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REPORT OF THE ROUNDTABLE

With Donors on the financing of Transit Transport Projects of Zaire

A. ORGANIZATION

1. The Roundtable on the transit-transport problems of Zaire was held at Kinshasa, Zaire, on 28 and 29 June 1983.

B. ATTENDANCE

2. The following donor countries and organizations participated in the meeting: Belgium, Canada, France, Federal Republic of Germany, Israel, Italy, Japan, United Kingdom, United States of America, African Development Bank (ADB), Caisse centrale de coopération économique, European Economic Commission (European Development Fund), United Nations Development Programme (UNDP), World Bank, Brazil, the United Republic of Tanzania and the International Labour Organisation (ILO) were represented by observers.

C. OPENING OF THE MEETING

3. Citizen NAMWUSI Ma Koyi, Commissioner of Planning of Zaire, welcomed all participants to the Roundtable and especially thanked ECA for the work it had carried out in preparing the meeting. He outlined the problems faced by the national transport network which linked Shaba to the Atlantic Ocean and by the burdensome use of unreliable external air transit channels. Those problems had led Zaire to develop the national network whose present capacity was no more than 500,000 tonnes per year. The situation of semi-land-locked countries had been acknowledged as far back as 1977 at the fourth ECA Conference of Ministers and had also been acknowledged by the Economic and Social Council and the General Assembly in several resolutions adopted since 1979. Those resolutions had recommended that ECA should provide Zaire with technical assistance in order to help it find solutions to its transport problems. He highlighted efforts made by ECA to accomplish that task and which had now resulted in the organization of the Roundtable bringing donor countries and funding agencies into contact with officials of the Zaire Executive Council on transport.

4. Many ECA missions and substantial preparatory work had gone into the definition of criteria and the establishment of priorities. The final product of that work had been documents DEC/TRANSCOM/RTZ/1 and 2 which the Roundtable would be considering. However, the Executive Council had added five projects to the 54 listed in the documents. Those five projects could be found in an addendum.

5. The project types ranged from surface transport to air transport. The total cost of the programme was approximately \$2 billion, the greater part of the projects being short- and medium-term undertakings.

6. He then declared open the Roundtable on the financing of transport projects for opening up the eastern and southern regions of Zaire.

7. Professor Adebayo Adedeji, Executive Secretary of ECA, welcomed all participants to the Roundtable and thanked the Executive Council for its warm welcome and the organization of the meeting. He extended his appreciation to His Excellency Marshall Mobutu Sese Seko, President of the Republic, Founder-Chairman of the Mouvement Populaire de la Révolution, and the people of Zaire for their many courtesies. He also thanked all donor countries and funding agencies whose presence attested to their desire to assist Zaire.

8. He recalled the resolutions that had been adopted on the transport problems of Zaire and the assistance to be provided by ECA. The resolutions had been adopted by the ECA Conference of Ministers, the United Nations General Assembly, the Economic and Social Council and the United Nations Conference on Trade and Development. The implementation of Economic and Social Council resolution 1982/51 and General Assembly resolution 37/205 had led to the current Roundtable.

9. Zaire was the only semi-land-locked African country. Its vast surface area and location in the centre of Africa made it part of the many networks operating in the subregion, whereas some of its national networks had no interconnection.

10. In 1978, ECA had sent a preliminary mission to Zaire to identify transport problems and to begin drafting solutions. All the financial, technical and political problems had been reviewed with the officials of the Executive Council of Zaire and the mission had concluded that the country needed, in the long term, a national transport network linking Shaba province to a deep-water port in Banana. That called for the construction of a continuous railway line from Lubumbashi to the Atlantic. However, existing infrastructures would have to be continually rehabilitated and maintained in the short and medium terms.

11. A second mission was organized in co-operation with UNCTAD in November 1981 to update the data and identify projects to open up the country. The mission's task also included making recommendations and suggestions to improve the modes of transport. In agreement with the Executive Council, the mission had recommended that in the short term, existing railways should be improved as should the navigability of the Kasai river and the lower reaches of the Zaire river. The port facilities of Ilebo, Matadi and Kinshasa would also need to be expanded. In the long term, studies on the port of Banana and the Ilebo-Kinshasa and Matadi-Banana railway lines needed to be carried forward. A vast programme of training had also been stressed. The mission had noted that Shaba province would long be dependent on external

transit channels. It had accordingly emphasized the need to negotiate with neighbouring countries to secure the best transit conditions.

12. During his official visit to Kinshasa from 28 March to 3 April 1982 the idea of a Roundtable to mobilize funds for implementing the transport projects of Zaire had been put forward. The idea had subsequently been endorsed by the General Assembly.

13. The programme submitted to participate for consideration included 54 projects costing a total of \$1984 million. Thirty-four per cent of that amount had already been secured. Zaire was making a significant financial effort by financing 28 per cent of the total. The projects were grouped under four priorities:

Priority 1 - Maintenance of existing transport potential;

Priority 2 - Technical assistance and training, maintenance of the potential of Zairian organizations managing transport and its infrastructures;

Priority 3 - Increase in the transport capacity of existing infrastructures;

Priority 4 - Entirely new infrastructure.

14. Donor countries and funding agencies needed to note that traditional technical consultative meetings between several countries and financial institutions only allowed the funding agencies to indicate their interest in one project or another without necessarily going into details. The current Roundtable concerned only one country and dialogue should go further in order to result in more specific actions since Zaire's infrastructures were an integral part of the subregion and of primary importance to its integrated development.

15. Citizen Konga, Commissioner for Transport, took the floor next and thanked the agencies and countries represented at the Roundtable as well as the Economic Commission for Africa for their efforts.

16. He briefly outlined the economic geography of Zaire whose distinct trait was that of a vast territory made up of one central basin rich in natural and agricultural resources but beset with difficulties in terms of access to international markets because of its semi-land-locked nature.

17. The development of those resources depended on the ease of penetration into the various economic regions which happened to be relatively excentric to each other. The establishment of an adequate domestic transport and communications network, together with effective access to international markets, would make it possible to integrate the regions and consequently launch the economic development of Zaire.

18. In respect to access, the Executive Council was firmly determined to intensify the use of the national network. However, various obstacles stood in the way of that policy. Each section of the national network had such weaknesses as disrepair, insufficient traction equipment, obsolescent equipment on the railway network and the like. The various obstacles, coupled with the obsolescence of equipment and port infrastructures, made it difficult to run the river network. There were very constraining natural phenomena within the maritime reaches.

19. For that reason, the Council had formulated a policy aimed at eliminating those obstacles. In the short and medium terms, a programme emphasizing rehabilitation had been approved and established for each enterprise operating on the network. The long-term objective was to develop a homogenous and wide-ranging national network including point-to-point railways and a deep-water maritime port.

20. The domestic network required the same attention. Its development was hampered by three major constraints:

- the poor state of railway and river transport facilities requiring substantial rehabilitation work;
- deficient management techniques;
- adverse economic situation which made it difficult to secure supplies.

21. All those shortcomings of the domestic surface transport network needed to be overcome through the development of domestic air transport services whose operation in Zaire had been liberalized along with river transport.

22. In respect to all its efforts to develop the transport sector of Zaire, the Executive Council had appropriated for the period 1983-1985 a total amount of 2.7 billion Zaires most of which would be provided by local transport organizations. It had also established schemes to provide further financial resources to the transport sector. The schemes took into account the foreign exchange needs of the State budget, cost and tariff studies and subsidies.

23. In conclusion, he appealed to the agencies and countries to assist Zaire in the implementation of such a vast programme.

