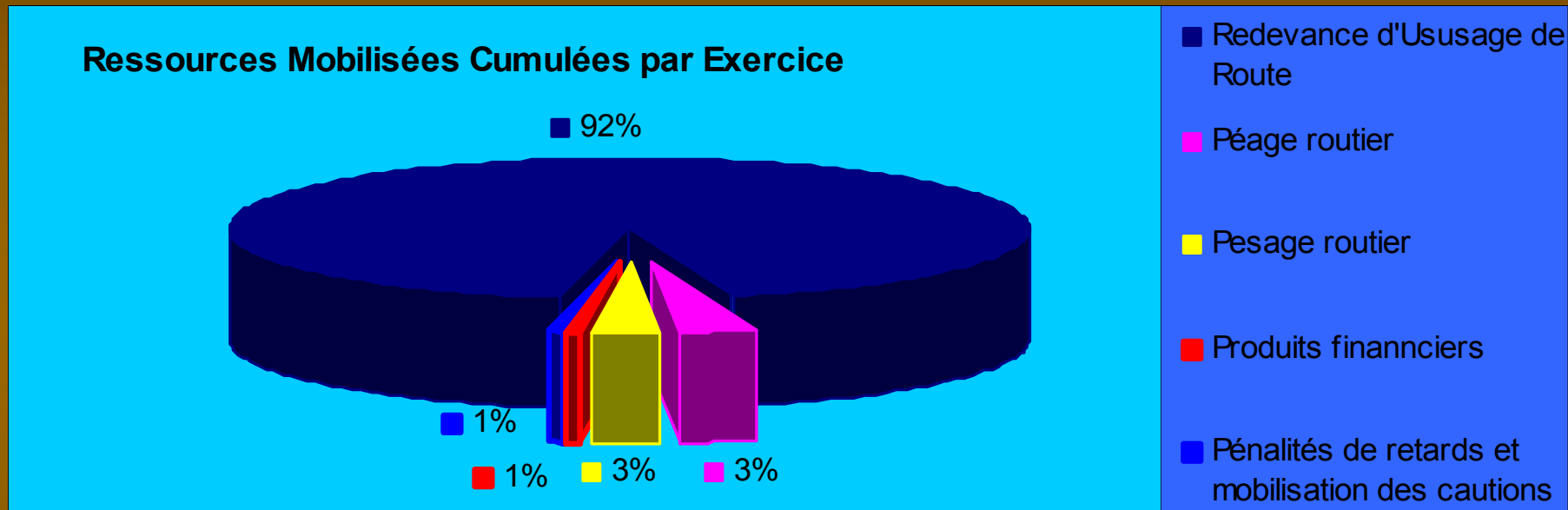
Sources: CISOP et Road Fund

SUMMARY

- *MISSION AND OBJECTIVES OF ROAD WEIGHT CONTROL IN CAMEROON*
- *FUNCTIONING OF WEIGHING OPERATIONS*
- *SANCTIONS*
- *STATISTICS AND OBSERVATIONS*
- *A RESOURCE FOR THE ROAD FUND*
- *NEW CONTEXT*
- *PERSPECTIVES*
- *ANNEXES.*



ANNEX 3: Percentage(%) of resources collected over the period 1998-2005



BACKGROUND

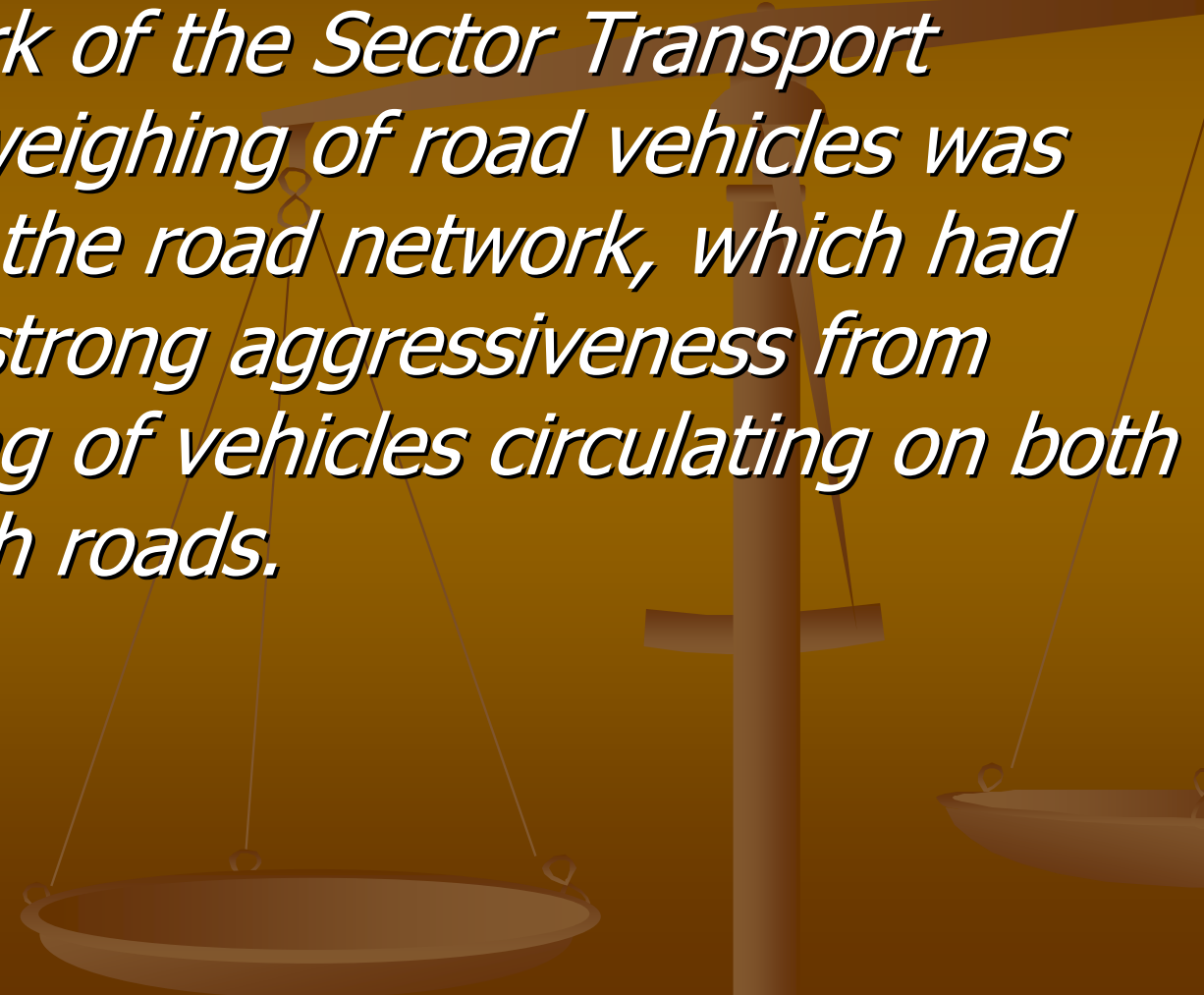
- *During the world summit on sustainable development (Johannesburg 26 August to 04 September 2002), the protection of the road network was recognised as an efficient strategy for the fight against poverty which also participates in the development of peoples.*
- *Through law No. 96/07 of 8 April 1996 bearing on the protection of the national road network and the subsequent texts, Cameroon has developed the basis of her policies of the protection of the road network.*

