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TITLE I COUNTERPART
Committee
CIV.OPS. Doc.

OFFICE OF THE CHIEF OF
CIVILIAN OPERATIONS ONUC

KIVU AND MANIEMA ROAD PROJECTS

FOR

COUNTERPART TRUST FUND COMMITTEE

1. Name of Project: Kivumines Road
2. Location: Kivu Province, Republic of Congo.
3. Type of Facilities: Reconstruction of road linking the city of Bukavu with the Mining Centers of Kasese region in the Kivu Province. The work covers a distance of 180 kilometers which breaks down into two portions: (a) Utu-Kasese 135 kilometers and (b) Utu-Iteboro 45 kilometers.
4. Estimated Cost: Kivumines Road is an integral part of the road reconstruction programme for the Kivu Province this year. Four main roads are covered by this programme, the analysis of the three others follows the present one.

The estimated cost for the implementation of the Kivumines project is therefore included in the global cost of the programme which is as follows:

cost
Total estimated/is 17,7 millions congolese
frances or \$ _____ using 65 congolese frances
per \$1 U.S.

- a) Local costs for labour, services and materials to be financed in C.F. from Counterpart Funds is ... equivalent to \$..... using 65 C.F. per \$1 U.S.
 - b) Hard currency for material imported from USA to be financed by AID \$ _____
 - c) Materials to be imported from countries other than USA to be financed in hard currency provided by _____ \$ _____
5. Per Cent of Foreign Exchange Costs is \$ _____

6. Length of time Needed to Carry out the Project: 12 months

7. Date When Project Shall be Started:

at once

8. Priority in Relation to Other Projects: High

9. Why Facility Needed:

National Economic Recovery

These roads are currently the only main and direct way from Bukavu, principal city of commercial and industrial activities and capital of the old Kivu Province, to the main mining centers in the Province. But, like several others in the Congo, they became dangerous because of neglect and consequently lost much of their pre-independence traffic.

It is expected that the repair of this network will immediately result in more than doubling the present volume of outputs from these mining centers and the food and other primary needs and wants required for the workers and their families in the region. This in turn will lead to the creation of other economic activities with an overall positive impact on the present traffic capacity of the road, which will rise from 3 trucks per kilometer and per day to 9 trucks per kilometer and per day.

The following table showing the yearly mineral outputs of the region is cited as evidence of the economic need for repairing the roads.

Exploited wealth of Kasese Region

<u>Mineral</u>	<u>Quantity</u>
Tin-bearing ores	1,068 tons
Columba-Tantalite	100 tons
Gold	240 kilogrammes

10. What is the Estimate Annual Maintenance Cost?

These roads are included in the network of selected roads which form an integral part of the national recovery programme and to which priority is being given as one of the national measures toward the country's prompt economic and social recovery. The maintenance costs shall therefore, be provided in the annual budget of the Ministry of Public Works.

GENERAL INFORMATION ON PROJECT 11.31

1. How Will The Work Be Accomplished?

Contracts with the Mining Companies operating in the region, local workers, local materials possibly supplemented with some import materials.

2. Are Contractors Available To Do The Work?

Negotiations are under way and agreement thereon is expected very shortly.

3. Plans And Specifications.

National recovery Programme was elaborated by a committee on National recovery, the members of which were U.N. Experts and Government Officials. The present project included in the programme was prepared by ONUC Public Works Experts.

4. Who will Award The Contract?

ONUC

5. Who Will Supervise The Implementation Of The Project?

Ministry of Public Works and ONUC.

6. Are The Plans Prepared?

Yes, and available as per 3 above.

7. Time Delay In Preparing Plan And Specifications.

8. Necessary Local Materials Are Available?

Yes

9. Have Sources Been Designated For Local Materials?

10. Is Local Labour Available?

Over abundance.

11. Are Local Authorities In Agreement With This Project?

Yes, this is an Official Project.

