

ALTERNATIVE II PHASE I

NET COSTS OF IMPROVEMENT  
CÔÛTS NETS D'AMÉLIORATION DIVISION III

From de Banalia To à Buta (187.810 km) Unit Unité : Zaire

ITEM ARTICLE	DESCRIPTION	UNIT UNITÉ	SECTION TRONÇON - 8			SECTION TRONÇON - 7			SECTION TRONÇON - 6			TOTAL	
			QUANTITY QUANTITE	UNIT COST PRIX UNIT.	COST CÔÛT	QUANTITY QUANTITE	UNIT COST PRIX UNIT.	COST CÔÛT	QUANTITY QUANTITE	UNIT COST PRIX UNIT.	COST CÔÛT	QUANTITY QUANTITE	COST CÔÛT
CLEARING DEBOISEMENT					117,250			41,570			120,750		279,570
Clearing Deboisement	Medium Vegetation Végétation moyenne	m <sup>2</sup>	645,000	0.05	32,250	249,000	0.05	12,450	807,000	0.05	40,350	1,701,000	85,050
Clearing & Grubbing	Light Vegetation Végétation clairsemée	m <sup>2</sup>	279,000	0.04	11,160	115,000	0.04	4,600	331,000	0.04	13,240	725,000	29,000
Deboisement & l'essouchment	Medium Vegetation Végétation moyenne	m <sup>2</sup>	311,000	0.08	24,880	170,000	0.08	13,600	469,000	0.08	37,520	950,000	76,000
"	Heavy Vegetation Végétation forte	m <sup>2</sup>	408,000	0.12	48,960	91,000	0.12	10,920	247,000	0.12	29,640	746,000	89,520
EARTHWORKS TERRASSEMENTS					730,160			224,750			387,445		,342,355
Embankment Remblai	Short Haul Transport court	m <sup>3</sup>	200,000	1.20	240,000	18,000	1.20	21,600	248,000	1.20	297,600	466,000	559,200
"	Long Haul Transport long	m <sup>3</sup>	103,000	4.75	489,250	78,000	2.60	202,800	51,000	1.75	89,250	232,000	781,300
Cut Déblai		m <sup>3</sup>	2,600	0.35	910	1,000	0.35	350	1,700	0.35	595	5,300	1,855
Subgrade Replacement Hérissage de remplacement		lm	-	-	-	-	-	-	-	-	-	-	-
SIDE SLOPES TALUS					60,100			23,000			68,700		151,800
Slope Shaping Façonnage d'un talus	Manual Labor Travail de manoeuvre	m <sup>2</sup>	381,000	0.10	38,100	146,000	0.10	14,600	428,000	0.10	42,800	955,000	95,500
Grassing Gazonnement		m <sup>2</sup>	220,000	0.10	22,000	84,000	0.10	8,400	259,000	0.10	25,900	563,000	56,300
DRAINAGE DRAINAGE					705,386			215,077			626,776		1,547,239
Side-ditches Excavation Contre-fossés	Laterite Latérite	lm	42,600	1.50	63,900	4,700	1.50	7,050	67,000	1.50	100,500	114,300	171,450
"	Silt Limon	lm	21,900	2.60	56,940	20,100	2.60	52,260	13,700	2.60	35,620	55,700	144,820
Side-ditches In Village Area Contre-fossés au village		lm	8,700	30.-	261,000	3,300	28.-	92,400	5,500	31.-	170,500	17,500	523,900
Stone-pitched Ditches Fossés maçonne en pierre		lm	600	70.-	42,000	-	-	-	300	72.-	21,600	900	63,600
Pipe-Culverts FGts	ø0.6m	lm	7	24.-	168	-	-	-	-	-	-	7	168
	ø0.8	lm	-	-	-	7	38.-	266	-	-	-	7	266
	ø1.0	lm	714	87.-	62,118	238	87.-	20,706	588	87.-	51,156	1,540	133,980
	ø1.2	lm	56	100.-	5,600	28	100.-	2,800	98	100.-	9,800	182	18,200
	ø1.5	lm	56	190.-	10,640	-	-	-	252	190.-	47,880	308	58,520
	ø1.8	lm	42	220.-	9,240	-	-	-	56	220.-	12,320	98	21,560
	ø2.0	lm	70	250.-	17,500	28	250.-	7,000	42	250.-	10,500	140	35,000
	ø2.5	lm	14	350.-	4,900	56	350.-	19,600	14	350.-	4,900	84	29,400
	ø3.0	lm	28	570.-	15,960	-	-	-	14	570.-	7,980	42	23,940
	ø4.0	lm	84	930.-	78,120	-	-	-	56	930.-	52,080	40	130,200
	ø5.0	lm	14	400.-	5,600	-	-	-	28	400.-	11,200	42	16,800

ITEM ARTICLE	DESCRIPTION	UNIT UNITÉ	SECTION TRONÇON - 8			SECTION TRONÇON - 7			SECTION TRONÇON - 6			TOTAL	
			QUANTITY QUANTITE	UNIT COST PRIX UNIT	COST COÛT	QUANTITY QUANTITE	UNIT COST PRIX UNIT	COST COÛT	QUANTITY QUANTITE	UNIT COST PRIX UNIT	COST COÛT	QUANTITY QUANTITE	COST COÛT
Inlets & Outlets Entrées & sorties	∅0.6	piece	1	60.-	60	-	-	-	-	-	-	1	60
	∅0.8	piece	-	-	-	1	75.-	-	-	-	-	1	75
	∅1.0	piece	102	110.-	11,220	34	100.-	3,400	84	120.-	10,080	220	24,700
	∅1.2	piece	8	165.-	1,320	4	150.-	600	14	180.-	2,520	26	4,440
	∅1.5	piece	8	350.-	2,800	-	-	-	36	360.-	12,960	44	15,760
	∅1.8	piece	6	440.-	2,640	-	-	-	8	460.-	3,680	14	6,320
	∅2.0	piece	10	600.-	6,000	4	590.-	2,360	6	680.-	4,080	20	12,440
	∅2.5	piece	2	830.-	1,660	8	820.-	6,560	2	850.-	1,700	12	9,920
	∅3.0	piece	4	1,200.-	4,800	-	-	-	2	1,260.-	2,520	6	7,320
	∅4.0	piece	12	1,900.-	22,800	-	-	-	8	2,000.-	16,000	20	38,800
∅5.0	piece	2	2,200.-	4,400	-	-	-	4	2,300.-	9,200	6	13,600	
PAVEMENTS PAVAGES					625,250			223,800			522,400		1,371,450
Type - I	Short Haul Transport court	m <sup>2</sup>	-	-	-	-	-	-	-	-	-	-	-
Type - II	Short Haul Transport court	m <sup>2</sup>	-	-	-	-	-	-	-	-	-	-	-
Type - III	Long Haul Transport long	m <sup>2</sup>	-	-	-	-	-	-	-	-	-	-	-
Laterite lower Subbase	t=40cm short haul " transport court	m <sup>2</sup>	290,000	1.-	290,000	32,000	1.-	32,000	430,000	1.-	430,000	752,000	752,000
Latérite sous- couche	t=40cm long haul " transport long	m <sup>2</sup>	149,000	2.25	335,250	137,000	1.40	191,800	88,000	1.05	92,400	374,000	619,450
TYPE VI	t=50cm short haul " transport court	m <sup>2</sup>	-	-	-	-	-	-	-	-	-	-	-
	t=50cm long haul " transport long	m <sup>2</sup>	-	-	-	-	-	-	-	-	-	-	-
BRIDGES PONTS													
Makala	R.C. 1 span R.C. 1 travée	1m											
	R.C. 1 span R.C. 1 travée	1m											
Kotell	R.C. 1 span R.C. 1 travée	1m											
	R.C. 1 span R.C. 1 travée	1m											
Maze II	R.C. 1 span R.C. 1 travée	1m											
	R.C. 1 span R.C. 1 travée	1m											
Bilo II	R.C. 1 span R.C. 1 travée	1m											
	R.C. 1 span R.C. 1 travée	1m											
Bilo III	R.C. 1 span R.C. 1 travée	1m											
	R.C. 1 span R.C. 1 travée	1m											
Mborge	R.C. 1 span R.C. 1 travée	1m											
	R.C. 1 span R.C. 1 travée	1m											
Zakili	P.C. 1 span P.C. 1 travée	1m											
	P.C. 1 span P.C. 1 travée	1m											
FERRIES BACS				16,800			-			-		16,800	
Aruwmi (Banalia)	Landing Facilities Facilité du débarquement	1m	120	140.-	16,800	-	-	-	-	-	-	120	16,800
	Landing Facilities Facilité du débarquement	1m											
Uele (Bondo)	Landing Facilities Facilité du débarquement	1m											
Bili (Faka)	Landing Facilities Facilité du débarquement	1m											
Bomu (Ndu)	Landing Facilities Facilité du débarquement	1m											
TOTAL			—	—	2,254,946	—	—	728,197	—	—	1,726,071	—	4,709,214



