

The national road 2 (NR2) and the Abang Minko'o border market functioning

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Abstract: *The border market of Abang-Minko'o is one of the commercial hubs that drive the economy in the area of the "three borders" in the South Cameroon. This article discusses the role that the National Road 2 (NR2) plays in the functioning of this market Since it was put in place in 1992. To gather the data required for its completion, a methodology based on documentary research and the collection of primary data on the main survey sites, was used. Processed with computer, the data collected revealed that since 1992, the evolution of the border market activities in Abang Minko'o closely depends on the state of the National Road 2 (RN2) that dessert. Thus, during the 1990s, the volume of activities that place of trade remained low when this road had dirt and in poor condition. But after the asphaltting of it and the bridge over the Ntem to Eking this volume began to grow gradually. In total, for this market to be functioning in full operation, the government should make every effort to maintain in good condition, the National Road (NR2) that dessert it.*

Keywords: *Abang Minko'o-Activity-Supply-Cameroon-Operation-Gabon-border market-National Road 2.*

I. INTRODUCTION

The roads are one of the supports on which the economy of Cameroon is based. The main reason that can explain the importance of these pathways in the economic life of this country is that they serve all cities and most towns, while the airports, ports, railways, waterways, etc. ., serve only a few specific sectors. But this rule of roads, compared to those other transport infrastructures, does not rule out difficulties. Thus, road transport in this Central African country is suffering because of the low density of roads (Atlas of Africa 2000: 50) and the bad condition of the majority of those that are in place. But despite these shortcomings, road communications from Cameroon, in general, continue to ensure, as highlighted well Mvuezolo Banzonzi J (2005), one of their main functions, which is to enable the " supply and delivery of products to market. " This economic function of these channels can be verified perfectly when considering the case of National Road 2 (NR2), which plays an important role in supplying the border market of Abang Minko'o in the area of "three borders" in southern Cameroon. Indeed,

built in 1990-1991, the market has remained active since its commissioning in 1992, thanks to this road on which it is located and which allows vehicles to carry all sizes of traders to them and diverse products. This means that the operation of this place of exchange is closely linked to this road, which is covered today but had dirt and in poor condition by 2003.

Given the above, it appears important that one wonders how the National Road 2 accompanies and supports the activities of this border market. Thus, this study attempts to reflect further on how this place of exchange since its commissioning, there are twenty years, releasing precisely the impact that this road has had and still has on development of its activities.

II. METHOD AND MATERIALS

It presents the study area, the materials that were used to support our research and the methods of collecting and processing data that helped build this article.

A. The study area

It reduces to the National Road 2 (NR2) of Abang Minko'o town and its market.

1. The National Road 2

Formed of two sections (Mbalmayo - Ebolowa and Ebolowa - Ambam - Gabon border), the National Road 2 (NR2), which is our interest in this study, is a subset of the former South axis Yaounde – Gabon border, showed that, in 1961, the FIRST FIVE-YEAR ECONOMIC PLAN AND SOCIAL DEVELOPMENT. The National Road 2 (NR2) today is the main axis of penetration of the South region in the North-South direction, which means that, from Yaoundé to Ebolowa and the Cameroon-Gabon border and Cameroon -Equatorial Guinea. This is the only major road link between the area "three borders" (Figure 1) and the rest of Cameroon.

National Road 2 (NR2) plays an important role in the economy of the southern region and neighboring countries. That is why, for example, that all vehicles carrying goods from other regions of Cameroon to Ebolowa, the area of "three borders", to Gabon and Equatorial Guinea, daily take it. From this example we can understand why Abang Minko'o is closely linked to this road which dessert it, and allows vehicles loaded with various products to supply the market.



