

DRC SNAPSHOT

ROADS IN THE DRC

INTRODUCTION

The DRC is a country with an extensive rivers network which is of paramount importance for transportation. Therefore, roads, since colonial times, and continuing into the late 1970's have been subordinated as a transport means to the river- railroad system and no comprehensive network of highways exists between the main urban centers. Nowadays, the road network of the pre- war period is no more existent.

Only a few roads, mainly from the Port of Matadi to Kinshasa and in Southern Katanga (Lubumbashi- Kipushi- Likasi) remain in good condition.



A truck crossing a river on a ferry



Road conditions in the Province of Equateur

The poor state of bridges and ferries that are used to cross the several small rivers that can be found all over the country is a major bottleneck for road transportation.

Indeed **20,000 bridges** and **325 ferries** exist across the country and most of them have not been maintained or replaced for decades.

EXISTING NETWORK

The road network in DRC is split into four (4) main official categories (i.e. National Roads, Priority regional roads, Secondary regional roads and local roads) That subdivision remains **theoretical** since most of the said roads are inexistent. For instance, the National Road 9 is not operational and is not detectable by remote sensing methods. However, this classification is a useful framework through which the national authorities and the donors can devise rehabilitation plans.

CATEGORY OF ROADS	Kilometres	%
National Roads	20,000	11.7
Priority regional roads	20,000	11.7
Secondary regional roads	16,500	9.7
Local roads	114,000	66.9
Total	170,500	100

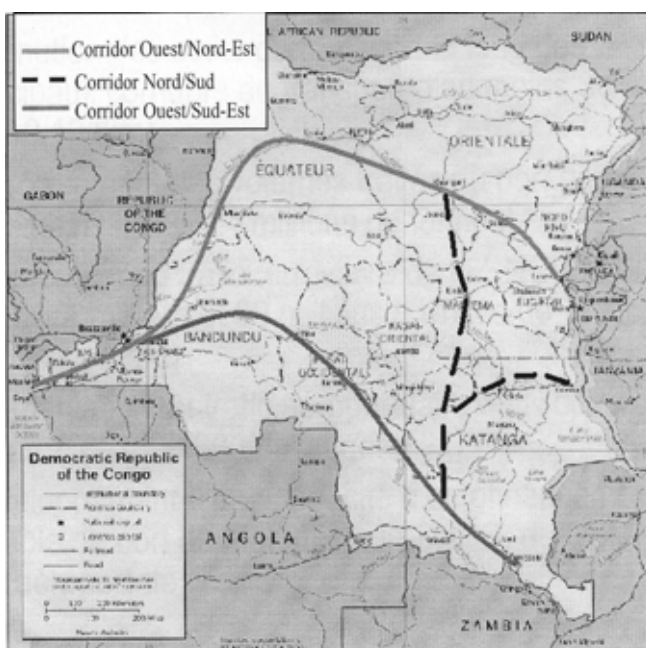
The actual roads network consists of 2,250 Km of paved roads, 15,000 Km of unpaved roads, 43,000 Km of tracks, 21,000 of country roads and 90,000 Km of footpaths.

CATEGORY OF ROADS	Kilometres	%
Paved roads	2,250	1.3
Unpaved roads	15,000	8.8
Tracks	43,000	25.1
Country roads	21,000	12.3
Local roads	90,000	52.5
TOTAL	171,250	100

MAINTENANCE AND REHABILITATION PROGRAMMES

The **Office des Routes (Roads authority of the DRC)** was assigned responsibility for the maintenance and construction of national and regional roads in 1972. **DVDA (Direction des Voies ET Dessertes Agricoles)** maintains secondary and local roads.

Several other organisations are playing a major role for road rehabilitation. The key infrastructure projects are being undertaken by the **World Bank & the European Union**. The overall goal is to unlock the country by rehabilitating the three main corridors of the DRC: West to North-East, North to South and West to South East.