(continued)  
(continué)

ITEM ARTICLE	DESCRIPTION	UNIT UNITE	SECTION TRONÇON - 5			SECTION TRONÇON - 4			SECTION TRONÇON - 3			TOTAL	
			QUANTITY QUANTITE	UNIT COST PRIX UNIT.	COST	QUANTITY QUANTITE	UNIT COST PRIX UNIT.	COST COÛT	QUANTITY QUANTITE	UNIT COST PRIX UNIT.	COST COÛT	QUANTITY QUANTITE	COST COÛT
Inlets & Outlets Entrées & sorties	∅0.6	piece	-	-	-	-	-	-	-	-	-	-	-
	∅0.8	piece	-	-	-	-	-	-	-	-	-	-	-
	∅1.0	piece	90	80.-	7,200	74	70.-	5,180	66	75.-	4,950	230	17,330
	∅1.2	piece	4	120.-	480	-	-	-	12	110.-	1,320	16	1,800
	∅1.5	piece	4	270.-	1,080	8	250.-	2,000	8	260.-	2,080	20	5,160
	∅1.8	piece	4	340.-	1,360	6	325.-	1,950	10	340.-	3,400	20	6,710
	∅2.0	piece	-	-	-	2	480.-	960	2	500.-	1,000	4	1,960
	∅2.5	piece	4	700.-	2,800	8	650.-	5,200	4	680.-	2,720	16	10,720
	∅3.0	piece	4	930.-	3,720	8	900.-	7,200	-	-	-	12	10,920
	∅4.0	piece	10	1,500.-	15,000	-	-	-	-	-	-	10	15,000
	∅5.0	piece	-	-	-	-	-	-	-	-	-	-	-
PAVEMENTS PAVAGES				582,900			666,300			588,900		1,838,100	
Type - I	Short Haul Transport court	m <sup>2</sup>	-	-	-	-	-	-	-	-	-	-	-
Type - II	Short Haul Transport court	m <sup>2</sup>	-	-	-	-	-	-	-	-	-	-	-
Type - III	Long Haul Transport long	m <sup>2</sup>	-	-	-	-	-	-	-	-	-	-	-
Laterite lower Subbase	t=40cm short haul " transport court	m <sup>2</sup>	-	-	-	-	-	-	-	-	-	-	-
Latérite sous- couche	t=40cm long haul " transport long	m <sup>2</sup>	-	-	-	-	-	-	-	-	-	-	-
TYPE VI	t=50cm short haul " transport court	m <sup>2</sup>	429,000	1.30	557,700	195,000	1.30	253,500	266,000	1.30	345,800	890,000	1,157,000
	t=50cm long haul " transport long	m <sup>2</sup>	18,000	1.40	25,200	258,000	1.60	412,800	143,000	1.70	243,100	419,000	681,000
BRIDGES PONTS				283,500			59,500			-		343,000	
Makala	R.C. 1 span R.C. 1 travée	1m	16	3,500.-	56,000	-	-	-	-	-	-	16	56,000
	R.C. 1 span R.C. 1 travée	1m	18	3,500.-	63,000	-	-	-	-	-	-	18	63,000
Maze II	R.C. 1 span R.C. 1 travée	1m	18	3,500.-	63,000	-	-	-	-	-	-	18	63,000
	R.C. 1 span R.C. 1 travée	1m	17	3,500.-	59,500	-	-	-	-	-	-	17	59,500
Bilo III	R.C. 1 span R.C. 1 travée	1m	12	3,500.-	42,000	-	-	-	-	-	-	12	42,000
	R.C. 1 span R.C. 1 travée	1m	-	-	-	17	3,500.-	59,500	-	-	-	17	59,500
Zakili	P.C. 1 span P.C. 1 travée	1m	-	-	-	-	-	-	-	-	-	-	-
	P.C. 1 span P.C. 1 travée	1m	-	-	-	-	-	-	-	-	-	-	-
FERRIES Bacs				-			-			18,000		18,000	
Aruwimi (Banalla)	Landing Facilities Facilité du débarquement	1m	-	-	-	-	-	-	-	-	-	-	-
Uéié (Bondo)	Landing Facilities Facilité du débarquement	1m	-	-	-	-	-	-	120	150.-	18,000	120	18,000
Bili (Faka)	Landing Facilities Facilité du débarquement	1m	-	-	-	-	-	-	-	-	-	-	-
Bomu (Ndu)	Landing Facilities Facilité du débarquement	1m	-	-	-	-	-	-	-	-	-	-	-
TOTAL			—	—	1,971,750	—	—	1,653,759	—	—	1,203,451	—	4,828,960