Picture 1: The area of the "three borders" (Cameroon - Gabon - Equatorial Guinea)

2. Abang Minko'o and its market

2.1. The locality Abang Minko'o

Chosen by the government to shelter a specialized international market for the sale of food products, the village of Abang Minko'o is approximately 2°18 'north latitude and 11° East. Composed of five hamlets separated by groves, the village, which stretches over the last five kilometers of the National Road 2 (NR2), is limited in the south by the Ntem river that forms the natural border between Cameroon and Gabon. Abang Minko'o is twenty kilometers to Ambam, the head of the department of the Ntem Valley (Southern Region in Cameroon).

The five hamlets that form Abang Minko'o add up one thousand inhabitants. But on Saturdays, days of the single market, 4000 to 6000 more people (sellers and buyers) often brush against each other.

Geopolitically, Abang Minko'o, due to its geographical proximity with Gabon, is a border town. This is one of the main entry and exit doors of Cameroon in the south by road.

2.2. AbangMinko'o Market

Originally, the border market of Abang Minko'o place the market of Eking which was located on the right bank of Ntem (Cameroon border precisely this river) during the years 1970-1980. The Eking market, Indeed, according to local tradition, was created around 1970 by a native of Grassfields. Initially, the market was the main supply center in border areas, so such Cameroon as Gabon. To reach the Gabonese had to cross the Ntem via the tray. But after the oil boom that occurred in Gabon in the 1970s, many of the farmers of this country abandoned agricultural activities considered more painful and less speculative in favor of wage income in urban centers and oil exploitation zones. The shortage of food products that arose from this situation led to a growing number of Gabonese consumers to turn to the market to stock up Eking food. This small Cameroonian border market thus became an important supply center for the Gabonese.

This large influx of Gabonese consumers aroused the interest of the Cameroonian authorities who

decided to better organize the sale of food products in the area of the "three borders" of the South region. For these governments, it was important, in order to promote cross-border business in the area, that it is equipped with basic infrastructure to effectively support these activities. The construction of markets well equipped was planned to Abang Minko'o and Kye'ossi. Financed by the European Economic Community (EEC), the construction of the market of Abang Minko'o, starting in late 1990, lasting 12 months, for a total cost of 100 million francs CFA. The effective service in these market facilities which are located a few kilometers from the Cameroon-Gabon border, took place in 1992.

The border market Abang Minko'o, which now covers three hectares, is managed by the municipality of Ambam. But under Order N° 320 / COM / PR of 04 June 1995 establishing the Interdepartmental Committee implementation and monitoring of the border markets of food crops, livestock and fisheries, the state has control over the functioning of the market, visit, authorization of any necessary structure changes.

Originally conceived as a food market, Abang Minko'o experience in the early 2000s, a diversified business with sales increasing importance of manufactures. Today this market is a forum through which pass most of the goods to or from Gabon, by road.

• **Goods from Gabon**

Inside the market, they are reduced to food products such as frozen chicken, refined oil, the Maggi cube, wheat flour, the merchant rice, tomato paste, spaghetti...

• **The products from Cameroon**

Very varied, their volume is growing year by year. Almost all of these products take the leadership of Gabon. Each year, Abang Minko'o exports of livestock products, fisheries, manufacturing and plant to the neighboring country. Table 1 below presents some products that Gabon usually receives from the border market

Table 1: Some products exported by the Gabon border market Abang Minko'o

Species	Products
Starchy	cassava, plantain, cocoyam, taro, potato, sweet potato, yam, etc.
Fruits	domestic mango, papaya, pineapple, sweet banana, lemon, grapefruit, tangerine, orange, safout, watermelon, etc.
Condiments	okra, pepper, grains of paradise (ndong), etc.
vegetables	Jew's mallow vegetables (Kelengkeleng) solunum (zom) vernonies to bitter leaves (ndolé), pigweed (Folon), cassava leaves, etc.
legumes	groundnuts, beans, etc.
seed	Maiz, etc.
Squash	Pistache (ngon), pumpkin (Abok), etc.
Gardening products	onions, parsley, leek, pepper, cabbage, carrot, tomato, fruit, etc.
Oleaginous	palm oil, etc.
NWFP	Ricinodendronheudelotti (njansang), Bark of Garcinia cola kekel (ongnaé), wild mango almond, Essok, etc
Livestock products	Pigs, sheep, goats, poultry, etc.
Fish products	Smoked fish, frozen fish, etc.
Manufacture products	manufactures appliances, textile products, food, cosmetics, hardware, etc.

