



CEMAC
INTEGRATIVE
PROJECTS

28 & 29 NOVEMBER 2023 - PARIS



AXIS N°1

**DEVELOPMENT OF
TRANSPORT INFRASTRUCTURE
TO FACILITATE
PHYSICAL INTEGRATION**

**PROJECT FILE OF THE CONSTRUCTION OF THE POINTE-NOIRE-
BRAZZAVILLE-OUESSO-BANGUI-N'DJAMENA (CD13) CORRIDOR
(CONGO-CAR-CHAD) PHASE 2**



BACKGROUND

The Ouesso-Bangui-N’Djamena road construction project was born from the political will expressed by CEMAC Heads of State to build a transport corridor, called Corridor 13, from Pointe-Noire to N’Djamena via Brazzaville, Ouesso, and Bangui. This corridor will connect three capitals of the subregion and will provide the CAR and Chad, landlocked countries, with access to the sea through the Pointe-Noire Port in the Congo.

Considering the length of the missing sections (approximately 1 310 km, excluding highways and roads) and the importance of the necessary investments, their development is planned in two phases, as follows:

Phase 1

- **In the CAR:** (i) the construction and asphaltting of the 109 km Gouga-Mbaïki road, including urban roads and (ii) the rehabilitation and upgrading of the 120 km Mbaïki-Bangui road, including the secondary roads to reach the remote areas. Project tender procedures are underway as well as those for the recruitment of design bureaux for control and monitoring. This first phase is financed by the African Development Bank (AfDB).
- **In the Congo:** (i) the development and asphaltting of the 56 km Ouesso-Pokola road, including other developments and secondary roads to reach the remote areas; (ii) the minimal development of the Pokola-Gouga road (455 km, excluding other developments and secondary roads to reach the remote areas). The minimum development work includes the construction of all permanent bridges and the treatment of difficult crossings. The works have been awarded to companies and

are currently underway.

The Development Bank of Central African States (BDEAC) has granted Congo a loan to help finance this first phase.

Phase 2

- **In the CAR:** the construction, asphaltting, and upgrading of the Bossembélé-Baoro and Mbaiki-Boda-Yaloke roads with a total length of 495 km, including other developments and secondary roads to reach the remote areas. It should be noted that on 29 June 2023, the World Bank awarded an IDA grant to the Central African Republic worth 240 million dollars to finance certain activities, including the construction of the Bossembélé-Bossangoa section (150 km) as part of the Regional Corridor Improvement Project in Central Africa (PRACAC);
- **In the Congo:** the construction and asphaltting of the Pokola-Gouga-Central African border road with a total length of 486 km, including other development and secondary roads to reach the remote areas;
- **In Chad:** the construction and asphaltting of the Bossembélé-Baoro and Mbaiki-Boda-Yaloke roads with a length of 119 km, including roads.

PROJECT DESCRIPTION

The levels of development of sections subject to phase 2 of CD13 are as follows: (i) the Bangui-Bossembélé section in the CAR is paved and its condition is fair, (ii) the Pokola-Gouga section in the Congo and the Bossembélé-Mbaikoro section in the CAR are in the state of dirt roads.

The project consists of:

- the construction and asphaltting of the Pokola-Gouga-CAR border (486 km, including other developments and secondary roads to reach the remote areas) and Bossembélé-Mbaikoro-Chadian border (350 km, including other developments and secondary roads to reach the remote areas);
- the rehabilitation of the Bangui-Bossembélé asphalt road (145 km, including other developments and secondary roads to reach the remote areas) in the CAR.

OBJECTIVES

The goal of the project is to contribute to the improvement of the interstate road transport system and the promotion of community exchanges. The specific goal of the project is to contribute to improving the level of service of the road transport logistics chain on the Pointe-Noire-Brazzaville-Bangui-N'Djamena corridor and reducing the general cost of transport as well as living conditions of people of the area.

Detailed technical, economic, social, and environmental studies, as well as tender documents, are available.

PROJECT COST

The total cost of phase 2 of CD13 is estimated at 994.572 million euros.

As part of efforts to seek financing for phase 2 of CD13, CEMAC has already mobilized an amount of 620.550 million euros.

The additional funding sought to carry out all construction and upgrade works for phase 2 of CD13 stands at 374.022 million euros.

EXPECTED RESULTS

The main expected results of the Corridor 13 project are:

- the construction and asphaltting of approximately 981 km of road;
- the construction and asphaltting of 25 km of highways and 49 km of urban roads;
- improving the living conditions of people in the area of influence;
- the increase and strengthening of interstate economic exchanges through quantitative and qualitative improvement of road infrastructure to respond to the needs of sustainable development and regional integration;
- direct access to the Pointe-Noire Port through which goods from and to the CAR and Chad can transit;
- the exploitation of natural resources and rich mineral resources of the subregion.

