

A.3.7-(6) ANNUAL FINANCIAL PROJECT COSTS (Alternative-II)
 COÛTS DU PROJET FINANCIER

DIVISION IV FROM (DE) Kisangani 122.61 km
 TO (A) Banalia

(Unit : Zaire)
 (Unité : Zaire)

YEAR ANNEE	COMPONENTS OF IMPROVEMENT COSTS COÛTS D'AMELIORATION COMPOSANTES			(1) GROSS COSTS OF IMPROVEMENT COÛTS BRUTS D'AMELIORATION	COMPONENTS COMPOSANTS			(2) MAINTENANCE COST COÛT D'ENTRETIEN	COMPONENTS COMPOSANTS			TOTAL (1) + (2)	COMPONENTS COMPOSANTS		
	NET IMPROVE- MENTS COSTS COÛTS D'AME- LIORATION NETS	CONTINGENCY EVENTUALITE	FINAL ENGINEERING AND SUPERVISION L'INGENIEUR FINAL ET SURVEILLANCE		FOREIGN CURRENCY MONNAIE ETRANGERE	TAXES TAXES	LOCAL CURRENCY MONNAIE LOCALE		FOREIGN CURRENCY MONNAIE ETRANGERE	TAXES TAXES	LOCAL CURRENCY MONNAIE LOCALE		FOREIGN CURRENCY MONNAIE ETRANGERE	TAXES TAXES	LOCAL CURRENCY MONNAIE LOCALE
1976			203,690	203,690	176,925	20,825	5,940					203,690	176,925	20,825	5,940
1977			814,780	814,780	707,700	83,300	23,780					814,780	707,700	83,300	23,780
1978			203,690	203,690	176,925	20,825	5,940					203,690	176,925	20,825	5,940
1979	1,419,862	176,857	71,744	1,668,463	940,835	343,438	384,190					1,668,463	940,835	343,438	384,190
1980	3,557,197	533,793	179,355	4,270,345	2,404,115	899,220	967,010					4,270,345	2,404,115	899,220	967,010
1981	5,335,438	800,636	269,014	6,405,088	3,621,818	1,322,170	1,451,100					6,405,088	3,621,818	1,322,170	1,451,100
1982	5,335,437	800,636	269,014	6,405,087	3,621,817	1,322,170	1,451,100					6,405,087	3,621,817	1,322,170	1,451,100
1983	2,131,425	355,238	106,312	2,592,975	1,457,050	541,205	594,720	131,500	39,320	17,200	74,980	2,724,475	1,496,370	558,405	669,700
1984			206,458	206,458	179,340	21,088	6,030	131,500	39,320	17,200	74,980	337,958	218,660	38,288	81,010
1985	1,703,895	255,687	85,910	2,045,492	1,153,425	437,517	454,550	131,500	39,320	17,200	74,980	2,176,992	1,192,745	454,717	529,530
1986	1,308,789	196,397	65,989	1,571,175	885,955	336,070	349,150	133,280	40,210	17,470	75,600	1,704,455	926,165	353,540	424,750
1987								133,280	40,210	17,470	75,600	133,280	40,210	17,470	75,600
1988								133,280	40,210	17,470	15,600	133,280	40,210	17,470	75,600
1989								133,280	40,210	17,470	15,600	133,280	40,210	17,470	75,600
1990			307,495	307,495	267,085	31,430	8,980	133,280	40,210	17,470	15,600	440,775	307,295	48,900	84,580
1991	2,243,552	336,668	113,120	2,693,340	1,518,720	576,100	598,520	133,280	40,210	17,470	15,600	2,826,620	1,558,930	593,570	674,120
1992	2,243,552	336,668	113,120	2,693,340	1,518,720	576,100	598,520	133,280	40,210	17,470	15,600	2,826,620	1,558,930	593,570	674,120
1993								133,280	40,210	17,470	15,600	133,280	40,210	17,470	75,600
1994								133,280	40,210	17,470	15,600	133,280	40,210	17,470	75,600
1995								135,580	41,340	17,780	76,460	135,580	41,340	17,780	76,460
1996								140,760	42,860	18,450	79,450	140,760	42,860	18,450	79,450
1997								145,990	44,400	19,120	82,470	145,990	44,400	19,120	82,470
1998								151,220	46,460	19,810	84,950	151,220	46,460	19,810	84,950
1999								156,400	48,000	20,480	87,920	156,400	48,000	20,480	87,920
2000								161,630	49,550	12,160	90,920	161,630	49,550	21,160	90,920
2001								166,860	51,110	21,830	93,920	166,860	51,110	21,830	93,920
2002								172,090	52,660	22,520	96,910	172,090	52,660	22,520	96,910
2003								177,270	54,210	23,190	99,870	177,270	54,210	23,190	99,870
2004								177,270	54,210	23,190	99,870	177,270	54,210	23,190	99,870
2005								177,270	54,210	23,190	99,870	177,270	54,210	23,190	99,870
2006								177,270	54,210	23,190	99,870	177,270	54,210	23,190	99,870
2007								177,270	54,210	23,190	99,870	177,270	54,210	23,190	99,870
2008								177,270	54,210	23,190	99,870	177,270	54,210	23,190	99,870
2009								177,270	54,210	23,190	99,870	177,270	54,210	23,190	99,870
TOTAL	25,279,147	3,792,580	3,009,691	32,081,418	18,630,430	6,551,458	6,899,530	4,065,440	1,235,700	532,310	2,297,430	36,146,858	19,866,130	7,083,768	9,196,960

Note: Refer to Note of Table A.3.7 (3).