OFFICE OF THE CHIEF OF
CIVILIAN OPERATIONS, ONUC

KIVU AND MANIEMA ROAD PROJECTS

FOR

COUNTERPART TRUST FUND COMMITTEE

1. Name of Project: Compagnie Minière des Grands Lacs Road.
2. Location: Kivu Province, Republic of Congo.
3. Type of Facility: Repair of road between Bukavu and Kamituga-Kasongo. The works covers a total distance of 167 kilometers and constitutes a third portion of the road reconstruction programme for the Kivu and Maniema provinces, as described above.
4. Estimated Costs: Facts underlined in the preceding project apply equally to this network.
5. Per Cent of Foreign Exchange Costs is:
6. Length of Time Needed to Carry out the Project: 12 months.
7. Date When Project Shall Be started:
8. Priority in Relation to Other Project: High
9. Why Facility is Needed:
 - a) National Economic Recovery

This road is among those included in the national recovery programme, and is at present the only main and direct way by which mineral products of Kamituga Mines of Grands Lacs are brought to Bukavu. The road is also the market road servicing the needs of the working population of 4,000 workers and 20,000 other souls in the region.

Furthermore, the road constitutes the main land liaison between Bukavu and Maniema, Kindu as well as Kasongo, and as such, handles a good deal of traffic between these areas.
 - b) The roads' present yearly volume of transport is estimated at 3,000,000 tons which is equivalent to 25 vehicles per kilometer and per day.

- c) The following table showing the annual mineral outputs of the region is given as an evidence of further economic justification for repairing the road.

Exploited Wealth of the Region

<u>Mineral</u>	<u>Quantity</u>
Gold	1,856 kilos
Tin-bearing ores	180 tons
Wolframite	18 tons
Beryls	240 tons.

10. What is the Estimate Annual Maintenance Cost?

These roads are included in the network of selected roads which form an integral part of the national recovery programme and to which priority is being given as one of the national measures toward the country's prompt economic and social recovery. The maintenance costs shall therefore, be provided in the annual budget of the Ministry of Public Works.

GENERAL INFORMATION ON PROJECT 11.31

1. How Will The Work Be Accomplished?

Contracts with the Mining Companies operating in the region, local workers, local materials possibly supplemented with some import materials.

2. Are Contractors Available to do the Work?

Negotiations are under way and agreement thereon is expected very shortly.

3. Plans and Specifications.

National Recovery Programme was elaborated by a committee on National recovery, the members of which were U.N. Experts and Government Officials. The present project included in the programme was prepared by ONUC Public Works Experts.

4. Who Will Award The Contract?

ONUC.

5. Who Will Supervise The Implementation of the Project?

Ministry of Public Works and ONUC.

6. Are The Plans Prepared?

Yes, and available as per 3 above.

7. Time Delay in Preparing Plan and Specifications.

8. Necessary Local Materials Are Available?

Yes.

9. Have Sources Been Designated for Local Materials?

10. Is Local Labour Available?

Over abundance.

11. Are Local Authorities in Agreement with this Project?

Yes, this is an Official Project.

OFFICE OF THE CHIEF OF
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KIVU AND MANIEMA ROAD PROJECTS

FOR

COUNTERPART TRUST FUND COMMITTEE

1. Name of Project: Cobelmin Road.
2. Location: Kivu Province, Republic of Congo.
3. Type of Facility: This is the last part of the road reconstruction project for the Kivu Province during this year. The work covers a repair of the Sanlia-Kivu bifurcation and involves a distance of 20 kilometers.
4. Estimated Costs: Facts underlined in the preceding project apply equally to this network.
5. Per Cent of Foreign Exchange Costs is:
6. Length of Time Needed to Carry out the Project: 12 months.
7. Date When Project Shall Be Started:
8. Priority in Relation to Other Projects: High
9. Why Facility is Needed:

a) National Economic Recovery.