24. Taking the floor, the Secretary for Public Works based his presentation mainly on the general policy of the Executive Council for the road transport sector as defined in the Mobutu Plan.

25. He quickly reviewed the Zaire road network which was currently classified into national highways, primary regional roads and secondary regional roads. The network amounted to 145,000 km and had shown no significant improvement although traffic had increased. In view of that situation, the Executive Council had decided on certain measures and defined four priorities.

26. First priority was accorded to maintenance and good repair of the network and the conversion into final form of those national highways which were currently unpaved. Such work was carried out by work teams of the highway authority whose equipment needed to be reinforced. Manual workers were recruited to supplement the work teams.

27. Second priority was an equipment, training and social policy programme. The equipment component had to do with renewal of transport equipment and machinery or the acquisition of heavy road construction equipment and spare parts. Training was concerned with improvement of all categories of staff skills in training centres appropriately located throughout the country. The social programme involved the pursuit of adequate social policies including the sharing of responsibilities through decentralization and a better harmonized wage policy.

28. The third set of priorities involved improvement of current transport facilities. The road network should become increasingly reliable in any season and traffic worthy. It should at the same time, in the short term, open up rural communities, and improve the service of critical points on the major highways such as wooden bridges and mud flats.

29. The fourth priority area dealt with road construction initially involving short-term operations to provide Zaire with outlets in Africa through the building of trans-African highways. Sections of these in Zaire such as the Kisangani-Kasindi highway were accorded high priority. They had already been the subject of feasibility studies or were in part being implemented by such countries as Belgium and Japan. In this regard, he thanked ECA for its assistance which had resulted in the establishment of the Trans-African Highway Authority.

30. Also worth noting among the short-term activities for the internal network has the opening up of economic regions in Zaire such as Bandundu, the two Kasais, Kivu, Ubanga, the area north of Equateur and later, in the medium term, Shaba and Maniema.

31. In conclusion, without overlooking the problems related to roads and urban highways, the Secretary highlighted the implementation of the general rehabilitation and maintenance policy. In that connection, a study would be conducted by the World Bank. Such was the scope of the programme that in addition to its own efforts, amounting to 350 million Zaires, the Executive Council expected much assistance from all Zaire's international partners, in order to undertake the implementation of the work and avoid delays that might hamper the launching of the projects.

32. Lastly, he thanked donor countries and financial institutions for their participation.

D. SUMMARY OF PROCEEDINGS

33. The Roundtable was presided over by Professor Adebayo Adedeji, Executive Secretary of ECA.

General presentation of the programme (agenda item 1)

34. Mr. Tchouta Moussa, Director of the Transport, Communications and Tourism Division of ECA, briefly introduced the documents submitted to participants. He explained that each Zairian transport organization would introduce its own projects.

35. He then gave the floor to country and agency delegations wishing to make statements.

Statements by invited country and agency delegations (agenda item 2)

36. The representative of the Federal Republic of Germany congratulated Zaire and ECA for the work done. He recalled that Germany was supporting many transport projects in Zaire under bilateral arrangements. The project currently under way, or due to be initiated shortly, amounted to more than 300 million Deutch marks. They involved road, railway and inland water transport projects. Furthermore, many German experts were working with transport organizations. He was particularly interested in the Roundtable even though he could not definitely commit his Government to certain projects.

37. After congratulating ECA for holding the Roundtable, the representative of Japan indicated that the rail line and bridge at Matadi on the Zaire river had just been completed. The exercise had been the most substantial financial co-operation venture undertaken by Japan in Africa. It also reflected the importance which his country attached to Zaire. In late 1982, co-operation with Zaire had resulted in a concessional loan of 34.5 billion yen and to a grant of 5.3 billion yen spread among several projects. Japan accorded priority to the sector of transport, which was indispensable to the economic and social development of the country. He then indicated the amount and types of assistance provided by his country to Zaire in recent years and said that Japan would like to continue its co-operation in the form of grants and technical co-operation. For 1983, Japan was considering an assistance project for the supply of materials and road equipment, as well as a project for the provision of fertilizer. Japan was also considering the possibility of conducting a study on the optimum transport strategy for the Kinshasa-Bas Zaire region with a view to deriving the maximum returns from the new port of Matadi.

38. The representative of Belgium thanked Zaire and ECA for having invited him to the Roundtable. The resolution of Zaire's transport problems was a vast and difficult undertaking and history had given Belgium the opportunity of initiating that work. The Government's objectives for the national network and the increase of its traffic had been clearly defined in the relevant documents. He agreed with the order of priorities used in classifying projects. It was regrettable, however, that no time frame had been set for the programme. He wondered how realistic it was to carry out a \$2 billion programme at such a time of crisis. He assured the Government of Zaire of the support of Belgium, stating, however, that the success of the programme would depend above all on Zaire. It was important to maintain and improve existing facilities.

39. The representative of Brazil spoke on a point of order concerning the participation of his country in the Roundtable. He was thankful to the Government of Zaire for its invitation and appreciated the role that ECA was playing in the integrated economic development of Africa. Brazil, like Zaire, was a developing country which used foreign capital for the implementation of its main projects and laid no claim to being a funding agency. However, it could assist in the development of new and original forms of horizontal co-operation with ECA assistance and also promote the use of new technologies. In that spirit, Brazil was prepared to participate at all stages of project implementation (from feasibility studies to implementation). It could also consider the possibility of participating in vocational training programmes. Brazil was therefore participating in the Roundtable as an observer.

40. After thanking the Government of Zaire for being invited to the Roundtable, the representative of the African Development Bank (ADB), congratulated Zaire and ECA on the quality of the documentation and hosting. ADB rated transport development as a third priority after agriculture and community facilities because it was the basis of growth in other sectors for Africa's economic and social development. That perception had led the United Nations in 1977 to launch the Transport and Communications Decade in Africa. The total volume of ADB commitments to transport from 1967 to 1982 had been \$918.5 million (23 per cent of total commitments). The money had gone into 151 projects, eight of which were multinational. Where Zaire was concerned, ADB's commitments throughout 1973 to 1982 had been \$68 million for six projects accounting for 46 per cent of the Bank's total commitment to that country. Having supported the programme for the first phase of the Decade, ADB currently planned to allocate \$1588 million to the second phase of the Decade programme. Along with that, the Bank planned to participate in rail and road projects in Zaire and to continue its assistance to subregional organizations.

41. The representative of Italy stated that his country was aware of the importance of the transport sector to the development of Zaire, particularly in terms of agriculture and trade. In Italy, however, co-operation policy evolved along the guidelines and priorities defined by Parliament and the transport sector had yet to become one of the priority areas of bilateral co-operation. The Roundtable could provide the Italian delegation with the information it required to persuade its competent authorities to reconsider the range of bilateral co-operation areas in Africa. The next meeting of the Italo-Zairian Joint Committee might then consider one of the projects submitted to the Roundtable.

42. Speaking on behalf of the Caisse centrale de coopération économique (CCCE), the representative of France emphasized that his country was following with interest Zaire's policy of increased utilization of the national network. In that regard, France had participated in the studies on the port of Banana and in the programmes to modernize the ports of Matadi and Kinshasa, the Matadi-Kinshasa railway line and waterway as well as the emergency rehabilitation programme of SNCZ. CCCE had, on its part, participated in the ONATRA modernization and SNCZ rehabilitation programmes. France had also significantly participated in the specific area of railway staff exchanges. In civil aviation, France had assisted Zaire in particular with work at N'Djili airport in the form of the expertise and financing granted by FAC. The thrust of Franco-Zairian co-operation was determined at meetings of the Franco-Zairian Joint Committee. He hoped that activities making for the smooth running of the current transport system, equipment maintenance and renovation, staff management and training would be given priority.