Référez à la remarque du Tableau A.3.7 (3).

A.3.7-(6)

ANNUAL FINANCIAL PROJECT COSTS (Alternative-II)
CÔÛTS DU PROJET FINANCIER

DIVISION III	FROM (DE) TO (A)	Banalia Buta	187.81	km
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(Unit : Zaire)
(Unite : Zaire)

YEAR ANNEE	COMPONENTS OF IMPROVEMENT COSTS CÔÛTS D'AMELIORATION COMPOSANTES			(1) GROSS COSTS OF IMPROVEMENT CÔÛTS BRUTS D'AMELIORATION	COMPONENTS COMPOSANTS			(2) MAINTENANCE COST CÔÛT D'ENTRETIEN	COMPONENTS COMPOSANTS			TOTAL (1) + (2)	COMPONENTS COMPOSANTS		
	NET IMPROVE- MENTS COSTS CÔÛTS D'AME- LIORATION NETS	CONTINGENCY EVENTUALITE	FINAL ENGINEERING AND SUPERVISION L'INGENIEUR FINAL ET SURVEILLANCE		FOREIGN CURRENCY MONNAIE ETRANGERE	TAXES TAXES	LOCAL CURRENCY MONNAIE LOCALE		FOREIGN CURRENCY MONNAIE ETRANGERE	TAXES TAXES	LOCAL CURRENCY MONNAIE LOCALE		FOREIGN CURRENCY MONNAIE ETRANGERE	TAXES TAXES	LOCAL CURRENCY MONNAIE LOCALE
1976			80,638	80,638	70,035	8,243	2,360					80,638	70,035	8,243	2,360
1977			322,565	322,565	280,175	32,970	9,420					322,565	280,175	32,970	9,420
1978			80,637	80,637	70,035	8,242	2,360					80,637	70,035	8,242	2,360
1979	562,154	70,021	28,405	660,580	372,505	135,975	152,100					660,580	372,505	135,975	152,100
1980	1,408,373	211,340	71,010	1,690,723	951,825	356,038	382,860					1,690,723	951,825	356,038	382,860
1981	2,112,392	316,986	106,507	2,535,885	1,433,950	527,415	574,520					2,535,885	1,433,950	527,415	574,520
1982	2,112,392	316,986	106,507	2,535,885	1,433,950	527,415	574,520					2,535,885	1,433,950	527,415	574,520
1983	843,879	140,647	42,091	1,026,617	576,870	214,287	235,460	136,080	41,690	18,240	76,150	1,162,697	618,560	232,527	311,610
1984			56,513	56,513	49,070	5,793	1,650	148,200	44,710	19,820	83,670	1,162,697	618,560	232,527	311,610
1985	411,048	61,682	20,725	493,455	278,880	102,515	112,060	161,600	54,550	22,850	84,200	204,713	93,780	25,613	85,320
1986	591,758	88,656	40,363	720,777	410,970	148,627	161,180	202,920	72,120	28,840	101,960	655,055	333,430	125,365	196,260
1987								218,230	83,080	30,980	104,170	923,697	483,090	177,467	263,140
1988								234,180	88,500	33,220	112,460	218,230	83,080	30,980	104,170
1989								248,210	97,050	37,070	114,090	234,180	88,500	33,220	112,460
1990			36,998	36,998	32,130	3,798	1,070	262,250	102,110	39,170	120,970	248,210	97,050	37,070	114,090
1991	804,318	120,448	70,676	995,442	573,755	200,567	211,120	305,520	125,750	45,580	134,190	299,248	134,240	42,968	122,040
1992								320,980	151,570	47,900	141,510	1,300,962	699,505	246,147	355,310
1993	6,142,189	920,555	673,011	7,735,755	4,502,050	1,542,625	1,691,080	280,460	98,780	37,960	143,720	320,980	131,570	47,900	141,510
1994	6,142,189	920,555	673,011	7,735,755	4,502,050	1,542,625	1,691,080	280,460	98,780	37,960	143,720	8,016,215	4,600,830	1,580,585	1,834,800
1995								280,460	98,780	37,960	143,720	8,016,215	4,600,830	1,580,585	1,834,800
1996								280,460	98,780	37,960	143,720	280,460	98,780	37,960	143,720
1997	180,495	27,051	19,777	227,323	132,090	46,113	49,120	309,060	112,780	42,170	154,110	280,460	98,780	37,960	143,720
1998								309,060	112,780	42,170	154,110	536,383	244,870	88,283	203,230
1999								309,060	112,780	42,170	154,110	309,060	112,780	42,170	154,110
2000								309,060	112,780	42,170	154,110	309,060	112,780	42,170	154,110
2001								309,060	112,780	42,170	154,110	309,060	112,780	42,170	154,110
2002								309,060	112,780	42,170	154,110	309,060	112,780	42,170	154,110
2003								309,060	112,780	42,170	154,110	309,060	112,780	42,170	154,110
2004								309,060	112,780	42,170	154,110	309,060	112,780	42,170	154,110
2005								309,060	112,780	42,170	154,110	309,060	112,780	42,170	154,110
2006								309,060	112,780	42,170	154,110	309,060	112,780	42,170	154,110
2007								309,060	112,780	42,170	154,110	309,060	112,780	42,170	154,110
2008								309,060	112,780	42,170	154,110	309,060	112,780	42,170	154,110
2009								309,060	112,780	42,170	154,110	309,060	112,780	42,170	154,110
TOTAL	21,311,187	3,194,927	2,429,434	26,935,548	15,670,340	5,403,248	5,861,960	7,377,790	2,702,390	1,023,720	3,651,680	34,313,338	13,372,730	6,426,968	9,513,640

Note: Refer to Note of Table A.3.7 (3).