NEPAD ELIGIBILITY

NEPAD is a clear and courageous vision of how Africa takes responsibility for its own development and full integration into the global economy. The development of infrastructure (roads, railways, ports, and airports) is among the ten priority sectors retained by NEPAD. Therefore, the project to construct and upgrade the missing sections of CD13 is in line with NEPAD's priorities.

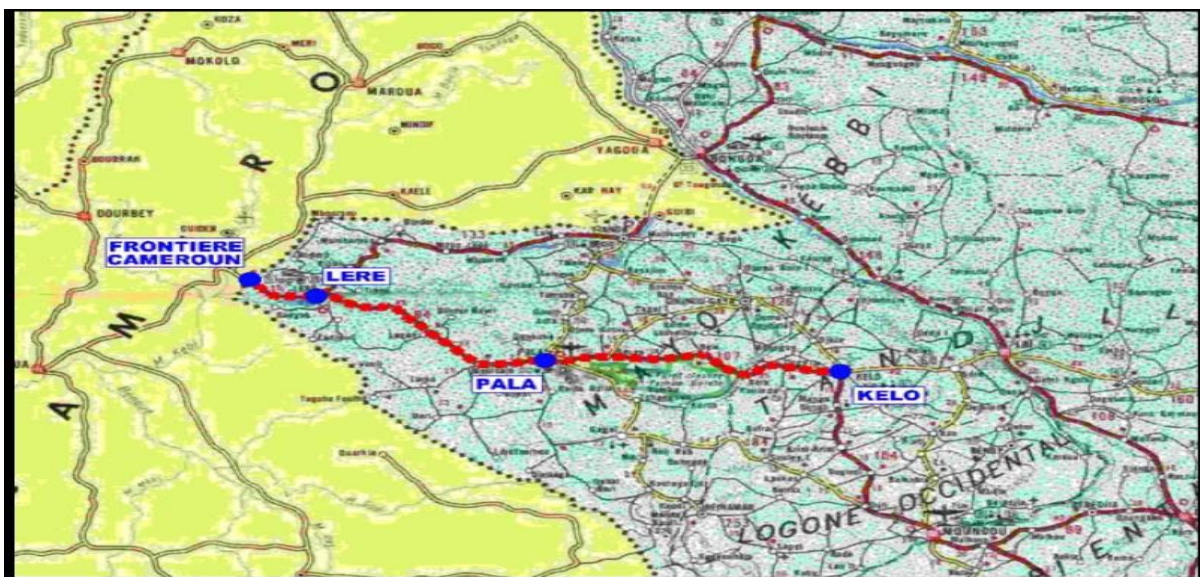
PROJECT VIABILITY

Socioeconomic evaluation showed that the gains for the community exceed the costs incurred to construct the missing sections of CD13. As a result, the investment in question creates wealth and therefore there is a return. Given that any investment constitutes a "bet on the future" and that the results of any economic evaluation are surrounded by risks and uncertainties, a sensitivity analysis showed that variations and fluctuations in basic parameters do not have a negative impact on the positive results obtained. The economic analysis carried out resulted in an Internal Profitability Rate of 18.8 percent for the construction of the road sections of phases 1 and 2 of CD13. This analysis per road section per country gave the following results:

- In the Congo: there is an Internal Rate of Return (IRR) of 19.5 percent,
- In the CAR: an IRR of 19.3 percent appears,
- In Chad: the IRR is 12 percent.

These rates are higher than the opportunity cost of capital estimated at 12 percent. Phase 2 projects of CD13 are therefore economically profitable for the CEMAC countries concerned.

PROJECT FILE OF THE CONSTRUCTION AND ASPHALTING OF THE KELO-PALA-LERE-CAMEROONIAN BORDER ROAD (CHAD-CAMEROON)



BACKGROUND

The current 226-km long Kélo-Pala-Léré-Cameroon border road project constitutes the missing link in the N'Djamena-Bongor-Kélo-Pala-Léré-Cameroon border corridor. This road axis is part of the priority structuring network that Chad is committed to develop in order to ensure permanent coverage and accessibility of its entire territory. The development of this area, which has strong agricultural potential, is hampered by access difficulties in rainy seasons, during which the region remains practically cut off from the rest of the country. The construction and asphaltting of this road will stimulate regional integration by intensifying trade between Chad, which has no access to the sea, and Cameroon its neighboring country, which is a key player in its supply chain.