As an integral part of the Road Reconstruction Project for the Province, this road figures among the selected ones included in the National Recovery Programme; and though it involves only a short distance, the road's importance cannot be over-emphasized. Its annual volume of transport is estimated at 3,000,000 tons, that is about 25 vehicles per kilometer and per day.

- b) The following table showing the yearly mineral outputs of the region is cited as evidence of economic justification for carrying out the project.

Exploited Wealth of the Region

<u>Mineral</u>	<u>Quantity</u>
Gold	132 kilos
Tin-bearing ore	2,554 tons
Columba-Tantalite	250 tons.

10. What is the Estimate Annual Maintenance Cost?

These roads are included in the network of selected roads which form an integral part of the national recovery programme and to which priority is being given as one of the national measures toward the country's prompt economic and social recovery. The maintenance costs shall therefore, be provided in the annual budget of the Ministry of Public Works.

GENERAL INFORMATION ON PROJECT 11.31

1. How Will The Work Be Accomplished?

Contracts with the Mining Companies operating in the region, local workers, local materials possibly supplemented with some import materials.

2. Are Contractors Available To Do The Work?

Negotiations are under way and agreement thereon is expected very shortly.

3. Plans And Specifications.

National recovery Programme was elaborated by a committee on National recovery, the members of which were U.N. Experts and Government Officials. The present project included in the programme was prepared by ONUC Public Works Experts.

4. Who Will Award The Contract?

ONUC

5. Who Will Supervise The Implementation of the Project?

Ministry of Public Works and ONUC.

6. Are The Plans Prepared?

Yes, and available as per 3 above.

7. Time Delay in Preparing Plan and Specifications.

8. Necessary Local Materials Are Available? Yes

9. Have Sources Been Designated For Local Materials?

10. Is Local Labour Available?

Over abundance.

11. Are Local Authorities In Agreement with This Project?

Yes, this is an Official Project.

OFFICE OF THE CHIEF OF
CIVILIAN OPERATIONS, ONUC

KIVU AND MANIEMA ROAD PROJECTS

FOR

COUNTERPART TRUST FUND COMMITTEE

1. Name of Project: Kivumines Road (2)
2. Location: Kivu Province, Republic of Congo
3. Type of Facility: This project forms an integral part of the preceeding one and covers repair of roads connecting the provincial capital with the mining centers of Kivumines and Phibraki in the Kigulube's sector and those of "Compagnie Minière des Grands Lacs and Plateau de l'Itombwe". The project breaks down into two portions: (a) Kigulubu-Lugwubu Road and (b) Nzombe-Tulambo Road covering a distance of 131 and 100 kilometers respectively.
4. Estimated Costs: Facts underlined in the preceeding project apply equally to this network.
5. Per Cent of Foreign Exchange Costs is:
6. Length of Time Needed to Carry out the Project: 12 months
7. Date When Project Shall Be Started:
8. Priority in Relation to Other Projects: High
9. Why Facility is Needed:

National Economic Recovery

These roads are among the selected roads included in the national economic recovery programme. They serve an area relatively large which annually yields more than 500 tons of Tin-bearing ores.

Besides its mineral wealth mostly unexploited, the region is also rich in agricultural resources; it is in this area that one finds the main agricultural centers of the Kivu

Province, hence its importance to the nation's economic recovery cannot be over-emphasized.

10. What is the Estimate Annual Maintenance Cost?

These roads are included in the network of selected roads which form an integral part of the national recovery programme and to which priority is being given as one of the national measures toward the country's prompt economic and social recovery. The maintenance costs shall therefore, be provided in the annual budget of the Ministry of Public Works.

GENERAL INFORMATION ON PROJECT 11.31

1. How Will The Work Be Accomplished?

Contracts with the Mining Companies operating in the region, local workers, local materials possibly supplemented with some import materials.

2. Are Contractors Available To Do The Work?

Negotiations are under way and agreement thereon is expected very shortly.