HISTORY

- *This law institutes vehicle weighing which is defined as a technical operation for the control of conformity with total weight and axle loads standards for all vehicles with payloads greater than 3.5 tons.*
- *At the regional level, the community highway code defines a common strategy for all member states Central African Economic and Monetary Community (CEMAC).*

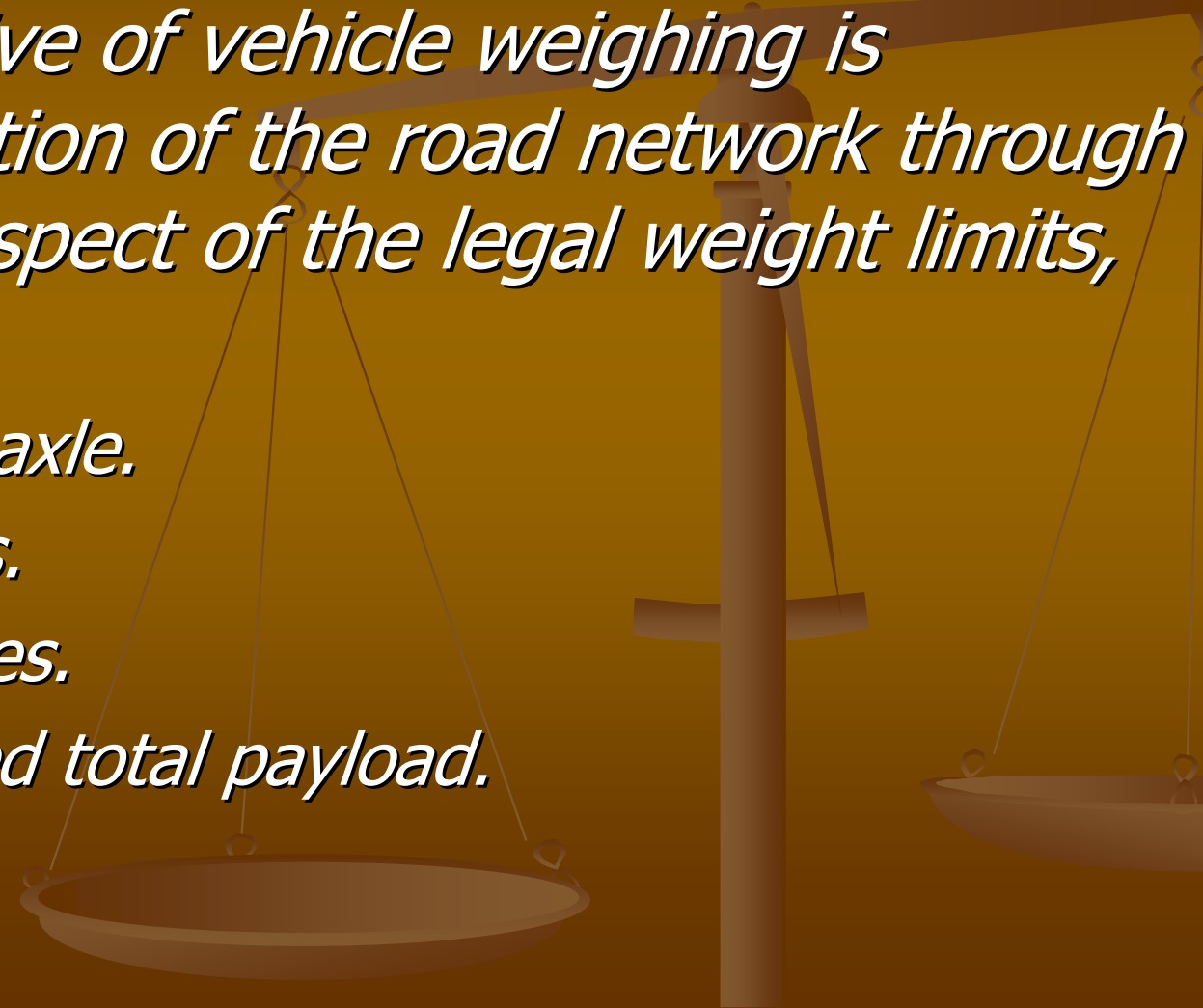
MISSION AND OBJECTIVES OF WEIGHT CONTROL IN CAMEROUN

■ *Within the framework of the Sector Transport Programme (STP), weighing of road vehicles was instituted to protect the road network, which had become a victim of strong aggressiveness from excessive overloading of vehicles circulating on both bituminous and earth roads.*