PROJECT DESCRIPTION

The Kélo-Pala-Léré-Cameroon border road (226.200 km) is subdivided into three sections:

- the 108 km Kélo-Pala section;
- the 95.500 km Pala-Léré section;

- the 22.700 km Léré-Cameroon border section.

The Kelo-Pala Road section is under construction.

OBJECTIVES

On a sectoral level, the project aims to open up regions of western Chad, in order to develop their economic and social activities and to contribute to poverty reduction withing the local population. Specifically, the project objective is to improve the conditions of transport and movement of goods and people through the development of an all-weather road. In this regard, the project will help facilitate the flow of agricultural and agropastoral products from this rich area to consumption centers.

PROJECT COST

The total cost of the missing sections is estimated at 110.008 million euros. As part of its fundraising efforts, CEMAC has already mobilized 47.112 million euros. An additional 62.896 million euros is required to carry out all the construction and upgrading works on the entire road.

EXPECTED RESULTS

The main results expected upon completion of the project are as follows: (i) the rehabilitation of the Kélo-Pala-Léré-Cameroon border road; (ii) improvement of the living conditions of people in the project area; (iii) drop in transport costs; (iv) improvement of conditions for the sale of agricultural products.

NEPAD ELIGIBILITY

The project to construct and upgrade the missing sections of the N'Djamena-Bongor-Kélo-Pala-Léré-Cameroon border road is in line with NEPAD's priorities.

PROJECT VIABILITY

The evaluation of the economic profitability of the Kélo-Cameroon border road rehabilitation project is based on the cost-benefit analysis method. A comparative analysis of the balance sheet is carried out for two situations: the reference situation called "without project" and the situation called "with project."

The economic study of the asphaltting of the Kélo-Pala-Léré-Cameroon border road shows a profitability rate of 12.5 percent, which is above the 12 percent threshold.

PROJECT FILE OF THE CONSTRUCTION AND ASPHALTING OF THE KOUGOULEU-MEDOUNEU-AKURENAM ROAD (GABON-EQUATORIAL GUINEA)



BACKGROUND

Poor transport infrastructure neither favors the development of economies of the CEMAC subregion nor the free movement of people and goods. In Gabon and Equatorial Guinea, physical integration is no longer an option but a requirement for the survival of economies. In this context, one of their major concerns is to connect road networks, which will ultimately make it possible to stimulate and encourage trade and the movement of people and goods while facilitating concerted integration.

To this end, the 168 km Kougouleu-Medouneu-Akurenou road, the missing link in the trans-African Libreville-Bata Road corridor, is one of the priority projects of the PDCT-AC (Central African Consensual Transport Master Plan).

PROJECT DESCRIPTION

The project will consist of carrying out development and asphaltting works on the Kougouleu-Medouneu-Akurenou section (168 km) of the Kougouleu-Medouneu-Akurenou road (Gabon-Equatorial Guinea).

OBJECTIVES

On a sectoral level, the project aims at contributing to the increase in intra-community trade in the CEMAC zone. Specifically, the project objective is to improve the efficiency of the transport logistics chain and accessibility along the Libreville-Bata corridor.

PROJECT COST

The total cost of construction and asphaltting of the missing sections is estimated at 426.858 million euros. The funding already mobilized is 100 million euros. The funding sought is 326.858 million euros.

EXPECTED RESULTS

The expected results of the project are: (i) the construction and asphaltting of the Kougouleu-Medouneu-Akurenam road section, (ii) the reduction of general transport costs on the Libreville-Bata corridor, (iii) the improvement of the mobility of production factors and establishing incentive conditions for increased production and (v) the improvement of the living conditions of people in the area of influence.

NEPAD ELIGIBILITY

The Kougouleu-Medouneu-Akurenam road construction and asphaltting project is in line with NEPAD's priorities that aim to generate economies of scale through large integrated groups.

