



AFCAP



AFRICA COMMUNITY ACCESS PROGRAMME

AFCAP FIRST VISIT TO DRC

3rd to 7th October 2011

Visit Objectives

The AFCAP Technical Managers, Rob Geddes and Nkululeko Leta visited Kinshasa, DRC from the 3rd to the 7th of October 2011. The primary objective was to assess the possibility and, subsequently, modalities of AFCAP involvement in the DRC. This assessment was done through meetings with most key stakeholders in the road sector, who included development partners (EU, AfDB, DFID, World Bank), GoDRC agencies (DVDA, OdR, FONER, BTC, Cellule Infrastructures) and others.

The visit also provided the opportunity for the AFCAP team to meet and establish contacts with the main actors in the road sector with whom AFCAP will collaborate once formal approvals to operate are given by GoDRC.

About AFCAP

AFCAP is a research programme funded by the UK government (DFID), which is promoting safe and sustainable rural access in Africa. AFCAP supports knowledge sharing between participating countries in order to enhance the uptake of low cost, proven solutions for rural access that maximise the use of local resources. Current participating countries are Ethiopia, Malawi, Mozambique, Kenya, Tanzania and South Sudan. AFCAP is managed by Crown Agents on behalf of DFID and the participating countries.

The research areas are identified in conjunction with the host country, and interventions tailored to ensure local buy-in and ownership for sustainability purposes. Research projects and demonstration sites in each participating country contribute significantly to the development of appropriate design standards for rural roads. AFCAP outputs to date and further programme information can be found on the website www.afcap.org

People Met

Due to time constraints on the initial visit and prior commitments by key personnel, it was not possible to meet with representatives of the Office de Routes (Ministère des Infrastructures, Travaux Publics et Reconstruction - MITPR), CTB (Belgium), UNOPS and other NGOs involved in the road sector. These will be prioritised during the next visit.

Name	Position	Organisation
Theophile NTELA LUNGUMBA	Deputy Coordinator	Cellule Infrastructures
Billy TSHIBAMBE	Head of Roads Section	Cellule Infrastructures
Oscar BADEU	Roads Section	Cellule Infrastructures
Henri LUTETE	Roads Section	Cellule Infrastructures
Steve KADIMA-MBUYI	GIS Section	Cellule Infrastructures
Edward KOKO	Chefe de Sect, Apoio Institucional	Cellule Infrastructures

Balderim MANZENZA	CCon	Cellule Infrastructures
Anatole BIZONGO	Senior Transport Engineer	African Development Bank
Bakach D.Jean Baptiste KADIATA	Charge Principal de l'Agriculture	African Development Bank
Gilbert T. MUKANYA	Acting Director	DVDA (Rural Roads Agency, Ministry of Local Government)
Robert LENDO LENDO	Technical Director	FONER (Road Fund)
Vincent MANDE BALUFU-LUSMANY	Assistant to Director General	FONER
Charles Kalangila SHEMU	Director General	Bureau Technique de Controle (MITPR)
Alexandre K. DOSSOU	Senior Transport Specialist	World Bank, DRC
Vicky SEYMOUR	Infrastructure and Environment Adviser	DFID DRC
Rodney DYER	Senior Infrastructure Adviser	DFID DRC
Karen HAYES	Director	PACT (US NGO)
Gilbert Kabwe KAZADI	Project Manager	Bas Congo Dev. Corridor
Sergio PIAZZARDI	Head of Transport Infrastructure Section	European Union Delegation, DRC
Graham SMITH	Project Manager	Spatial Dev. Initiative (DTI SA)
Eddy BYNENS	Engineering Consultant	Independent

Visit Findings

Listed below are the principal findings of the visit. It is important to note that these findings are based on discussions that the AFCAP team had in meetings with the people indicated in the above table, and do not necessarily reflect official GoDRC or DFID positions:

1. DRC is still in the process of establishing a backbone land transport network for the country, including reestablishment of river transport on the Congo River and the construction of a paved trunk road network.
2. There has been a low level of funding to the road sector resulting in low capacity within GoDRC agencies in the sector to effectively carry out the mammoth task of rehabilitating and upgrading the country's road network. Donor funded agencies such as Cellule Infrastructures, PAROU, CTB, NGOs, UNOPS and others currently fill this gap, with support from international donor agencies.
3. Current interventions in rural roads are mostly carried out to earth and gravel standards, linking agriculturally-fertile and mineral-rich areas where populations are also concentrated. Spot gravelling has been adopted in certain areas as a viable short term strategy to achieve basic access.
4. Force account operations under the Office des Routes are still the dominant modus operandi for rural road maintenance, in the absence of a viable local private contractor industry. Community-based road maintenance committees are also actively involved in feeder road programmes. The Office des Routes is receiving support for day-to-day operations from PAROU, which is a project implementation unit funded by the EC.
5. There is need for road sector harmonisation in terms of standards and costing for works. In the absence of standards, it is not clear what the lifespan of rehabilitated rural roads would be. Most of these roads are reportedly unusable after the rains, perpetuating the unsustainable cycle: *"invest, neglect and expensively reconstruct"*.
6. Out-dated manuals for design standards and specifications from the colonial era are still being used with some adjustments for local conditions.