MISSION AND OBJECTIVES OF WEIGHT CONTROL IN CAMEROUN

■ *The principal objective of vehicle weighing is therefore the protection of the road network through the control of the respect of the legal weight limits, namely:*

- *13 tons for a simple axle.*
 - *21 tons for two axles.*
 - *27 tons for three axles.*
 - *50 tons for authorised total payload.*
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MISSION AND OBJECTIVES OF WEIGHT CONTROL IN CAMEROUN

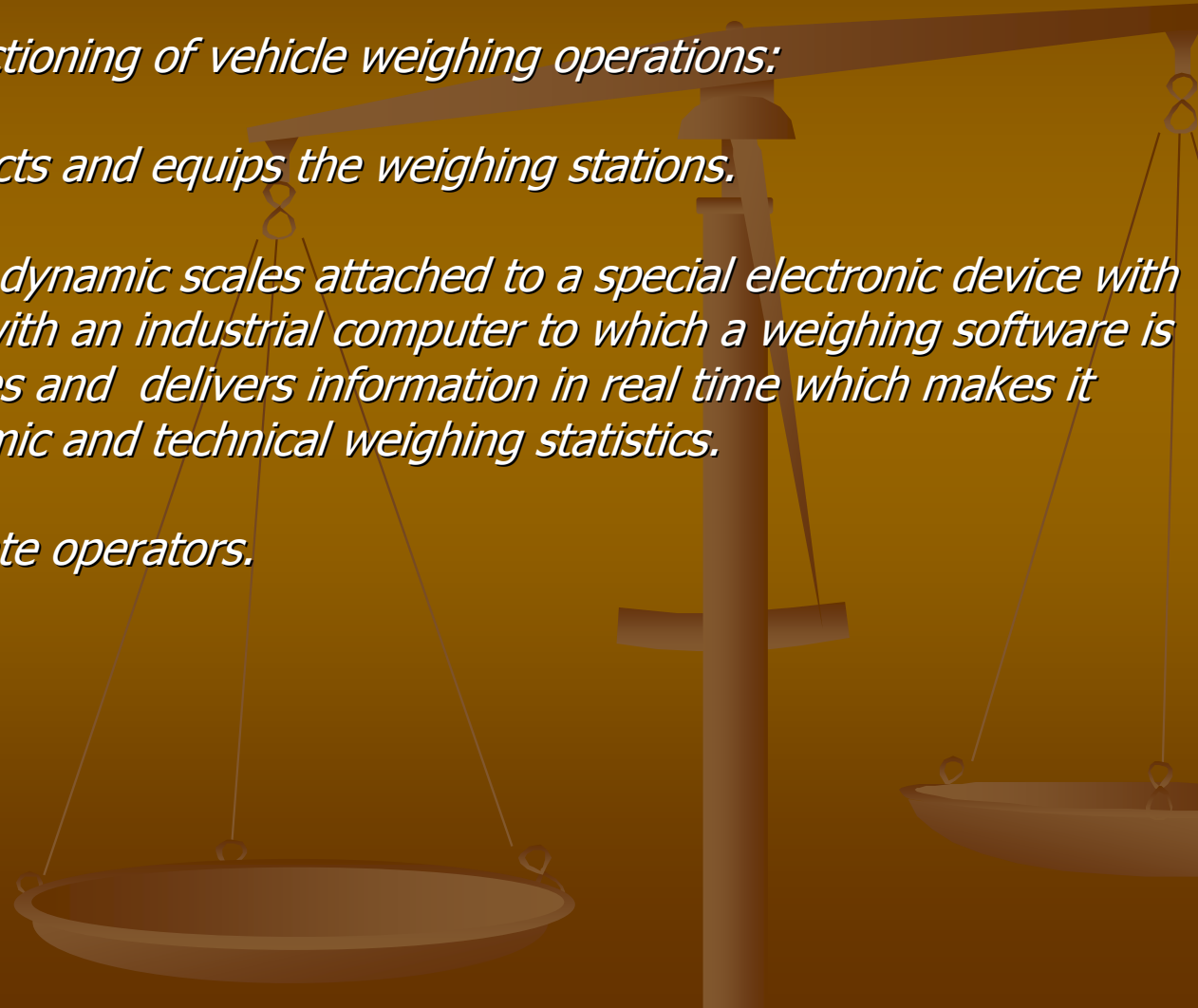
The objective of weight control is not to make money for the needs of road maintenance, but to answer to two concerns :

- *To protect the road network : overloading leads to degrading of the road with serious consequences on the economy and development of the country.*
- *To prevent accidents : overloading and the unequal distribution of load on a vehicle affect its behaviour on the road and increase the risks of loss of control and hence of accidents with serious consequences both to human life and on material damage.*

THE WORKING OF WEIGHING OPERATIONS.

The following structures ensure the functioning of vehicle weighing operations:

- *The Ministry of Public Works constructs and equips the weighing stations.*
- *The equipment in use is made up of dynamic scales attached to a special electronic device with a fast conversion interface, associated with an industrial computer to which a weighing software is incorporated. This arrangement manages and delivers information in real time which makes it possible to elaborate and diffuse economic and technical weighing statistics.*
- *The exploitation is entrusted to private operators.*

