

Global Witness
Independent Observer in Support of Law
Enforcement in the Forests Sector
Cameroon

Independent Report No. 001En

Location: **Lomié region, Cameroon**

Date: **04 to 06 July 2001**

Members of Field Mission:

M. Stuart Wilson, Project Director, Cameroon

Mm. Valerie Vauthier, Project Director, London

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M. Tangyie Ché Célestine, Driver

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1 Introduction

Global Witness, the Independent Observer for the forest sector, undertook a field mission between 4 and 6 of July 2001 in the Lomié region of Cameroon. The purpose of the mission was to identify the different types of legal infractions, to determine their causes, establish liabilities and to propose actions to be taken. This mission was undertaken as part of the programme for the support of forest sector control in Cameroon.

2 Findings of the Field Mission

2.1 **Opening of a road between the village of Bosquet and the village of Kongo**

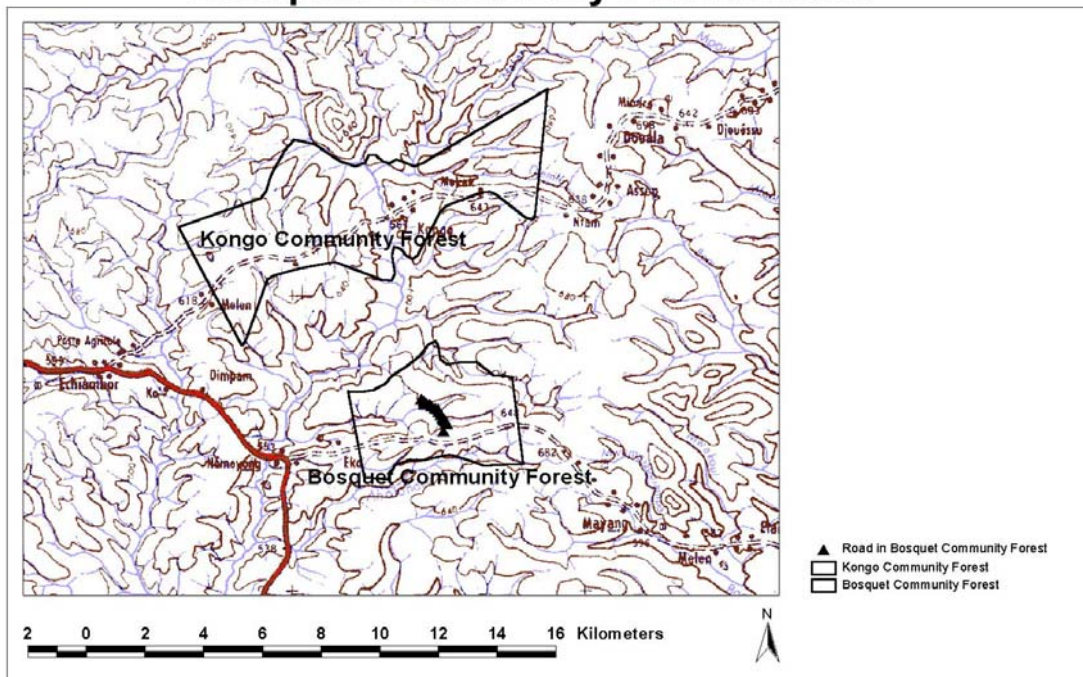
Date of Mission : **5 July 2001**

Concession : **Bosquet Community Forest**

Company : **SEBC**

A road was built between Bosquet and Kongo and is commonly reported to have been constructed by SEBC of the Thanry Group. The road cuts through the Community Forest of Bosquet and apparently continues through the Communal Forest of Lomié-Messok, which lies between the two community forests. The following observations can be made regarding the opening of the road (see map below):

Bosquet Community Forest Road



- Apparently no official authorisation was granted to build a road in the area. However, the law stipulates that the opening of forwarding tracks in a forest from

the national state domain is subject to a permit granted by the minister in charge of forests (implementing decree of forestry code, art. 111, al. 1).

- If there had been an official authorisation, it would be valid only for the national state domain. In a council forest, the opening of a road can only be legal if it is part of a management plan for that forest (forest law of 20 January 1994, art. 31, al. 2).
- The road is not detailed in the simple management plans for the community forests of Bosquet or Kongo. However, the law requires that any activity that takes place in a community forest complies in all cases with the simple management plan for that forest (forest law of 20 January 1994, art. 37, al. 2).
- This road apparently contradicts the Environmental Impact Assessment for FMU (Forest Management Unit) 10 037. Until the creation of the road, timber from this FMU was removed from the forest via Echiambor. It is thus possible that the Environmental Impact Assessment did not take into account the opening of the new road.