43. After thanking the Executive Council for being invited to the Roundtable the representative of the World Bank stressed the importance of transport to a country as vast as Zaire and having a population so scattered. Forty-five per cent of the Bank's commitments to Zaire were allocated to the transport sector. Every dollar that the Bank lent to Zaire was matched by \$1.8 loaned by co-financing organizations or countries. IDA supported the clearly stated transport policies of the Government of Zaire. Among other things, he cited the projects on improvement of 165 km of road and bridge repair that stood to benefit from available technical assistance. Another project to rehabilitate the ports of Matadi and Kinshasa and on studies concerning the Régie des Voies Maritimes (RVM) and the Régie des Voies Fluviales (RVF) would begin shortly with the assistance of co-financiers. He concluded by emphasizing the role that the current Roundtable could play in improving the co-ordination of external assistance and thus improving participation in the economic and social development of Zaire.

44. The representative of the United Nations Development Programme (UNDP) expressed his appreciation to the Executive Council and ECA. He was aware of the importance of a balanced transport system to the economic and social development of Zaire. Unfortunately, UNDP co-operation with Zaire had been reduced to \$44 million. Such co-operation covered agriculture, industry, education, manpower development and training. UNDP had a special programme of assistance to the Régie des Voies Aériennes (RVA) for the training abroad of 50 staff members in radar control and flight simulator operation. The repairs to the N'Djili airport radar system would soon be completed to achieve greater safety. UNDP attached great importance to the Roundtable and to co-operation with Zaire and stood ready to consider all possibilities of assisting with the financing of feasibility studies within the Indicative Planning Figure of Zaire and strengthening co-operation with the Government of Zaire.

45. The representative of the European Development Fund (EDF) felt that, on account of its size, it was normal for Zaire to have tremendous transport problems. EDF was well aware of that since 40 per cent of its financial commitments to Zaire went into transport. EDF was following with particular interest Zaire's efforts to solve the problems of being landlocked. It sought to achieve a dual objective:

- (a) to increase the capacity of the national network to a level suitable for the better development of the country's mining potential, through the rehabilitation and strengthening of existing infrastructures;
- (b) to open up regions with high agricultural potential through the provision of feeder roads and the like.

EDF was also participating in the repair of rural roads. In terms of major projects, EDF was participating in the national highway project linking Mwebe to Batshamba and in the development of the Kisangani-Bukavu highway: EDF was prepared to finance the completion of the latter in order to link up the two centres. At the request of the Executive Council the funds could be released from the unused resources allocated to the Banana port project, which had been postponed. Several other road projects were being financed by EDF on the basis of the need to link up major highways with rural feeder networks. Hitherto, emphasis had been laid on roads. However, EDF was ready to assist in other transport subsectors provided the most economical and appropriate means were used in each case. He felt that there were two priority activities to be undertaken: training of road authority staff and rehabilitation of Kalemie port. EDF would be prepared to finance in part the training centre that the road authority planned to establish at Kikwit and the rehabilitation of Kalemie port under regional co-operation arrangements with the land-locked countries and regions of Central Africa.

46. The Chairman, Professor Adebayo Adedeji, then suggested that the projects should be reviewed one by one. Each project would be presented by the appropriate management authority, and then donors and/or international financial institutions would be called upon to comment on the content of the project and their involvement or interest in it.

Project No. 1 - Rehabilitation of the Lubumbashi - Ilebo railway line (first phase)

47. The representative of Société Nationale des Chemins de Fer Zairois in presenting the project said that it was related to the two projects that would follow and that in fact it was the first of three phases designed to rehabilitate a 1250-km railway line. The World Bank and the African Development Bank were evaluating the project after which the project document would be finalized.

48. The representative of the World Bank confirmed that in fact an IDA/ADB mission has recently visited Lubumbashi to appraise the first phase of the project (Project 1), and successful evaluation would lead to consideration of the credit.

Project No.2 - (second phase)

49. The representative of SMOZ said that project No. 2 was a second phase of the improvement of the Lubumbashi-Ilebo Railway, and consisted of rehabilitation of the section between Shaba and Ilebo. The rationale behind dividing the project into different phases and sections was that his organization

could only implement a project of 120 to 150 km per year. With appropriate financial support, that could be increased to 200 km per year. Additional equipment was required, the extent of which has been determined by a study financed by Belgium. The estimated cost of the new equipment for the entire section is \$60 million, out of which the Nation was prepared to mobilize \$27 million from domestic resources. Financing was sought for the balance of the funds.

50. The representative of Belgium said that Belgium was in fact financing the realignment study of the section of the railway between Kamina and Ilebo, and that progress of the study was satisfactory. When completed, it would determine the extent of the improvement needed for one of the most important national lines of the country.

Project No. 3 (third phase)

51. The representative of SNCZ said that this last segment constituted 500 km of the rail line and the third and final phase of the project. It constituted mainly of the supply of rails, and work on the embankment.

52. The Chairman said that the records of the meeting would note that the ADB and World Bank were interested in the first phase of the project (Project 1) and that Belgium was interested in the second phase (Project 2); the implementation of Phase 3 (Project 3) would therefore have to depend on the successful realization of the first two phases.

Project No. 4 - Provision of equipment for SNCZ

53. The representative of SNCZ, introducing the above project, said that the project involved the procurement of rolling stock, and diesel locomotives (425 additional wagons for the southern part). The project should be viewed in conjunction with projects 1 and 2.

54. The representative of the Federal Republic of Germany said that, in principle, his country was interested in intensifying procurement of rolling stock and spare parts for the German equipment available on site. Although he declined to make any firm commitment, he said that every effort would be made to consider the project.

55. The Chairman, firmly recommended that a follow-up bilateral discussion should be held to concretize the proposition.

Project No. 5 - Renovation of the equipment of the Régie des Voies Fluviales (RVF)

56. The representative of RVF, introducing the project, said that although his agency was responsible for the rehabilitation and maintenance of inland waterways, its capacity and effectiveness was severely limited by lack of dependable and adequate equipment. Relevant reliable equipment was essential for canal widening and dredging. Some equipment had been made available two years previously by Belgium, but was no longer considered adequate for current requirements. The necessary rehabilitation work would require further support.

57. The foreign currency component of the funds required to rehabilitate and overhaul hydrography boats, tugs, dredges and beacon layers had been estimated at about \$5.6 million US or 9 million Zaire.

58. The representative of Belgium said that as previously stated, Belgium would continue, within the framework of the existing bilateral co-operation programme, to provide assistance to Zaire to improve its transport development efforts. Belgium wished to consider the entire transport problem before it determined its substantive assistance.

Project No. 6 - Procurement of beacon layers for Kinshasa - Kisangani Waterway

59. The representative of RVF explained that the project had been submitted to the Belgian co-operative programme and was important for the export of the Nation's minerals. Traffic would be difficult to maintain if navigation channels remained insufficiently beacons; and the provision of three additional beacon layers was highly essential, if efficiency and safety of navigation were to be maintained.

60. The representative of Belgium said that within the framework of existing bilateral co-operation agreements, and IBRD's intentions to fund specific studies on the item, collaboration between many donors was possible on the project.

61. The representative of IBRD said that a series of studies was underway to determine the needs of the RVM and RVF agencies. Those studies would probably need about a year to complete.