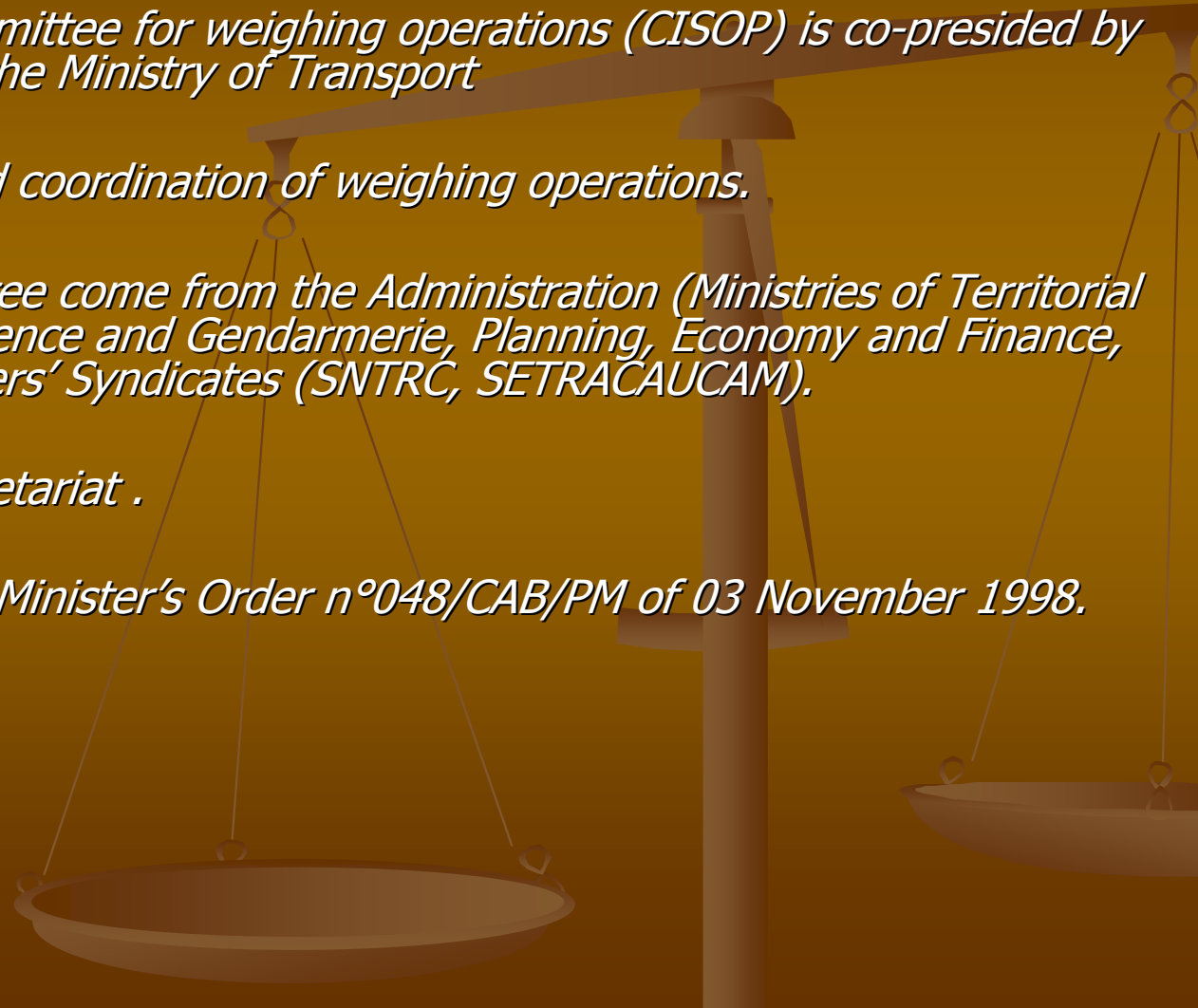


THE WORKING OF WEIGHING OPERATIONS

- *An inter ministerial follow-up committee for weighing operations (CISOP) is co-presided by the Ministry of Public Works and the Ministry of Transport*

The CISOP is in charge of control and coordination of weighing operations.

- *The members of the said committee come from the Administration (Ministries of Territorial Administration, Public Works, Defence and Gendarmerie, Planning, Economy and Finance, and Transport) and the transporters' Syndicates (SNTRC, SETRACAUCAM).*
- *The CISOP has a permanent Secretariat .*
- *The CISOP was created by Prime Minister's Order n°048/CAB/PM of 03 November 1998.*



