

**OFFICE OF THE AFRICAN INTERNATIONAL PRESIDENT OF THE
INTERNATIONAL PARLIAMENT FOR SAFETY, PEACE AND JUSTICE.**

**HONOURABLE CARDINAL PROFESSOR.
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1. EXECUTIVE SUMMARY

With rising world population and an imminent danger of food shortages in the future, Africa is well poised to become the global breadbasket and an emerging major supplier of food. Africa has roughly 60% of the world's unused cropland that can be used for farming and can create up to 8 million new jobs. Africa is being viewed as a source of future food supplies for the rising population of the world.

According to Mckinsey, "Agriculture in Africa has a massive social and economic footprint. More than 60 percent of the population of sub-Saharan Africa is smallholder farmers, and about 23 percent of sub-Saharan Africa's GDP comes from agriculture. Yet, Africa's full agricultural potential remains untapped." Africa has the potential to be two to three times more productive if it increases its agricultural productivity.

The World Economic Forum reports that at least half of the world's fastest growing economies have been in Africa since 2000 and by 2030, Africa will be home to 1.7 billion people whose combined consumer and business spending will total \$6.7 trillion. According to a report by Project Syndicate, 43% of Africans will belong to the middle or upper classes, up from 39.6% in 2013. This implies a considerably higher demand for goods and services; and by 2030, household consumption alone is expected to reach \$2.5 trillion, up from \$1.1 trillion in 2015, according to available statistics.

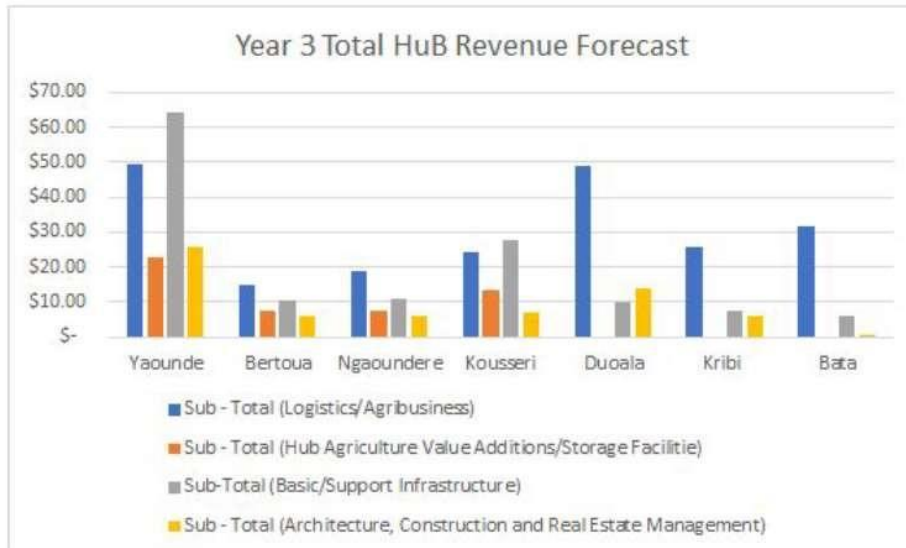
Africa's exploding population and agricultural economic opportunity creates a perfect storm for investors, researchers and agriculturalists to invest time, talent and finances in helping the women and youth farmers to make "Africa the Food Basket of the World".

Africa has the land, physical resources and the opportunity to increase its agricultural productivity, enabling it to increase the crop yields to feed the world. Beyond the growing, one of the biggest barriers Africa has in achieving this goal of supplying food to the world is logistics. Today, there are crops rotting in the fields because they can not get the produce to market fast enough for intra-Africa trading or international trading. Both infrastructure challenges and transportation challenges impede growers go to market strategies.

Cameroon supplies food to five central Africa border countries (Chad, Central African Republic, Equatorial Guinea, Gabon, Republic of the Congo) and Democratic Republic of Congo (DRC) with limited or no access to ports and have less than favorable growing conditions. Cameroon supplies agriculture, fish/seafood, wood and other commodities to these border countries as well as itself by any means of transportation available. These modes of transportation include, but not limited to, overloaded pickup trucks, rooftops of passenger cars,

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motorcycle, bicycle and human mules to get commodities to market for exchange. There are currently 100,000+ small and micro (SME) growers trying to get products to market with +/- a thousand local traders and less than fifty exporters. There is no organized, established logistics system to get commodities to communities in Cameroon or to neighboring border states in

a timely manner. The financial obligation can be upwards of \$100 Million with the current capacity.

IRON Currency Business Solutions and Groupe Oberlin formed a joint venture partnership to help solve the central Africa logistics problem called ICS-Groupe Oberlin Logistics. We have developed a hub and spoke logistics model that will move commodities from the Port of Douala, Port of Kribi and Port of Bata (Equatorial Guinea) to a central hub in Yaounde, Cameroon. Yaounde's central hub will spoke to Bertoua, Ngaoundere and Kousseri regional hubs, with field market exchanges along the routes to pick up commodities to take to the hub marketplaces or to the port for export. Growers will be compensated based on negotiated contracted product rates, quality weight of product immediately via an e-commerce system called ALEXpay.