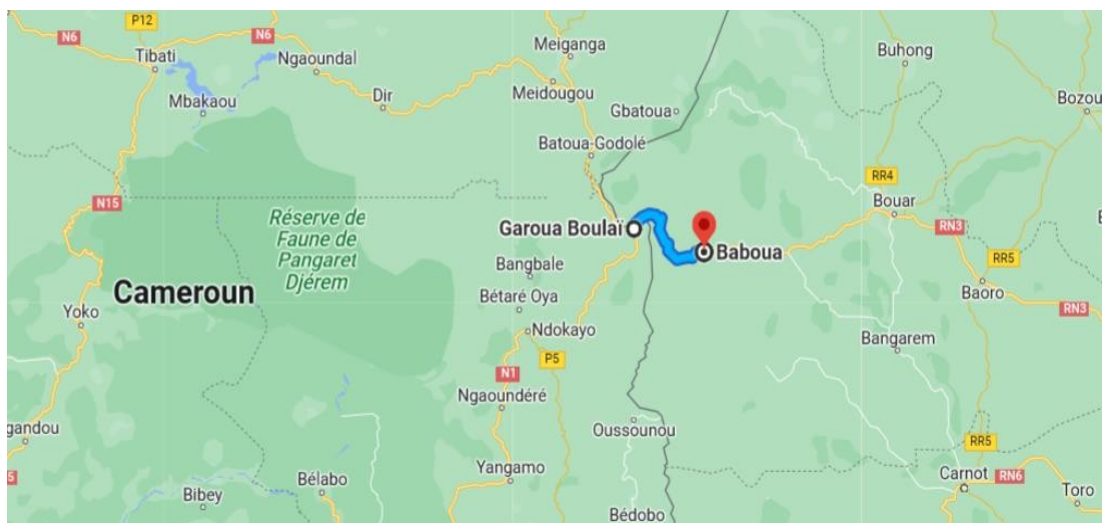
PROJECT VIABILITY

The evaluation of the economic profitability of the project is based on the cost-benefit analysis method. A comparative analysis of the balance sheet is carried out for two situations:

(i) the reference situation known as "without project" and the situation known as "with project."

The economic analysis of the Kougouleu-Medouneu-Akurenam road construction and asphaltting project reveals a profitability rate of 11.7 percent, at the limit of the 12 percent threshold.

PROJECT FILE OF THE GAROUA BOULAI-BABOUA ROAD ON CORRIDOR 2 (CAMEROON-CAR)



BACKGROUND

Six Central African countries established the Economic and Monetary Community of Central Africa (CEMAC) to strengthen the integration of their economies, in order to implement the goals assigned to it. CEMAC has worked, among other things, to compensate for the lack of interstate transport infrastructure. Thus, it has adopted an Integrative Road Network Program (PRRI) and a Regional Transport and Transit Facilitation Program (PRFTT). Considering the very significant financial resources to be mobilized to finance operations retained in the PRFTT, CEMAC has prioritized the establishment of a Pilot Program on the Douala-Bangui Corridor.

To this end, the 54 km Garoua Boulai-Baboua road was identified as an investment priority with a view to facilitating the opening up of the CAR and its integration into the subregional economy. It represents the missing link in the Bangui-Garoua Boulai Road following the recent construction of the Bertoua-Garoua-Boulai road,

thereby substantially improving access to the Central African Republic through the Douala Port.

PROJECT DESCRIPTION

In the rainy season, the Garoua-Boulai-Baboua road is difficult to travel, even for trucks, with all the possible nuisances (quags, gullies, floods, etc.).

The project consists of carrying out development and asphaltting works on the 54 km Garoua-Boulai-Baboua road.

OBJECTIVES

On a sectoral level, the project aims to contribute to the increase in intra-community trade in the CEMAC area. Specifically, the project objective is to improve the efficiency of the transport logistics chain and accessibility along the Douala-Bangui corridor.

The great importance of the project for the Central African economy is evident, given that the Douala Port remains its main outlet to the sea.

PROJECT COST

The total cost of the missing sections is estimated at 79.28 million euros. The funding already mobilized is 20 million euros. The additional 59.28 million euros is required to complete the financing of the project.

EXPECTED RESULTS

The expected results of the project are: (i) the construction and asphaltting of the entire Douala-Bangui corridor, (ii) the reduction of generalized transport costs, (iii) the improvement of the mobility of production factors and the establishment of incentive conditions for increased production, and (v) the improvement of living conditions of people in the area of influence.