SANCTIONS

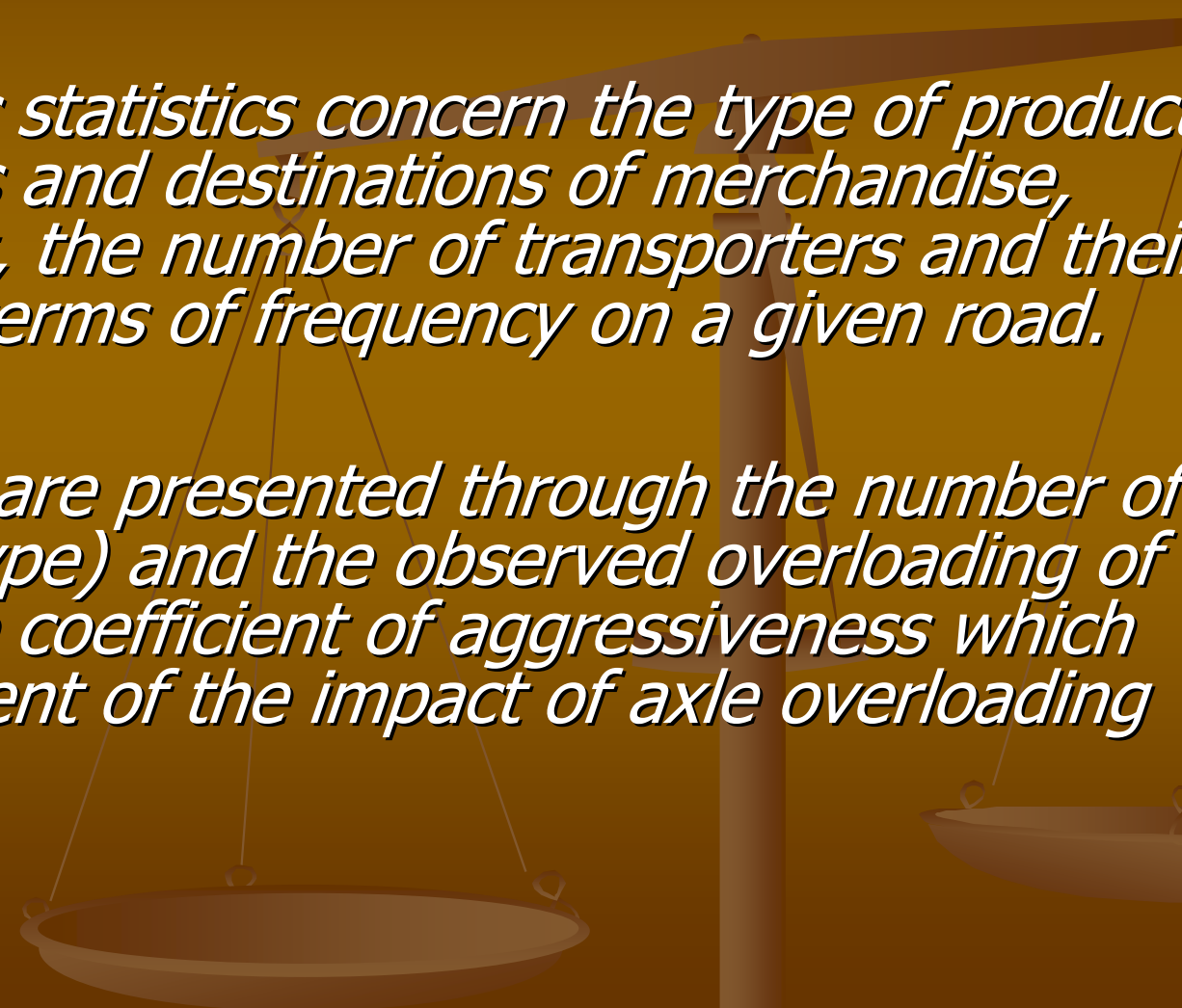


Law 004/02 of 22 July 2004 completed the national regulations by adapting sanctions to the dispositions of the CEMAC Community Code.

Repressive measures against transporters guilty of overloading:

- *They provide for warnings, fines, unloading of merchandise and even withdrawal of transporters licences;*
- *For the fines, law 96/07 of 8 April 1996 provides for a unique rate of 50,000 FCFA per ton of overload.*
- *The revised CEMAC (Central African Economic and Monetary Community) highway code, approved on the 3rd April 2001 and now in application in Cameroon, provides for variable fines by level of overloading, as follows:*
 - ***Overloads < 5 t = 25 000 FCFA,***
 - ***Overloads between 5 t and 10 t = 50 000 FCFA***
 - ***Overloads > 10 t = 75 000 FCFA.***

STATISTICS AND OBSERVATIONS

- *The collected economic statistics concern the type of products transported, the origins and destinations of merchandise, inter-regional transport, the number of transporters and their activities measured in terms of frequency on a given road.*
 - *The technical statistics are presented through the number of vehicles weighed (by type) and the observed overloading of vehicles in terms of the coefficient of aggressiveness which enables the measurement of the impact of axle overloading on the pavement.*
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STATISTICS AND OBSERVATIONS

The rate of overloading has decreased appreciably:

Percentage of vehicles overloaded by year:

<i>1999-2000:</i>	<i>84 %.</i>
<i>2000-2001:</i>	<i>17.17 %.</i>
<i>2001-2002:</i>	<i>6.35 %.</i>
<i>Transition Yr. July to December 2002:</i>	<i>7.42 %.</i>
<i>2003:</i>	<i>7.55 %.</i>

STATISTICS AND OBSERVATIONS

It can be noted that:

- *The rate of output of the weighing equipment is above 90%, which hardly reached 50% before.*
- *Heavy overloading (above 10 tons) has gone from more than 79% before the repression, to less than 5%.*
- *Managed from the beginning by direct labour, the technical management and maintenance of weigh stations was entrusted to the private sector in December 2000, which act has brought about improvements in performance.*
- *The transporters master the total weight of their vehicles but not their axle loads.*
- *From 1st April 2004, the weighing of fuel tankers was effective with an appreciable increase in the rate of overloading.*

Some hindrances must be mentioned here:

- *A poor appreciation of the good intentions of weighing by the transporters,*
- *The bypassing of weigh stations by some transporters,*
- *The repeated infraction by some big transporters,*
- *The temporary exclusion of fuel tankers from repressive measures.*

A RESOURCE FOR THE ROAD FUND

- *Amount of fines effectively collected:*

1999-2000: 415 716 813 FCFA.

2000-2001: 304 976 250 FCFA.

2001-2002: 763 812 466 FCFA.

Transition year: 0 FCFA.

2003: 605 788 442 FCFA.

2004: 1 278 220 056 FCFA.

2005 (first half): 563 000 000 FCFA.