ITEM ARTICLE	DESCRIPTION	UNIT UNITE	SECTION TRONÇON - 2			SECTION TRONÇON - 1			TOTAL	
			QUANTITY QUANTITE	UNIT COST PRIX UNIT.	COST COÛT	QUANTITY QUANTITE	UNIT COST PRIX UNIT.	COST COÛT	QUANTITY QUANTITE	COST COÛT
CLEARING DEBOISEMENT					146,370			81,520		227,890
Clearing Deboisement	Medium Vegetation Végétation moyenne	m <sup>2</sup>	1,109,000	0.05	55,450	652,000	0.05	32,600		1,761,000 88,050
Clearing & Grubbing	Light Vegetation Végétation clairsemée	m <sup>2</sup>	419,000	0.04	16,760	386,000	0.04	15,440		805,000 32,200
Deboisement & L'essouchment	Medium Vegetation Végétation moyenne	m <sup>2</sup>	513,000	0.08	41,040	207,000	0.08	16,560		720,000 57,600
"	Heavy Vegetation Végétation forte	m <sup>2</sup>	276,000	0.12	33,120	141,000	0.12	16,920		417,000 50,040
EARTHWORKS TERRASSEMENTS					486,590			1,179,115		1,665,705
Embankment Remblai	Short Haul Transport court	m <sup>3</sup>	234,000	1.20	280,800	759,000	1.20	910,800		993,000 1,191,600
"	Long Haul Transport long	m <sup>3</sup>	82,000	2.-	164,000	134,000	2.-	268,000		216,000 432,000
Cut Déblai		m <sup>3</sup>	119,400	0.35	41,790	900	0.35	315		120,300 42,105
Subgrade Replacement Hérissou de remplacement		lm	-	-	-	-	-	-		- -
SIDE SLOPES TALUS					66,800			36,500		103,300
Slope Shaping Façonnage d'un talus	Manual Labor Travail de manoeuvre	m <sup>2</sup>	668,000	0.10	66,800	365,000	0.10	36,500		1,033,000 103,300
Grassing Gazonnement		m <sup>2</sup>	-	-	-	-	-	-		- -
DRAINAGE DRAINAGE					850,719			515,002		1,365,721
Side-ditches Excavation Contre-fossés	Laterite Latérite	lm	82,000	1.50	123,000	55,500	1.50	83,250		137,500 206,250
"	Silt Limon	lm	28,000	2.60	74,880	9,800	2.60	25,480		38,600 100,360
Side-ditches in Village Area Contre-fossés au village		lm	11,400	25.-	285,000	3,000	28.-	84,000		14,400 369,000
Stone-pitched Ditches Fossés maçonne en pierre		lm	3,400	29.-	98,600	4,200	48.-	201,600		7,600 302,200
Pipe-Culverts Fûts	ø0.6m	lm	-	-	-	-	-	-		- -
	ø0.8	lm	-	-	-	-	-	-		- -
	ø1.0	lm	847	87.-	73,689	396	87.-	34,452		1,243 108,141
	ø1.2	lm	33	100.-	3,300	-	-	-		33 3,300
	ø1.5	lm	319	190.-	60,610	22	190.-	4,180		341 64,790
	ø1.8	lm	55	220.-	12,100	-	-	-		55 12,100
	ø2.0	lm	11	250.-	2,750	11	250.-	2,750		22 5,500
	ø2.5	lm	33	350.-	11,550	11	350.-	3,850		44 15,400
	ø3.0	lm	-	-	-	33	570.-	18,810		33 18,810
	ø4.0	lm	44	930.-	40,920	33	930.-	30,690		77 71,610
	ø5.0	lm	11	1,400.-	15,400	-	-	-		11 15,400

ITEM ARTICLE	DESCRIPTION	UNIT UNITÉ	SECTION TRONÇON - 2			SECTION TRONÇON - 1			TOTAL		
			QUANTITY QUANTITÉ	UNIT COST PRIX UNIT.	COST COUT	QUANTITY QUANTITÉ	UNIT COST PRIX UNIT.	COST COUT	QUANTITY QUANTITÉ	COST COUT	
Inlets & Outlets Entrées & sorties	ø0.6	piece	-	-	-	-	-	-	-	-	
	ø0.8	piece	-	-	-	-	-	-	-	-	
	ø1.0	piece	154	70.-	10,780	72	90.-	6,480	226	17,260	
	ø1.2	piece	6	100.-	600	-	-	-	6	600	
	ø1.5	piece	58	250.-	14,500	4	300.-	1,200	62	15,700	
	ø1.8	piece	10	320.-	3,200	-	-	-	10	3,200	
	ø2.0	piece	2	470.-	940	2	560.-	1,120	4	2,060	
	ø2.5	piece	6	650.-	3,900	2	770.-	1,540	8	5,440	
	ø3.0	piece	-	-	-	6	1,000.-	6,000	6	6,000	
	ø4.0	piece	8	1,400.-	11,200	6	1,600.-	9,600	14	20,800	
	ø5.0	piece	2	1,900.-	3,800	-	-	-	2	3,800	
PAVEMENTS PAVAGES				1,158,700			632,200			1,790,900	
Type - I	Short Haul Transport court	m <sup>2</sup>	-	-	-	-	-	-	-	-	
Type - II	Short Haul Transport court	m <sup>2</sup>	-	-	-	-	-	-	-	-	
Type - III	Long Haul Transport long	m <sup>2</sup>	-	-	-	-	-	-	-	-	
Laterite lower Subbase	t=40cm short haul " transport court	m <sup>2</sup>	-	-	-	-	-	-	-	-	
Latérite sous- couche	t=40cm long haul " transport long	m <sup>2</sup>	-	-	-	-	-	-	-	-	
TYPE VI	t=50cm short haul " transport court	m <sup>2</sup>	634,000	1.30	824,200	406,000	1.30	527,800	1,040,000	1,352,000	
	t=50cm long haul " transport long	m <sup>2</sup>	223,000	1.50	334,500	72,000	1.45	104,400	295,000	428,900	
BRIDGES PONTS				96,000			-			96,000	
Makala	R.C. 1 span R.C. 1 travée	1m									
Kotell	R.C. 1 span R.C. 1 travée	1m									
Maze II	R.C. 1 span R.C. 1 travée	1m									
Bilo II	R.C. 1 span R.C. 1 travée	1m									
Bilo III	R.C. 1 span R.C. 1 travée	1m									
Mborge	R.C. 1 span R.C. 1 travée	1m									
Zak III	P.C. 1 span P.C. 1 travée	1m	24	4,000.-	96,000	-	-	-	24	96,000	
FERRIES BACS					7,000			16,000		23,000	
Aruwimi (Banalla)	Landing Facilities Facilité du débarquement	1m									
Uélé (Bondo)	Landing Facilities Facilité du débarquement	1m									
Bili (Faka)	Landing Facilities Facilité du débarquement	1m	50	140.-	7,000	-	-	-	50	7,000	
Bomu (Ndu)	Landing Facilities Facilité du débarquement	1m	-	-	-	100	160.-	16,000	100	16,000	
TOTAL			—	—	2,812,179	—	—	2,460,337	—	—	5,272,516



A-3.5.8 ALTERNATIVE-II  
PHASE-II, III, IV

NET COSTS OF IMPROVEMENT  
CÔÛTS NETS D'AMELIORATION

Unit  
Unité: Zaire

PHASE	DIVISION	SECTION TRONÇON	ITEM ARTICLE	DESCRIPTION	UNIT UNITE	QUANTITY QUANTITE	UNIT PRICE PRIX.UNIT.	COST COUT
		10	Bridges Ponts	Angokpa river rivière	1m	7.5	4,000.-	30,000.-
				R.C. 1 span, 2 lanes 1 travée, 2 voies				
				Aquidi river rivière	1m	10.5	4,000.-	42,000.-
				- ditto -				
				Lindi river rivière	1m	257.5	6,500.-	1,673,730.-
				P.G. 16 spans, 2 lanes 16 travées, 2 voies				
IV			Sub - total Sous					1,745,750.-
				Guia river rivière	1m	27.-	4,500.-	121,500.-
				P.C. 1 span, 2 lanes 1 travée, 2 voies				
				Badjoge river rivière	1m	10.-	4,000.-	40,000.-
				R.C. 1 span, 2 lanes 1 travée, 2 voies				
		9	Bridges Ponts	Longola river rivière	1m	13.-	4,000.-	52,000.-
				- ditto -				
				Boiokuwa river rivière	1m	12.5	4,000.-	50,000.-
			Sub - total Sous					263,500.-
II			Sub - total Sous					2,009,250.-
			Total					
		8	Ferry Bac	Aruwimi river rivière		1.-	103,000.-	103,000.-
				35t Bac avec machine jeu				
				Aruwimi river rivière	1m	120.-	140.-	16,800.-
				Landing facilities Facilité de débarquement				
III			Sub - total Sous					119,800.-
		6	Bridge Pont	Rubi river rivière	1m	100.-	5,500.-	550,000.-
				P.C. 4 spans, 1 lane 4 travées, 1 voie				
			Sub - Total Sous					550,000.-
			Total					669,800.-
			Grand Total					2,679,050.-