Commodities will be taken to farmers markets at the central hub, three regional hubs or bordering states markets for exchange. Growers within 30km – 50km of the ICS-Groupe Oberlin hub markets can bring commodities to market for higher returns, again compensated via ALEXpay. ALEXpay will also be a primary source of payment at the hub farmers markets to help track inventory levels and manage financial transactions.

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Summary Table of Contract Revenue by Country

country	Population in Million	Dependent Port	Revenue 1st year	Percentage Contract revenue
Tchad	14,9	Douala/kribi	15,000,000	25%
Gabon	2,055	Douala/kribi	7,500,000	12,5%
Congo	5,261	Douala/kribi	7,500,000	12,5%
Guinée	1,268	Bata	7,500,000	12,5%
RDC	81,34	Douala/kribi	15,000,000	25%
Centrafrique	4,659	Douala/kribi	7,500,000	12,5%
Total	109,483		60,000,000	100%
Cameroon	24,05	Douala/ Kribi	6,000,000	10% of total revenue with neighbouring countries

The exceptions to the hub and spoke distribution systems will be exclusive contracts with bordering countries that need commodities delivered directly from the ports to their border markets. As well, these exceptions will need their commodities exported from their markets to the port

and to Cameroon hubs. We have initiated preliminary discussions with these bordering countries about having dedicated trucks to these markets for no less than a one-year contract.

In order to achieve this level of supply chain logistics in central Africa, procurement of Kamaz SUV All-terrain trucks or similar ones will be needed, because the infrastructure of Cameroon is a combination of main paved roads and rugged terrain between hubs and border countries. All drivers will receive hazardous road driving safety instruction and have basic mechanical repair instruction for quick service repairs. All hubs, except those at Ports, will have a full-service fleet maintenance and repair shops to service all trucks on a regular schedule.

Hub Markets and Distribution Centers will be staffed by locals. There will be temporary staff quarters onsite for drivers and workers to help manage the markets and keep the distribution going 3 shifts 24 hours and 7 days a week. The Field Exchange Markets on hub routes will also have a small footprint leased from local growers. We will use a combination of portable and permanent commercial structures to create a new market concept for the continent at the hubs and field markets. These hub and field markets can contain community bath houses, public toilets, Fou Fou grinding stations, farmers/commodity markets and food courts.

Because Groupe Oberlin is already in the construction business, the extent of our partnership includes architectural design, construction and real estate management of our commercial properties, as well as those contracted by local residential and commercial customers. This part of the business will need new heavy-duty construction equipment to increase the building capacity and reduce the current six-month timelines to build. Innovative sustainable materials will be used, including but not limited to the following: hempcrete, recyclable materials, shipping containers, solar renewable energy, water purifications and waterless waste management systems.

ICS-Groupe Oberlin will be good corporate citizens and donate food and supplies to local charities in the community. All hubs will be staffed by qualified locals. There will be apprenticeships for mechanics, apprenticeship for trade applicants and graduates of training

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programs in other areas. ICS-Groupe Oberlin expects to employ hundreds of full-time employees and supplement operations with part-time employees for maximum operational efficiencies. ICS-Groupe Oberlin will develop a workforce for future expansions into new markets.

The future of ICS-Groupe Oberlin will include the following:

- Expansion of markets beyond the immediate border of neighboring countries as demand dictates,
- Air transport for markets beyond immediate bordering state, for expedited delivery to markets and international export markets.
- Manufacturing, processing, and assembly plants developed at market hubs to expand operations beyond freshly produced package goods and products

ICS-Groupe Oberlin believes that the African Continental Free Trade Agreement (AfCFTA) opened the doors for intra-continental trade. ICS-Groupe Oberlin wants to be among the first to launch the much needed logistics transportation company in the central region of Africa. A three phase approach will be used to roll out the operations.

- Phase I: Setup Infrastructure, Central Office, and Ports of Douala and Kribi (Total 30 Trucks)
- Phase II: Setup Port of Port of Bata and Regional Hub/Market Bertoua (Total 100 Trucks)
- Phase III: Setup Hub/Market of Ngaoundere and Kousseri (Total 160 Trucks)

Major Financial Performance Indicators							
Year	1	2	3	4	5	6	7
EBITDA Margin	81.69%	89.70%	90.35%	92.53%	96.83%	96.62%	96.52%
Profit After Tax (PAT) Margin	59.79%	73.27%	71.56%	77.38%	91.95%	91.63%	91.50%
Debt-Equity Ratio	0	0	0	0	0	0	0
Debt to EBITDA ratio	0.02	0.01	0.01	0.01	0.00	0.00	0.00
Interest Coverage Ratio	60.64	96.47	89.65	129.41	356.84	356.70	357.02
DSCR	64.59	98.80	90.87	130.63	358.06	357.92	358.23
Investment	\$ (150)						
Net Profit Return	\$ 160.68	\$ 356.37	\$ 357.06	\$ 560.16	\$ 1,850.66	\$ 1,851.15	\$ 1,856.65
Project IRR	175.10%						

Estimated Project Investment Cost: \$150,000,000