3. Plans And Specifications.

National Recovery Programme was elaborated by a committee on National recovery, the members of which were U.N. Experts and Government Officials. The present project included in the programme was prepared by ONUC Public Works Experts.

4. Who Will Award The Contract?

ONUC.

5. Who Will Supervise The Implementation of the Project?

Ministry of Public Works and ONUC.

6. Are the Plans Prepared?

Yes, and available as per 3 above.

7. Time Delay in Preparing Plan and Specifications.

8. Necessary Local Materials Are Available?

Yes.

9. Have Sources Been Designated for Local Materials?

10. Is Local Labour Available?

Over abundance.

11. Are Local Authorities in Agreement with This Project?

Yes, this is an Official Project.

OFFICE OF THE CHIEF
OF CIVILIAN OPERATIONS, ONUC

ITURI ROAD RECONSTRUCTION, PROJECT
FOR
COUNTERPART TRUST FUND COMMITTEE

1. Name of Project: Kilo-Moto Roads.
2. Location: Ituri Province, Republic of Congo.
3. Type of Facilities: Repairs of Mining Roads in the Ituri Province. The work covers a total distance of 858 kilometers and involves such repairs as navvying, road re-mapping, drainage and other necessary related works as well as the reconstruction of four wooden bridges with steel-tables, each with a capacity of 30 tons to replace the old ones.
4. Estimated Costs: Global cost for the restoration of this network is about 47 millions C.F. or \$ _____
US using 65 C.F. per \$1 USA.
 - a) Local cost for labour services and materials to be financed in C.F. from Counterpart Funds is _____ equivalent to \$ _____ using 65 C.F. per \$1 USA.
 - b) Hard currency for material/^{imported}from USA to be financed by AID \$ _____
 - c) Materials to be imported from countries other than USA to be financed in hard currency by _____ \$ _____
5. Per Cent Of Foreign Exchange Costs is _____
6. Length of Time Needed To Carry Out The Project: 12 months
7. Date When Project Shall Be Started: _____
8. Priority In Relation To Other Projects: High
9. Why Facility is Needed:

The Kilo-Moto Roads also fall within the Sector of National network

of selected roads where immediate action is needed for the prompt economic and social recovery of the Congo.

The present project aims at restoring during a period of 12 months a network of roads covering a total distance of over 1600 kilometers currently servicing the needs of the various Mining Centers and the populations in the Ituri Province.

Its successful implementation will immediately afford full job opportunities to about 850 workers and greatly improve the transportation facilities in the region for the evacuation of its mining products, the volume of which is expected to rise, and leading to an overall positive result in greater economic expansion of the region.

- a) It is to be noted that the roads' present annual volume of transport, solely for the mineral products, is estimated at 4,000,000 tons.
- b) The following table showing the yearly mineral outputs of the region is cited as a further evidence of the economic need for repairing this network:

Exploited Wealth Of Ituri Province

<u>Mineral</u>	<u>Quantity</u>
Gold	7,000 kilos
Tin-bearing-ores	2,214 tons
Wolfamite	18 tons
Beryls	240 tons

It is also to be noted that

- c) The above products will bring in more than 800 million C.F. in foreign exchange while the required funds for the carrying out of the project represent only 6% of this total mineral output.

10. What is the Estimate Annual Maintenance Cost?

These roads are included in the network of selected roads which form an integral part of the national recovery programme and to which priority is being given as one of the national measures toward the country's prompt economic and social recovery. The maintenance costs shall therefore, be provided in the annual budget of the Ministry of Public Works.

GENERAL INFORMATION ON PROJECT 11.31

1. How Will The Work Be Accomplished?

Contracts with the Mining Companies operating in the region, local workers, local materials possibly supplemented with some import materials.

2. Are Contractors Available To Do The Work?

Negotiations are under way and agreement thereon is expected very shortly.

3. Plans And Specifications.

National recovery Programme was elaborated by a committee on National recovery, the members of which were U.N. Experts and Government Officials. The present project included in the programme was prepared by ONUC Public Works Experts.