NEPAD ELIGIBILITY

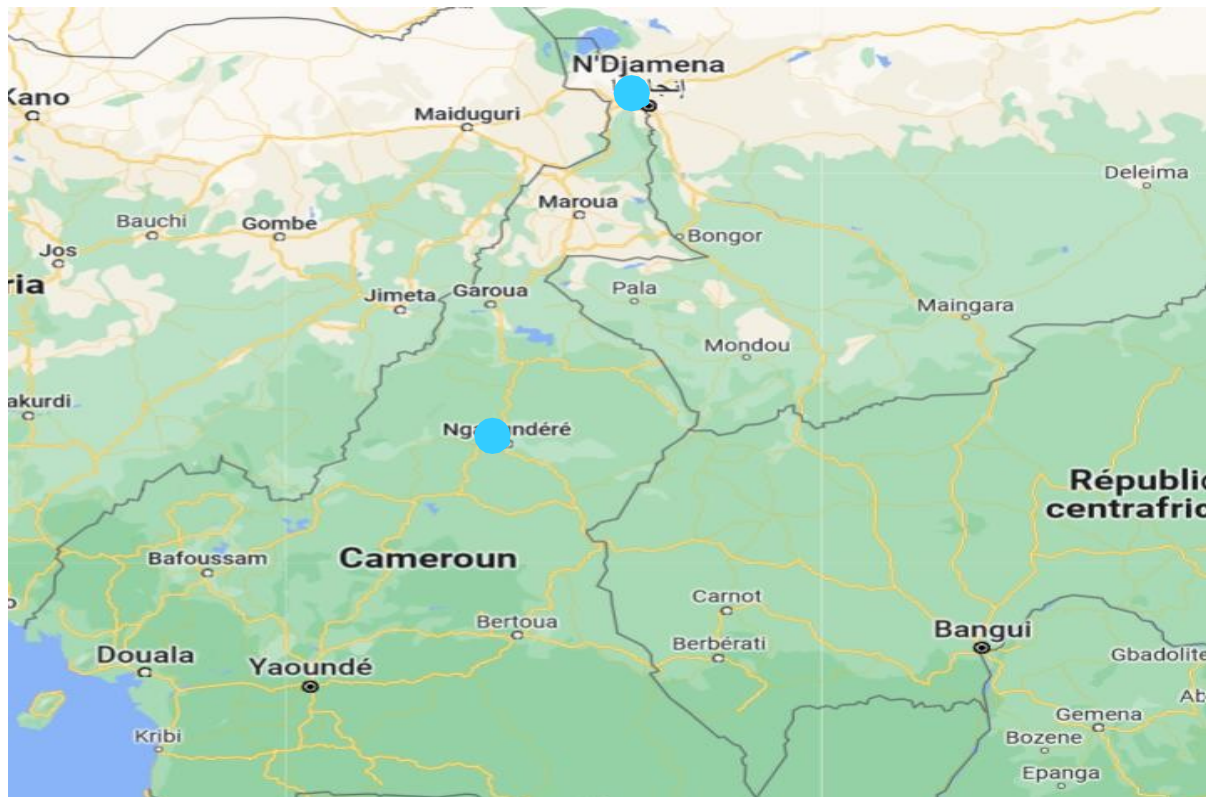
The construction and asphaltting project of the Garoua-Boulai-Baboua road is in line with NEPAD's major priorities that aim to generate economies of scale through large integrated projects.

PROJECT VIABILITY

The evaluation of the economic profitability of the project is based on the cost-benefit analysis method. A comparative analysis of the balance sheet is carried out for two situations: the reference situation known as "without project" and the situation known as "with project."

The economic analysis of the construction and asphaltting project of the Garoua-Boulai-Baboua road shows a profitability rate of 14.5 percent, above the 12 percent threshold.

PROJECT FILE OF THE CONSTRUCTION OF THE RAILWAY EXTENSION BETWEEN NGAOUNDERE AND N'DJAMENA (CAMEROON-CHAD)



BACKGROUND

The Republic of Cameroon and the Republic of Chad agree that transport is at the heart of the development problem, a factor to boost regional integration and the means to participate to the dynamics of globalization.

The integration of the two countries' infrastructure networks is a vital necessity as it allows the establishment of common and coherent platforms for different modes of transport. It will also allow greater interconnectivity and increased mobility of production factors as well as multifaceted trade flows as prerequisites for the establishment of true integration. Indeed, regional integration depends on the consistency and quality of cross-border

road and rail networks.

Cameroon and Chad have decided to complete the Douala-N'Djamena railway corridor through the construction of the railway section linking Ngaoundéré (Cameroon) to N'Djamena (Chad).

PROJECT DESCRIPTION

A preliminary study was carried out in March 2022 with the objective of establishing the socioeconomic viability of the railway and determining the best route option while taking into account economic, institutional, social, and environmental conditions.

Multi-criteria analysis retained the route of the "East" line with a length of 878 km.

The technical design of the railway is based on the National Railway Master Plan in Cameroon and supplemented by applicable local and international standards. The railway lines are designed with a standard gauge, a double-track platform, a single track, and a diesel engine traction in the first phase. The design helps preserve future double-track electrified operations.

OBJECTIVES

The overall goal of the Cameroon-Chad railway line development project is to contribute to the acceleration and strengthening of the economic integration of CEMAC member countries to place them in a dynamic of sustainable development.

From a sectoral point of view, the project aims to improve the level of service of the structuring community rail network with a view to increasing intra-community trade and contributing to improving the sustainability of road investments.