Source: Field survey.

B. Materials

The materials that were used in the collection, for analysis and processing of data and the writing of this article are:

- A road map of Cameroon;
- A topographical map 1/200 000 of Ebolowa NA32XVIII, covering the study area;
- A digital camera brand "Canon" for shooting;
- A GPS (Global Positioning, System) brand Garmin E Trex 20;
- A brand laptop "Acer" to store information and write the article;
- A USB flash disc of four (04) gigas octets;
- Software (SPSS 12.0, Adobe Illustrator 11.0, Microsoft Word and Excel 2010);

- A note pad;
- Pens and pencils HB;
- A brand of minivan "Renault Express."

1. General methodology of the study

It is based on desk research, primary data collection and processing of data collected

1.1 The literature

Research and secondary data collection took place at:

- Some public administrators, such as:
 - ✓ The Minister of Economy, Planning and Regional Development (MINEPAT), which allowed us to get hold of studies, reports, etc. related to our research subject.
 - ✓ The Police Station Phytosanitary of Abang Minko'o, a Foreign Service of the Ministry of Agriculture and Rural Development (MINADER), who provided us annual activity reports.
 - ✓ From the Institute of Research for Development (IRD) where we consulted various documents (general book, scientific articles etc.) releasing information about our subject.
 - ✓ On the internet, with search engines such as Google Scholar and Google.fr, where we learned of reports, studies, analyzes, etc. relating to our theme of reflection.
- ✓ Etc.

1.2 Primary Data Collection

To achieve this collection, we made several decent field. During these raids, we studied the National Road 2 and all roads accessory thereto, but also the frontier market of Abang Minko'o in order to collect all the data essential to our theme of reflection. To actually get hold of these data, the following carriers were necessary:

- ✓ Questionnaires given to some people targeted in advance;
- ✓ Interviews granted by local authorities and some administrative department of the Ntem Valley, but also by sellers and buyers Gabon and Cameroon;
- ✓ Interviews with officials of the Commune of Ambam, peasants, merchants, road users etc.

- ✓ observations of phenomena related to our subject;
- ✓ Using these media, past and present state of National Road 2 and other roads accessory thereto, were identified, as well as the evolution of border market activities Abang Minko'o, since its commissioning in 1992.

1.3 Data Processing

The computer tool has been used to process the data collected in the field. The information collected was stripped manually coded and entered. Then, it is analyzed with the software "Statistical Package for Social Science" (SPSS 12.0). This software also helped build the diagram that represents the evolution of export products and by-products of plant border market Abang Minko'o to Gabon from 1994 to 2011.

The maps making of the "three borders" zone and the road of products to Abang Minko'o and Kye'Ossi markets and exports, meanwhile, was made using Version 11.0 of the Adobe Illustrator software. We caution that these maps were first made by hand and then scanned before being finished with this software.

In conclusion, this first part, dealing with the methodological aspects of the study, helped to present our study area to identify the mechanical and electronic equipment used to carry out the field work, to present the procedures and collection techniques data, but also the processing thereof. This whole process has led to generate results that are presented in the second part below.

III. RESULTS AND AND DISCUSSIONS

In what follows, the results of this study and analysis are exposed. presenting precisely the National Road 2 (NR2) and its impact on the operation of the border market of Abang Minko'o, this second part is organized around three major issues, namely the NR2 and low market activity before 2005 asphaltting of NR2 and NR2A and construction of bridges on the Ntem and the impact of the NR2 on the functioning of the market since late 2005.

RESULTS

1. National Road 2 (NR2) and low market activity before 2005

Built on National Road 2 (NR2) 4 km from the Ntem River and the Cameroon-Gabon border, the frontier market of Abang Minko'o after its commissioning in 1992, has operated at idle for ten years. Table 2 below captures the low activity in this market through the development of its export products and by-products plant to Gabon from 1994 to 2004.