4. Who Will Award The Contract?

ONUC

5. Who Will Supervise The Implementation Of The Project?

Ministry of Public Works and ONUC.

6. Are The Plans Prepared?

Yes, and available as per 3 above.

7. Time Delay In Preparing Plan And Specifications.

8. Necessary Local Materials Are Available?

Yes

9. Have Sources Been Designated For Local Materials?

10. Is Local Labour Available?

Over abundance.

11. Are Local Authorities In Agreement With This Project?

Yes, this is an Official Project.

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UNITED NATIONS CIVILIAN OPERATIONS:
PUBLIC WORKS

ROAD RECONSTRUCTION WORKS
IN THE PROVINCES OF MANIEMA,
KIVU AND ITURI

PROJECT 11.32

KILO-MOTO (ITURI-KIBALI)

Location, Nature and Extent : Relations to other highways
and other transportation facilities and its main features

The Kilo-Moto Roads in the Ituri Province also falls within the Sector of National network of roads where immediate action is needed for the economic recovery of the Congo.

The work ^{will} cover a total distance of 858 kilometers and involve such repairs as navvying, road re-mapping, drainage and other necessary related works as well as the reconstruction of four wooden bridges with steel-tables each, with a capacity of 30 tons to replace the old ones.

The project aims at restoring during a period of 12 months a network of roads covering over 1600 kilometers currently servicing the needs of the various mining centers in the Ituri Province.

TRAFFIC CAPACITY:

The annual volume of transport, solely for the mineral products, is estimated at 4,000,000 tons.

THE PROJECT AREA:

The region is a fairly large area and rich in natural resources such as gold, Tin bearing ore, Wolfamite and Beryl. Its total recorded gold output in 1961 was 5,040 kilogrammes.

ECONOMIC ASPECTS AND BENEFITS:

a) The estimated global cost for the restoration of this network is about 47 millions, C.F., or 30,000 C.F. per Kilometer.

.../...

It is of interest to note in this connection that the Belgian Administration had, before Independence, estimated at 200,000 to 400,000 C.F. per kilometer, the reconstruction of these roads.

b) Benefits : It is expected that the project implementation will immediately afford full job opportunities to about 850 workers and also afford the transportation facilities for the evacuation from the Mining Centers of the following quantities of yearly mineral outputs:

Gold	:	7,000 kilos
Tin-bearing-ores	:	2,214 tons
Wolfamite	:	18 tons
Beryl	:	240 tons.

The above products will bring in more than 800 million C.F. in foreign exchange while the required funds for the implementation of the project represent only 6% of this total mineral output.

UNITED NATIONS CIVILIAN OPERATIONS:
PUBLIC WORKS.

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ROAD RECONSTRUCTION WORKS
IN THE PROVINCES OF MANIEMA,
KIVU AND ITURI

PROJECT 11.31

A) KIVUMINES ROAD :

Location, Nature and Extent : Relations to other highways
and other transportation facilities and its main features.

This road links the city of Bukavu with the Mining Centers of Kasese region in the Kivu Province. The project covers a distance of 180 kilometers which breaks down into two portions: a) Utu-Kasese: 135 kilometers and Utu-Itebore: 45 kilometers. These roads are the currently the only main and direct way from Bukavu, principal city of commercial and industrial activities and Capital of the old Kivu Province, to these mining areas. This network, like several others in the Congo, became dangerous, because of neglect following the break-down in law and order and consequently loss much of its pre-independence traffic.

TRAFFIC CAPACITIES:

The volume of traffic is 3 trucks per kilometer per day. In relation to the present national highway system, the road falls within the average class. However, its growth possibilities are very encouraging because of the mineral wealth of the regions which are now being exploited by the Mining Companies of SYNETAIN AND COBELMIN.

THE KASESE REGION:

Kasese is a region fairly rich in natural resources. The exploited activities yearly yield the following quantities of products:

.../...