(continued)  
(continué)

<u>PHASE</u>	<u>DIVISION</u>	<u>SECTION</u> <u>TRONÇON</u>	<u>ITEM</u> <u>ARTICLE</u>	<u>DESCRIPTION</u>	<u>UNIT</u> <u>UNITÉ</u>	<u>QUANTITY</u> <u>QUANTITÉ</u>	<u>UNIT PRICE</u> <u>PRIX UNIT.</u>	<u>COST</u> <u>COUT</u>
		7	Pavement Pavage	Pavement type-5 Pavage type-5	m <sup>2</sup>	203,000.-	4.65	943,950.-
			Bridge Pont	Tele river rivière	lm	42.-	4,000.-	168,000.-
	III	Sub - Sous - total						1,111,950.-
		6	Pavement Pavage	Pavement type-5 Pavage type-5	m	621,000.-	6.20	3,850,200.-
			Bridge Pont	Yeme river rivière	lm	16.-	3,500.-	56,000.-
		Sub - Sous - total						3,906,200.-
								8,702,750.-
	III	Total						
		5	Bridge Pont	Longa river rivière	lm	25.-	4,000.-	100,000.-
		Sub - Sous - total						100,000.-
	II	4	Bridge Pont	Likati river rivière	lm	84.-	5,000.-	462,000.-
		Sub - Sous - total						462,000.-
		3	Bridge Pont	Libogo river rivière	lm	75.-	5,000.-	412,500.-
		Sub - Sous - total						412,500.-
		Total						974,500.-
		Grand Total						12,669,840.-

(continued)  
continuée

<u>PHASE</u>	<u>DIVISION</u>	<u>SECTION</u> <u>TRONÇON</u>	<u>ITEM</u> <u>ARTICLE</u>	<u>DESCRIPTION</u>	<u>UNIT</u> <u>UNITÉ</u>	<u>QUANTITY</u> <u>QUANTITÉ</u>	<u>UNIT PRICE</u> <u>PRIX UNIT.</u>	<u>COST</u> <u>COÛT</u>
N	III	8	Ferry Bac	35t ferry boat with engine set 35t bac avec engine Landing facilities Facilité de débarquement	rivier rivière rivier rivière	1.- 120.-	103,000.- 140.-	103,000.- 16,800.-
-----								
Grand Total								
119,800.-								

		<u>Gross Costs of Improvement</u>				
A.3.5.9		Alternative II				
		<u>Coûts bruts d'amélioration</u>				(unit : Zaire)
		<u>Division I</u>	<u>Division II</u>	<u>Division III</u>	<u>Division IV</u>	<u>Total</u>
Net Improvement Cost	Phase I	4,709,214	4,828,960	4,709,214	11,894,291	26,704,981
	Phase II	669,800	-	669,800	2,009,250	2,679,050
Coûts nets d'amélioration	Phase III	8,702,750	974,500	8,702,750	2,992,590	12,669,840
	Phase IV	-	-	119,800	-	119,800
	Sub -Total Sous	14,201,564	5,803,460	14,201,564	16,896,131	42,173,671
Contingency Faux frais divers		2,130,230	870,511	2,130,230	2,534,450	6,326,052
Total		16,331,794	6,673,971	16,331,794	19,430,581	48,499,723
Final Engineering Technique de l'ingénieur finale			348,209	852,096	1,013,769	2,530,427
Supervision Surveillance			290,170	720,120	844,830	2,118,740
Total		1,572,216	638,379	1,572,216	1,858,599	4,649,167
Grand Total Coût total		17,904,010	7,312,350	17,904,010	21,289,180	53,148,890

Annual Maintenance Costs of Existing Road (Earth Road)  
 Coûts d'entretien annuels de la Route Transafricaine existante (Route en terre)

A.3.5.10

A maintenance party of the following organization is assumed to be necessary per 500 km of the existing earth road (Contract System).

Une équipe d'entretien par suite d'organisation a été décidé nécessaire par 500 km de la route en terre existante (Système du Contrat)

Items Articles	Vehicle Vehicule	Z/ heure	hour heure	day jour	Costs		Foreign Exchange		Local				
					hour heure	day jour	Change (extérieur)	Taxes	Monnaie locale	Taxes			
Grader Niveleuse	1	x	14.09	x	4	x	240	=	13,526	Z	Z	3,973	
Back hoe Pelle	1	x	13.50	x	4	x	240	=	11,620	Z	Z	3,590	
Dump Trucks (8 ton) Camion basculant (8 tonne)	2	x	13.50	x	4	x	240	=	29,453	Z	Z	4,894	
Bulldozer Bulldozer	1	x	18.50	x	4	x	240	=	20,930	Z	Z	2,820	
Land-rover Land-rover	1	x	30.00	x	0.6	x	240	=	3,600	Z	Z	518	
Supervisor Surveillant	1	x	1,500	x	12			=	18,000	Z	Z	720	
Sub-supervisor Sous-surveillant	1	x	150	x	12			=	1,800	Z	Z	72	
													1,728

A.3.5.10

Items Articles	Costs Coûts			Foreign Exchange Change (extérieur)	Taxes	Local Currency Monnaie Locale
	person personne	Z/month mois	month mois			
Foremen Assistant	3	x 37.5	x 12	= 1,350	54	1,296
Laborers Ouvriers	500	x 31.25	x 12	= 187,500	7,500	180,000
Mechanic Mécanicien (Mécanicien garagiste)	1	x 50.0	x 12	= 600	24	576
Sub -Total Sous				288,379	19,848	209,553
Overhead Frais généraux	40%			115,351	31,145	21,916
<u>Total</u>				403,730	50,993	231,469
				/500 km		
				800 Z/km	13%	57%

Note: Unit prices of equipment include costs of not only depreciation and maintenance of equipment but also operator, fuel and oil.

Prix unitaires d'équipement compris coûts non seulement dépréciation et l'entretien d'équipement mais aussi l'opérateur, carburant et pétro.

Annual Maintenance Costs of Shoulders, Side-Slopes, Side Ditches and  
 Cleared Zones on Improved Project Road (per 1,000 km) (Contract System)  
 Coûts d'entretien annuels d'accotement, du talus, de contre-fossé et zone  
 du déboisement sur la Route de Projet (par 1.000 km) (Système du contrat)

A. 3.5.11

Items Article	person personne	x	Z	Costs Coûts	month mois	x	Z	Foreign Exchange Change (extérieur)	Taxes Taxés	Z	Local Currency Monnaie Locale
Laborers Ouvriers	1,000	x	31.25	x	12	=	300,000	0	12,000		288,000
Supervisors Surveillants	5	x	84.0	x	12	=	5,040	0	202		4,838
Sub-supervisors Sous-surveillants	5	x	42.5	x	12	=	2,550	0	102		2,448
Tools Outil							40,000	4,000	4,000		32,000
Sub Total Sous-Total							307,590	0	12,304		295,286
Overhead Frais généraux							123,036	66,439	33,220		23,377
Total							470,626/1,000km	70,439	49,524		350,663
							471 Z/km	15%	11%		73%

Note: The costs of equipment of this portion of the road are included in the maintenance cost for carriage way.