Project No. 7 - Procurement of equipment for planning, operation and management of maritime dredging

62. The representative of RVM introduced the project and explained that available equipment was old and inadequate; to do a proper job, two hydrography

boats and two other boats fitted with an automatic depth-finding system were required. He explained at length that to be able to cope with erosion and sedimentation, and ensure availability of the minimum depth required for proper and safe navigation, it was vital to carry out navigation studies and soil sampling at frequent intervals in the 145 kms of maritime reaches, and especially in the virgin zone of the last 130 kilometers, (Boma-Banana), which had up to 16 navigable routes. Procurement of catamaran-type boats had been promised by the Belgian authorities. Financing was still required for the remaining equipment for topography and hydrography studies, and the total amount needed was only \$US 250,000.

63. The representative of Belgium said that his Government was aware of the problem facing Zaire due to the divergent tributaries of the river; the Belgium hydrological studies authorities had been following the problem closely. The requirements of RVM were being studied (together with the IBRD) to determine critical needs. Belgium had responded on almost every aspect of the transport problem, and to every agency, but there was a limit to what could be expected from his country. The study financed by IBRD was to be completed shortly and would provide a concrete basis for further commitments.

Project No. 8 - Provision of equipment to the beaconing unit

64. The representative of RVM explained that the equipment currently in use for depth determination dated back to 1921, and hence was totally unreliable. New equipment was required to modernize and bring Zairian equipment into line with that of other African countries. The current beaconing operation, particularly in the maritime reaches was not considered safe, and might become even more hazardous in the years to come. Assistance was required before the problem reached a critical and dangerous stage, and traffic was totally disrupted.

Project No. 9 - Equipment for pilots

65. The representative of RVM, introducing this project, said that pilots had to be constantly transported between Boma, Matadi and Banana, and that speed boats of 28 to 30 knots were required to avoid undue delays to the large ships, which it was extremely expensive to hold over. (14-knot boats had been furnished by the World Bank.)

66. The Chairman remarked that the project and the preceding one (Project 8) should be marked for detailed examination by donors.

Project No. 10 - Purchase of road transport equipment by SMOZ

67. The representative of SMOZ, introducing the project, said that his organization serviced passengers and evacuated goods in the eastern and northern parts of the country, and that their services were essential for agricultural recovery. He said that on account of operating losses, consideration had been given to making the agency a private body and that trailers and semi-trailers were particularly necessary to save it.

68. When asked from the Chair whether viability studies were not called for, to justify the substantial amount of investment required, and to ensure the managerial and technical capability of the agency, he replied that a study was indeed required.

69. The project was earmarked for donor examination in depth.

Project 11, 12, 13, 14, 15 (road maintenance)

70. The representative of the Office des Routes, introducing the above five projects, said that 48 per cent of the roads under the jurisdiction of his Office were asphalted, and that on the average every eight years periodic maintenance was carried out on the paved network. The fourth highway project currently being implemented and the fifth project under consideration, both financed by the World Bank, and the Saudi Fund projects for the Matadi area should provide much needed funds to assist their maintenance and rehabilitation efforts, in the form of equipment, spare parts, and the training of maintenance personnel. Traffic was increasing, and floods, overweighted trucks and lack of timely maintenance were destroying road surfaces. Massive maintenance was required to avoid destruction and deterioration of the road system.

71. The representative of the Federal Republic of Germany said his Government was financing a bridge project linked to project No. 13, at a cost of 10.8 million Deutch marks, which should be completed in 1983 or mid-1984. Further financing in the amount of 19 million Units Of Account (UOA), or 50 million Deutch marks, was being considered for a training centre at Bukavu, for the rehabilitation of roads in north-eastern Zaire and for vehicles required for road maintenance, within the context of the German/Zaire agreement for a rehabilitation project of trans-Zairian roads in Bukavu. There was also an exchange programme for the training of technicians. The Federal Republic of Germany was also financing, together with the EEC, (54 Million D.M./19 Million E.C.U. respectively) a section of the Kisangani-Bukavu Highway (Project 15).

72. The representative of Belgium said that the Road Authority received Belgian support in the form of experts and technical assistance for road maintenance. Owing to the degradation of the network caused by lack of maintenance, Belgian assistance stressed that aspect of the country's needs.

Project No. 16 - Improvement of the Lubumbashi airport

73. The representative of RVA thanked the Executive Secretary of ECA for accepting the proposal of the Executive Council to include an air transport project in the package, and said that the runway of the Lubumbashi airport, which was designed for DC-6 type aircraft was now required to accommodate heavier planes; therefore the pavement structure of the air strip needed to be extended and strengthened. The estimated cost needed to be revised to read \$15.98 million instead of \$18.90 million, since the Executive Council would finance the difference.

74. The project was marked for donor scrutiny.

Project No. 17 - Purchase of petroleum product transport equipment

75. The representative of Société Zairo-Italienne de Raffinage being absent, the project was introduced by the President of Office National des Transports who stressed the profitability of the project as against its cost as an alternative solution to laying a pipeline up to the Ango-Ango hydrocarbon depot downstream from the Port of Matadi.

76. There were no comments on the project.

Project No. 18 - Professional training of SNCZ staff

77. The President of SNCZ introduced the project which had two training aspects: a training programme within Zaire for local SNCZ staff and training abroad to consolidate the expertise of such staff.

78. The representative of Belgium stated that his Government had financed a two-phase programme for the training of 50 SNCZ staff members. Phase one, dealing with general training, had been completed. Phase two on specific technical training would soon start. Belgium had no plans to finance similar programmes for some time.

79. The representative of the Federal Republic of Germany observed that as part of its technical co-operation programme with SNCZ, the Federal Republic was conducting training programmes for SNCZ staff in Germany. It intended to continue under such technical assistance, the advanced training programme which it considered especially crucial for SNCZ staff based in Lubumbashi.

80. The Chairman requested further information from the SMOZ representative on the need to finance training operations taking place in Zaire in foreign currency.

81. The SMOZ representative explained that such foreign currency was needed to pay foreign experts. That increased the chances for the training abroad of company staff, in particular at the School of the Union of African Railways.

82. The Chairman thought that it would be more judicious, insofar as concerned for the teaching staff, to submit a technical assistance project since that approach was more attractive to funding agencies. The project might be modified accordingly.

83. The SMOZ representative pointed out that the project had been submitted in its format to conform with the terminology of World Bank agreements. It was in fact, however, a project involving both technical assistance and training.

Project No. 19 - Technical assistance and training of RVM staff

84. The President of RVM introduced the project, stating that the nature of the technical equipment used by RVM's technical staff made it necessary to train staff specifically even though bilateral arrangements had always been made with Belgium for the training of such staff. It was also important to train administrative and management staff as well as 15 skippers out of whom three had been trained.

85. The representative of Belgium maintained that his Government had always provided field technical training to RVM and financed the training abroad of RVM staff. Belgium continued to implement the programme under a technical co-operation arrangement with RVM. Since the task was immense, the contribution of other agencies and countries would be welcome.

Project No. 20 - Training of Road Authority officials

86. The project was introduced by the Road Authority official, who stated that the Authority had a staff strength of 8,000. It had prepared a vast training programme open to all categories of staff in several centres judiciously located through the country. In spite of their number, the existing centres were not enough and the Authority planned to establish four additional centres, two of which had received offers of financing by EDF and the Federal Republic of Germany. Project No. 20 was to seek financing for the other two.

87. There were no comments on the project.

Project No. 21 - Assistance to Compagnie Maritime du Zaire (CMZ)

88. The CMZ representative stated that his company needed technical assistance to conduct a study on the renewal of deck equipment and to build a ship repair yard in Matadi, not to mention devising a medium-term investment plan.

