



PUBLIC-PRIVATE PARTNERSHIP

PUBLIC INTERNATIONAL CALL FOR EXPRESSION OF INTEREST
No. **24** /APIMI/MINTP/SG/DGET/DETROA/2020 OF **04 MARS 2020**

FOR THE SELECTION OF CONTRACTORS AND JOINT VENTURES TO ASSIST THE GOVERNMENT OF THE REPUBLIC OF CAMEROON FOR THE FINANCING, DESIGN, CONSTRUCTION, OPERATION AND MAINTENANCE OF THE EDEA-KRIBI-LOLABE MOTORWAY (PHASE II, EDEA-KRIBI, 92km) UNDER PUBLIC-PRIVATE PARTNERSHIP.

BY THE MINISTER OF PUBLIC WORKS (MINTP), PROJECT OWNER.

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I. INTRODUCTION

I.1 Business opportunity

The Minister of Public Works (MINTP), Project Owner, hereby issues an International Public Call for Expressions of Interest for the implementation of the project to **finance, design, construct, operate and maintain the Edea-Kribi-Lolabe motorway (phase 2, Edea-Kribi)**.

The aim is to sign a business partnership for the construction of a motorway with a reference speed of **90 km/h**, including connection roads on National Road 7. This project, whose parameters are described in this document, shall be the best solution to the problem of transit, traffic and connection between the Douala, Kribi and Limbe port centres, by improving their connection to the city of Yaounde.

MINTP is advocating a PFP approach for this project to benefit from the private sector's expertise. The Minister of Public Works counts on a strong private sector participation in the construction, operation and maintenance of the structure; this results in a sharing of risks between the Government and the private partner, and an accelerated implementation of the project with the technological and managerial contribution of the private sector.

I.2 Objective of the PICEI

The objective of this PICEI is to identify and select potential partners of MINTP. Taking into consideration the importance of the project, MINTP intends to assign its implementation to a partner who must have given proof of its interest, experience, expertise, resources and potential, as well as all the other qualities required to successfully carry out the Partnership.

I.3 Context

In pursuit of the objectives it has set in its development vision for 2035, namely to become "An Emerging, Democratic and United Country in its Diversity", Cameroon has launched in recent months the process of preparing for the second phase of the implementation of the said vision, which shall extend from 2020 to 2027. As a reminder, the first decade of the said vision set out in its Growth and Employment Strategy Paper (GESP), the reference framework for Government action in 2010-2020 period, has reached its last year of implementation.

As in the first phase of GESP, infrastructure development shall be one of its main pillars. In addition, huge investments shall be made in areas as varied as transport, energy, tourism, housing and agro-industry. It is within this framework that the second phase of the Edea-Kribi-Lolabe motorway shall be carried out.

These investments require a high level of mobilisation of public financial resources, both internally and externally, unless credit is systematically used, with the risk of over-indebtedness in the medium term. The Government is aware that the volume of funding required to achieve this second phase of the vision is beyond its resources alone. Thus, the private sector through Public-Private Partnerships (PPPs) has been identified as a stakeholder that can contribute to bridging this gap in terms of financing.

The Edea-Kribi motorway project (92 km), which is linked to the Kribi-Lolabe motorway (38.5 km) under completion, should be carried out in a context marked by the ageing of the national road network in general and N7, which links the two cities of Edea and Kribi, in particular. Supported by the commissioning of the eponymous port, the city of Kribi is undergoing a definite metamorphosis. The traffic induced by its port should logically make the neighbouring city of Edea, a crossroads city at the confluence of the four main economic poles of the country, namely: **Douala, Yaounde, Kribi and Bafoussam**. As this section is part of the national motorway network, it shall

therefore be linked to the Yaounde-Douala motorway, thus increasing the traffic level.

I.4 Project description

The Edea-Kribi motorway section is 92 km long. The major projects on this road are the following:

- four (04) interchanges, including -01 South of Edea (PK0+00) allowing connection to the Edea bypass, -02 to serve the cities of Elogbatindi (PK37) et Fifinda (PK64), -01 shall be constructed at the right of the Backbone-Kribi ramp, new town.