Table 2: Exports (in tons) of products and by-products plant to Gabon by AbangMinko'o from 1994 to 2004.

Years	Quantities (tones)
1994/1995	312.430
1995/1996	34.355
1996/1997	346.235
1997/1998	346.630
1998/1999	2683.222
1999/2000	4107.66
2000/2001	4213.73
2001/2002	2096.4
2002/2003	2237
2003/2004	4638.64

Source: Table constructed from data taken in AGR1-STAT-CAMEROON No. 4 (PP35-36), No. 6 (PP 62-63) and No. 9 (PP53-54-55)

This table 2 above inspired us, two remarks. The first is that for ten years, from 1994 to 2004, exports of goods and by-products plant market Abang Minko'o to Gabon, always remained below 4500 tons in each year . The second is that for 4 years, from 1 July 1994 to 30 June 1998, exports of this market towards the neighboring country, were so low that they have barely reached a cumulative volume of 1039.65 tons, while during those same years, Kye'Ossi, the second largest market in the "tri-border" area of 15,862.568 tons exported products and by-products in Equatorial Guinea and Gabon.

The main reason that can explain the low activity of the Border Abang Minko'o market is the poor condition of the National Road 2 (NR2) on which is situated the place of exchange. It is important to remember at this level until the early 1990s, the National Road 2 (NR2) Mbalmayo - Ebolowa - Ambam - Gabon border was planted. And with

funding from the African Development Bank (ADB), it had been coated in 1991 on just over 100km,Mbalmayo (ZokToup Si) in Ebolowa, section constitutes the first ramp of the highway under -regional Yaounde - Libreville. The second ramp, which will Ebolowa in Cameroon border - Gabon, through Ambam until the early 2000s and despite its importance, was left in the ground. This means that this stretch of National Road 2 (NR2), which connects the Valley department of the Ntem in Ebolowa and the rest of Cameroon, was most often, as noted experts of UREDS INTERNATIONAL Sarl "in poor and impractical, especially in the rainy season. " At this gap is added another great difficulty crossing the Ntem to Eboro, which was done by a ferry that was often down for long periods of time and the operation was ensured by Gabon.

These two major handicaps, which could only affect negatively the functioning of the market Abang Minko'o in the 1990s, would be the cause of :

- A reduced flow of goods and people towards this market. This reduction in traffic, could cause a very limited supply of this place of exchange in food products and manufactured goods, especially in the rainy season;
- A low attendance Gabonese customers, especially during the three years of failure of Eboro tray. Gabonese who reached this market, borrowed canoes to cross the Ntem;
- The low volume of exports to Gabon. It is important to remember that customers in this market are mainly composed of Gabonese nationals (buyers - traders and individuals). Those who managed to reach the market facilities Abang Minko'o, buy could only products that canoes, which have very limited capacity, could carry. Thus, as is clearly shown in Table 2, the export of products and by-products plant towards the neighboring country from 1994 to 1998, had never reached 350 tons in each year.

In total, such as developing the above clearly shows, if before 2005 the border market of Abang Minko'o operation was a lackluster, it is largely because the National Road 2 (NR2), other roads accessory which are linked and the tray often

stuck for Eboro, which were to be the main media vehicles that could carry it regularly and massively goods, were in poor condition. And it is sometimes very difficult circumstances that few vehicles loaded with various products reached the "world market".

2. The asphaltting of the National road 2 (NR2) and the National Road2A (NR2A) and the construction of bridges on the Ntem.

As part of the improvement of transport infrastructure in Central Africa and to make possible a genuine regional economic integration, the Government of Cameroon has committed, with the financial support of several international institutions, to undertake the development , standard asphalt road, the National Road 2 (NR2) Ebolowa - Ambam - Eking and 2A National Road (NR2A) Ambam - Kye'Ossi but also the construction of bridges on the Ntem to Eking and Ngoazik.