Les coûts d'équipement pour cette portion de la route qui ont inclu les coûts d'entretien pour chaussée.

Annual Maintenance Costs of Laterite Carriageway  
on Improved Project Road (Contract System)

A.3.5.12

Coûts d'entretien annuels de chaussée en latérite  
sur la Route de Projet (Système du contrat)

( per 1,000 km and 100 vehicles of ADT )  
( par 1,000 km et 100 véhicules d'ADT )

A.3.5.12

Items Articles	vehicle véhicule	Z/ hour heure	Costs Coûts		Z	Foreign Exchange Change (extérieur)	Taxes Taxes	Local Currency Monnaie Locale			
			hour heure	day jour							
Grader Niveleuse (118PS)	3	x	14.09	x	4	x	240 =	40,580	23,270	5,390	11,920
Bulldozer Bulldozer (175PS)	1	x	21.80	x	4	x	240 =	20,930	13,010	2,820	5,100
Back hoe Pelle (93PS)	1	x	12.10	x	4	x	240 =	11,620	6,580	1,450	3,590
Tire roller Rouleau compresseur-pneus (55PS)	1	x	8.43	x	4	x	240 =	8,090	4,310	1,190	2,590
Dump trucks Camion basculants (8 tonne)	7	x	15.34	x	4	x	240 =	103,080	42,340	17,130	43,610
Water-tank lorry Arroseur auto- automobile (135PS)	1	x	23.00	x	4	x	240 =	22,080	7,834	4,038	10,208
Land rover Land rover	1	x	30.00	x	0.5	x	240 =	3,600	2,253	518	829
Supervisor Surveillant	person personne	1	Z 1,500	x	12	month mois	=	18,000	17,280	720	0
Sub-supervisor Sous-surveillant	2	x	150	x	12	=	3,600	0	144	3,456	

Items Articles	person personne	x	Z	37.5	x	12	=	9,000	Z	Z	Z	Taxes Taxes	Foreign Exchange Change (extérieur)	Local Currency Monnaie Locale
Foremen Assistant	20	x	Z	37.5	x	12	=	9,000	Z	Z	Z	360	0	8,640
Mechanics Ouvriers	4	x		50	x	12	=	2,400				96	0	2,304
Sub - Total Sous								242,980				33,856	116,877	92,247
Overhead Frais généraux							40%	97,192				27,035	50,147	20,010
<u>Total</u>								340,172				60,891	167,024	112,257
								/1,000km						
								- 340 Z/km				18%	49%	33%

Note: Unit prices of equipment include costs of not only depreciation and maintenance of equipment but also operator, fuel and oil.

Prix unitaires d'équipement compris coûts non seulement dépréciation et l'entretien d'équipement mais aussi l'opérateur, carburant et pétrole.

Annual Maintenance Costs of Paved Carriage Way (Contract System)

A.3.5.13

Coûts d'entretien annuels de chaussée pavée (Système du contrat)

( per 200 km and 1,500 vehicles of ADT )  
( par 200 km et 1,500 véhicules d'ADT )

Items Articles	Vehicle Véhicule	Costs Coûts		day jour	Z	Foreign Exchange Change (extérieur)	Taxes	Local Currency Monnaie Locale				
		hour heure	hour heure									
Dump trucks Camion basculants	2	x	10.0	x	4	x	240	=	19,200	Z	Z	8,123
Rollers Rouleaux compresseurs	2	x	5.0	x	4	x	240	=	9,600	Z	Z	2,595
Asphalte kettle Chaudière pour gourdon et bitume	1	x	3.7	x	4	x	240	=	3,550	Z	Z	615
Sprayers Vaporisateurs	2	x	11.86	x	0.5	x	240	=	2,850	Z	Z	1,747
Land-rover Land-rover	1	x	30.0	x	0.5	x	240	=	3,600	Z	Z	829
Asphalt Asphalte	25	x	190					=	4,750	Z	Z	856
Aggregates Agréats	400	x	15					=	6,000	Z	Z	1,080

A.3.5.13

Items Articles	person personne	Z	x	31.25	x	12	=	26,250	Z	0	1,050	Z	25,200	Local Currency Monnaie locale
Labors Ouvriers	70	x		31.25	x	12	=	26,250	Z	0	1,050	Z	25,200	
Supervisor Surveillant	1	x		84.0	x	12	=	1,008		0	40		968	
Foremen Assistants	15	x		42.5	x	12	=	7,650		0	306		7,344	
Mechanics Mécaniciens	2			50.0		12		1,200		0	48		1,152	
Sub Sous -Total								85,658		27,502	7,647		50,509	
Overhead Frais généraux			40%					34,263		19,267	9,142		5,854	
<u>Total</u>								119,921		46,769	16,789		56,363	
								/200 km						
								600 Z/km		39%	14%		47%	

per 1,500 vehicles of ADT  
par 1,500 véhicules d'ADT

Note: Same as Table A.3.5.12  
Même aussi Tableau A.3.5.12

## A.3.5.14

A.3.5.14 Annual Operation & Maintenance Costs of a Ferry  
on Aruwimi River (35 ton-type with engine)

Coûts d'opération & d'entretien annuels d'un bac  
à Aruwimi Rivière (35 tonne-type avec machine)

(Unit : Zaire/Ferry)  
(Unité : Zaire/Bac)

	Costs Coûts	Foreign Exchange Change (extérieur)	Taxes Taxes	Local Currency Monnaie locale
	Z	Z	Z	Z
1 Purchase Price of a Ferry Prix d'achat d'un Bac	80,000	48,000	13,600	18,400
2 Costs of Transportation and Fabrication Coûts de transportation et fabrication du bac	23,000	3,450	2,300	17,250
3 Construction Cost of Landing Facility Coûts de construction d'insta- llation du débarquement	18,000	10,440	2,520	5,040
4 Total ( 1 + 2 + 3 )	121,000	61,890	18,420	40,690
5 Depreciation Cost Charge d'amortissement $(4 \times \frac{1}{10})$	12,100	6,189	1,842	4,069
6 Labor Cost Frais du personnel	3,500	770	140	2,590
7 Fuel Cost Frais du combustible	5,500	3,300	1,100	1,100
8 Repair Cost Frais du dépannage	7,500	3,750	1,125	2,625
Total Costs of Operation and Maintenance ( 5 + 6 + 7 + 8 ) Coûts d'opération et entretien au total	28,600	14,009 (49%)	4,207 (15%)	10,384 (36%)

Annual Operation & Maintenance Costs of a Ferry  
on Uélé River (30 ton-type with engine)

A.3.5.15 Coûts d'opération & d'entretien annuels d'un bac  
à Uélé Rivière (30 tonne-type avec machine)

(Unit : Zaire/Ferry)  
(Unité : Zaire/Bac)

	Costs	Foreign Exchange Change	Taxes	Local Currency
	<u>Coûts</u>	<u>(extérieur)</u>	<u>Taxes</u>	<u>locale</u>
	Z	Z	Z	Z
1 Purchase Price of a Ferry Prix d'achat d'un Bac	60,000	36,000	10,200	13,800
2 Costs of Transportation and Fabrication Coûts de transportation et fabrication du bac	23,000	3,450	2,300	17,250
3 Construction Cost of Landing Facility Coûts de construction d'insta- llation du débarquement	18,000	10,440	2,520	5,040
4 Total ( 1 + 2 + 3 )	101,000	49,890	15,020	36,090
5 Depreciation Cost Charge d'amortissement $(4 \times \frac{1}{10})$	10,100	4,989	1,502	3,609
6 Labor Cost Frais du personnel	3,500	770	140	2,590
7 Fuel Cost Frais du combustible	5,000	3,000	1,000	1,000
8 Repair Cost Frais du dépannage	6,200	3,100	930	2,170
Total Costs of Operation and Maintenance ( 5 + 6 + 7 + 8 )	24,800	11,859	3,572	9,369
Coûts d'opération et d'entretien au total		(48%)	(14%)	(38%)