89. There were no comments on the project.

Project No. 22 - Purchase of public work equipment

90. The purpose of the project, submitted by the Road Authority, was to renew the equipment of the Authority's 50 road work teams and to increase their potential.

91. The representative of Japan confirmed that his Government was considering the possibility of assisting the Road Authority. The amount had not been specified.

92. The representative of the Federal Republic of Germany could not give an immediate answer, but stated that the competent institutions in Germany were particularly interested in the delivery of equipment to Shaba and Kivu provinces.

93. The World Bank representative stated that the sum earmarked for such procurement under bilateral agreements with the Government of Zaire and soon to come into force, had been partly reduced. It would, however, allow for the purchase of certain equipment. Details would in due course be communicated to the Road Authority.

Project No. 23 - Replenishment stock of spare parts for the maintenance of RVF equipment and modernization of the ship repair yard

94. The project introduced by the RVF official consisted of the purchase of spare parts and modernization of the RVF shipyard. Its purpose was to enable the Authority to undertake the rehabilitation of inland waterways. A study to be financed by the World Bank would determine more precisely the minimum level of stock but action should have already been taken on the basis of the current evaluation.

95. There was no comment on the project.

Project No. 24 - Procurement of a hydraulic clay cutter, suction dredger and spoil barges with pushers

96. The RVM official introduced the projects, stating that RVM was essentially called on to conduct dredging operations in the lower reaches of

the Zaire river. To that end, it would urgently need at first, for certain specific operations, a hydraulic clay cutter suction dredger excluding the barges and pushers but having 1,500 m. clay cutting pipes.

97. The representative of RVM also indicated that negotiations were under way to acquire the dredger. The project, which had been included in the European Economic Community indicative programme, had unfortunately been rejected in spite of its importance to the development of the navigable reaches of the Zaire river. The appraisal which the World Bank would conduct at RVM was cited as one of the reasons for that situation.

98. The representative of the World Bank stated that the study in question would be conducted not by the Bank itself but by consultants financed by the Bank and cleared by Zaire. The Bank would do everything possible to make the findings of the appraisal available in good time.

99. The Commissioner for Transport took the floor to state that activities on the Zaire transport network should be balanced since all the sections constituted a whole of parts which should be considered in a balanced manner. Otherwise, certain points might become bottlenecks. The question was not to favour certain agencies operating on the network to the detriment of others. That policy of balanced action on the national network would help Zaire to surmount the problems of being semi-land-locked.

100. The representative of EEC pointed out that European Development Fund had not entirely given up the idea of funding but deemed it preferable to await the World Bank study in order to be able to express its views on certain contradictions, among other things. In point of fact, the Belgian Hydraulic Research Laboratory had yet to confirm the need for the dredger. Information from the American suppliers of the specific type of dredger seemed to place the cost at \$5 to \$7 million and not at \$2.1 million as stated in the project data sheet.

101. The RVM representative expressed confusion at such contradictions because in the report on the studies which they had carried out on the maritime reaches, the Belgian Laboratory officials had, to the contrary, insisted on the need for the dredger. A similar recommendation had been supported by the specialized Belgian company approached for an expert opinion. That company was the Société Dredging International. Finally, a study conducted by ECA experts had reached the same conclusions.

102. The Chairman therefore requested EEC to consider the project in light of the fresh information and the studies which would be conducted by the consultants of the World Bank.

103. The representative of EEC confirmed that the project was still under study at Brussels and had not been eliminated from the indicative programme of EDF. It was merely called into question on account of the study planned by the World Bank.

Additional project - Acquisition of a hook dredger

104. The RVM official also introduced the additional project stating that in addition to dredging within the lower reaches RVM also did some port cleaning which could not be undertaken without a hook dredger. The hook dredger was no longer available to RVM. He proposed that one should be acquired under a new project.

105. There was no comment on the project which was accordingly numbered 25 B for future documents.

Project No. 25 - Equipment of the RVM shipyard at Boma

106. A representative of RVM introduced the project. All equipment belonging to RVM such as boats and catamarans were maintained at Boma. Boma therefore needed a stock of spare parts as well as machine tools for local production. A crane was also required for transport and placing of buoys as was a floating bridge for providing access to the newly expanded floating dock.

Project No. 26 - Inland waterway logistics of ONATRA's network

Project No. 27 - Equipment and modernization of ONATRA's shipyards at Kinshasa and Boma

107. The representative of ONATRA introduced the two projects simultaneously. He said that ONATRA was trying to carry the maximum tonnage with the minimum equipment, which required accelerated rotation. It was therefore necessary to replace the equipment of the current shipyard in order to enable them cope with regular maintenance, since the frequency of operations varied from one to four years.

108. Participants had no comments.

Project No. 28 - Equipment of 15 20-ton ferries

109. The representative of the Road Authority stated that the project was a specific road network improvement. There were 300 ferries in Zaire and they had been maintained with the assistance of International Bank for Reconstruction and Development through the instrumentality of the Federal Republic of Germany.

Specifically, a ferry maintenance and construction centre had been built at Bandundu. Project 28 consisted of the supply of sheet metal and equipment for the construction of ferries.

110. Funding agencies made no comments.

Project No. 29 - Construction of 39 semi-permanent bridges

111. The representative of the Road Authority stated that the purpose of the project was to replace the wooden bridges or ferries by semi-permanent metal bridges with a span of from 10 to 100 m. Previous assistance to the tune of 2 million Pounds Sterling had been provided by the United Kingdom to build 30 such bridges. The current project involved the construction of 39 bridges which would require \$2.5 million of external assistance. The United Kingdom had been approached but other countries such as Japan and Belgium, for example, might be interested.

112. The representative of Japan stated that he would transmit the wishes of the Road Authority to his Government, subject to an official request by the Executive Council of Zaire.

113. The representative of Belgian indicated that his country was studying a project for the supply of metal components for the replacement of wooden bridges and that another study was being considered for bridges in rural areas. The two projects, limited in scope, were Belgium's modest contribution to the vast transport programme of Zaire.

Project No. 30 - Construction of outlet roads in the Bandundu region

114. The representative of the Road Authority stressed the importance of the project whose implementation could change completely the country's road transport system. The project was in effect part of the national network. The national network was tarred or about to be from Boma to Matadi, Matadi to Kinshasa, Kinshasa to Kikwit, the long-term objective being to reach Lubumbashi. In order to derive the maximum returns from the highway, it was important to link up the major regional centres. It would, in particular, be advisable to extend the road to Kananga and Kasai and to link it up to Bandundu. An additional project data sheet bearing the number 30 B had been drawn up. The project would require additional external financing amounting to \$21 million. The project as a whole was ambitious and a study up to Kananga had been conducted with the assistance of Canada. Link roads financed by African Development Bank were planned for Gungu and Idiofa.

115. Funding agencies made no comments.

Project No. 31 - Construction of a section of feeder road for the Kisangani-Bukavu Trans-African Highway

116. The project was essential for opening up Kivu which depended 100 per cent on roads. The fuel supply problem was the most pressing since fuel had to be imported from neighbouring countries. The Kisangani-Bukavu road stretching 700 km was indispensable. The question of issue was to link up the sections already built. EDF had financed the project in part, as had the Federal Republic of Germany. There remained approximately 60 km to be built in a mountainous area. It was expected that EDF and the Federal Republic would continue their efforts. The same is expected of ADB which has promised to release funds which had long remained unused. Thirty-nine million dollars of external financing would be required to complete this road.