It is important to note that if, in the future, this road were used for timber forwarding, considerable damage to sustainable resource management could be expected in the area.

The mission could not inspect the road along its entire length as the road was impassable due to it not having been levelled. However, an investigation carried out among the population revealed that the road extends to Kongo and ends 500 metres away from the Kongo-Echiambor road.

2.1.1 Recommendations

- An assessment of damage undertaken and compensation to those to whom the road has caused damage is undertaken and compensation be awarded.
- The results of the inventory be forwarded to the Project for the Securitisation of Receipts from the Forestry Sector (PSRF)
- It is necessary for the relevant authorities within the ministry of forests to undertake an inquiry into the authorisations, if any, were granted to open the road.
- Appropriate sanctions be taken against the company responsible for the building of the road.

2.2 Construction of access road to Sale of Standing Volume No.10-02-81

Date of Mission : **5 July 2001**

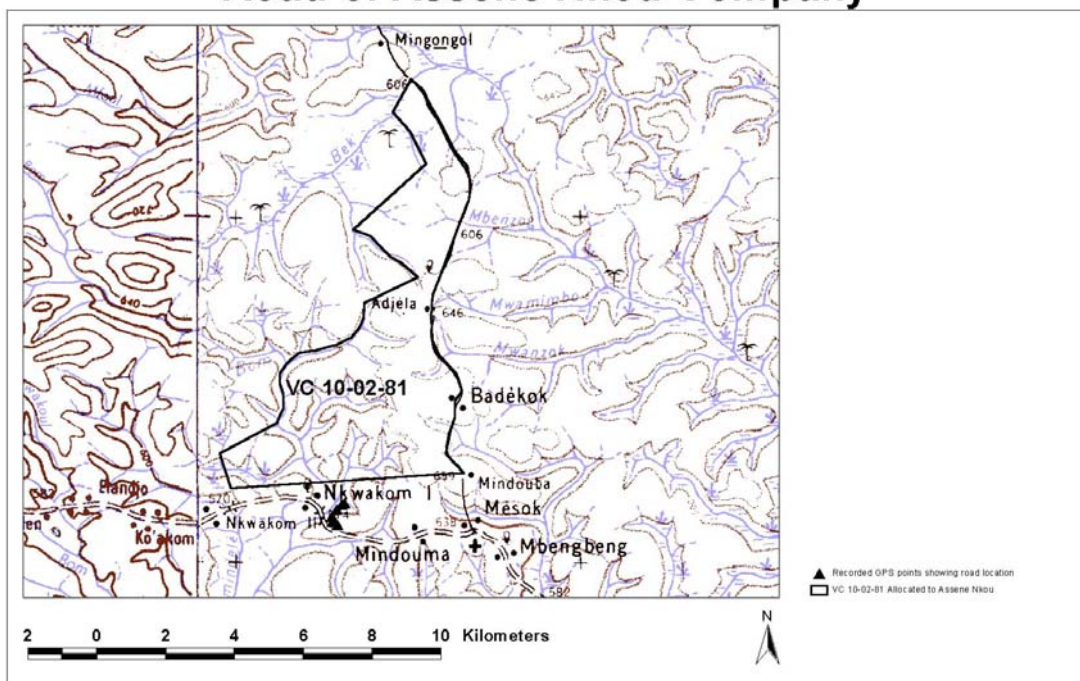
Concession : **Sale of Standing Volume 10-02-82**

Company : **Ets Assene Nkou**

During this mission, we noticed a road newly opened by Ets Assene Nkou. This road built in the North of Nkwakom village gives access to a Sale of Standing Volume title

No.10-02-81 from the main Lomié-Messok road. At the time of our mission, 2 bulldozers were still parked in the village. This road is detrimental to the populations of the area, in so far as it cuts through their planned community forest.

Road of Assene Nkou Company



2.2.1 Recommendations

- that copies of the relevant permits for opening the road be provided by the company and verified with the appropriate authorities or sanctions be applied.
- If the road construction is unauthorised, that an assessment of damages be undertaken, sanctions be applied and damages paid to those who have suffered.