- 05 (five) major crossing structures are planned: the bridge over the Nyong (PK20+950 L=225m), the bridge over the Lokoundje (PK 66+800, L=200m), the bridge over and affluent of Nyong at Lepahe (PK29+200, L=40m), the Bridge over affluent of Nyong at Bivuba (PK50+700, L=60m), the Bridge over a coastal flowing at Moplongwe II (PK86+500, L=60m);

- three (03) toll stations and 01 rest area.

a. Characteristics of the standard cross-section of the motorway:

- Reference speed: **90 km/h**;
- The standard cross-section for the current stretch of the motorway is 2X2 lanes that can be extended inwards to 2X3 lanes subsequently, if need be. More precisely, the cross section has the following characteristics:
 - Two carriageways, 7.50m wide each;
 - Two emergency lanes, 3.00m wide each;
 - Two left lower lanes, 1.00m wide each;
 - A median strip of 9.00m, between LLLs (left lower level lanes);
 - A berm on the external side, 0.50m wide each;
 - A 0.5 m-wide slope rounding from backfill or a drainage system from excavation.

For the subsequent enlargement of the pavement, the third lane shall be obtained by extending the existing left hard shoulder to a width of 2.75m. The new central reservation shall then consist of two 1.00 m-wide LLLs (to be constructed) and a 1.5 m median strip.

b. Characteristics of the standard cross-section of interchanges:

- Reference speed: 90Km/h
- Closed toll motorway system
- High-speed ramps connecting the motorway to other roads, especially with NR7
- Trumpet interchanges shall be the standard to serve the various cities.
- Cross-section profile: A 3.5m carriageway for one-way lanes and one carriageway of 7m (1 lane of 3.50m per direction) for two-way lanes
- Extra width of 50/R per lane for curves with a radius of less than 100m
- Merging lanes shall have an acceleration section dimensioned according to the speed of the ramp and the slope of the motorway, a section of 200 m for manoeuvring and a 75 m bevel.
- The exit platform shall have a bevelled manoeuvre section of 150 m and a deceleration section dimensioned according to the speed of the ramp and the slope of the motorway.

c. Characteristics of the standard cross-section of connecting roads

- Reference speed: 80Km/h for the connection of National Roads (NR7);
- Reference speed: 60Km/h for the connection of other roads;
- The connection of National Roads which provides an important link to other areas shall have a cross section consisting of a 7.00m wide carriageway, two 1.50 m wide shoulders, and eventually two 0.50 m wide berms and two 0.5m rounded slopes.
- The connection of communal roads shall have a profile consisting of a 6.00m wide carriageway, two shoulders 1.00 m wide each, and eventually two berms 0.50m wide and two possible rounded slopes of 0.5m.

I.5 Duties of the Private Partner

In order to achieve the desired results, the Ministry of Public Works, designated in the Partnership Contract as "Public Partner" intends to assign the following responsibilities to the Private Partner:

- **Permits and Authorizations** - The Private Partner shall obtain all necessary permits and authorizations for carrying out its works within the framework of the future Partnership Contract;
- **Design** - The Private Partner shall design the projects planned under the Partnership (*i.e. "Financing, design, construction, operation and maintenance of the Edea-Kribi-Lolabe Motorway Project (Phase 2, Edea-Kribi)"*) according to the results expected by the Public Partner while respecting all the requirements, including the environmental requirements.
- **Construction** - The Private Partner shall carry out the works provided for in the Partnership. They shall ensure that they comply with all requirements, including environmental ones, at all times and that all the results expected by the Project are achieved. The Private Partner shall obtain all necessary building permits and authorizations.
- **Financing** - The Private Partner shall be responsible for preparing the financial package of the Partnership and implementing it under his own responsibility;
- **Operation and Maintenance** - The Private Partner shall be responsible for the operation, regular maintenance and major maintenance covered by the Partnership for the duration of the contract. This responsibility shall include the operation and maintenance of the engineering structures constructed by the Private Partner and those assigned to them by the Public Partner as well as the collection of any income resulting from such operation.
- **Conditions for the delivery of the property**- At the end of the Partnership contract, the Infrastructure shall be handed over to MINTP, under the conditions set out therein. The Infrastructure shall be subject to an inspection and correction mechanism to ensure that it is delivered in accordance with the pre-established contractual conditions.