NEPAD ELIGIBILITY

The project corresponds to the orientations of NEPAD's PIDA program, particularly the construction of major regional infrastructure to promote regional integration.

PROJECT COST

The cost of construction work on the extension of the Ngaoundéré-N'Djamena railway is estimated at 5,596 million euros. The funding already mobilized stands at 500 million euros. The additional 5,096 million euros is required to complete the financing of the project.

Considering the importance of the investments, the project is subdivided into three sections as follows:

- **Section No. 1:** Ngaoundéré-Koutéré-Moundou, with a length of 385 km and a cost of 2,979 million euros;
- **Section No. 2:** Moundou-Djoumane-Bongor, with a length of 228 km and a cost of 1,119 million euros;
- **Section No. 3:** Bongor-Mailem-N'Djamena, with a length of 265 km and a cost of 1,498 million euros.

EXPECTED RESULTS

The benefits to be expected from the project are: (i) the construction of the extension of the Douala-Yaoundé-Ngaoundéré railway line to Ndjamená over 878 km, (ii) a general reduction in transport costs for travelers, (iii) a reduction in transport costs and downtime for goods, (iv) the protection of road infrastructure from the aggressiveness of overloading by heavy goods vehicles, and (v) strengthening the integration process.

In addition, the main benefits expected from the project are: (i) a significant reduction in the costs of imported products, (ii) a reduction in export costs of mining and agricultural products, and the stimulation of private operators to promote and diversify exports, and (iii) the promotion of production activities (primary and secondary sectors), due to new means of the transportation of goods.

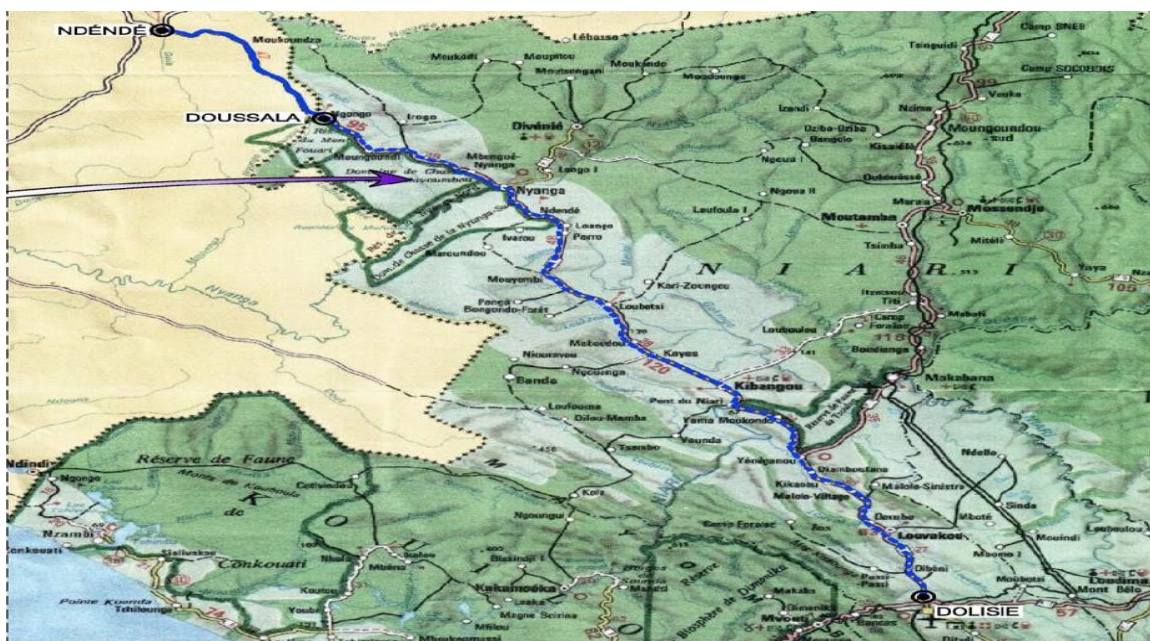
PROJECT VIABILITY

The economic analysis carried out resulted in an internal rate of return (IRR) of 16 percent for the completion of sections 1, 2, and 3. This analysis per section and per country gave the following results:

- In Cameroon: the IRR is 20 percent;
- In Chad: the IRR is 12 percent.

These IRRs are higher than the opportunity cost of capital estimated at 12 percent. The construction project for the extension of the Ngaoundéré-N'Djamena railway is therefore economically profitable for the two CEMAC countries concerned.