Référer à la remarque du Tableau A.3.7 (3).

A.3.7-(6)

ANNUAL FINANCIAL PROJECT COSTS (Alternative-II)
 COÛTS DU PROJET FINANCIER

DIVISION II	FROM (DE) TO (A)	Buta Bondo	197.915 km
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Unit : Zaire
 (Unité : Zaire)

YEAR ANNEE	COMPONENTS OF IMPROVEMENT COSTS COÛTS D'AMELIORATION COMPOSANTES			(1) GROSS COSTS OF IMPROVEMENT COÛTS BRUTS D'AMELIORATION	COMPONENTS COMPOSANTS			(2) MAINTENANCE COST COÛT D'ENTRETIEN	COMPONENTS COMPOSANTS			TOTAL (1) + (2)	COMPONENTS COMPOSANTS		
	NET IMPROVE- MENTS COSTS COÛTS D'AME- LIORATION NETS	CONTINGENCY EVENTUALITE	FINAL ENGINEERING AND SUPERVISION L'INGENIEUR FINAL ET SURVEILLANCE		FOREIGN CURRENCY MONNAIE ETRANGERE	TAXES TAXES	LOCAL CURRENCY MONNAIE LOCALE		FOREIGN CURRENCY MONNAIE ETRANGERE	TAXES TAXES	LOCAL CURRENCY MONNAIE LOCALE		FOREIGN CURRENCY MONNAIE ETRANGERE	TAXES TAXES	LOCAL CURRENCY MONNAIE LOCALE
1976			82,685	82,685	71,820	8,435	2,430					82,685	71,820	8,435	2,430
1977			330,785	330,785	287,315	33,810	9,660					330,785	287,315	33,810	9,660
1978			82,685	82,685	71,820	8,435	2,430					82,685	71,820	8,435	2,430
1979	576,476	71,805	29,129	677,410	381,955	139,475	155,980					677,410	381,955	139,475	155,980
1980	1,444,168	216,712	72,815	1,733,695	976,045	365,050	392,600					1,733,695	976,045	365,050	392,600
1981	2,166,103	325,045	109,215	2,600,363	1,470,420	540,803	589,140					2,600,363	1,470,420	540,803	589,140
1982	2,166,102	325,045	109,215	2,600,362	1,470,420	540,802	589,140					2,600,362	1,470,420	540,802	589,140
1983	865,347	144,224	43,162	1,052,733	591,535	219,748	241,450	117,220	35,760	21,450	60,010	1,169,953	627,295	241,198	301,460
1984								119,480	36,310	21,740	61,430	119,480	36,310	21,740	61,430
1985								122,260	37,020	22,100	63,140	122,260	37,020	22,100	63,140
1986								125,700	37,870	22,550	65,280	125,700	37,870	22,550	65,280
1987								129,830	38,900	23,090	67,840	129,830	38,900	23,090	67,840
1988								133,950	39,940	23,630	70,380	133,950	39,940	23,630	70,380
1989								136,630	40,610	23,970	72,050	136,630	40,610	23,970	72,050
1990			57,737	57,737	50,150	5,897	1,690	139,320	41,280	24,320	73,720	197,057	91,430	30,217	75,410
1991	821,879	122,821	78,810	1,023,510	590,380	212,660	220,470	142,260	44,280	25,160	72,820	1,165,770	634,660	237,820	293,290
1992	641,956	96,332	32,367	770,655	435,190	161,805	173,660	143,700	44,390	25,330	73,980	914,355	479,580	187,135	247,640
1993								146,390	45,110	25,690	75,590	146,390	45,110	25,690	75,590
1994								147,060	45,300	25,780	75,980	147,060	45,300	25,780	75,980
1995								147,990	45,550	25,900	76,540	147,990	45,550	25,900	76,540
1996								148,910	45,800	26,030	77,080	148,910	45,800	26,030	77,080
1997								149,590	49,680	26,860	73,050	149,590	49,680	26,860	73,050
1998								150,920	50,080	27,050	73,790	150,920	50,080	27,050	73,790
1999								151,600	50,290	27,140	74,170	151,600	50,290	27,140	74,170
2000								152,520	50,560	27,260	74,700	152,520	50,560	27,260	74,700
2001								153,450	50,840	27,400	75,210	153,450	50,840	27,400	75,210
2002								154,120	51,040	27,490	75,590	154,120	51,040	27,490	75,590
2003								155,460	51,440	27,680	76,340	155,460	51,440	27,680	76,340
2004								155,460	51,440	27,680	76,340	155,460	51,440	27,680	76,340
2005								155,460	51,440	27,680	76,340	155,460	51,440	27,680	76,340
2006								155,460	51,440	27,680	76,340	155,460	51,440	27,680	76,340
2007								155,460	51,440	27,680	76,340	155,460	51,440	27,680	76,340
2008								155,460	51,440	27,680	76,340	155,460	51,440	27,680	76,340
2009								155,460	51,440	27,680	76,340	155,460	51,440	27,680	76,340
TOTAL	8,682,031	1,301,984	1,028,605	11,012,620	6,397,050	2,236,920	2,378,650	3,901,120	1,240,690	693,700	1,966,730	14,913,740	7,637,740	2,930,620	4,345,380

Note: Refer to Note of Table A.3.7 (3).