2.3 Damage caused by the opening of a timber transport road

Date of Mission : **5 July 2001**

Concession : **Sale of Standing Volume No. unknown**

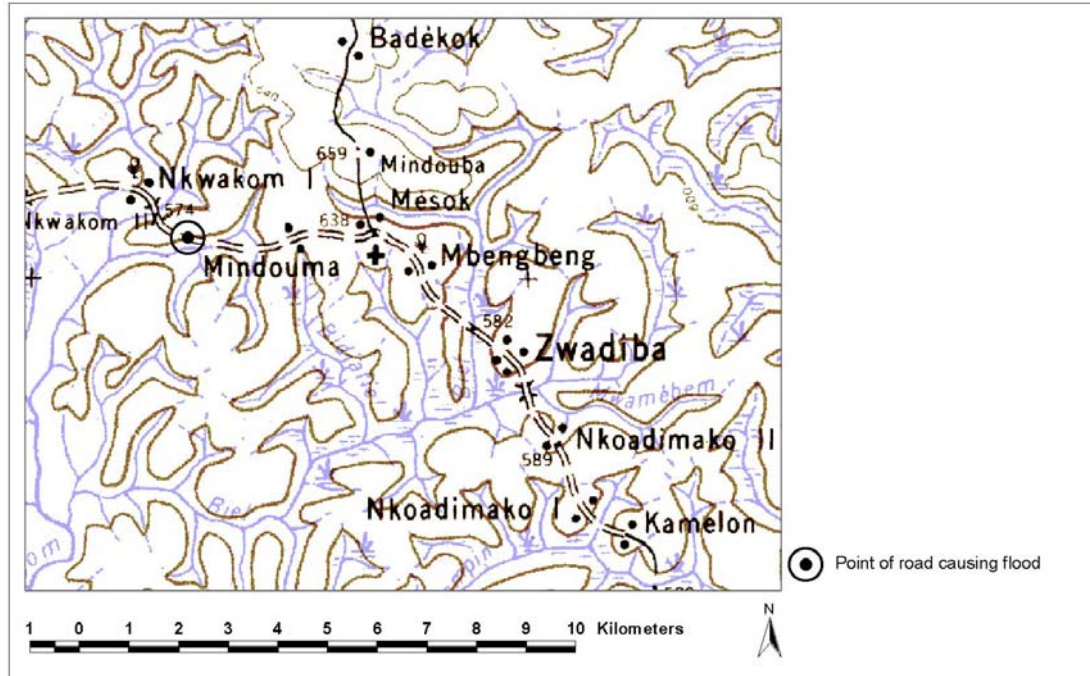
Company : **SFH, subcontractor**

This case is an example of negative impact of industrial logging activities on the neighbouring area: In 1998, SFH built a road (point 30 of the map below) to log the Sale of Standing Volume. Awarded in 1997, this Sale of Standing Volume was sub-contracted to SFH. The number of the Sale of Standing Volume is uncertain.

The road built across a stream in the area has caused flooding of plantations neighbouring the old Sale of Standing Volume. As a consequence, M. Sonkeua Beitéloin, planter in the village of Mindouma, east of Lomié, lost a cocoa plantation. Today, trees in the surrounding area of the flooded zone are deteriorating. This is especially true of bamboo trees that are used as building material. In the long term,

this will lead to a loss of income for the neighbouring population, who cannot take advantage of the zone as well as to a deterioration of the ecosystem.

Road causing flood of plantation



2.3.1 Recommendations

Assessment of the damage and appropriate compensation be awarded under the appropriate laws.

2.4 Building of a logging road in FMUs 10-029 and 10-020

Location: **Lomié region, Cameroon**

Full details: **Independent Field Mission Report No. 001En**

Date of Mission : **5 July 2001**

Concession : **FMUs 10-029 and 10-020**

Company : **SFH, subcontractor**

The easiest access to these FMUs is from Messok. We met the local Ministry of Environment and Forests (MINEF) representative of Messok. He reported that since April 2001, several trucks loaded with logs that are not marked with the official stamp have been driving through Messok. He deplors the lack of control for the production of FMU 10-020.

He presented us with a letter dated 23 May 2001 addressed to the MINEF Provincial Delegate in Bertoua *s/c* the Departmental Delegate of Haut-Nyong in Abong-Mbang. In this letter, the local representative mentions that activities taking place within FMU 10-020 do not fall under the divisional competence of the local MINEF representative post of Messok because the FMU is located in the district of Boumba and Ngoko. However, the only exit road for the FMU goes through Messok. To avoid a conflict of

competence with his colleagues in Yokadouma, he cannot commit to undertake any control actions. He thus notes that it is urgent to find a solution and suggests that these FMUs which are currently within the jurisdiction of Yokadouma, be under his control, since the FMUs are located closer to his work station than that of Yokadouma.

