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February 5, 19

FROM - KINSHASA

SUBJECT - Noncapital Project Paper (PROP)

REFERENCE - M. O. 1025.1

Country: Congo (K)
Submission Date: February 5, 1969
Project No.: 660-11-390-028
Project Title: Transport Development
US Obligation Span: FY 1969 through FY 1970
Physical Implementation Span:
FY 1969 through FY 1970
Gross life-of-project financial requirements:

U.S. Dollars

a. Mbuji-Mayi -- Luluabourg Highway	100,000	
b. Kikwit -- Luluabourg Highway	180,000	
c. Northern Tier Transport Study	25,000	
Total US Dollars		$ 305,000
U.S.-owned Local Currency		0
Cooperating Country Cash Contribution		45,000
Other Donors		0
Total		$ 350,000

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DRAFTED BY	OFFICE	PHONE NO	DATE	APPROVED BY:
EDLethbk	Program		2-3-69	DSBrown, AID Dir & Econ Counsl

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AID-5-39 (9-62) (Do not type below this line) PRINTED 11-62

This project, divided into sub-projects, [illegible] policy in the Congo from general support of the [illegible] of development concentration. It is designed to lead to the [illegible] Transportation has been identified by all observers of the Congo as the [illegible] to Congolese economic development. Neither increased [illegible] productive sectors of the economy can be envisaged without significant upgrading of the transport system.

The sub-project studies of the highways between Mbuji-Mayi and Luluabourg and [illegible] Luluabourg and Kikwit will, it is expected, produce detailed recommendations [illegible] the location and degree of improvement desirable on these major links in the west-east national route. As a result of these studies, it is hoped that a development loan paper can be prepared to allow loan authorization on this desirable road improvement. It is expected that other donors will have undertaken to continue the asphalt highway which currently runs from Kinshasa to Kenge as far as Kikwit. With the completion of an all-weather road as far as Mbuji-Mayi, a major step will have been accomplished in linking Kinshasa to Bukavu, following the location of National Route No. 1. A spur to connect Lubumbashi by road to Kinshasa will then be possible. This route has long been considered the most important transportation link in the Congo, since it would permit the major-population, mining, commercial and agricultural production centers of two-thirds [illegible] country to communicate freely. As a result, Congolese national [illegible] priorities seem to have major portions under construction within the [illegible] decade.

The third sub-project is designed to analyze the transport requirements of the area [illegible] north of the Congo River and the Kisangani-Bukavu axis. This area, which is [illegible] production, cannot be adequately developed without [illegible] improvement [illegible] transport network linking the countryside with the [illegible] centers of Bukavu, Kisangani [illegible], as well as with the Congo River [illegible] route. A number of studies exist which identify the transportation links [illegible] upgrading. The political upheavals and rebellions which have occurred since [illegible] of these studies (1960) have so altered the economic relationships of [illegible] Oriental Province, that it is no longer possible to proceed [illegible] studies. The purpose of the sub-project is to [illegible] current economic conjuncture should [illegible] develop. [illegible] individual studies can be undertaken on the

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[illegible]

For the highway sub-projects it is planned to perform [illegible] the [illegible] financed by TC/[illegible] from [illegible] country [illegible]

[illegible]
stage be limited to a
engineering analysis [illegible]
expected to begin work prior to June 30, 1960, [illegible] TC/DC funds [illegible] by the
cooperating country [illegible] local funds.

[illegible]

[illegible] long-planned
[illegible] ation
between [illegible] station of
repair. In some places, [illegible] likely to
be the most economically useful of [illegible] places planned
links do not yet exist. The Congo suffers [illegible] the relative
isolation of interior population centers both [illegible] other and from the capital
of Kinshasa. Linking these centers by easy means of communication will assist
in developing national unity. At the same time, evacuation of food production
from the rich agricultural regions of Bandundu Province and West and East Kasai
[illegible] and costly and raises production costs so significantly that
[illegible] only for the most profitable elements of agricultural
production. [illegible] of Mbuji-Mayi, center of the
diamond cutting industry, [illegible] for easy and frequent
communication with Lubumbourg, the commercial center of the Kasai. Commercial
activity is likely to increase between these two provincial capitals.

The northern tier of the Congo is a potentially extremely rich agricultural
area. It suffered considerably under the successive rebellions which have
taken place since 1960 and is only now beginning to become productive again.
Years of neglect and inaccessibility have caused the relatively rudimentary road
system to deteriorate abysmally. As a result, neither the agricultural countryside
nor the commercial center of Bisangani has been able to realize the maximum of
[illegible] from the production areas to the consumption and
[illegible] economy of the area and to
return the Congo to the ranks of a major natural exporters. It is also of considerable

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importance to reassure the populations of the areas which have suffered political disturbances that they have not been abandoned [illegible] give the [illegible] to the rest of the country. The region is so vast and the problems so complex that while we recognize the presence of many needs, we cannot at this time determine priorities. For this reason, we look to the services of an expert in this field to identify individual transport links which [illegible] immediate attention.

[illegible]. Strategy

Concerning the two highway sub-projects, attention was given to the possibility of first having an economic study of the transportation needs along the west-east national route. The economic situation in the region and the evident need for a west-east all-weather road leaves little doubt that road improvement of some sort is absolutely indispensable. For this reason, it was decided to proceed directly to the engineering analysis phase which would permit an early implementation of development loan assistance. In the Northern tier, however, the identification of priorities is still required. For this reason, we have rejected the approach ultimately chosen for the highway studies and have preferred [illegible] assistance in identification of potential economic development and transport priorities before proceeding to the engineering study phase. It is expected in the northern tier as well, however, to proceed as soon as possible to development loan assistance.

Improvement of the transport network is considered by USAID and the World Bank to be a key element in significantly increasing rural and urban productivity and per capita income.

At the present time, the National government is unable to deal with the problems which this project attempts to resolve. The limited but growing capacities, both financial and human, of the Congolese government must in the first instance be turned to maintaining the present extensive but deteriorated transportation network and to dealing with urgent but specific emergency projects on existing infrastructure elements. The National government is fully aware that the requirements of the transport sector exceed its financial and manpower resources and has therefore asked for foreign assistance in this field. We believe that our [illegible] can be coordinated with other donors to produce broader results. As a result of this coordination, other donors will, we anticipate, be concentrating their resources in studies, designs and construction of roads other than those dealt with herein, but complementary to them.

[illegible]. Planned Targets -- Results and Outputs

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[illegible] will permit [illegible] improvements to [illegible], if not all, of the highway links in the study. In the case of the northern tier transport study, the final report will permit additional [illegible] of individual [illegible] to be undertaken in FY 1970 which will [illegible] provide documentation [illegible] the granting of development loans.

[illegible]

The [illegible] of new research into the technical [illegible] of the national west-east road and [illegible] devoting resources to the improvement of transport [illegible] of the identification of [illegible] areas [illegible]

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