



## PAGE 4: B.1) YOUR CASE STORY: TITLE AND DESCRIPTION

**Q1: TITLE OF CASE STORY**

Democratic Republic of the Congo: Nsele-Lufimi and Kwango-Kenge Roads Rehabilitation Project

**Q2: CASE STORY ABSTRACT**

The project was designed to contribute to opening up the Democratic Republic of the Congo (DRC) both internally and externally, by restoring access to the major urban centers, densely populated areas, key economic activity centers and the countries of the sub-region. The specific objectives were to (i) open up the Bandundu, West Kassai and East Kassai provinces as well as the city-Province of Kinshasa and improve the populations' living conditions; (ii) build the technical and operational capacities of departments and agencies in charge of the roads subsector; and (iii) determine an optimal solution for construction of the Tshikapa-Mbuji Mayi road.

**Q3: LONG DESCRIPTION OF THE CASE STORY**

The project consisted of (i) roadwork on two sections of the National Road number 1 (NR1), which are the Nsele-Lufimi (93+900 km) and Kwango-Kenge (72+800 km) sections and improvement of 140 km of feeder roads, as well as environmental protection works, construction of 7 markets and 7 drinking water supply points and parking lots, enclosure of 6 schools, reconstruction of about 30 market stalls using more solid materials, tree planting in 36 surrounding villages, and sensitisation of about 15 000 people in the project impact area; (ii) institutional support through recruitment of technical assistance for the project; (iii) a detailed technical study on the Tshikapa-Mbuji Mayi section of NR1; and (iv) project audit. T

The project included a major campaign to raise awareness in the project impact area (PIA)—among local authorities, farmers, stockbreeders, members of farmer organisations and of women's and youth associations, students, opinion leaders, teachers, pastors and the population at large. The awareness-raising was conducted by a multisector team of facilitators from amongst the local populations (referred to as endogenous or local facilitators), who focused on the environment, agriculture and sustainable development in the targeted communities. The facilitators received training in (i) forest and savannah management; (ii) bushfires; (iii) good agricultural practices, with particular emphasis on village agroforestry and cassava cultivation techniques; (iv) improved stockbreeding; (v) public sanitation and waste management; and (vi) local development based on land management by the Agricultural Council for Rural Management (CARG) and decentralisation. In the first group, 1052 men and 1699 women were sensitised; in the second, 775 men and 456 women.

To raise awareness on road safety, water borne diseases, malaria and HIV/AIDS, twelve local facilitators were trained in the six communities (two persons per community). A total of 3225 pupils in primary schools, 2100 secondary school students and 2821 users in the six key communities were trained in road safety. Through mass education in schools, 1704 students were sensitised on road safety (1038 boys and 666 girls).

Concerns were expressed about (i) vehicle overloading ; (ii) red tape and inconvenient police procedures, which significantly reduced revenue. with obvious consequences for the cost of goods at destination: (iii)

## PUBLIC SECTOR CASE STORY TEMPLATE

limited means of intervention for traffic police; (iv) majority of drivers without driving licenses; (v) unfamiliarity with or even ignorance of highway code; (vi) dilapidated and non-roadworthy of most vehicles; (vii) haphazard construction in the road vicinity; (viii) the absence of service stations; (ix) animals straying onto the roadway; (x) vehicle repair activities taking up a good part of the highway, which reduce traffic flows; and (xi) the increased number of accidents since the rehabilitation of NR1.

Recommendations made by end beneficiaries were submitted to the competent administrative authorities. Objectively verifiable output indicators obtained from progress reports, lists of activity participants and audiovisual media, were presented. Through the educational exchanges and conferences/ debates, 7999 persons were sensitised, including 5052 women. Large numbers of people were also educated about the prevention of (i) malaria, waterborne diseases and trypanosomiasis; and (ii) STI and HIV-AIDS.

At project completion, a beneficiary assessment was carried out by a team of investigators and a consultant specialising in participatory approach research methods, led by OITC. Among the negative impacts mentioned most often by the beneficiaries were (i) deforestation due to the surge in the wood charcoal trade and the sale of leaves used in preparing “chikwangue” from cassava, (ii) increase in accidents owing to speeding, (iii) rising rate of unwanted pregnancies; and (iv) scarcity of arable land along the main road because of the high demand for land by Kinshasa inhabitants.