Référez à la remarque du Tableau A.3.7 (3).

A.3.7-(6)

ANNUAL FINANCIAL PROJECT COSTS (Alternative-II)
 COÛTS DU PROJET FINANCIER

DIVISION	FROM (DE) Bondo TO (A) Bangassou 190.12 km
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Unit
(Unité : Zaire)

YEAR ANNEE	COMPONENTS OF IMPROVEMENT COSTS COÛTS D'AMELIORATION COMPOSANTES			(1) GROSS COSTS OF IMPROVEMENT COÛTS BRUTS D'AMELIORATION	COMPONENTS COMPOSANTS			(2) MAINTENANCE COST COÛT D'ENTRETIEN	COMPONENTS COMPOSANTS			TOTAL (1) + (2)	COMPONENTS COMPOSANTS		
	NET IMPROVE- MENTS COSTS COÛTS D'AME- LIORATION NETS	CONTINGENCY EVENTUALITE	FINAL ENGINEERING AND SUPERVISION L'INGENIEUR FINAL ET SURVEILLANCE		FOREIGN CURRENCY MONNAIE ETRANGERE	TAXES TAXES	LOCAL CURRENCY MONNAIE LOCALE		FOREIGN CURRENCY MONNAIE ETRANGERE	TAXES TAXES	LOCAL CURRENCY MONNAIE LOCALE		FOREIGN CURRENCY MONNAIE ETRANGERE	TAXES TAXES	LOCAL CURRENCY MONNAIE LOCALE
1976			90,280	90,280	78,435	9,205	2,640					90,280	78,435	9,205	2,640
1977			361,170	361,170	313,740	36,890	10,540					361,170	313,740	36,890	10,540
1978			90,280	90,280	78,435	9,205	2,640					90,280	78,435	9,205	2,640
1979	629,402	78,398	31,803	739,603	417,025	152,268	170,310					739,603	417,025	152,268	170,310
1980	1,576,840	236,621	79,504	1,892,965	1,065,680	398,615	428,670					1,892,965	1,065,680	398,615	428,670
1981	2,365,084	354,905	119,248	2,839,237	1,605,485	590,502	643,250					2,839,237	1,605,485	590,502	643,250
1982	2,365,085	354,905	119,248	2,839,238	1,605,485	590,503	643,250					2,839,238	1,605,485	590,503	643,250
1983	944,807	157,468	47,125	1,149,400	645,890	239,890	263,620	104,090	30,140	13,550	60,400	1,253,490	676,030	253,440	324,020
1984								104,090	30,140	13,550	60,400	104,090	30,140	13,550	60,400
1985								104,750	30,300	13,650	60,800	104,750	30,300	13,650	60,800
1986								104,750	30,300	13,650	60,800	104,750	30,300	13,650	60,800
1987								104,750	30,300	13,650	60,800	104,750	30,300	13,650	60,800
1988								105,390	30,470	13,730	61,190	105,390	30,470	13,730	61,190
1989								106,040	30,620	13,820	61,600	106,040	30,620	13,820	61,600
1990								106,040	30,620	13,820	61,600	106,040	30,620	13,820	61,600
1991								106,680	30,780	13,900	62,000	106,680	30,780	13,900	62,000
1992								107,340	30,950	13,980	62,410	107,340	30,950	13,980	62,410
1993								107,990	31,110	14,070	62,810	107,990	31,110	14,070	62,810
1994								107,990	31,110	14,070	62,810	107,990	31,110	14,070	62,810
1995								107,990	31,110	14,070	62,810	107,990	31,110	14,070	62,810
1996								107,990	31,110	14,070	62,810	107,990	31,110	14,070	62,810
1997								107,990	31,110	14,070	62,810	107,990	31,110	14,070	62,810
1998								107,990	31,110	14,070	62,810	107,990	31,110	14,070	62,810
1999								107,990	31,110	14,070	62,810	107,990	31,110	14,070	62,810
2000								107,990	31,110	14,070	62,810	107,990	31,110	14,070	62,810
2001								107,990	31,110	14,070	62,810	107,990	31,110	14,070	62,810
2002								107,990	31,110	14,070	62,810	107,990	31,110	14,070	62,810
2003								107,990	31,110	14,070	62,810	107,990	31,110	14,070	62,810
2004								107,990	31,110	14,070	62,810	107,990	31,110	14,070	62,810
2005								107,990	31,110	14,070	62,810	107,990	31,110	14,070	62,810
2006								107,990	31,110	14,070	62,810	107,990	31,110	14,070	62,810
2007								107,990	31,110	14,070	62,810	107,990	31,110	14,070	62,810
2008								107,990	31,110	14,070	62,810	107,990	31,110	14,070	62,810
2009								107,990	31,110	14,070	62,810	107,990	31,110	14,070	62,810
TOTAL	7,881,218	1,182,297	938,658	10,002,173	5,810,175	2,027,078	2,164,920	2,889,750	833,490	376,490	1,679,770	12,891,923	6,643,665	2,403,568	3,844,690

Note: Refer to Note of Table A.3.7 (3).