## A.3.5.16

Annual Operation & Maintenance Costs of a Ferry on  
Bili River (8 ton rowing type guide with cable) (1)A.3.5.16 Coûts d'opération & d'entretien annuels d'un bac  
à Bili Rivière (8 tonne bac à main avec câble) (1)(Unit : Zaire/Ferry)  
(Unité : Zaire/Bac)

	Costs Coûts	Foreign Exchange Change (extérieur)	Taxes Taxes	Local Currency Monnaie locale
	Z	Z	Z	Z
1 Purchase Price of a Ferry Prix d'achat d'un Bac	15,000	9,000	2,550	3,450
2 Costs of Transportation and Fabrication Coûts de transportation et fabrication du bac	7,000	1,050	700	5,250
3 Construction Cost of Landing Facility Coûts de construction d'insta- llation du débarquement	7,000	4,060	980	1,960
4 Total ( 1 + 2 + 3 )	29,000	14,110	4,230	10,660
5 Depreciation Cost Charge d'amortissement $(4 \times \frac{1}{10})$	2,900	1,411	423	1,066
6 Labor Cost Frais du personnel	2,100	462	84	1,554
7 Fuel Cost Frais du combustible	-	-	-	-
8 Repair Cost Frais du dépannage	1,200	600	180	420
Total Costs of Operation and Maintenance ( 5 + 6 + 7 + 8 )	6,200	2,473	687	3,040
Coûts d'opération et d'entretien au total		(40%)	(11%)	(49%)

## A.3.5.17

Annual Operation & Maintenance Costs of a Ferry on  
Bomu River (12 ton-type with engine)

A.3.5.17

Coûts d'opération & d'entretien annuels d'un  
bac à Bomu Rivière (12 tonne-type avec machine)

(Unit : Zaire/Ferry)  
(Unité : Zaire/Bac)

	Costs <u>Coûts</u> Z	Foreign Exchange Change <u>(extérieur)</u> Z	Taxes <u>Taxes</u> Z	Local Currency Monnaie <u>locale</u> Z
1 Purchase Price of a Ferry Prix d'achat d'un Bac	30,000	18,000	5,100	6,900
2 Costs of Transportation and Fabrication Coûts de transportation et fabrication du bac	14,000	2,100	1,400	10,500
3 Construction Cost of Landing Facility Coûts de construction d'installa- tion du débarquement	16,000	9,280	2,240	4,480
4 Total ( 1 + 2 + 3 )	60,000	29,380	8,740	21,880
5 Depreciation Cost Charge d'amortissement $(4 \times \frac{1}{10})$	6,000	2,938	874	2,188
6 Labor Cost Frais du personnel	2,700	594	108	1,998
7 Fuel Cost Frais du combustible	3,500	2,100	700	700
8 Repair Cost Frais du dépannage	2,300	1,150	345	805
Total Costs of Operation and Maintenance ( 5 + 6 + 7 + 8 ) Coûts d'opération et d'entretien au total	14,500	6,782 (47%)	2,027 (14%)	5,691 (39%)

## A.3.5.18

Annual Operation & Maintenance Costs of a Ferry  
by Type without Project Road

A.3.5.18

Coûts d'opération & d'entretien annuels d'un bac  
par type sans projet de la Route de Projet

(Unit : Zaire/Ferry)  
(Unité : Zaire/Bac)

River <u>Rivière</u>	Costs of Operation & Maintenance Coûts d'opération et entretien	Foreign Exchange	Taxes	Local Currency
		Change (extérieur)	Taxes	Monnaie locale
	Z/year année	Z	Z	Z
Aruwimi (35 ton-type with engine) (35 ton-type avec machine)	26,800	12,965 (48%)	3,955 (15%)	9,880 (37%)
Uele (30 ton-type with engine) (30 ton-type avec machine)	23,000	10,815 (47%)	3,320 (14%)	8,865 (39%)
Bill (8 ton-rowing type guide with cable) (8 ton bac à main avec câble)	5,500	2,067 (38%)	589 (11%)	2,844 (51%)
Bomu (12 ton-type with engine) (12 ton-type avec machine)	12,900	5,854 (45%)	1,803 (14%)	5,243 (41%)

Note: These costs in the Table are calculated by deduct 3-"Cost of Landing Facility" in Table A.3.5.14 ~ A.3.5.17.

Ces coûts dans le Tableau sont calculés par déduire 3-"Coût d'installation du débarquement" dans le Tableau A.3.5.14 ~ A.3.5.17.

A.3.5.19 ANNUAL FINANCIAL PROJECT COSTS  
COÛTS DE PROJETS FINANCIELS ANNUELS

Alternative-I

ALL FROM (DE) Kisangan  
TO (A) Bangassou 699.595 km

Unit : Zaire  
(Unité : Zaire)

YEAR ANNEE	COMPONENTS OF IMPROVEMENT COSTS COMPOSANTS DE COÛTS AMELIORES			(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 NETS D'AMELIORATION	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			586,300	586,300	498,330	58,650	29,320					586,300	498,330	58,650	29,320
1977			2,345,220	2,345,220	1,993,430	234,530	117,260					2,345,220	1,993,430	234,530	117,260
1978			586,300	586,300	498,330	58,650	29,320					586,300	498,330	58,650	29,320
1979	4,690,451	586,304	234,515	5,511,270	2,650,080	967,410	1,893,780					5,511,270	2,650,080	967,410	1,893,780
1980	11,726,143	1,758,927	586,300	14,071,370	6,771,850	2,532,850	4,766,670					14,071,370	6,771,850	2,532,850	4,766,670
1981	17,589,222	2,638,388	879,440	21,107,050	10,201,740	3,752,360	7,152,950					21,107,050	10,201,740	3,752,360	7,152,950
1982	17,589,222	2,638,388	879,440	21,107,050	10,201,740	3,752,360	7,152,950					21,107,050	10,201,740	3,752,360	7,152,950
1983	7,035,668	1,172,630	351,782	8,560,080	4,104,140	1,524,410	2,931,530	791,690	243,230	103,830	444,630	9,351,770	4,347,370	1,628,240	3,376,160
1984								791,690	243,230	103,830	444,630	791,690	243,230	103,830	444,630
1985								791,690	243,230	103,830	444,630	791,690	243,230	103,830	444,630
1986								791,690	243,230	103,830	444,630	791,690	243,230	103,830	444,630
1987								791,690	243,230	103,830	444,630	791,690	243,230	103,830	444,630
1988								791,690	243,230	103,830	444,630	791,690	243,230	103,830	444,630
1989								791,690	243,230	103,830	444,630	791,690	243,230	103,830	444,630
1990								791,690	243,230	103,830	444,630	791,690	243,230	103,830	444,630
1991	1,645,950	246,890	181,060	2,073,900	1,036,960	362,110	674,830	791,690	243,230	103,830	444,630	2,865,590	1,280,190	465,940	1,119,460
1992	1,346,640	202,000	148,130	1,696,770	848,380	296,270	552,120	791,690	243,230	103,830	444,630	2,488,460	1,091,610	400,100	996,750
1993								791,690	243,230	103,830	444,630	791,690	243,230	103,830	444,630
1994								791,690	243,230	103,830	444,630	791,690	243,230	103,830	444,630
1995								793,990	244,360	104,140	445,490	793,990	244,360	104,140	445,490
1996								799,170	245,890	104,800	448,480	799,170	245,890	104,800	448,480
1997								804,400	247,420	105,480	451,500	804,400	247,420	105,480	451,500
1998								809,630	249,480	106,170	453,980	809,630	249,480	106,170	453,980
1999								814,810	251,020	106,840	456,950	814,810	251,020	106,840	456,950
2000								820,040	252,570	107,520	459,950	820,040	252,570	107,520	459,950
2001								825,270	254,130	108,190	462,950	825,270	254,130	108,190	462,950
2002								830,500	255,680	108,880	465,940	830,500	255,680	108,880	465,940
2003								835,680	257,230	109,550	468,900	835,680	257,230	109,550	468,900
2004								835,680	257,230	109,550	468,900	835,680	257,230	109,550	468,900
2005								835,680	257,230	109,550	468,900	835,680	257,230	109,550	468,900
2006								835,680	257,230	109,550	468,900	835,680	257,230	109,550	468,900
2007								835,680	257,230	109,550	468,900	835,680	257,230	109,550	468,900
2008								835,680	257,230	109,550	468,900	835,680	257,230	109,550	468,900
2009								835,680	257,230	109,550	468,900	835,680	257,230	109,550	468,900
TOTAL	61,623,296	9,243,527	6,778,487	77,645,310	38,804,980	13,539,600	25,300,730	21,847,850	6,719,920	2,864,830	2,263,100	9,493,160	45,524,900	16,404,430	37,563,830