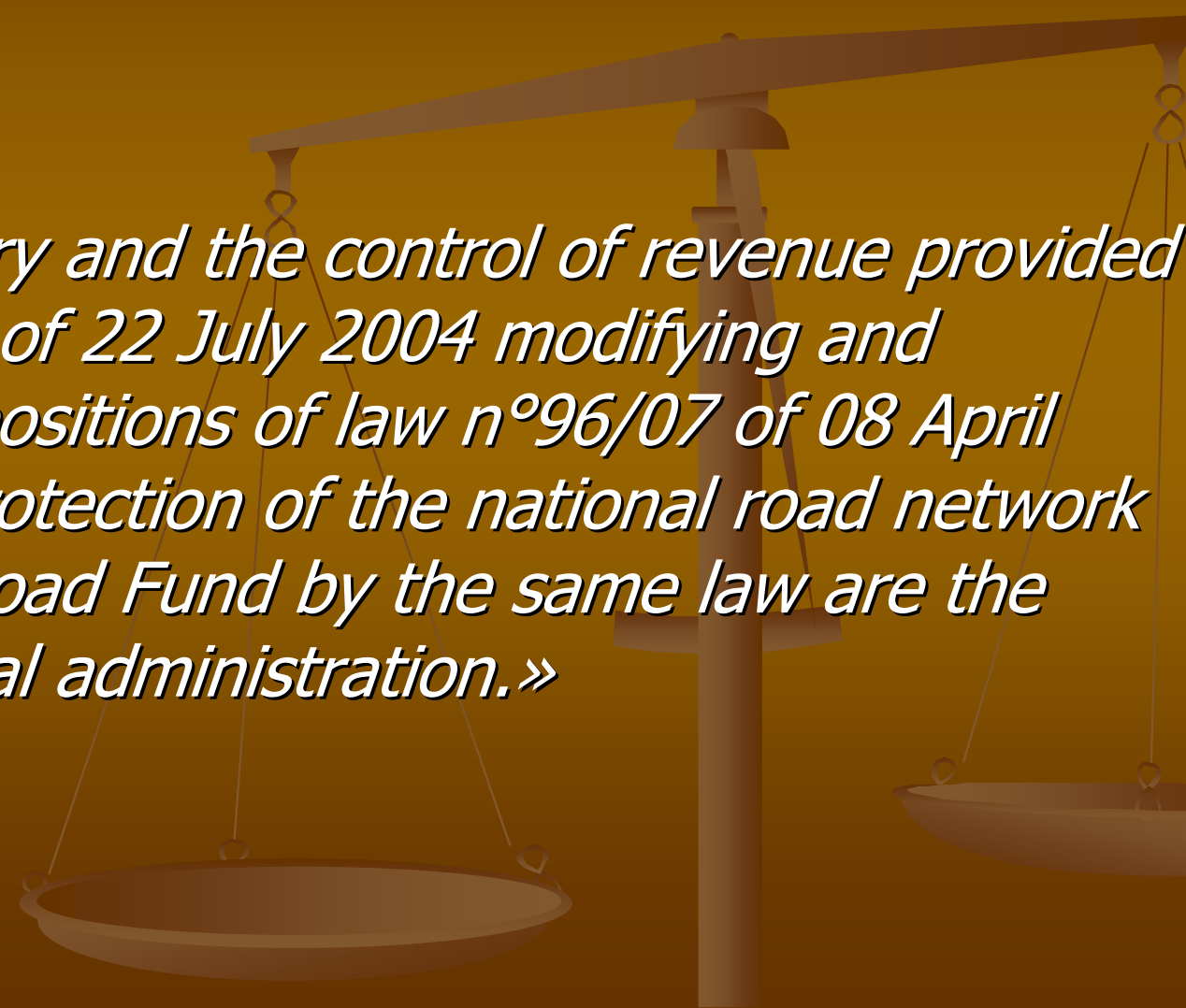


NEW CONTEXT

The Finance law 2005 :

■ Article 7:

«The basis, the recovery and the control of revenue provided for by law n°2004/021 of 22 July 2004 modifying and completing certain dispositions of law n°96/07 of 08 April 1996 bearing on the protection of the national road network and allocated to the Road Fund by the same law are the competence of the fiscal administration.»



NEW CONTEXT

Prime Ministerial Decree n°2005/0669/PM of 14 March 2005:

- *Within the Ministry in charge of Finance (Department of Taxes), the object of the Programme of Safeguarding Road Revenues (PSRR) is the follow-up and the safeguarding of revenues generated by the use of the road.*
- *The institutional framework for the execution of PSRR comprises :*
 1. *An Executive Committee Presided by the Director General of Taxes with the Administrator of the Road Funds as Vice President.*
 2. *A Coordinator designated by the Minister in charge of Finance and an assistant Coordinator designated by the Administrator of the Road Fund.*
 3. *Sections.*

NEW CONTEXT.

Decree n°2005/0670/PM of 14 March 2005:

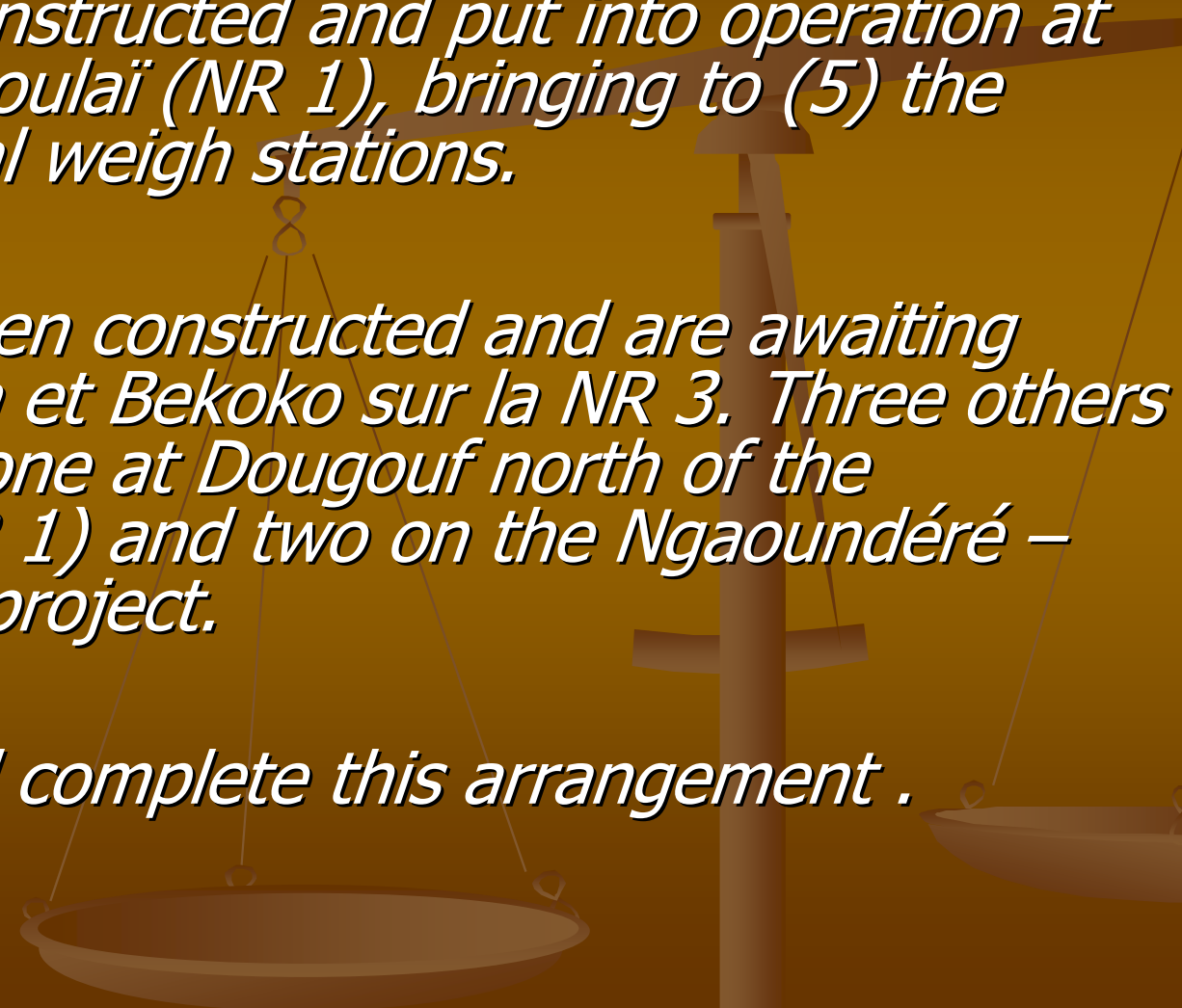
- *Within the framework of the Programme of Safeguarding Road Revenues (PSRR), the rules of the basis, of control and of recovery concern the following revenues:*
 1. *The proceeds of Road User Charges – Fuel Levy;*
 2. *The proceeds of Road Tolls, or in case of concession, the road tolls concession charges;*
 3. *The proceeds of axle load tax;*
 4. *The proceeds of transit fees;*
 5. *The proceeds of weight control fines (overloading tax).*