Référent à la remarque du Tableau A.3.7 (3).

A.3.7-(7) Annual Financial Project Costs by Section
under New Exchange Rate

(Alternative I)

Year	Section # 10				Section # 9				Section # 8			
	Total	Foreign Currency Portion	Taxes	Local Currency Portion	Total	Foreign Currency Portion	Taxes	Local Currency Portion	Total	Foreign Currency Portion	Taxes	Local Currency Portion
1976	103 882	90 230	10 622	3 030	157 357	136 675	16 082	4 600	179 110	155 575	18 305	5 230
1977	415 540	360 955	42 455	12 130	629 410	546 700	64 330	18 380	716 475	622 335	73 220	20 920
1978	103 882	90 230	10 622	3 030	157 357	136 675	16 082	4 600	179 110	155 575	18 305	5 230
1979	850 947	479 850	175 157	195 940	1 288 935	726 810	265 335	296 790	1 467 202	827 330	302 032	337 840
1980	2 177 950	1 226 155	458 605	493 190	3 298 950	1 857 240	694 680	747 030	3 755 227	2 114 140	790 737	850 350
1981	3 266 705	1 847 195	679 420	740 090	4 948 057	2 797 935	1 029 122	1 121 000	5 632 440	3 184 912	1 171 467	1 276 060
1982	3 266 705	1 847 195	679 420	740 090	4 948 057	2 797 935	1 029 122	1 121 000	5 632 440	3 184 912	1 171 467	1 276 060
1983	1 322 467	743 120	276 027	303 320	2 003 105	1 125 600	418 075	459 430	2 280 162	1 281 280	475 912	572 970
1984												
1985												
1986												
1987												
1988												
1989												
1990												
1991	1 845 565	1 072 330	374 465	398 770	1 277 637	742 350	259 227	276 060				
1992					2 555 257	1 484 665	518 472	552 120				
1993												
1994												
1995												
1996												
1997												
Total	13 353 645	7 757 260	2 706 795	2 889 590	21 264 125	12 352 585	4 310 530	4 601 010	19 842 167	11 526 060	4 021 447	4 292 660

Note: (1) Gross cost of project road improvement consists of cost of improvement, contingency, cost of final engineering and cost of supervision.

(2) Costs were calculated at the cost level of April 1975 and under the exchange rate US\$1.00 = Z 0.874 in which the effect of the revision of the rate on the local currency portion were ignored.

A.3.7-(7) Annual Financial Project Costs by Section
under New Exchange Rate

(Alternative I)

(Unit: Zaire)

Year	Section # 7				Section # 6				Section # 5			
	Total	Foreign Currency Portion	Taxes	Local Currency Portion	Total	Foreign Currency Portion	Taxes	Local Currency Portion	Total	Foreign Currency Portion	Taxes	Local Currency Portion
1976	34 522	29 995	3 517	1 010	108 967	94 657	11 130	3 180	78 345	68 040	8 015	2 290
1977	138 132	119 980	14 122	4 030	435 880	378 612	44 537	12 730	313 370	272 195	32 025	9 150
1978	34 522	29 995	3 517	1 010	108 967	94 657	11 130	3 180	78 345	68 040	8 015	2 290
1979	282 847	159 495	58 222	65 130	892 607	503 335	183 732	205 540	641 725	361 865	132 090	147 770
1980	723 930	407 575	152 425	163 930	2 284 595	1 286 197	481 057	517 340	1 642 457	924 665	345 852	371 940
1981	1 085 825	614 005	225 820	246 000	3 426 670	1 937 635	712 705	776 330	2 463 530	1 393 035	512 365	558 130
1982	1 085 825	614 005	225 820	246 000	3 426 670	1 937 635	712 705	776 330	2 463 530	1 393 035	512 365	558 130
1983	439 567	246 995	91 752	100 820	1 387 217	779 520	289 537	318 160	997 322	560 420	208 162	228 740
1984												
1985												
1986												
1987												
1988												
1989												
1990												
1991												
1992												
1993												
1994												
1995												
1996												
1997												
Total	3 825 172	2 222 045	775 197	827 930	12 071 575	7 012 250	2 446 535	2 612 790	8 678 625	5 041 295	1 758 890	1 878 440

Note: (1) Gross Cost of project road improvement consists of improvement, contingency, cost of final engineering and and cost of supervision.

(2) Costs were calculated at the cost level of April 1975 and under the exchange rate US\$1.00 = Z 0.874 in which the effect of the revision of the rate on the local currency portion were ignored.