Note: Costs in the table are calculated on the basis of the cost level in April 1975.

Coûts dans le tableau ont calculé sur base du niveau de coût en avril 1975.

A.3.5.20-(1) ANNUAL FINANCIAL PROJECT COSTS  
COÛTS DE PROJETS FINANCIELS ANNUELS Alternative-I

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

Unit  
(Unité Zaire)

YEAR ANNEE	COMPONENTS OF IMPROVEMENT COSTS COMPOSANTS DE COÛTS AMELIORES			(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 NETS D'AMELIORATION	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			152,550	152,550	129,660	15,260	7,630					152,550	129,660	15,260	7,630
1977			610,190	610,190	518,660	61,020	30,510					610,190	518,660	61,020	30,510
1978			152,550	152,550	129,660	15,260	7,630					152,550	129,660	15,260	7,630
1979	1,220,396	152,554	61,010	1,433,960	689,520	251,710	492,730					1,433,960	689,520	251,710	492,730
1980	3,050,980	457,650	152,550	3,661,180	1,761,940	659,020	1,240,220					3,661,180	1,761,940	659,020	1,240,220
1981	4,576,472	686,468	228,820	5,491,760	2,654,360	976,310	1,861,090					5,491,760	2,654,360	976,310	1,861,090
1982	4,576,472	686,468	228,820	5,491,760	2,654,360	976,310	1,861,090					5,491,760	2,654,360	976,310	1,861,090
1983	1,830,590	305,100	91,530	2,227,220	1,067,840	396,630	762,750	133,280	40,210	17,470	75,600	2,360,500	1,108,050	414,100	838,350
1984								133,280	40,210	17,470	75,600	133,280	40,210	17,210	75,600
1985								133,280	40,210	17,470	75,600	133,280	40,210	17,210	75,600
1986								133,280	40,210	17,470	75,600	133,280	40,210	17,210	75,600
1987								133,280	40,210	17,470	75,600	133,280	40,210	17,210	75,600
1988								133,280	40,210	17,470	75,600	133,280	40,210	17,210	75,600
1989								133,280	40,210	17,470	75,600	133,280	40,210	17,210	75,600
1990								133,280	40,210	17,470	75,600	133,280	40,210	17,210	75,600
1991	1,645,950	246,890	181,060	2,073,900	1,036,960	362,110	674,830	133,280	40,210	17,470	75,600	2,207,180	1,077,170	379,580	750,430
1992	1,346,640	202,000	148,130	1,696,770	848,380	296,270	552,120	133,280	40,210	17,470	75,600	1,830,050	888,590	313,740	627,720
1993								133,280	40,210	17,470	75,600	133,280	40,210	17,470	75,600
1994								133,280	40,210	17,470	75,600	133,280	40,210	17,470	75,600
1995								135,580	41,340	17,780	76,460	135,580	41,340	17,780	76,400
1996								140,760	42,870	18,440	79,450	140,760	42,870	18,440	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	21,160	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	18,247,500	2,737,130	2,007,210	22,991,840	11,491,340	4,009,900	7,490,600	4,070,780	1,238,380	533,110	2,299,290	27,062,620	12,729,720	4,543,010	9,789,890

A.3.5.20-(2) ANNUAL FINANCIAL PROJECT COSTS  
COÛTS DE PROJETS FINANCIELS ANNUELS Alternative-I

DIVISION FROM (DE) Banalia 188.45 km  
TO (A) Buta

Unit (Unité : Zaire)

YEAR ANNEE	COMPONENTS OF IMPROVEMENT COSTS COMPOSANTS DE COÛTS AMELIORES			(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 NETS D'AMELIORATION	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			188,380	188,380	160,130	18,830	9,420					188,380	160,130	18,830	9,420
1977			753,570	753,570	640,530	75,360	37,680					753,570	640,530	75,360	37,680
1978			188,380	188,380	160,130	18,830	9,420					188,380	160,130	18,830	9,420
1979	1,507,139	188,380	75,361	1,770,880	851,520	310,850	608,510					1,770,880	851,520	310,850	608,510
1980	3,767,850	565,180	188,380	4,521,410	2,175,950	813,840	1,531,620					4,521,410	2,175,950	813,840	1,531,620
1981	5,651,780	847,770	282,580	4,782,130	3,278,030	1,205,710	2,298,390					6,782,130	3,278,030	1,205,710	2,298,390
1982	5,651,780	847,770	282,580	6,782,130	3,278,030	1,205,710	2,298,390					6,782,130	3,278,030	1,205,710	2,298,390
1983	2,260,698	376,790	113,032	2,750,520	1,318,740	489,830	941,950	210,710	64,780	27,740	118,190	2,961,230	1,383,520	517,570	1,060,140
1984								210,710	64,780	27,740	118,190	210,710	64,780	27,740	118,190
1985								210,710	64,780	27,740	118,190	210,710	64,780	27,740	118,190
1986								210,710	64,780	27,740	118,190	210,710	64,780	27,740	118,190
1987								210,710	64,780	27,740	118,190	210,710	64,780	27,740	118,190
1988								210,710	64,780	27,740	118,190	210,710	64,780	27,740	118,190
1989								210,710	64,780	27,740	118,190	210,710	64,780	27,740	118,190
1990								210,710	64,780	27,740	118,190	210,710	64,780	27,740	118,190
1991								210,710	64,780	27,740	118,190	210,710	64,780	27,740	118,190
1992								210,710	64,780	27,740	118,190	210,710	64,780	27,740	118,190
1993								210,710	64,780	27,740	118,190	210,710	64,780	27,740	118,190
1994								210,710	64,780	27,740	118,190	210,710	64,780	27,740	118,190
1995								210,710	64,780	27,740	118,190	210,710	64,780	27,740	118,190
1996								210,710	64,780	27,740	118,190	210,710	64,780	27,740	118,190
1997								210,710	64,780	27,740	118,190	210,710	64,780	27,740	118,190
1998								210,710	64,780	27,740	118,190	210,710	64,780	27,740	118,190
1999								210,710	64,780	27,740	118,190	210,710	64,780	27,740	118,190
2000								210,710	64,780	27,740	118,190	210,710	64,780	27,740	118,190
2001								210,710	64,780	27,740	118,190	210,710	64,780	27,740	118,190
2002								210,710	64,780	27,740	118,190	210,710	64,780	27,740	118,190
2003								210,710	64,780	27,740	118,190	210,710	64,780	27,740	118,190
2004								210,710	64,780	27,740	118,190	210,710	64,780	27,740	118,190
2005								210,710	64,780	27,740	118,190	210,710	64,780	27,740	118,190
2006								210,710	64,780	27,740	118,190	210,710	64,780	27,740	118,190
2007								210,710	64,780	27,740	118,190	210,710	64,780	27,740	118,190
2008								210,710	64,780	27,740	118,190	210,710	64,780	27,740	118,190
2009								210,710	64,780	27,740	118,190	210,710	64,780	27,740	118,190
TOTAL	18,839,247	2,825,890	2,072,263	23,737,400	11,863,060	4,138,960	7,735,380	5,689,170	1,749,060	748,980	3,191,130	29,426,570	13,612,120	4,887,940	10,926,510