117. The representative of the Federal Republic of Germany stated that his country's assistance had amounted to 54 million DM instead of the 53 million DM indicated in the document. He asked whether ADB would accept to join the Federal Republic of Germany and EDF in financing the project and what the modalities of that would be.

118. The representative of ADB stated that he would take charge of the Walikale-Ndolo section and that there was already an agreement in principle. There remained some problems to be resolved with the Zairian Government.

Project No. 32 - Construction of the eastern section of the Trans-African Highway (Lagos-Nairobi)

119. The representative of the Road Authority said that the road would cross 1500 km of territory in Zaire and that in the short term, only the approximately 700 km-long Ituri road had great significance for Zaire. That road ended at Kisangani and carried too heavy and important a volume of traffic, hence the need to resurface and tar it to enable it to cope with heavy rainfall. An economic study had been conducted by Belgium and the technical study, also financed by Belgium, was currently being conducted. The road concerned not only Zaire and would require \$300 million of external financing to be completed.

120. There was no comment from participants.

Project No. 33 - Construction of an outlet route for Equateur

121. The representative of the Road Authority said that the project was the third for opening up areas within Zaire. The extremely rich agricultural region

of Equateur was linked to Kinshasa by the port of Akula, whereas the centre of Gemena was located more than 100 km from Kinshasa. The road was therefore indispensable even though difficult to build because it involved the construction of 7 km of dykes on the way from Akula. Studies had been conducted and the dykes would be financed by EDF. He hoped that EDF could also provide funds for the building of the road. There were \$22.5 million of foreign exchange to be sought.

122. Participants made no comments.

Project No. 34 - Construction of an outlet road for Kivu

123. The representative of the Road Authority said that the project concerned part of the major north-south highway linking the Great Lakes. The most travelled stretch of the highway was the Goma-Rwinda section whose implementation had been approved by EDF in the years 1972 and 1973. A study had accordingly been conducted but the project had been abandoned because of the economic crisis. He added an addendum to the project (bearing the number 34 B) on the building of an earth road from Bukavu to the Ruzizi II hydropower station. The additional project would require additional external financing of \$3 million.

124. There was no comment by the funding agencies.

Project No. 35 - Development of rocky channels in the Kasai river

Project No. 36 - Study for the development of the sandy regions of the Kasai river

125. A representative of RVF introduced both projects simultaneously. Regarding the rocky channels, he pointed out that the idea was not so much to blast away rocks as to evacuate dead matter such as uprooted buoy foundations and the like. The purpose of the study was to relocate such dead matter prior to subsequent evacuation. EDF and Belgium had indicated some interest in that Transport and Communications Decade in Africa project which would require \$190,000 of external financing.

126. No comments.

Project No. 37 - Renovation and rehabilitation of the river passenger and dry and bulk cargo fleet (ONATRA)

127. A representative of ONATRA explained that the company's fleet was very old and had long passed the age-limit for its type of vessel. Owing to their state of disrepair, the barges were quick to leak, which resulted in numerous cases of damage to transported goods.

128. Participants had no comments to make on the project.

Project 38 and 39 - Electrification and rehabilitation of the Matadi-Kinshasa Railway

129. The representative of ONATRA, introducing the two projects, said that the Matadi-Kinshasa line was very important to the nation but that the locomotives were very old, between 30 and 33 years. Hence, one could not expect a high level of productivity from such worn-out equipment. Belgium and the World Bank were interested in the projects and ONATRA itself had carried out studies which were being revised on the basis of discussions with those donors. If oil prices did not increase in the next few years, the overall benefit of electrifying the line would be in excess of \$30 million, a benefit which would be greater in the contrary event. The World Bank however would have a say in any decision to electrify the line.

130. The World Bank representative confirmed that discussions were in progress on the project, and that as soon as the studies were concluded, the Bank's opinion would be made known as to whether the project was considered viable or not. The Bank would have no objection if any other sources were interested in financing or co-financing the projects if it proved to be economically viable.

131. The representative of ADB confirmed the interest of his institution in the project.

Projects 40 and 41 - Improvement of the ports of Matadi and Kinshasa

132. The representative of ONATRA, introducing the projects, said that expansion and modernization was called for to cope with increased traffic and new technology such as containerization. Storage capacity and cargo handling facilities needed improvement. The World Bank, ADB and CCCE were involved in the ongoing first phase of the project, after which consideration should be given to the implementation of projects 40 and 41.

133. The representative of the Federal Republic of Germany informed the meeting that his Government in 1981 had made 18 million Deutch marks available for the extension of the ports of Matadi and Kinshasa, and that the projects were currently being studied.

Project No. 42 - Construction of a grain wharf at Kala Kala

134. The representative of ONATRA explained that a wharf was required to cope with the country's capacity to handle grain, which was its major import. The project would tremendously reduce turn-around time of ships. Currently incoming grain was handled with conventional methods unsuitable for grain.

The amount of grain was expected to increase and therefore permanent handling facilities were required at Kala Kala. The project was not expensive, but not crucial either, and should be regarded as a second priority project.

Project No. 43 - Improvement of Kinshasa River Station

135. The representative of ONATRA, introducing the project, stressed that the Kinshasa River Station port capacity needed to be improved to enable it to handle the increasing traffic in timber and grain, and other foodstuffs and cash crops. The project should be examined in conjunction with the road projects of the area and the tourist potential that would be developed when the projects were implemented.

136. The project was noted for further examination by donors.

Project No. 44 - Extension and modernization of the rolling stock of Chemin de Fer Matadi-Kinshasa (CFMK)

137. The representative of ONATRA introduced the project and added that due to expected increase in traffic and the possible closure of other outlets, the procurement of additional locomotives and wagons, and the updating of its rolling stock in general, was required to complement the rehabilitation work under way.

138. The project was marked for further in-depth examination by donors, leading to concrete bilateral and multilateral action.

Project No. 45 - Extension of Ilebo port

139. The representative of SNCZ, introducing the project, said that traffic from Shaba and other provinces was accumulating at Ilebo, which was a natural trans-shipment point for the area. Total tonnage had increased immensely and containerization was also on the increase. The IBRD had financed some extension work, but supplementary funds were required from other sources for equipment to improve the handling of containers.

140. The project was marked for further examination by donors.

Project 46 - Master Plan of Lubumbashi airport

141. The representative of the Régie des Voies Aériennes said that improvement of the reception facilities and extension of the runway were required at Lubumbashi airport to cope with increased activity in the main airport of the important Shaba province. Freight was stored out in the open and exposed to

damage from rains, and the baggage reception area was totally inadequate. More planes were being purchased but the parking area was not sufficient for aircraft parking. The airport could only handle smaller planes. A master plan was therefore required to determine current and future requirements in respect to facilities, equipment, runway and hangar space.

142. The project was marked for further detailed study by donors.

Project No. 47 - Master Plan for N'Djili airport

143. The representative of RVA, introducing the project, stressed that N'Djili was the main airport of the nation, accommodating a number of major international airlines. Both the passenger and freight facilities were insufficient and inadequate and air cargo was exposed to the elements. Studies were therefore required to determine current and future requirements with regard to airport facilities. Studies were also required regarding the safety of air navigation, climatic and meteorological characteristics and traffic forecasts if the increasing traffic at the main national airport was to be accommodated.