These roads and bridges, which are links that are part of the sub-regional roads Yaounde - Libreville and Yaounde - Bata, were once their building and paving completed, would play a very important role in the functioning of the market Abang Minko'o and trade that are in the border triangle Cameroon - Gabon - Equatorial Guinea.

2.1 The National Road 2 (NR2) Ebolowa - Ambam - Eking

Long 118 km, the National Road 2 (NR2) Ebolowa - Ambam - Eking, is the main gateway to the department of the Ntem Valley. This is, as we have noted above, the second ramp of the sub-regional road 924km Yaounde - Libreville. Studies leading to the construction and lining of this road have been initiated since the fourth Five-Year Plan (1976 - 1981). Deferred in the fifth and the sixth plans, tarring of the first batch of 91km Ebolowa - Ambam (photo 1), began in 2000 with funding from the French Development Agency (AFD). According to Gauthier J. M. (2002), the asphaltting of the Ebolowa ramp - Ambam, which was a decisive step towards completion of the link Yaoundé - Libreville, also included a refresher section of Nsimalen - Mbalmayo. The development work of these two sections was completed in 2003.

Asphaltting of the second batch Ambam - Eking serving AbangMinko'o and its market, starting in late 2002. Financed by the African Development Bank (ADB), this 27km stretch is the fourth component of the development of the region of the "three borders", the three others being Ebolowa sections - Ambam and Ambam - Kye'Ossi and two bridges on the Ntem.



Picture 1: The National Road2 Ebolawa - Ambam near Meyo Elie to ten kilometers Ambam (picture Ekanga F. 11.08.2011).

2.2 The National Road 2A (NR2A) Ambam - Kye'Ossi

Clothed in 2002 - 2003 on financing AFD, this stretch of 32km Ambam - Kye'Ossi - Frontier Equatorial Guinea, which is a major link in the sub-regional route Yaoundé - Bata, has been connected to the sections Ambam - Ebolowa and Ambam - Eking - Gabon border. This connection has greatly improved the flow of goods and people in the area of the "three borders".

2.3 The bridges on the Ntem

Crossing the Ntem has always constituted a major physical barrier to the free movement of goods and people in this border area regarding Cameroon, Gabon and Equatorial Guinea. Managed first in Eboro by Gabon and Ngoazik by Cameroon, because of their rapid degradation and sometimes extended outages for several months or years (case of Eboro tray which has experienced failure of almost 3 years in the mid 1990s), really not constituted a satisfactory response to effectively deal with the problem of crossing Ntem in these two localities. Therefore, to permanently solve this problem, the European Union has allocated € 20.1 million for the construction of a bridge 180 meters to Eking

(photo 2) and another 145 meters to Ngoazik . The work which began in 2000, was completed in 2005. After the construction of these two bridges, economic and human exchanges in the area of the "three borders" would intensify.



Picture 2: Bridge on the Ntem to Eking. This bridge plays an important role in trade between AbangMinko'o and Gabon (EKANGA cliché: 12 - 08 to 2011)

Table 3: Evolution of the construction of structural sub-regional routes: For axes Yaounde - Ambam Libreville - Bata

NATU RE	SECTI ONS	Operating year			
		1993	2002	2006	Networ k in 2010
Road (Km)	Yaounde - Libreville	168	802	924	924
	Ambam - Bata	0	120	120	318

Source: road frame and sub-regional integration in the CEMAC zone. P.13

This table 3 raises the following comments:

- The works of asphaltting roads Yaounde–Ambam and Libreville - Bata, which are two important links in the priority network and integrator of the CEMAC, experienced a positive development from 1993 to 2010.

- In 2002, roads Yaounde–Ambam and Libreville - Bata, who were not yet fully constructed, could not function effectively. So :

- The road Yaounde - Libreville (924km), paved with 86 percent at the time, was taken by a few carriers or users, because 122 km were still in the

ground in Gabon, and because the bridge on Ntem to Eking was not finished yet;

- The Ambam – Bataroad, who was tarred only on 120km, of which 32km between Ambam and Equatorial Guinea border, had two major flaws. First, the Equatorial Guinean territory itself, the section Ebébiyin - Bata was not entirely tarred because almost every city, there were still several sections in the ground. Second, the bridge over the Ntem to Ngoazik was still under construction.