Global Witness also met the Chief of District of Messok who presented an official letter dated 02 July 2001 in which he described the reluctance of some logging companies to undertake an inventory of logs before 30 June 2001. He noted that it was desirable that an emergency control mission be undertaken by the appropriate unit of MINEF to check the stock of logs after the deadline of 30 June 2001 which was the date set as the end of the operating year.

The mission team went on to visit SFH, sub-contractor in FMUs 10-029, 10-020 and 10-022. It then undertook a field visit and met with the company's representative. SFH is building a road that, as of 5 July 2001, cut through the two FMUs, up to point 214. (See map). Along the road, we noticed forwarding tracks in both FMUs. Global Witness noted logs marked: Ing F, FMU 10-020, Annual Cutting Permit (ACP) 27 in FMU 10-029.

This matter was discussed with the SFH representative who showed us a letter signed by the MINEF Provincial Delegate for the East Province authorising SFH to use this marking for already felled logs recovered along the road. This permission would appear to fall outside of the jurisdiction of the Provincial Delegate. The use of this permission to extract the timber along the road is reflected in the volume of declared timber in the SIGIF system (August 2001) under this title see table below and Appendix 1 and 2.

	Title No.	FMU	AC	Volume (m3)
Authorised production (source SIGIF data)	1038	10-020	27	31,108
Declared production by SFH (Source SIGIF DF10 data)	1038	10-020	27	47,121

The difference between the permitted and declared production is **16,013 m3**. If this excess declared volume falls outside of the law this volume may form the basis of the sanction imposed on the company.

Two maps detailing the location of ACP 27, FMU 10-020 have been presented to Global Witness (see Appendices 3 & 4 and map below). It is not clear which of these maps is the official location of ACP 27 making field control difficult. The observation has been made that the limits being used by SFH, as contractor to Ing F. are those in Appendix 2. It is not clear from within the administration if the company has the appropriate permission to relocate the ACP or not. Subsequent to clarifications with the Ministry of the permissions given and evaluated it may be possible to make further recommendations on this issue.

2.4.1 Recommendations

The MINEF local representative be given the permission to control the FMUs in question or the responsible officials undertake urgent control missions to check all side roads leading from the main road crossing the FMUs detailed in the map below.

Sanctions should be imposed for the transport of logs without marks as stated by the MINEF local representative in Messok.

Inventories of volumes in all FMUs be undertaken to determine felled volume and a circular to from the Ministry be forwarded to the private sector with licences that have expired under provisional Convention should cease all operations until new licences are allocated

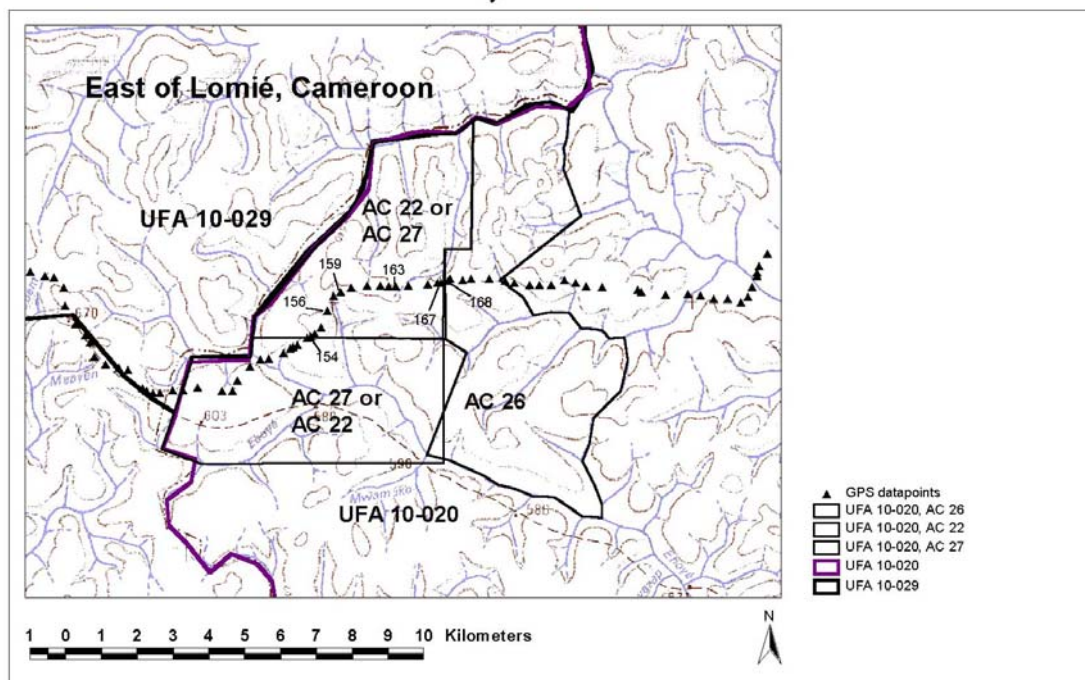
The use of the ACP 27 label for the evacuation of the timber from the road construction be legally reviewed and where appropriate the sanctions applied.