144. The project was marked for further scrutiny by funding agencies.

Project No. 48 - Extension and resurfacing of the Bukavu runway

145. The project was introduced by a representative of RVA who added that improvement of the Bukavu airport would open up the Kivu area, which was rich in agricultural produce and minerals. Access by other modes was limited, and air transport was the only dependable means of communication. However, existing facilities were considered inadequate, and the airport had no building as yet. The landing strip needed to be extended 500 m from its current length of 1600 m, since most large aircraft avoided Kivu on account of current limitations.

146. The Executive Council had financed the first phase of the improvement, but additional assistance from external sources was required to complete the project.

147. The representative of RVA took the opportunity to introduce a new project concerning the airport at Bunya. He stated that the area was rich in agricultural and livestock potential and that a modern airport was required to facilitate the evacuation of meat products. IBRD was supporting livestock development projects and the construction of slaughterhouses in the area, and in order to amortize the project, it was necessary to strengthen and extend the runway to enable it to accommodate wide-body aircraft.

148. The Chairman said the project would be included and marked for further in-depth review by funding agencies.

Project No. 49 - Supply of equipment for SNCZ

149. The project was introduced by a representative of SNCZ, who said that it complemented project 4, the purchase of rolling stock financed by the World Bank. The current phase concerned the procurement of equipment to increase the transport capacity of the railway, requiring, specifically additional locomotives.

150. The representative of the World Bank said that he hoped other donors would also give the project due consideration after completion of the ongoing emergency stock replacement project. The new project could start immediately after completion of the emergency programme.

Project No. 50 - Electrification of the systems between Lubumbashi and Kipushi and Muma and Sakanie

151. The representative of SNCZ introduced the project and added that further electrification of the line was considered desirable. The decision to electrify a total of 850 kilometres of rail was based on feasibility studies that had determined conclusively that electrification was technically as well as economically viable.

152. The project was marked for further in-depth examination by donors.

Project No. 51 - Study and construction of a road from Businga to Mobaye

153. The official of the Road Authority introduced the project which consisted of the building of 177 kms of road to open up North Equateur and to transport agricultural produce from the region to the Port of Businga and then to Kinshasa by waterway. Agricultural produce brought in as much as \$9 million of income yearly and would secure 12 per cent of returns on the project.

154. The Road Authority requested financing for the first phase of the implementation study in the amount of \$500,000 with construction to follow in the amount of \$75 million.

155. There was no comment on the presentation.

Project No. 52 - Study on the Kisangani-Bangassou portion of the Lagos-Mombasa Trans of the African Highway

156. As introduced by the official of the Road Authority, the project included the study of the Kisangani-Bangassou section of the Trans-African Highway. The

feasibility study had been conducted with Japanese financing from 1975 to 1977. Requests by the Authority to the Government of Japan had yielded no results.

Project No. 53 - Construction of the Port of Banana (first phase)

157. The project was introduced by the representative of the Inga Free Zone (ZOFI). The Banana deep water project which formed part of the national network programme involved the development of a port area and the establishment of an energy-consuming aluminium and ammonium industrial complex.

158. The port project was programmed in two phases. The first phase which should pave the way for the industrial installations, direct berthing of ocean liners and the easier supply of Zaire with petroleum involved dredging, the development of a channel for 40,000 tpi vessels, the building of a mixed industrial berth and a loading area for 40,000 tpi oil tankers, the development of berths serving those areas and the provision of port machinery. With regard to the status of the project, work had advanced to the phase of final implementation study, owing to financial and technical assistance provided by EEC, the Federal Republic of Germany, Belgium, France and Italy. The Banana Port project was well justified on account of the industrial complexes. The assistance of funding agencies other than those that had expressed interest in the project was requested.

159. The representative of the World Bank pointed out that since the project was linked with the national network, the Authority had, with the assistance of other funding agencies, participated in the Matadi and Kinshasa port development and extension project, raising the capacity of those ports to a level that would carry them through the year 1995 or even the year 2000. It was therefore preferable to link the project with profitable activities such as industries which would provide them with a justification.

160. The official of the Road Authority pointed out that the building of the Boma-Moinda road was an integral part of the ZOFI project. The Government of Japan had been approached to finance the road but had yet to respond.

Project No. 54 - Feasibility study on the Ilebo-Kinshasa railway line

161. The project was introduced by the Director of Groupe d'Etudes Economie et Planification, who maintained that Zaire would in future need a continuous and independent national network radiating from Shaba. That option had to be envisaged forthwith. The transport aspect was therefore the first phase of the project. It would involve the carrying out of a feasibility study which could be a logical sequence to a prefeasibility study financed and undertaken

by ECA. The report of that study should be made available in the very near future. The feasibility study should establish the real cost of the project and the optimum starting date. He observed that the project happened to have been approved under the Decade programme.

162. No comment was made on the project.

Consideration of the report of the meeting

163. The report of the meeting was presented by the Chairman and considered item by item. A number of amendments submitted by participants were discussed and adopted for inclusion in the report.

164. The present final report was adopted by the Roundtable.

Closure of the meeting

165. Professor Adebayo Adedeji gave an evaluation of the results of the Roundtable. In this regard he gave the following comments:

166. It was in February 1977, in resolution 293 (XIII) that the Conference of ECA Ministers addressed itself to the problems of semi-land-locked countries. In the case of Africa the only such country is Zaire and the Conference therefore requested the Executive Secretary of ECA to conduct studies on the structure of Zaire's transport system. The studies were to lead to proposals for practical measures for alleviating Zaire's difficulties arising from its position as a semi-land-locked.

167. In July of the same year the United Nations Economic and Social Council supported the resolution of the ECA Conference of Ministers in its own resolution 249 (LXII) by which it called upon ECA to render technical assistance to Zaire to enable it to solve its transport problems. The United Nations General Assembly endorsed the Economic and Social Council resolution in its resolution 34/193 on the particular problems facing Zaire with regard to transport, transit and access to foreign markets. The General Assembly adopted resolutions 35/59 and 36/139 on the same subject in the two following years.

168. Concern for Zaire's specific problems in the field of transport was also shared by the United Nations Conference on Trade and Development (UNCTAD) when it adopted resolution 110 (V) in support of the United Nations Secretary General's efforts on behalf of Zaire.

169. However, due to financial constraints, ECA was not really able to do much to implement all the above resolutions. It was only in 1982 that the Economic and Social Council requested the General Assembly in resolution 1982/61 to provide ECA with the necessary funds and the General Assembly agreed to do so in resolution 37/205. The Roundtable was therefore organized in conformity with the mandate contained in the latter resolution and was the culmination of a process started in 1977 and pursued vigorously in the ensuing years.

Analysis of the proposals before the Roundtable

170. The programme submitted to the Roundtable for its consideration was prepared by ECA in collaboration with the Executive Council of Zaire. The programme that had been prepared can be looked at from the point of view of the priority assigned to projects or of the importance of each transport subsector.

171. Projects essential to maintaining the potential of existing transport were assigned top priority, with the largest investment being made in railways.

172. Technical assistance and training was assigned second priority, together with projects needed to maintain the operations potential of Zairian agencies responsible for administering transport and infrastructure. Investments in this category were focused on the roads subsector and, to a lesser extent, on the river transport subsector.

173. The third priority included projects designed to expand the transport capacity of existing infrastructure, i.e., fleet modernization, replacement of ferry boats by semi-permanent bridges, port enlargement, railway electrification, and so forth. Investments under this heading were mainly concerned with roads, although railways were also well represented.

174. New infrastructure projects were classified as the fourth and last priority. There were four such projects (two studies and two construction projects) dealing with:

- The railway from Ilebo to Kinshasa;
- The port of Banana;
- The western portion of the Lagos-Mombasa-Trans-African Highway;
and
- The Businga/Mobaye road.