PROJECT FILE OF THE CONSTRUCTION OF THE NDENDE-DOLISIE ROAD ON THE LIBREVILLE-BRAZZAVILLE CORRIDOR (LAST PHASE) (GABON-CONGO)



BACKGROUND

The Ndendé-Dolisie road and Libreville-Brazzaville corridor transport facilitation project is part of CEMAC's ambition to strengthen regional integration by ensuring perennial, all-weather links between the capitals of Gabon and the Congo. In this regard, the Ndendé-Doussala-Dolisie section constitutes an important missing link in the Yaoundé-Libreville-Brazzaville axis which is part of the Tripoli-Windhoek Trans-African Road. This corridor is among the projects of the Central African Consensual Transport Master Plan (PDCT-AC).

The development of the Libreville-Brazzaville corridor into a viable trade route required an integrated approach considering the construction and/or improvement of the physical infrastructure necessary to facilitate trade and transport.

PROJECT DESCRIPTION

The project includes:

- The construction and asphaltting of the Ndendé-Doussala Section (49 km) in Gabon;
- The construction and asphaltting of the Ngongo-Kibangou (130 km) and Kibangou-Dolisie (93km) road sections in Congo;
- The development of the border bridge and the road linking it to the border (2km).

OBJECTIVES

The overall objective of this project is to contribute to the opening-up of corridor regions, as well as reducing travel time and transport costs on the Libreville-Brazzaville corridor. Specifically, the project aims to: (i) improve the efficiency of the transport logistics chain, (ii) reduce the cost of transporting products on the Libreville-Brazzaville corridor in order to increase their degree of competitiveness in the local or even international market,

(iii) contribute to improving access of people in the project area of influence to socioeconomic infrastructure, and (iv) reduce poverty in towns and localities along the road.

Detailed technical, economic, social, and environmental studies, as well as tender documents, are available.

PROJECT COST

The total amount needed for the construction of the missing sections of the Ndende-Dolisie road of the Libreville-Brazzaville corridor (last phase) is estimated at 290.264 million euros. Some 51.190 million euros has already been mobilised. The amount required to fill the funding gap of the project stands at 239.074 million euros.

EXPECTED RESULTS

The expected outcome of the project includes: (i) the rehabilitation of the Ndendé-Doussala-Dolisie section; (ii) the reduction in the generalized cost of transport, including vehicle operating costs and travel time on the Libreville-Ndendé-Doussala-Dolisie-Brazzaville corridor and crossing the border, and (iii) the improvement of the living conditions of the population in the road's zone of influence.

NEPAD ELIGIBILITY

The project to construct and upgrade the missing sections of the Libreville-Brazzaville corridor is in line with NEPAD's priorities.

PROJECT VIABILITY

The economic analysis of the Ndendé-Dolisie road is based on the cost-benefit analysis between the "without" and "with project" situations, over a period of 20 years.

Economic evaluation made it possible to obtain an Internal Rate of Return (IRR) of 20.08 percent. This rate is higher than the opportunity cost of capital estimated at 12 percent. The project is therefore economically profitable for the community.

PROJECT FILE OF THE CONSTRUCTION OF ACCESS ROADS TO THE ROAD-RAIL BRIDGE (CONGO-DRC)



BACKGROUND

In a Public-Private Partnership (PPP) approach, the examination of the construction project of Road-Rail Bridge (PRR) access roads is structured around: (i) a public works and public service concession limited to the Bridge (financing, construction, operation, and maintenance) and (ii) a delegated project management entrusted to concessionaires for the construction of associated infrastructure.

The access road development project is integrated into that of the road-rail bridge over the Congo River and takes into account the multiple particularities of the bridge. Indeed: (i) the future bridge will constitute a link between two highly urbanized and booming cities, (ii) the bridge is envisaged on a border between two countries, which until then, are encountering problems in harmonizing and rationalizing their immigration and customs procedures (iii) the bridge must necessarily be connected to the road and rail networks reaching the structure in both countries and must take into account prospects for growth in traffic, expansion

of the two large cities to be connected by a fixed link (Kinshasa and Brazzaville), and the development of special economic zones in the areas of Maluku in the DRC and Maloukou in the Republic of the Congo.

PROJECT DESCRIPTION

The Road-Rail Bridge between the Democratic Republic of the Congo and the Republic of the Congo will have a length of 1 757 m. The Maloukou Tréchet site selected for the implementation of the PRR in the Republic of the Congo is located 65 km from Brazzaville while that of Maluku retained in the DRC is located 87 km from Kinshasa.

The project is structured around access roads designating: (i) on the right bank of the Congo River (Republic of the Congo), roads connecting the Bridge to National Road No. 1 over a length of approximately 3 200 m, and (ii) on the left bank (Democratic Republic of the Congo), roads linking the Bridge to National Road No. 43 over a length of 6,800 m.