The presence of the logs marked ACP 27, FMU 10-020 but located in FMU 10-029 be investigated or Video and GPS data evidence from Global Witness be accepted and appropriate sanctions applied.

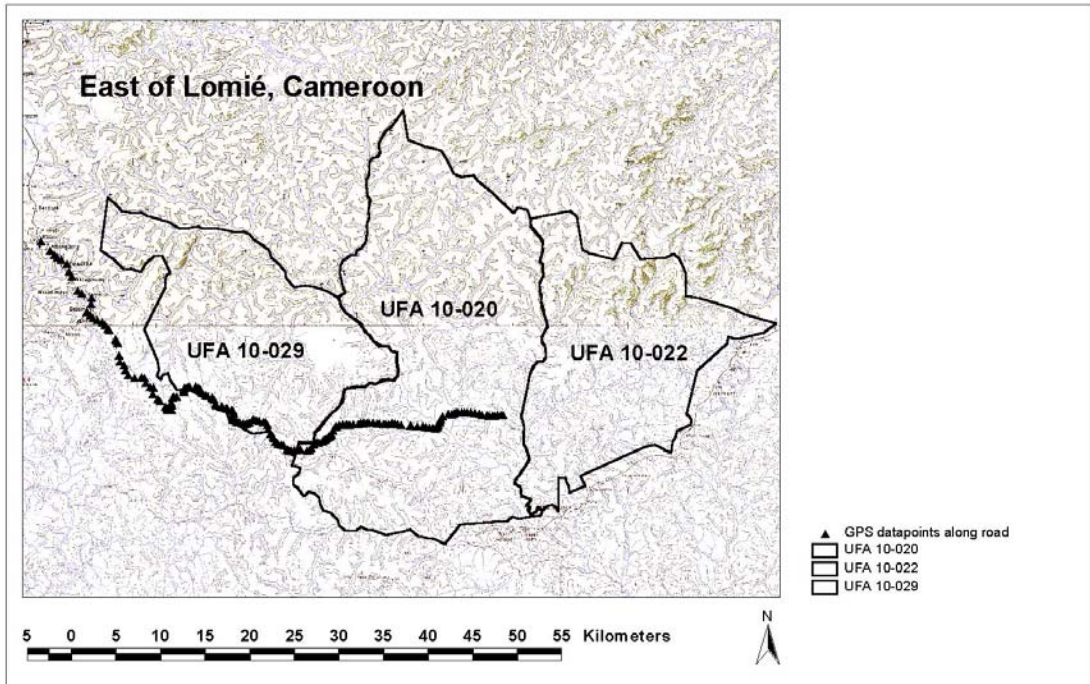
The official location of ACP 27 be identified and conclusions be draw regarding the logging in FMU 10-020 to determine if the logging is inside or outside of the official limits.

See maps below

UFA 10-020, AC 27 and AC 22



Main exploitation road under construction in the UFAs



3 Annexes

ET DES FORÊTS
DELEGATION PROVINCIALE DE L'EST
DELEGATION DEPARTEMENTALE DU
HAUT-NYONG
POSTE FORESTIER ET CHASSE
DE MESSOK

Paix - Travail - Patrie
MESSOK, le 23 MAI 2001
N° 07 / I/PPC/MSCK -
LE CHEF DE POSTE FORESTIER ET CHASSE
DE - MESSOK -

A MONSIEUR LE DELEGUE PROVINCIAL DE L'ENVIRONNEMENT
ET DES FORÊTS DE L'EST A - BERTOUA -
S/C
DE MONSIEUR LE DELEGUE DEPARTEMENTAL DU HAUT-NYONG
A - ABONG-MIBANG -