Tin Bearing Ores :	1,068 tons
Columba-Tantalite:	100 tons
Gold :	240 kilogrammes.

ECONOMIC ASPECTS AND BENEFITS:

The estimated cost remains pending the aerial surveys of these roads, which are due shortly.

It is however expected that the repair of this road will immediately result in more than doubling the present volume of supplies from these mining centers, and the food and other primary needs and wants required for the workers and their families in the region. This in turn will lead to the creation of other economic activities with an overall positive impact on the present traffic capacities of the road, which will rise from 3 trucks per kilometer a day to 9 trucks per kilometer and per day.

B) KIVUMINES PROJECT

Location, Nature and Extent: Relations to other highways and other transportation facilities and its main features

This project like the preceeding one lies in the Kivu Province and covers repair of the road connecting the provincial capital with the mining centers of Kivumines and Phibraki in the Kigulube's Sector and those of "Compagnie Minière des Grands Lacs" and "Plateau de l'Itombwe".

The project breaks down into two portions:

- a) Kigulube-Lugwugu Road covering a distance of 131 kilometers, and
- b) Nzombe-Tulambo Road covering a distance of 100 kilometers.

Facts underlined in Project 11-31 (a) apply equally to this project.

.../...

TRAFFIC CAPACITIES:

The estimated minimum volume of traffic is 6 vehicles per kilometer, and per day.

THE REGION:

The area is relatively large, and at present, Tin Bearing Ore constitutes the only mineral being effectively exploited. The annual yield is about 500 tons.

Beside its mineral wealth, the region is also rich in agricultural resources; it is in this area that one finds the main agricultural centers of the Kivu Province.

ECONOMIC ASPECTS AND BENEFITS:

The estimated cost shall be determined following the aerial surveys of the roads, and the expected benefits fall within the scope of those expected in Project 11-31 (a).

C) COMPAGNIE MINIERE DES GRANDS LACS PROJECT:

Location, Nature and Extent : Relations to other highways and other transportation facilities and its main features

This is the third part of Project 11.31 and covers repair of road between Bukavu-Kamituga-Kasongo, and a total distance of 167 kilometers. This road is the only main ^{direct} way by which the mineral products of Kamituga Mines of "Compagnie Grands Lacs" are brought to Bukavu. The road is also the only market road servicing the needs of the working population of 4,000 workers and 20,000 other souls in the region.

Furthermore, the road constitutes the main land liaison between Bukavu and Maniema, Kindu as well as Kasongo, and as such, handles a good deal of traffic between these areas.

.../...

TRAFFIC CAPACITIES:

The annual volume of transport is estimated at 3,000,000 tons, that is about 25 vehicles per kilometer and per day.

THE REGION:

The region has similar geographical and geological features as the two preceeding areas. The exploited activities yearly yield the following quantities of products :

Gold	:	1,856 kilos
Tin Ore	:	180 tons
Wolfram	:	18 tons
Beryl	:	240 tons.

ECONOMIC ASPECTS AND BENEFITS:

The estimated cost remains to be determined following the aerial surveys of these roads.

D) GOBELMIN PROJECT

Location, Nature and Extent : Relations to other highways and other transportation facilities and its main features

This project, the last part of Project 11.31, is to cover the repair of the Saulia-Kivu bifurcation. The work involves a distance of 20 kilometers. This branch became dangerous as a result of natural perturbations - avalanche, land slides, etc. - rather than neglect, and hinders traffic during the rain season.

TRAFFIC CAPACITY:

The estimated volume of traffic is 25 vehicles per kilometer and per day.

REGION:

The characteristics of this zone are the same as the other three

.../...

described above. The annual outputs from its various exploited activities are as follows:

Tin Bearing Ore :	2,554 tons
Gold :	132 kilos
Columba-Tantalite:	250 tons.

ECONOMIC ASPECTS AND BENEFITS:

The estimated cost remains pending the result of the expected aerial surveys of these roads.