NEW CONTEXT

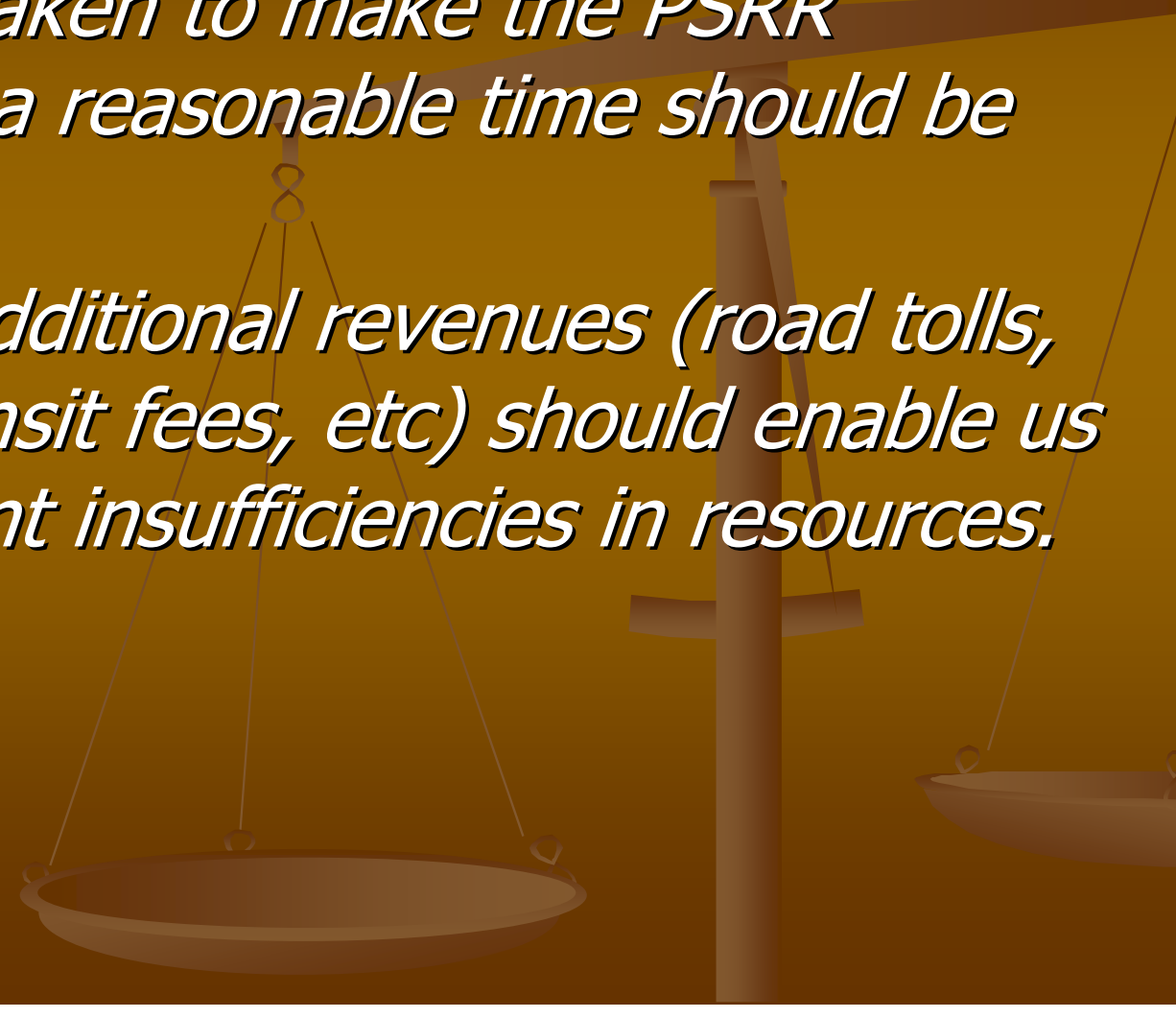
Decree n°2005/0670/PM of 14 March 2005:

- *The revenues allocated to the Road Fund are recovered by a Revenue Office of the Programme of Safeguarding the Road Revenues created and organised by the Minister in charge of Finance.*
- *The Programme deposits the said revenues into a special account labelled « Road Fund » opened at the Central Bank of Central African States by the Minister in charge of Finance.*

PERSPECTIVES.