175. ECA has just completed a prefeasibility study on the first of those projects (the Ilebo-Kinshasa railway) that would be available once the document had been brought to the attention of the experts of the Zairian Executive Council.

176. Obviously, some of the projects submitted involved two or more priorities. For example, fleet renewal might very well be considered as both maintenance of existing transport potential (priority 1) and modernization entailing expansion of such potential (priority 3). It had been decided, somewhat arbitrarily, to reassign any project involving several priorities to its most typical priority classification.

177. The total cost of the programme submitted to the Roundtable was \$US 1.984 billion. Of that sum, \$677 million, or 34 per cent, had already been secured. Of the financing already available, 83 per cent had been provided by Zaire itself and 17 per cent by external sources. It should be emphasized at this point that Zaire has made a most significant effort, since it is itself financing more than 28 per cent of the overall programme.

178. When the programme was broken down by priority, the following picture emerged:

- There were 17 top priority projects estimated at \$685 million;
- There were 10 second priority projects with a total cost of \$100 million;
- The 23 projects classified as third priority amounted to \$1.020 billion;
- Assigned fourth priority were the four projects already mentioned amounting to \$179 million.

179. Only the first and third priority projects had received external assistance before the beginning of the Roundtable. Despite the essential role of second priority projects in the development of the Zairian economy, they had up to that time received no financing from external sources. The second priority projects, as noted, involved technical assistance and training as well as maintenance of the operating capacity of the transport services and of the governmental administrative agencies.

180. The programme before the Roundtable can be classified by transport subsector as follows:

- Under the "railway transport" subsector there were 11 projects for a total cost of \$754 million, or 38 per cent of the programme;

- The "road transport" subsector consisted of 22 projects costing \$929 million, or 46.8 per cent;
- The "river transport" subsector (including ports and Zaire river estuary projects) covered 17 projects for an amount of \$275 million, or 13.9 per cent of the total;
- Four projects estimated to cost \$26 million, or 1.3 per cent of the cost of the entire programme, comprised the "air transport" subsector - the fourth priority.

Preliminary assessment of the outcome of the Roundtable

Priority 1 projects

181. This group consisted of 17 projects. During the discussion the cost of one of the projects was amended from \$13.6 million to \$111.693 million and the external financing required was accordingly amended from \$10.8 million to \$94.0 million.

182. Although in the majority of cases the representatives of donors did not make a firm commitment, they did, however, declare their interest to seriously consider financing 10 projects. During the discussion of two projects for river transport some donors informed the meeting that they would rather await the findings of an ongoing study financed by the World Bank before deciding whether or not to provide assistance for those projects. The external component of the cost of the 10 projects in which donor interest was declared was \$275.2 million. After the cost of one of the projects was amended the cost of all the first priority projects became \$783.03 out of which external financing required was \$519.2 million. Thus it can be seen that the \$275 million represented approximately 53 per cent of the total external financing required, a fairly encouraging result. It is expected that after the ongoing World Bank-financed study of Zaire's transport system is completed, donors will be able to respond positively to more projects in the first priority category.

Priority 2 projects

183. During the discussion of projects in this category, a new project costing \$1.45 million was introduced bringing the total number of projects to 11 and the total cost of the projects rose to \$101.45 million out of which external financing required was \$83.45 million.

184. In spite of the acknowledgement by all the donors present of the utmost importance of training and the provision of technical assistance to improve management and operations, interest was expressed in two projects out of the

11 but the external cost component of these two projects is \$56.65 out of a total of \$83.45 million. Thus, in spite of their small number, these two projects represent about 68 per cent of the cost of all priority two projects.

Priority 3 projects

185. During the consideration of projects in this group, four new ones at a cost of \$155.7 million were introduced. That brought the total number of projects to 27; the new cost was put at \$1175.7 million while the external financing required was set at \$833.4 million.

186. Donors showed interest in four projects whose external cost component was \$48.1 million or only 5.7 per cent of the external financing required.

Priority 4 projects

187. This was the smallest group with only four projects with an external cost component of \$179 million. There was no interest declared in any of them.

Overall assessment

188. The meeting considered in all a total of 59 projects estimated to cost \$2.239 billion with the foreign cost component being \$1.555 billion. Out of this large amount the foreign cost component of the projects in which some interest was expressed was only \$380 million or 24.43 per cent.

189. The results, when viewed in this way, may seem disappointing; but, when it is considered that the probability of first priority projects receiving external assistance is 53 per cent and that of second priority projects 68 per cent, then the result is not all that bad. It is encouraging, also, that a number of donors indicated that they were awaiting the results of ongoing studies before they could make firm commitments as regards some of the projects.

Follow-up action necessary

190. Some donors have shown interest in some of the projects, the Executive Council of Zaïre has the responsibility to follow up those expressions of interest with bilateral consultations to bring them to fruition. Also the Executive Council must immediately start preparations for action that may be recommended by the studies presently underway. For their part, the representatives of donor countries are expected to go back and take a serious look at all the projects on which they had received no instructions and make firm recommendations to their Governments for action thereon. The Roundtable

could be considered as the beginning of a process which must be sustained until a satisfactory solution is found to the problem of Zaire as a semi-land-locked country.

191. In order to permit a follow-up to the Roundtable, it was suggested that a second Roundtable should be organized in 1985 or 1986 to consider progress made with respect to financing and implementation.

192. There is no doubt that the full implementation of these projects and the resolution of the attendant problems pertaining to the semi-land-locked nature of Zaire will take several years. What is required is for a movement in that direction to begin in earnest; for the international community to continue to commit themselves in practical terms to this endeavour; finally for the Executive Council of the Republic of Zaire to take all measures within the limits of its resources towards this end.

193. ECA, which has been solely charged with responsibility in this matter will continue to count on the full co-operation of the entire international community. It will also continue to take every measure within its power to mobilize the international community and the Executive Council of the Republic of Zaire until a breakthrough is achieved.

194. In his closing statement, Citizen Namwisi Ma Koyi, Commissioner of State for Planning of Zaire thanked the Executive Secretary for having organized the Roundtable. On behalf of the Executive Council of Zaire, he also thanked the donors for having participated in the Roundtable and for the positive commitments they had made to help Zaire increase the capacity of the national network to beyond 500,000 tons a year. In addition he wished that the joint commissions would serve as fora to finalize the discussions begun during the Roundtable.

195. He was very pleased with the results of the Roundtable and declared closed the meeting of the Roundtable with donors on the financing of transit transport projects of Zaire.

List of projects in which Donors have expressed interest

Priority I

Rail transport sector

1. Rehabilitation of the
Lubumbashi-Ilebo track
(first phase)
2. Rehabilitation of the
Lubumbashi-Ilebo track
(second phase)
3. Provision of equipment
to SNCZ (second phase)

River transport sector

4. Beacon-laying boats
procurement

Road transport sector

5. Procurement of SNCZ equipment
6. Repair of Kinshasa-Matadi road
7. Road repairs in the Shaba
8. Mbuji-Mayi-Mwene-Ditu repair
9. RNI (National Highway)
repair, in the Bandundu region
10. Repair of one section of the
Kisangani-Bukavu road

Priority II

Road transport sector

1. Transport equipment procurement

River transport sector (RVF)

1. Procurement of maritime transport sector dredger

Priority III

Road transport sector

1. Construction of 39 semi-permanent bridges
2. Construction of one section of the Kisangani-Bukavu road

Rail transport and ports sector (ONATRA)

1. Matadi-Kinshasa electrification
2. Replacement of Matadi-Kinshasa track