At the same time, beneficiaries noted that the project had brought 42 positive changes in their daily lives, in the areas of (i) accessibility and mobility of populations, (ii) behavioral changes attributable to new knowledge acquired, (iii) living conditions, and (iv) local economy. The most important changes were the following: (i) increased agricultural production in the Kenge and Kikwit provinces (over 300% for corn, 48% for cassava, 35% for squash and 15% for rice), and in quantities marketed; (ii) increased incomes of the main actors (40-70% higher); (iii) growth and diversification of goods and products sold in the PIA markets; (iv) significant reduction in travel time (for example, the time to travel between Kenge and Kinshasa was reduced from 2-3 days to 3-4 hours); (v) increased quantities of agricultural products from the PIA routed to Kinshasa (over 85% more than before the project); (vi) increase in traffic and diversification of types of vehicles providing transport of persons and goods on this road axis; (vii) reduced transportation costs (by nearly 50%) between the PIA and Kinshasa; and (viii) emergence of new economic activities, in particular at Kenge and Kikwit (hotels, travel agencies, fuel stations, etc.). In addition, women, who are very active in agricultural work, can now easily transport their products. By allowing producers to bring more fresh foods to Kinshasa, the changes have improved food security and brought about a decrease in prices for certain products—for example, “mpiodi” fish cost 500–600 CF at Kenge before the project and now costs 200 CF. A woman from Tshakala Mbewa explained: “Before the road, it was difficult for our children to have access to fresh foods; now that the road is there, we can eat a piece of frozen chicken thanks to the bus, jeeps and other types of vehicles coming to the area.”

The positive impacts of the completed project were significantly greater than those estimated at the project appraisal stage.

**Q4: Please add here web links to project/programme materials.**

[http://www.afdb.org/fileadmin/uploads/afdb/Documents/Project-and-Operations/Presidential\\_awards\\_2014\\_-\\_Congo.pdf](http://www.afdb.org/fileadmin/uploads/afdb/Documents/Project-and-Operations/Presidential_awards_2014_-_Congo.pdf)

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<b>Q5: YOUR CONTACT DETAILS</b>	
Name:	Jean-Guy Afrika
Ministry/Institution/Organization:	African Development Bank
Country:	Cote d'Ivoire
Email Address:	.
<b>Q6: FUNCTION</b>	Public sector
<b>Q7: FUNDING PARTNER Tick the appropriate box(es)</b>	Other (please specify) Government of DRC
<b>Q8: Additional information</b>	<i>Respondent skipped this question</i>
<b>Q9: START DATE OF PROJECT/PROGRAMME</b>	December 2005 - December 2011
<b>Q10: STATUS OF PROJECT/PROGRAMME</b>	Fully implemented
<b>Q11: DURATION OR, IF ON-GOING, EXPECTED DURATION OF PROJECT/PROGRAMME</b>	More than 5 years
<b>Q12: COST OF PROJECT/PROGRAMME</b>	More than US\$20 million
<b>Q13: Additional information</b>	
African Development Bank financed: \$80 million Government of DRC: \$9 million	
<b>Q14: TYPE OF FUNDING FOR PROJECT/PROGRAMME</b>	Loan

### PAGE 6: C.2) ABOUT THE CASE STORY

<b>Q15: PROJECT/PROGRAMME TYPE</b>	Single country / customs territory
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### PAGE 7: C.2) ABOUT THE CASE STORY

<b>Q16: SINGLE COUNTRY/CUSTOMS TERRITORY</b>	<i>Respondent skipped this question</i>
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**Q17: REGION**(If the region does not appear in the drop down menu, please enter manually.)

*Respondent skipped this question*

### PAGE 9: C.2) ABOUT THE CASE STORY

**Q18: MULTI-COUNTRY**(Enter all countries or customs territories)

*Respondent skipped this question*

### PAGE 10: C.4) ABOUT THE CASE STORY

**Q19: CASE STORY FOCUS**Tick the appropriate box(es)

Upgrading transport infrastructure

### PAGE 11: C.5) ABOUT THE CASE STORY

**Q20: HOW SUCCESSFUL WAS THE PROJECT/PROGRAMME** Tick the appropriate box(es)

Very successful

### PAGE 12: C.6) ABOUT THE CASE STORY

**Q21: WHAT WERE THE OUTPUTS OF THE PROJECT/PROGRAMME** Tick the appropriate box(es)

New or updated transport infrastructure (e.g. roads, bridges, airports)