- In 2010, Yaounde – Ambam and Libreville - Bata roads were fully paved and bridges built on the Ntem. Great opportunities could thus be seized by the peasants and the Cameroonian and foreign economic operations, which could now enjoy the benefits that offered both these roads in good state that served, among others, the border market of AbangMinko'o (photo 3) and that of Kye'Ossi.



Picture 3: The main entrance of the market Abang Minko'o. to the Left the administrative building N°2. To the right one of 57 shops that make up the West. In the background one of the two secondary warehouses in place in this sector.(Photo Ekanga F.27- 12-2012)

3. The impact of the coated National Road2 (NR2) and the bridge over the Ntem to Eking out about how the frontier market of Abang Minko'o since late 2005.

Asphaltting of the National Road 2 (NR2) Ebolowa - Ambam - Eking in 2003 and the construction of a concrete bridge over the Ntem to Eking out between 2000 and 2005, gave a boost to the border market of Abang Minko'o . Indeed, since the end of 2005, this paved road in good condition and the bridge began to effectively support many vehicle movements which supplied the market in food and manufactured products.

These many vehicle movements from year to year, have led to a gradual increase in the volume of goods that entered the market and out of it. Thus, from the beginning of 2006, the total quantity of exports of this border market to Gabon, its main market, increased progressively for products and by-products plant, 15,831.81 tons in 2006, 16281 48 tones in 2008, 20,870.42 tons in 2010, 26,889.94 tons in 2011, etc. (Figure 2).

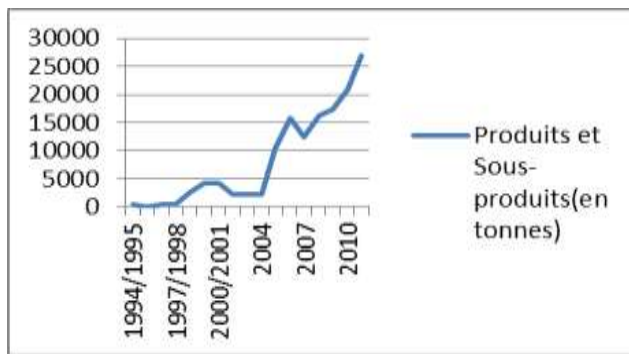


Figure 2. Evolution of exports of products and by-products of plant of border market of Abang Minko'o to Gabon from 1994 to 2011.

Regarding specifically the total trade by road carried out by Abang Minko'o after 2005, it was also important now, despite the small amount of imports. Thus, for example, in 2010, total trade for the products and by-products plant, amounted to 21 216.25 tons, with 20 870.42 tons in the direction of Abang Minko'o / Gabon, and 345.83 tons in the direction Gabon / Abang Minko'o.

From the above, we can draw some observations.

First of all, the National Road 2 (NR2) Mbalmayo - Ebolowa - Ambam - Gabon border, the solid link in the great sub-regional artery Yaounde-Libreville, today, is crucial for the border market of Abang Minko'o because it allows vehicles carrying tons of food and manufactured products from other regions of Cameroon, to enter the South and achieve its installations (Figure 3).

Secondly, the good condition of the asphalt road, since late 2005, is responsible for increasing the volume of trade that Abang Minko'o performs with neighboring Gabon. Indeed, the overall quantity of export of products and by-products plant made by this border market, very low in

fiscal 1990 when the road was in land (312.430 tons in 1994/1995 and 34.355 tons in 1995/1996 for example), grew strongly after the asphaltting of it and the bridge over the Ntem to Eking out to the point it has reached 26,889.94 tons in 2011.