PROJECT OBJECTIVES

The sectoral goal of the project is to ensure the continuity of the transport system on the Tripoli-Windhoek corridor and to contribute to regional integration in Central

Africa. Specifically, the project aims to create a permanent road link between the DRC and the Republic of the Congo.

PROJECT COST

The total cost of road access to the PRR, excluding taxes and customs duties, amounts to 71.86 million euros. The funding already mobilized is 10 million euros, thus requiring an additional 61.86 million euros.

EXPECTED RESULTS

The expected results of the execution of this project will be assessed in relation to: (i) the improvement of the level of service on the corridor and the increase in traffic and commercial exchanges between the two countries; (ii) the reduction of transport and logistics costs; and (iii) the improvement of living conditions of local people and their access to basic social services.

NEPAD ELIGIBILITY

It is important to recall that the road-rail bridge project over the Congo River is one of the priority operations of the PDCT-AC and constitutes one of the NEPAD/PIDA Flagship Projects.

In fact, it is: (i) to ensure the continuity of the transport system on the Tripoli-Windhoek corridor, whose branch in Central Africa, constituted by the Cameroon-Chad-Congo-DRC link, aims to connect Yaoundé, Libreville, Brazzaville, and Kinshasa.

PROJECT VIABILITY

Economic analysis was carried out using the cost-benefit analysis method on the entire road-rail bridge project by comparing the “with project” situation and the “without project” situation over a period of 30 years. The “without project” situation is the most likely optimized situation in the absence of the project on the horizon under consideration.

Flow analysis reveals an internal profitability rate of 18.10 percent. The project is therefore economically profitable for both countries.

PROJECT FILE OF THE RIVER AND PORT DEVELOPMENT TO FACILITATE NAVIGATION ON THE CONGO RIVER AND ITS TRIBUTARIES IN THE CAR AND CONGO



BACKGROUND

Historically, the Congo River and its tributaries were important routes for the transportation of people and goods to inland areas lacking road and/or rail infrastructure, as well as to landlocked countries without a coastline.

River navigation was carried out in satisfactory conditions and history has proven that this mode of transport was efficient and safe. However, due to a lack of funding and resources during periods of instability, river transport has lost importance, with the corollary being the obsolescence and deterioration of port infrastructure and navigation aids. As a result, river transport is not carried out in optimal safety conditions. The number of accidents has continued to increase in recent years. In response to the decline of river transport, the Central Africa Consensual Master Transport Plan (PDCT – AC) aims to make the Congo River and its tributaries (Ubangi and Sangha) modern, efficient, and sustainable waterways.

PROJECT DESCRIPTION

At the river level, the project concerns: (i) the development of the Zinga threshold, (ii) the development of the access channel to the port of Bangui, (iii) the development of groynes on the Sangha River, and (iv) dredging and marking of waterways.

At the port level, the project plans: (i) the upgrade of the port of Bangui in the CAR and the ports of Brazzaville and Impfondo in the Congo, (ii) the construction of new ports in Liranga and Bétou in the Congo, and in Mongoumba in the CAR.

OBJECTIVES

The goals of the project are: (i) to develop the natural transport vocation on the Congo River and its tributaries, (ii) to strengthen the regional integration by increasing flows and exchanges, (iii) to open up the production and the consumption areas of the river basin, (iv) to revitalize the productive and commercial sectors, (v) to create the conditions for sustained economic growth, and (vi) to create a healthy environmental and social living environment.

NEPAD ELIGIBILITY

The project corresponds to the orientations of NEPAD's PIDA program, particularly the construction of major regional infrastructure to promote regional integration.

PROJECT COST

The cost of port and river development work is estimated at 388.368 million euros. The funding mobilized stands at 50 million euros. The funding sought is 338.368 million euros.

EXPECTED RESULTS

The expected results relate to: (i) the reduction of port costs, (ii) the competitiveness of ports, (iii) the reduction of waiting time and the increase in ship rotations, (iv) easier and faster access to ports for large boats and convoys with navigation safety ensured day and night, (v) the creation of jobs for the management and operation of navigation system facilities and services.

PROJECT VIABILITY

The approach adopted in the economic analysis consists of comparing the costs of river developments to the associated benefits, particularly to transport cost savings made between a "without project" situation where only the existing road mode will be used and a "with project" situation where the river transport mode replaces part of the traffic provided by road.

Flow analysis shows an internal profitability rate of 14.56 percent. This rate is higher than the opportunity cost of capital estimated at 12 percent. The project is therefore economically profitable.



MORE INFORMATION

on the thirteen integrative projects
and participate in the roundtable

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