The three major potential road corridors of the DRC

The **World Bank** projects include the rehabilitation of National Road 2 from Kisangani to Beni, National Road 4 from Mbuji-Mayi to Bukavu National- Road 5 from Lubumbashi to Kasenga and National Road 6 from Zongo to Gemena-Akula.

The **European Union** is funding projects in the western part of the country from Matadi to Kinshasa, from Kinshasa to Bandundu- Kenge- Mbandaka and in the East from Kisangani to Goma.

The **United Kingdom Department for International Development (DFID)** is funding rehabilitation projects in the North of the country from Gemena (Province of Equateur) to Kisangani (Orientale Province).

The **African Development Bank (AFD)** is involved in the rehabilitation of the road between Kinshasa and Kenge and the **German government owned development bank KFW**

(**Kreditanstalt für Wiederaufbau**) is rehabilitating roads in the Kivus and Orientale Province.

DONOR	REHABILITATION PROJECTS(KILOMETERS)
World Bank	3,500
European Union	2,000
UK DFID	1,300
KFW	280
African Development Bank	150

The humanitarian community suffers from the lack of roads and is compelled to resort excessively to air transport for passengers and cargo transport.

Some NGOs (Atlas Logistique, Agro Action Allemande etc.) and UN agencies (FAO, IOM, UNHCR) are involved in roads rehabilitation projects to open up the access to critical areas. However, the scope of such works is not aimed at creating a sustainable transport network in the DRC. They are short term projects that are undertaken for humanitarian operational purposes only.



FAO road rehabilitation project in the North Kivu

UNJLC ACTIVITIES

UNJLC contributes to the collection and the dissemination of information pertaining to road conditions in the DRC.

Since September 2005, the Geographic Information Systems (GIS) Working Group coordinated by UNJLC has compiled data on roads provided by various partners, National Institutions (Office des Routes, Cellule Infrastructure du Ministère des Travaux Publics), UN agencies, MONUC, OSFAC CARPE,

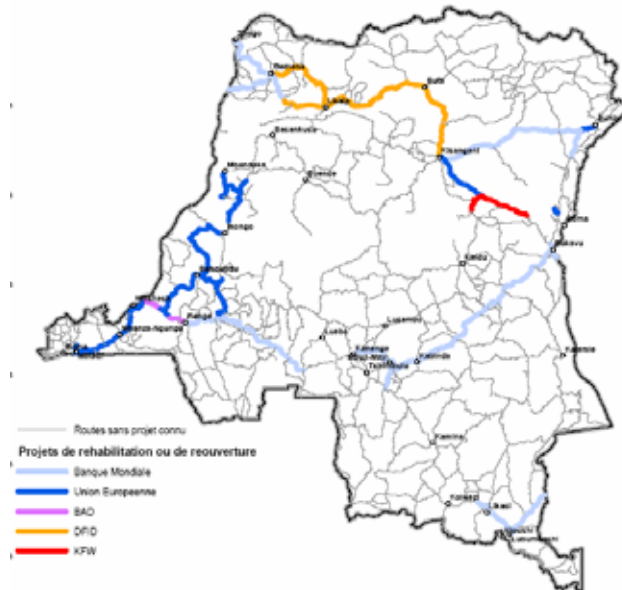
That data was entered in the common geo-database hosted by UNJLC. It was updated and verified thanks to the Belgian University of Louvain's work based on remote sensing methods.

Road related information is continuously updated thanks to data gathered by UNJLC partners (NGOs, UN agencies, National Institutions).

- **Maps of road network**, conditions and rehabilitation projects are available online via <http://www.unjlc.org/DRC/maps>

- **Bridges assessments** are about to be conducted in Northern Katanga

- A UNJLC made decision support tool for humanitarian actors and donors, the **Route Optimization Model (ROM)** soon available within two weeks.



UNJLC Map of road rehabilitation projects by donor available online

UNJLC strongly recommends to humanitarian organisations who intend to conduct road assessment missions to contact UN Mine Action Coordination Centre (UNMACC)

For more information, please contact:

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