It is not superfluous to refresh one more time here that this also National Road 2 (NR2), which extends Gabon where it serves the North and the North-East, is taken daily by buyers - merchants and individuals from Gabon Bitam , Oyem, Libreville, etc. who go to the "world market" for supplies.

Thirdly, several dirt roads that lead to agricultural areas are grafted onto National Road 2 (NR2). This is the case of :

- The National Road 17 (NR17) Ebolowa - Akom II - Kribi, National Road 17A (NR17A) Mengong - Sangmélisma;
- The Provincial Road 40 (RD40) Ngoulémakong - Mva'amedjap - Dum - Ebotenkou, Provincial Road 41 (RD41) Meyo Centre - Ma'an - Nyabizan, Provincial Road 82 (RD82) Nkoémvone - Mekomo - Ambam;
- Several rural roads.

All agricultural products collected in the villages and production areas that are on these dirt roads, always converge on the National Road 2 (RN2) paved before taking the direction of AbangMinko'o.

The last observation concerns the road taken by vehicles supplying the border market of AbangMinko'o in Equatorial Guinea products. These vehicles usually first run on Highway 2A (NR2A) border Equatorial Guinea - Ambam, before taking the 23 km stretch of Ambam - AbangMinko'o.

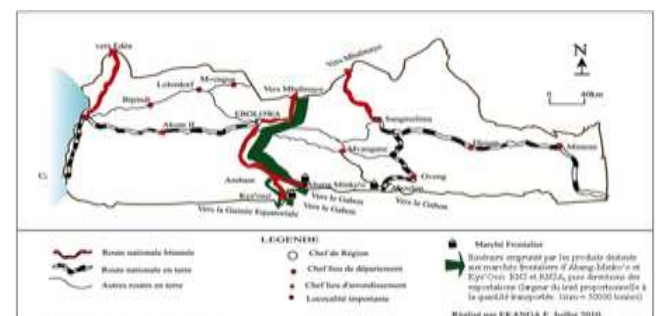


Figure 3: Road taken on the roads (RN2 and RN2A) by products for border markets of Abang-Minko'o and Kye'Ossi and export.

A. DISCUSSIONS

What follows is a comparison of results obtained with the positions of the experts who developed reflections on the subject matter within this article. This comparison focuses on the impact of the national road 2 (NR2) on the activities of the border market of Abang Minko'o

1. Impact of National Road 2 (NR2) on the functioning of border market Abang Minko'o

1.1 Before 2005

The results and analysis that appear in the first point of the second part of this study clearly show that before 2005 the market of AbangMinko'o did not work at full capacity because of constraints such as the poor state of National Route 2, which was in the ground, and multiple failures of Eboro tray which did not allow loaded vehicles to transport goods and people to easily reach its facilities.

These results are the same with Gauthier JM (2002), EDF coordinator who, in his report entitled 'Sub-regional Road Frame integration in the CEMAC zone' 'wrote that "in the mid-1990s, the stretch of the road Ambam -Eking had been somewhat abandoned, because the Eboro tray has not been operational for almost 3 years. Eking was then a "dead end" and that, while important border market was previously developed ("world" market of Abang Minko'o). "

These results also join the position of experts of UREDS INTERNATIONAL Sarl, which in 2000 claimed, according to surveys, that all roads in the Ambam area were in poor condition and impassable, especially in the rainy season.

The report of the Forum for Trade in Africa, written in 2012 by experts of the Economic Commission for Africa and the African Development Bank (ADB) entitled "**Developing infrastructure to promote trade**" is not as far from these results, because it clearly shows that one of the main causes of the weakness of trade in Africa lies in the inadequate and poor state of road infrastructure.