A.3.7-(7) Annual Financial Project Costs by Section
under New Exchange Rate

(Alternative I)

(Unit: Zaire)

Year	Section # 4				Section # 3				Section # 2			
	Total	Foreign Currency Portion	Taxes	Local Currency Portion	Total	Foreign Currency Portion	Taxes	Local Currency Portion	Total	Foreign Currency Portion	Taxes	Local Currency Portion
1976	77 387	67 200	7 927	2 260	70 072	60 865	7 157	2 050	118 400	102 830	12 110	3 460
1977	309 532	268 870	31 622	9 040	280 287	243 460	28 647	8 180	473 625	411 390	48 405	13 830
1978	77 387	67 200	7 927	2 260	70 072	60 865	7 157	2 050	118 400	102 830	12 110	3 460
1979	633 877	357 420	130 497	145 960	573 975	323 645	118 160	132 170	969 880	546 910	199 640	223 330
1980	1 622 357	913 360	341 617	367 380	1 469 057	827 050	309 347	332 660	2 482 370	1 397 515	522 725	562 130
1981	2 433 372	1 375 955	506 117	551 300	2 203 420	1 245 930	458 290	499 200	3 723 295	2 105 372	774 392	843 530
1982	2 433 372	1 375 955	506 117	551 300	2 203 420	1 245 930	458 290	499 200	3 723 295	2 105 372	774 392	843 530
1983	985 107	553 560	205 607	225 940	892 007	501 235	186 182	204 590	1 507 290	847 000	314 580	345 710
1984												
1985												
1986												
1987												
1988												
1989												
1990												
1991												
1992												
1993												
1994												
1995												
1996												
1997												
Total	8 572 395	4 979 520	1 737 435	1 855 440	7 762 312	4 508 980	1 573 232	1 680 100	13 116 555	7 619 220	2 658 355	2 838 980

Note: (1) Gross cost of project road improvement consists of cost of improvement, contingency, cost of final engineering and cost of supervision.

(2) Costs were calculated at the cost level of April 1975 and under the exchange rate US\$1.00 = Z 0.874 in which the effect of the revision of the rate on the local currency portion were ignored.

A.3.7-(7) Annual Financial Project Costs by Section
under New Exchange Rate

(Alternative I)

(Unit: Zaire)

Year	Section # 1											
	Total	Foreign Currency Portion	Taxes	Local Currency Portion								
1976	75 990	66 010	7 770	2 210								
1977	303 937	264 005	31 062	8 870								
1978	75 990	66 010	7 770	2 210								
1979	622 390	350 980	128 100	143 310								
1980	1 593 000	896 840	335 440	360 720								
1981	2 389 310	1 351 070	496 930	541 310								
1982	2 389 310	1 351 070	496 930	541 310								
1983	967 245	543 515	201 880	221 850								
1984												
1985												
1986												
1987												
1988												
1989												
1990												
1991												
1992												
1993												
1994												
1995												
1996												
1997												
Total	8 417 172	4 889 500	1 705 882	1 821 790								

Note: (1) Gross cost of project road improvement consists of cost of improvement, contingency, cost of final engineering and cost of supervision.

(2) Costs were calculated at the cost level of April 1975 and under the exchange rate of US\$1.00 = Z 0.874 in which the effect of the revision of the rate on the local currency portion were ignored.

A.3.7-(8) Annual Financial Project Costs by Section
under New Exchange Rate

(Alternative II)

(Unit: Zaire)

Year	Section # 10				Section # 9				Section # 8			
	Total	Foreign Currency Portion	Taxes	Local Currency Portion	Total	Foreign Currency Portion	Taxes	Local Currency Portion	Total	Foreign Currency Portion	Taxes	Local Currency Portion
1976	69 730	60 550	7 140	2 040	133 960	116 375	13 685	3 900	38 615	33 530	3 955	1 130
1977	278 935	242 270	28 525	8 140	535 845	465 430	54 775	15 640	154 468	134 155	15 803	4 510
1978	69 730	60 550	7 140	2 040	133 960	116 375	13 685	3 900	38 615	33 530	3 955	1 130
1979	571 183	322 070	117 583	131 530	1 097 280	618 765	225 855	252 660	316 307	178 360	65 117	72 830
1980	1 461 917	823 025	307 842	331 050	2 808 428	1 581 090	591 378	635 960	809 585	455 770	170 485	183 330
1981	2 192 730	1 239 893	456 067	496 770	4 212 357	2 381 925	876 102	954 330	1 214 273	686 630	252 543	275 100
1982	2 192 730	1 239 892	456 068	496 770	4 212 358	2 381 925	876 103	954 330	1 214 272	686 630	252 542	275 100
1983	887 693	498 820	185 273	203 600	1 705 283	958 230	355 933	391 120	491 590	276 220	102 620	112 750
1984	179 383	155 820	18 323	5 240	27 075	23 520	2 765	790				
1985	1 571 175	885 955	336 070	349 150	474 317	267 470	101 447	105 400				
1986	1 571 175	885 955	336 070	349 150					227 323	132 090	46 113	49 120
1987												
1988												
1989												
1990	99 940	86 800	10 220	2 920	207 555	180 285	21 210	6 060	19 732	17 150	2 012	570
1991	875 368	493 605	187 233	194 530	1 817 973	1 025 115	388 868	403 990	570 403	326 795	114 328	129 280
1992	875 367	493 605	187 232	194 530	1 817 972	1 025 115	388 867	403 990				
1993									3 187 295	1 859 270	619 745	708 280
1994									3 187 295	1 859 270	619 745	708 280
1995												
1996												
1997									227 322	132 090	46 112	49 120
Total	12 897 056	7 488 810	2 640 786	2 767 460	19 184 363	11 141 620	3 910 673	4 132 070	11 697 095	6 811 490	2 315 075	2 570 530

Note: (1) Gross cost of project road improvement consists of cost of improvement, contingency, cost of final engineering and cost of supervision.