- *Two stations were constructed and put into operation at Mandjou et Garoua Boulai (NR 1), bringing to (5) the number of operational weigh stations.*
 - *Two stations have been constructed and are awaiting operation at Dibamba et Bekoko sur la NR 3. Three others are un construction, one at Dougouf north of the Makabaye bridge (NR 1) and two on the Ngaoundéré – Touboro – Moundou project.*
 - *21 weigh stations will complete this arrangement .*
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PERSPECTIVES.

- *The engagement taken to make the PSRR operational within a reasonable time should be applied urgently .*
 - *The collection of additional revenues (road tolls, fines, axle tax, transit fees, etc) should enable us to cover the present insufficiencies in resources.*
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ANNEX 1: Examples of statistics of overloading for six months, from 1st July to 31st December 2002.

	Nomayos Station	Mekong Station	Nkankanzock Station	Mandjou Station	Garoua-Boulai Station	Total / Max Average
Number of vehicles weighed	40 475	11 896	46 574	6 426	5 260	110 631
Number of vehicles overloaded	2540	892	3 191	764	831	8 218
Percentage of overloading	6.28 %	7.50 %	6.85 %	11.89 %	15.80 %	7 %
Number of Total Weight overload	146	78	312	60	76	672
Number of axle overloading	2394	814	2 879	704	755	7 546
Heavy overloading on Total Weights	20.92	21.98	30	27.56	21.16	30
Heavy axle overloading	14.28	7.86	14.4	6.66	17.94	14.4
Overloading < 2 t	2 268	738	2 763	663	706	7 138
2 t < Overloading < 5t	188	127	315	58	85	773
5t < Overloading > 10t	56	25	67	25	27	200
Overloading > 10 tonnes	29	2	46	18	13	108

ANNEX 2: Provisional Financial Situation of the Road Fund as at 30 June 2005

PROVISIONAL FINANCIAL SITUATION OF THE ROAD FUND AS OF 30 JUNE 2005

BUDGETARY YR : 2005; 2004 ; 2003 ; transitoin 2002 ; 2001-2002 ; 2000-2001 ; 1999-2000 et 1998-1999

	%	CumulatedTotal	Exercice 2005	Exercice 2004	Exercice 2003	Exo trans 02	Exo 2001-2002	Exo 2000-2001	Exo 1999-2000	Exo 1998-1999
I - RESOURCES COLLECTED										
Fuel Levy	93,5	142 826 868 610	15 845 948 971	23 785 214 105	21 140 144 172	9 905 905 878	21 467 128 294	18 792 399 383	19 930 428 405	11 959 699 912
Road Tolls	2,7	4 200 000 000			750 000 000	1 200 000 000	1 750 000 000	500 000 000		
Weight Control	2,6	3 931 514 027	563 000 000	1 278 220 056	605 788 442	*	763 812 466	304 976 250	4 15 716 813	*
Bank Interest	0,6	84 150 231 7	87 377 100	59 270 093	24 541 695	23 780 099	*	256 395 947	390 137 383	*
Penalties for late co	0,6	934 757 570		4 410 545	56 649 096	187 383 935	341 898 587	344 415 407	*	*
Total resources	100	152 734 642 524	16 496 326 071	25 127 114 799	22 577 123 405	11 317 069 912	24 322 839 347	20 198 186 987	20 736 282 601	11 959 699 912
II - YEARLY EXPENDITURES										
Maintenance of Pfr	71,9	108 067 190 031	11 074 446 253	17 957 106 739	14 750 541 326	4 826 804 960	19 057 020 906	23 489 432 460	12 956 946 259	3 954 812 100
Maintenance of Pric	4,5	6 768 115 792	207 836 417	1 841 985 815	948 632 945	1 62 468 753	1 828 201 623	881 352 692	897 637 547	*
Maintenance of Pric	9,3	13 969 921 772	1 676 360 223	2 839 288 117	2 151 627 702	1 914 556 902	1 482 340 027	3 185 110 241	720 638 560	*
Studies and Contro	9,4	14 175 145 853	1 301 709 026	1 934 428 118	2 130 336 664	937 399 441	2 978 438 437	2 119 555 976	2 007 487 975	765 712 100
Accident preventio	1,1	1 624 430 351	221 812 276	288 843 854	228 436 000	346 732 287	390 829 480	147 776 454	*	*
Protection of the R	1	1 503 797 018	62 680 336	398 999 313	236 635 137	196 979 630	241 634 810	66 464 850	292 110 142	8 291 100
Financial and Tech	0,6	902 484 681	133 268 462	99 235 905	201 888 497	137 648 303	116 676 176	75 987 918	137 779 420	*
Running Cost of Rd	2,2	3 348 413 860	383 321 906	644 207 100	582 761 836	263 209 182	441 690 921	365 340 609	496 463 027	17 141 100
Total Expenditure	100	150 359 499 358	15 061 434 899	26 004 094 961	21 230 860 107	8 785 799 458	26 536 832 380	30 331 021 200	17 509 062 930	4 900 393 100
Net Variation (resources to be r		4 114 378 485	-2 552 068 037	1 468 030 468	2 992 034 503	-2 739 657 484	11 682 100	3 465 605 101	1 449 593 561	19 151 100
Treasury Balance (Beginning of year)			7 579 698 516	6 988 648 210	2 650 350 409	2 885 737 439	5 088 048 372	11 755 277 484	7 078 464 252	
III - CASH IN HAND (end		6 489 521 651	6 462 521 651	7 579 698 516	6 988 648 210	2 677 350 409	2 885 737 439	5 088 048 372	11 755 277 484	7 078 464 252