Objet : Suivi des activités
d'exploitation forestière
l'U.F.A 10.020

J'ai l'honneur de porter à votre connaissance que les activités d'exploitation forestière dans l'UFA 10.020 attribuée à l'INGENIERIE FORESTIERE et sous-traitée par la S.F.H ont démarré en Avril 2001. Le transport des grumes a commencé vers le milieu de la 2ème quinzaine du mois d'avril, le Poste Forestier de MESSOK n'a pas compétence territoriale sur les activités dans cette UFA, parce que située dans le Département de la Boumba et Ngoko. Cependant la seule voie d'accès et de sortie passe par MESSOK. Les billes de bois transportées sur les grumiers ne sont pas martelées. Nous ne pouvons nous engager de peur de créer un conflit de compétence avec nos collègues de YKADOMA. Il est urgent qu'une solution soit trouvée à ce problème pour garantir le bon fonctionnement de notre administration.

Par ailleurs une intense activité de braconnage sevit dans ce chantier. Mais nous sommes limités dans nos actions faute d'effectif et des moyens de travail (armes et munitions). Souhaitons un renfort en effectif de vos services pour une importante mission de patrouille afin de déloger et détruire les campements des braconniers installés ça et là.

Veuillez croire, Monsieur, à nos sentiments les plus dévoués.

COPIE/MSCK.
MIVEST-


Bickac Justin
Agent Tech. des Travaux de Forêt à Messok

Ministère de l'Environnement et des Forêts - Direction des Forêts
Statistiques d'abattage - DF10 enregistrées

Titre du rapport:			Nb grumes taxable	Nb grumes total	Volume taxable	Volume total
Exercice	Titre d'ex.	N° Titre				
2000-2001	Concession provisoire		2,725	2,725	20,916	20,916
	1002		1,610	1,610	21,067	21,067
	1003		1,521	1,521	28,477	28,477
	1004		1,710	1,710	13,295	13,295
	1006		1,010	1,010	13,644	13,644
	1007		3,038	3,038	26,399	26,399
	1009		1,971	1,971	23,256	23,256
	1010		4,315	4,315	36,185	36,185
	1011		1,896	1,896	19,084	19,084
	1012		1,998	1,998	24,091	24,091
	1013		5,297	5,297	55,734	55,734
	1014		4,181	4,181	54,078	54,078
	1015		4,411	4,411	66,845	66,845
	1016		6,739	6,739	78,144	78,144
	1017		1,278	1,278	17,689	17,689
	1018		1,627	1,627	19,204	19,204
	1019		3,011	3,011	27,843	27,843
	1020		5,919	5,919	83,918	83,918
	1022		2,424	2,424	23,137	23,137
	1025		5,819	5,819	54,615	54,615
	1026		703	703	5,277	5,277
	1030		1,841	1,841	15,925	15,925
	1031		752	752	8,225	8,225
	1032		510	510	4,879	4,879
	1033		1,136	1,136	13,076	13,076
	1034		150	150	1,180	1,180
	1036		3,747	3,747	47,121	47,121
	1038		769	769	8,960	8,960
	1039		40	40	491	491
	1040		2,808	2,808	32,208	32,208
	1041		750	750	10,397	10,397
	1042					

IGIF - Système Informatique de Gestion des Informations Forestières

Exercice	Titre d'ex.	N° Titre	UFA	Bloc	Assiette	Volume m³	Volume stères	Masse Kg	Nombre
TOTAL: 1035						24,957			3,068
1036		09-019				36,042			6,295
				04		36,042			6,295
TOTAL: 09-019									
TOTAL: 1038									
1038		10-020			27	31,108			4,376
						31,108			4,376
						31,108			4,376
TOTAL: 10-020									
TOTAL: 1039									
1039		10-022			12	41,525			5,919
						41,525			5,919
						41,525			5,919
TOTAL: 10-022									
TOTAL: 1039									
1040		10-026				42,224			4,052
						42,224			4,052
						42,224			4,052
TOTAL: 10-026									
TOTAL: 1040									
1041		10-031				35,317			7,325
						35,317			7,325
						35,317			7,325
TOTAL: 10-031									
TOTAL: 1041									
1042		10-037			15	53,616			6,162
						53,616			6,162
						53,616			6,162
TOTAL: 10-037									
TOTAL: 10-037									
TOTAL: 1042									