(2) Costs were calculated at the cost level of April 1975 and under the exchange rate of US\$1.00 = Z 0.874 in which the effect of the revision of the rate on the local currency portion were ignored.

A.3.7-(8) Annual Financial Project Costs by Section
under New Exchange Rate

(Alternative II)

(Unit: Zaire)

Year	Section # 7				Section # 6				Section # 5			
	Total	Foreign Currency Portion	Taxes	Local Currency Portion	Total	Foreign Currency Portion	Taxes	Local Currency Portion	Total	Foreign Currency Portion	Taxes	Local Currency Portion
1976	12 463	10 815	1 278	370	29 560	25 690	3 010	860	33 768	29 330	3 448	990
1977	49 865	43 330	5 075	1 460	118 233	102 690	12 093	3 450	135 067	117 320	13 807	3 940
1978	12 462	10 815	1 277	370	29 560	25 690	3 010	860	33 767	29 330	3 447	990
1979	102 148	57 610	21 018	23 520	242 125	136 535	49 840	55 750	276 595	155 960	56 945	63 690
1980	261 448	147 175	55 073	59 200	619 690	348 880	130 480	140 330	707 910	398 545	149 065	160 300
1981	392 132	221 725	81 567	88 840	929 480	525 595	193 305	210 580	1 061 783	600 390	220 833	240 560
1982	392 133	221 725	81 568	88 840	929 480	525 595	193 305	210 580	1 061 782	600 390	220 832	240 560
1983	158 735	89 215	33 110	36 410	376 293	211 435	78 558	86 300	429 848	241 535	89 723	98 590
1984					56 512	49 070	5 792	1 650				
1985					493 455	278 880	102 515	112 060				
1986					493 455	278 880	102 515	112 060				
1987												
1988												
1989												
1990	17 265	14 980	1 785	500					10 275	8 925	1 050	300
1991	318 780	185 220	64 680	68 880	106 260	61 740	21 560	22 960	180 000	101 500	38 500	40 000
1992												
1993	895 575	520 345	181 720	193 510	3 652 885	2 122 435	741 160	789 290				
1994	895 575	520 345	181 720	193 510	3 652 885	2 122 435	741 160	789 290				
1995												
1996												
1997												
Total	3 508 581	2 043 300	709 871	755 410	11 729 873	6 815 550	2 378 303	2 536 020	3 930 795	2 283 225	797 650	849 920

Note: (1) Gross cost of project road improvement consists of cost of improvement, contingency, cost of final engineering and cost of supervision.

(2) Costs were calculated at the cost level of April 1975 and under the exchange rate US\$1.00 = Z 0.874 in which the effect of the revision of the rate on the local currency portion were ignored.

A.3.7-(8) Annual Financial Project Costs by Section
under New Exchange Rate

(Alternative II)

(Unit: Zaire)

Year	Section # 4				Section # 3				Section # 2			
	Total	Foreign Currency Portion	Taxes	Local Currency Portion	Total	Foreign Currency Portion	Taxes	Local Currency Portion	Total	Foreign Currency Portion	Taxes	Local Currency Portion
1976	28 323	24 605	2 888	830	20 595	17 885	2 100	610	48 153	41 825	4 918	1 410
1977	113 280	98 385	11 585	3 310	82 438	71 610	8 418	2 410	192 642	167 335	19 687	5 620
1978	28 322	24 605	2 887	830	20 595	17 885	2 100	610	48 153	41 825	4 918	1 410
1979	231 990	130 795	47 775	53 420	168 825	95 200	34 755	38 870	394 482	222 425	81 217	90 840
1980	593 730	334 250	125 020	134 460	432 055	243 250	90 965	97 840	1 009 648	568 400	212 608	228 640
1981	890 543	503 580	185 203	201 760	648 037	366 450	134 767	146 820	1 514 347	856 310	314 947	343 090
1982	890 542	503 580	185 202	201 760	648 038	366 450	134 768	146 820	1 514 348	856 310	314 948	343 090
1983	360 520	202 580	75 250	82 690	262 365	147 420	54 775	60 170	613 047	344 505	127 942	140 600
1984												
1985												
1986												
1987												
1988												
1989												
1990	47 468	41 230	4 848	1 390								
1991	554 400	312 620	118 580	123 200	289 110	176 260	55 580	57 270				
1992	277 200	156 310	59 290	61 600	493 455	278 880	102 515	112 060				
1993												
1994												
1995												
1996												
1997												
Total	4 016 318	2 332 540	818 528	865 250	3 065 513	1 781 290	620 743	663 480	5 334 820	3 098 935	1 081 185	1 154 700

Note: (1) Gross cost of project road improvement consists of cost of improvement, contingency, cost of final engineering and cost of supervision.

(2) Costs were calculated at the cost level of April 1975 and under the exchange rate US\$1.00 = Z 0.874 in which the effect of the revision of the rate on the local currency portion were ignored.