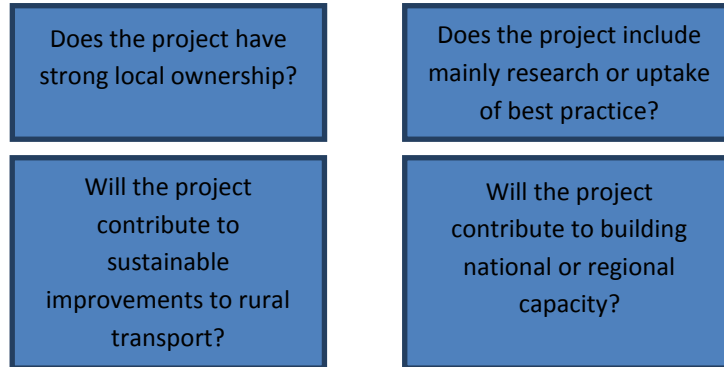
7. A Study on Strategy for Road Maintenance in DRC is currently underway and the Consultant's report is expected shortly.
8. The Road Fund (FONER) was established through a law promulgated in July 2008. Operational start-up was in 2009. FONER currently reports to three ministries: Transport, Finance and MITPR, though the parent ministry is the MITPR. Approximately 80% of FONER's revenue from fuel tax. Two toll roads are in existence but tolls are not fully operational. More are planned for in the near future. In recognition of funding constraints for maintenance of roads, funders of rehabilitation of roads, such as EU and others have also funded maintenance of the rehabilitated roads for periods of up to three years before handing over to relevant road authorities. An Operational Manual for Road Maintenance Fund is being prepared by a consultant under DFID/World Bank support.
9. The ProRoutes programme for building roads is financed through a multi-donor trust fund provided by DFID and the World Bank. The programme also supports road upgrades in the Kivu regions. DFID DRC is expecting to increase its funding to the road sector in DRC in the next phase of support to 2015.
10. There are synergies between AFCAP's objectives and those of DFID DRC (road and mining sectors) and the Spatial Development Initiative (SDI) programme of the South African government. The SDI programme is promoting two economic development corridors that involve DRC: The "Bas Congo Corridor" which links Kinshasa with the Atlantic Ocean, and the "Central Corridor" which links eastern DRC with Dar es Salaam. Economic activities in both of these corridors are constrained by poor road access.
11. There are strong indications that GoDRC is receptive to the idea of participating in AFCAP. No formal GoDRC approval has yet been given.
12. Several options were considered for organisation that could host AFCAP in DRC. These include the Office des Routes, the Cellule Infrastructures, and PAROU. The CI is a project management unit that has been established by the government, with DFID and World Bank support, to implement road sector investment programmes.
13. Cellule Infrastructures (CI) is well resourced and the staff that were met were clearly interested in AFCAP objectives. Therefore CI is suggested as the most appropriate hosting agency under current circumstances, with the *proviso* that capacity needs to be created within the permanent structures of GoDRC and its agencies to ensure sustainability beyond the CI's lifespan.
14. Specific areas identified for AFCAP intervention included: updating manuals and specifications; research resulting in lower whole-life cost for provision of rural roads; research on sustainable maintenance strategies for high rainfall regions.
15. The AFCAP management team will need to establish French language capabilities in order to facilitate direct interaction with local stakeholders in the sector and to establish AFCAP activities in DRC.

Next steps

1. Crown Agents will write letter to GoDRC inviting DRC to participate in AFCAP. It will be necessary for GoDRC to formally nominate a Host Organisation and an AFCAP Coordinator. Draft Terms of Reference for the AFCAP Coordinator will be provided for approval by the government.
2. Once DRC participation in AFCAP is accepted in principle, a Memorandum of Understanding between Crown Agents UK and GoDRC or the nominated Host Organisation will be prepared and submitted for signing by both parties.
3. It is expected that the next visit by AFCAP to DRC will be in early 2012 and will include site visits to Eastern DRC and the Bas Congo Region. The actual dates will be agreed with stakeholders closer to the time.

4. GoDRC and implementing partners will be invited to formally propose projects that could be supported by AFCAP. Projects supported by AFCAP must comply with all four criteria in the AFCAP Four Way Test.

AFCAP Four Way Test



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