**Q22: Additional information**(maximum 300 words)

*Respondent skipped this question*

### PAGE 13: C.7) ABOUT THE CASE STORY

**Q23: WHAT WERE THE OUTCOMES OF YOUR PROJECT/PROGRAMME**Tick the appropriate box(es)

Increase in road haulage volumes,  
Reduction in consumer prices,  
Other (please specify)  
increase in the availability of goods and services

**Q24: Additional information**(maximum 300 words)

*Respondent skipped this question*

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## PAGE 14: C.8) ABOUT THE CASE STORY

**Q25: WHAT WERE THE IMPACTS OF THE PROJECT/PROGRAMME** Tick the appropriate box(es)

Increase in domestic investment,  
Increase in women's employment,  
Import market diversification,  
Increase in consumer welfare,  
Increase in per capita income,  
Other (please specify)  
increased agricultural production - see below for more

**Q26: Additional information(maximum 300 words)**

The most important changes were the following:(i) increased agricultural production in the Kenge and Kikwit provinces (over 300% for corn, 48% for cassava, 35% for squash and 15% for rice), and in quantities marketed; (ii) increased incomes of the main actors (40-70% higher); (iii) growth and diversification of goods and products sold in the PIA markets; (iv) significant reduction in travel time (for example, the time to travel between Kenge and Kinshasa was reduced from 2-3 days to 3-4 hours); (v) increased quantities of agricultural products from the PIA routed to Kinshasa (over 85% more than before the project); (vi) increase in traffic and diversification of types of vehicles providing transport of persons and goods on this road axis; (vii) reduced transportation costs (by nearly 50%) between the PIA and Kinshasa; and (viii) emergence of new economic activities, in particular at Kenge and Kikwit (hotels, travel agencies, fuel stations, etc.). In addition, women, who are very active in agricultural work, can now easily transport their products. By allowing producers to bring more fresh foods to Kinshasa, the changes have improved food security and brought about a decrease in prices for certain products—for example, “mpiodi” fish cost 500–600 CF at Kenge before the project and now costs 200 CF.

## PAGE 15: C.9) ABOUT THE CASE STORY

**Q27: LESSONS LEARNT** Tick the appropriate box(es)

Importance of good project design,  
Importance of alignment with national priorities,  
Importance of engagement by private sector,  
Importance of agreeing clear project implementation responsibilities  
,  
Importance of agreed accountability frameworks,  
Importance of attention to long-term sustainability

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### **Q28: Additional information(maximum 300 words)**

- The borrower and the Bank should be rigorous in dealing with contractors and consultants, specifically regarding compliance with the criteria for key personnel presented for bidding.
- Compliance with and regular updating of the procurement plan must be enforced as requirements for management of Bank projects.
- As a post-conflict country, the DRC faced difficulties in mobilising internal counterpart resources. At project completion, DRC still owes US\$16.235 million in counterpart arrears. The counterpart payment was only 37.44% paid. It would be advisable to design all future DRC projects without the national counterpart; the project's exemption from tax of 18.5% could be considered as the national counterpart contribution to the financing plan.

#### Sustainability:

Risks to project sustainability come from several factors : (i) the lack of road maintenance, weaknesses in road maintenance programming, and noncompliance with the road maintenance resource allocation fund; (ii) noncompliance with axle load limitations; (iii) noncompliance with the highway and agricultural feeder roads programme drawn up by the competent authorities in the allocation of National Fund for Road Maintenance (FONER) resources; (iv) users' failure to preserve the road heritage by repairing vehicles on the new roadway, spilling lubricants and fuel that degrade paved roads; (v) use of dilapidated, prohibited, and unroadworthy vehicles; and (vi) multiple police checkpoints along the road.

The creation of FONER and the reorganisation and revitalisation of the Office des Routes (Roads Authority), a public agency in charge of planning and executing highway maintenance works of general interest, as well as a staff rejuvenation project and the provision of public works equipment and machinery, all convey a strong signal of the Government's willingness to revamp this subsector.

The DRC Road Maintenance Operations Manual, financed by the World Bank, is an added tool in support of the Government's intention to improve the road maintenance programme and FONER services.

### **Q29: PROJECT OR PROGRAMME MONITORING AND EVALUATION FRAMEWORK Tick the appropriate box(es)**

M&E framework used, Impact assessment,  
Other (please specify)  
Participatory approach research method