A.3.7-(8) Annual Financial Project Costs by Section
under New Exchange Rate

(Alternative II)

(Unit: Zaire)

Year	Section # 1											
	Total	Foreign Currency Portion	Taxes	Local Currency Portion								
1976	42 128	36 610	4 288	1 230								
1977	168 527	146 405	17 202	4 920								
1978	42 128	36 610	4 288	1 230								
1979	345 120	194 600	71 050	79 470								
1980	883 317	497 280	186 007	200 030								
1981	1 324 890	749 175	275 555	300 160								
1982	1 324 890	749 175	275 555	300 160								
1983	536 353	301 385	111 948	123 020								
1984												
1985												
1986												
1987												
1988												
1989												
1990												
1991												
1992												
1993												
1994												
1995												
1996												
1997												
Total	4 667 353	2 711 240	945 893	1 010 220								

Note: (1) Gross cost of project road improvement consists of cost of improvement, contingency, cost of final engineering and cost of supervision.

(2) Costs were calculated at the cost level of April 1975 and under the exchange rate US\$1.00 = Z 0.874 in which the effect of the revision of the rate on the local currency portion were ignored.

A.3.8 International Traffic

The Trans-African Highway route, which is going to link Mombasa with Lagos, via Kenya, Uganda, Zaire, R.C.A., Cameroon and Nigeria can be said to be a genuine international highway and the estimation of its international future traffic covering more than two countries was an important subject of the survey. However, such was beyond the scope of the team's field survey carried out this time, and the data necessary for such an analysis are almost nil. Moreover, particularly on the Kisangani - Bangassou section the proposed highway, the traffic level crossing the R.C.A. - Zaire border might be the smallest among all sections of the entire Trans-African Highway System. According to the pre-feasibility study carried out by United Kingdom in 1972, the traffic volume of the section between R.C.A. and Zaire was 2 to 3 vehicles/day, and it was not more than that in the survey carried out by Japan this time. Consequently, the explanations and figures on the international traffic given below are nothing more than the traffic volume which can be used as the rule of thumb when one studies the potential of the influence area by conducting an economic analysis utilizing the existing data and the information gathered by Japanese Team in the field.

If the volume of traffic related to the Trans-African Highway route is viewed in the light of the international traffic, it would be possible to include in the international commodity flows of such export items as coffee, rubber, cotton and lumber, etc. to be produced in the project area; but in this report, the international traffic is defined to such traffic having their origins or destinations on this section of the Trans-African Highway route or those related traffic moving over two or more countries through the section between Kisangani and Bangassou.

In the past there existed a trade route called Congonia (so called the Royal Road) which had linked Haut-Zaire Region of Zaire with Sudan

via the transport route passing Bumba, Buta and Isiro, through which Zaire had exported agricultural products, ivory, leather, lumber, etc. to Sudan and had imported clothings, fish, livestock products, jewels, etc. from Sudan. The trade through the Royal Road disappeared later, but the interchange of such merchandise had continued long since then in the area along the border. Another main international commodity flow is the one between the eastern territory of Zaire and Uganda. Since the Suez Canal had been still passable before Zaire won her independence, this region had been closely linked with European countries through the route which passed through Uganda, east coast of Africa, and the Suez Canal. Such international commodity flow gradually diminished with the changes in the international relations and the aggravation of the road situation in the countries concerned. Yet the traffic crossing the border seems to have existed at many places in the form of smuggling. The international traffic related to the Trans-African Highway route section between Kisangani-Bangassou is the one between R.C.A. and Zaire. Eversince this road was originally constructed in the 1940s, there seemed to noticeable movement of important merchandise and materials across the border has taken place. Even at the time when this route had been still in good conditions, the main traffic on it had consisted of business and recreational trips by Europeans between R.C.A. and Buta as well as Kisangani. As stated before, the current level of such international traffic is only 2 to 3 vehicles/day, and it is mostly the irregular hippies' sightseeing traffic. This road is formerly known as the sightseeing route linking North Africa and the east coast of Africa. Current International travellers use heavy trucks even during the rainy season when conditions are worst.

The improvement of this Kisangani-Bangassou section, together with the improvement of its adjacent sections of the Trans-African Highway in Zaire and also in R.C.A. will also stimulate and induce such sightseeing traffic in the future.

At the same time, the improvement of road surface will make it possible to travel in light passenger cars. In other words, the completion of the Trans-African Highway will increase the volume of traffic of such long-distance international sightseeing.

There had been really no international trade movement of products and materials between R.C.A. and Zaire in the past, and even now there is not much trade transacted between the two countries. There exist still many conditions which must be improved in order to stimulate the international traffic, beginning with the trade policy of both countries. It is almost impossible to forecast the future volume of international traffic across Bomu River at this stage of the survey. For example, the international trade between Kisangani and Bangui having a big potentiality, utilizing the waterway transport on Zaire River served by ONATRA will provide the cheapest transport to consignors, and the superiority of road transport via the project road over the waterway is practically unthinkable. However, it should be noted that a certain trucking company in Kisangani showed a keen interest in transporting agricultural products from the project area via the project road to R.C.A. and Chad and livestock products back from those countries to Kisangani on their return trip.

It is certainly possible to expect from the first year after the opening of the project road an annual increase in the volume of international through traffic of 5 to 10 in ADT.

But it is basically advised that the comprehensive international traffic estimation of the entire Trans-African Highway system be conducted by the United Nations Economic Commission for Africa from the higher international viewpoint by improving the existing various administrative barriers and adjusting the trade policies through the consensus of those countries concerned.

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