I.6 Remuneration of the Private Partner

The Private Partner shall be substantially remunerated by payments derived from users, as part of the operation of the motorway by the Partner, according to performance objectives set for it.

II. GUIDELINES FOR CANDIDATES

II.1 Place and date of submission of applications

Applications shall be submitted against a receipt to the **Central Mail Service of the Ministry of Public Works, located on the 14th floor of Ministerial building No. 1, upon publication of this call**

for expression of interest and no later than 21st may 2020 at 3 p.m. These shall be submitted in a sealed envelope and shall bear the following:

“PUBLIC - INTERNATIONAL CALL FOR EXPRESSION OF INTEREST
No. 24 /APIMI/MINTP/SG/DGET/DETROA/2020 OF 04 MARS 2020

FOR THE SELECTION OF CONTRACTORS AND JOINT VENTURES TO ASSIST THE GOVERNMENT OF THE REPUBLIC OF CAMEROON IN THE FINANCING, DESIGN, CONSTRUCTION, OPERATION AND MAINTENANCE OF THE EDEA-KRIBI-LOLABE MOTORWAY (PHASE II, EDEA-KRIBI, 92 km) UNDER PUBLIC-PRIVATE PARTNERSHIP.

TO BE OPENED ONLY AT THE TENDER EVALUATION SESSION”

All applications submitted after the deadline shall be returned to the sender at his expense.

It is the Applicant's responsibility to ensure that his tender is submitted at the time and place indicated above.

Applications sent electronically or by fax shall be rejected.

II.2 MINTP Representative

In order to ensure consistency in the interpretation of PICEI documents and to facilitate the exchange of information, MINTP hereby appoints the following person to represent the ministry:

Name and title of the Representative:	Mr. ABOUNA ZOA Guy Daniel, Director General of Technical Studies
Representative's Address:	Ministry of Public Works, Cameroon PO Box. 15406 Yaounde Tel.: (+237) 222 22 06 45 - 677 77 69 76 - 679 84 49 61
Town:	YAOUNDE
E-mail address:	dget@mintp.cm , abounaz@yahoo.fr , d.takuete@yahoo.com
Fax:	(+237) 222 22 06 54

All requests for information must be written. MINTP representative shall be the only person with whom potential candidates can communicate, as concerns this PICEI.

Any information provided by any person other than MINTP representative shall not be binding on MINTP representative and the Applicant shall not rely on such information.

III. GENERAL CONDITIONS

III.1 Eligibility

Due to their involvement in the Project, contractors that have participated in the previous development phases of the Project, including the preparation of feasibility studies, as well as companies affiliated with such contractors are not eligible to participate as a Member of an applicant's team or for any other role with the Applicant.

III.2 Communication

Under penalty of rejection of their application, Candidates shall refrain from contacting MINTP and CARPA staff, or any person involved in the Project in any way,

except MINTP representative designated in **section 2.2**, as concerns this PICEI and the Project.

III.3 Costs and Expenses incurred by Candidates

Under this PICEI, MINTP shall not reimburse any costs or expenses incurred by Candidates.

III.4 The rights of MINTP

MINTP reserves the right to conduct an independent verification of Candidates' information.

MINTP reserves the right to change the dates, deadlines, limits and scope of the Project or Partnership, to reject any or all the Applications, to cancel this PICEI or the Partnership, to issue a new PICEI for the Partnership, to modify the selection process, without incurring any liability for the costs and damages suffered by any Candidate.

MINTP reserves the right to exclude or allow the correction of any irregularity it considers minor or obvious in an Application and to request clarification or additional information regarding any Application.

MINTP reserves the right to disqualify any application that, in its opinion, contains false or misleading information.

No appeal can be lodged against **the State of Cameroon, MINTP or their representatives and advisers** for any reason whatsoever arising from the exercise, where applicable, of the rights and powers described in PICEI.

III.5 Withdrawal of PICEI's main document

As from the date of publication of this Public International Call for Expression of Interest, any interested candidate may withdraw, free of charge, their main document that contains more details, from MINTP's representative designated above. The latter shall establish and update the list of candidates with the contact details declared when withdrawing PICEI documents.

Yaounde, **4 MARS 2020**

The Minister of Public Works


Emmanuel NGANOU D.