1.2 Since late 2005

The last point of the second part of this article shows that since late 2005, the AbangMinko'o market activities began to increase gradually, through the National Road 2 (NR2) coated in good condition and bridge over the Ntem to Eking. In other words, improving the state of the road from the end of 2005, had the effect of making this border town, an accessible clearinghouse that could now:

- Attracting many traders,
- Know a steady supply of various products, at reduced transportation costs and therefore affordable for all;
- cause high influx of foreign and Cameroonian buyers;

These results are not far from the positions of some experts, including:

- MvuzoloBazonzi J. (2005), who think that the main function of a good road is to facilitate the supply and tracking products on the market, to allow the free movement of persons, goods and services, to contribute to the delivery of commercial, physical trade flows, financial etc. This researcher, in fact, sees the road as a tool whose role would be to stimulate the economic growth of African countries.
- Weber U, who demonstrates in an article published in 2011 a communication channel in good condition actually improves accessibility, which represents a statistically significant growth factor
- Collectis-Wahl K. and al (2003), who argue that the construction of a new transport infrastructure ... always leads to an increase in the intensity of trade and therefore economic development.

This part is a confrontation of ideas, it is important to note here that some authors do not share completely our view about the positive role that a paved road in good condition can have on economic activity in a region that it serves. This is particularly the case Blanquart C. et al (2011); Researchers at the National Institute for Research on Transport and Safety (NIRETS) (France), who think it is wrong to believe that good roads automatically lead to development. For Blanquart

and colleagues, in fact, "the structuring effect of transport infrastructure, direct, mechanical, is contestable and contested: questionable by the facts since there are many cases where new or improved infrastructure generate positive effects cases where the effects are, in contrast, negative or zero ".These scientists believe that roads, railways etc. in good condition, are a necessary, but not sufficient for the growth of economic activities. For Blanquart and colleagues for a transport infrastructure has an impact on the economic development of a region, it must support multiple dynamic abilities to promote economic activities contiguous to it.

The analysis of these NIRETS researchers, which is made with respect to the regions of France that are well endowed with roads, highways, railways, airports etc. don't form part of our study area, which is a portion of an underdeveloped country in Central Africa, where transportation infrastructure is inadequate, and the existing ones are mostly in poor condition. Farmers in a region of France crossed by a highway, do not necessarily need this highway to evacuate their farm products to urban markets because their region is certainly endowed with national and local roads in good condition, which are reliable materials for vehicles called to assure the evacuation. In contrary, in the South Region (Cameroon) where our study area is situated, lining a road can only turn in a positive direction, the areas served by it. These arguments can be supported by the examples of the National Road 2 (NR2) and the National Road 2A (NR2A) which, when coated, made Abang Minko'o and Kye'Ossi, dynamic commercial centers, whose influence now extends beyond the department of the Ntem Valley, to be regional, national and even international.

In general, any improvement in the condition of a road in a region of Cameroon, can have a positive impact on its economy. We can illustrate this idea, rely on the words of the experts of the Italian design office AIC PROGETTI that in 2006 mentioned that "... if the improvement of road infrastructure was carried out in Cameroon, it could increase agricultural production, and facilitate the supply of rural markets and urban

centers in garden produce and other food products. "

IV. CONCLUSION

This study's overall objective to deepen reflection on the functioning of border market of Abang Minko'o since its commissioning in 1992, releasing precisely the impact the Nationale Road 2 (NR2) had and still have on the evolution of its activities. The results from the research done on the chosen subject, showed that since the early 1990s, the evolution of this market activity remains highly dependent on this road. Thus, this place of exchange experienced low activity when this road had dirt and in poor condition, and intense activity after coating thereof and construction of the bridge over the Ntem and Eking. These results are important because they clearly show that the poor condition of a road always reduces the movement of people and goods, and therefore, trade, and improving the state of a road can stimulate business in a rural market and contribute significantly to the development of disadvantaged areas. Based on these results, the three tracks prospects following are recommended:

- Implement thoughtful strategies to ensure an effective and permanent maintenance of the National Road 2 (NR2) paved serving Abang Minko'o;
- Consider open up isolated agricultural areas of the South region (such as South sectors of the four departments of the region ...), in order to ensure permanent access to enable them to regularly evacuate their agricultural products to Abang Minko'o;
- At national level, improving the state of roads and other transport infrastructure, which constitute supports for vehicles that supply the market of Abang Minko'o.

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