A.3.5.20-(3) ANNUAL FINANCIAL PROJECT COSTS Alternative-I  
 COÛTS DE PROJETS FINANCIELS ANNUELS

DIVISION FROM (DE) TO (A) Buta Bondo 197.915 km

Unit (Unité : Zaire)

YEA. ANNEE	COMPONENTS OF IMPROVEMENT COSTS COMPOSANTS DE COÛTS AMELIORES			(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 NETS D'AMELIORATION	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			131,860	131,860	112,060	13,200	6,600					131,860	112,060	13,200	6,600
1977			527,410	527,410	448,300	52,740	26,370					527,410	448,300	52,740	26,370
1978			131,860	131,860	112,060	13,200	6,600					131,860	112,060	13,200	6,600
1979	1,054,821	131,860	52,749	1,239,430	595,960	217,570	425,900					1,239,430	595,960	217,570	425,900
1980	2,637,073	395,557	131,860	3,164,490	1,522,900	569,610	1,071,980					3,164,490	1,522,900	569,610	1,071,980
1981	3,955,610	593,350	197,780	4,746,740	2,294,240	843,870	1,608,630					4,746,740	2,294,240	843,870	1,608,630
1982	3,955,610	593,350	197,780	4,746,740	2,294,240	843,870	1,608,630					4,746,740	2,294,240	843,870	1,608,630
1983	1,582,250	263,720	79,110	1,925,080	922,980	342,830	695,270	230,520	71,980	30,360	128,180	2,155,600	994,960	373,190	787,450
1984								230,520	71,980	30,360	128,180	230,520	71,980	30,360	128,180
1985								230,520	71,980	30,360	128,180	230,520	71,980	30,360	128,180
1986								230,520	71,980	30,360	128,180	230,520	71,980	30,360	128,180
1987								230,520	71,980	30,360	128,180	230,520	71,980	30,360	128,180
1988								230,520	71,980	30,360	128,180	230,520	71,980	30,360	128,180
1989								230,520	71,980	30,360	128,180	230,520	71,980	30,360	128,180
1990								230,520	71,980	30,360	128,180	230,520	71,980	30,360	128,180
1991								230,520	71,980	30,360	128,180	230,520	71,980	30,360	128,180
1992								230,520	71,980	30,360	128,180	230,520	71,980	30,360	128,180
1993								230,520	71,980	30,360	128,180	230,520	71,980	30,360	128,180
1994								230,520	71,980	30,360	128,180	230,520	71,980	30,360	128,180
1995								230,520	71,980	30,360	128,180	230,520	71,980	30,360	128,180
1996								230,520	71,980	30,360	128,180	230,520	71,980	30,360	128,180
1997								230,520	71,980	30,360	128,180	230,520	71,980	30,360	128,180
1998								230,520	71,980	30,360	128,180	230,520	71,980	30,360	128,180
1999								230,520	71,980	30,360	128,180	230,520	71,980	30,360	128,180
2000								230,520	71,980	30,360	128,180	230,520	71,980	30,360	128,180
2001								230,520	71,980	30,360	128,180	230,520	71,980	30,360	128,180
2002								230,520	71,980	30,360	128,180	230,520	71,980	30,360	128,180
2003								230,520	71,980	30,360	128,180	230,520	71,980	30,360	128,180
2004								230,520	71,980	30,360	128,180	230,520	71,980	30,360	128,180
2005								230,520	71,980	30,360	128,180	230,520	71,980	30,360	128,180
2006								230,520	71,980	30,360	128,180	230,520	71,980	30,360	128,180
2007								230,520	71,980	30,360	128,180	230,520	71,980	30,360	128,180
2008								230,520	71,980	30,360	128,180	230,520	71,980	30,360	128,180
2009								230,520	71,980	30,360	128,180	230,520	71,980	30,360	128,180
TOTAL	13,185,364	1,977,837	1,450,409	16,613,610	8,302,740	2,896,890	5,413,980	6,224,040	1,943,460	819,720	3,460,860	22,837,650	10,246,200	3,716,610	8,874,840

A.3.5.20-(4) ANNUAL FINANCIAL PROJECT COSTS  
COÛTS DE PROJETS FINANCIELS ANNUELS

Alternative-I

DIVISION	FROM (DE) TO (A)	Bondo Bangassou	190.62 km
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Unit : Zaire  
(Unité : Zaire)

YEAR ANNEE	COMPONENTS OF IMPROVEMENT COSTS COMPOSANTS DE COÛTS AMELIORES			(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 NETS D'AMELIORATION	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			113,510	133,510	96,480	11,360	5,670					113,510	96,480	11,360	5,670
1977			454,050	454,050	385,940	45,410	22,700					454,050	385,940	45,410	22,700
1978			113,510	113,510	96,480	11,360	5,670					113,510	96,480	11,360	5,670
1979	908,095	113,510	45,395	1,067,000	513,080	187,280	366,640					1,067,000	513,080	187,280	366,640
1980	2,270,240	340,540	113,510	2,724,290	1,311,060	490,380	922,850					2,724,290	1,311,060	490,380	922,850
1981	3,405,360	510,800	170,260	4,086,420	1,975,110	726,470	1,384,840					4,086,420	1,975,110	726,470	1,384,840
1982	3,405,360	510,800	170,260	4,086,420	1,975,110	726,470	1,384,840					4,086,420	1,975,110	726,470	1,384,840
1983	1,362,130	227,020	68,110	1,657,260	794,580	295,120	567,560	217,180	66,260	28,260	122,660	1,874,440	860,840	323,380	690,220
1984								217,180	66,260	28,260	122,660	217,180	66,260	28,260	122,660
1985								217,180	66,260	28,260	122,660	217,180	66,260	28,260	122,660
1986								217,180	66,260	28,260	122,660	217,180	66,260	28,260	122,660
1987								217,180	66,260	28,260	122,660	217,180	66,260	28,260	122,660
1988								217,180	66,260	28,260	122,660	217,180	66,260	28,260	122,660
1989								217,180	66,260	28,260	122,660	217,180	66,260	28,260	122,660
1990								217,180	66,260	28,260	122,660	217,180	66,260	28,260	122,660
1991								217,180	66,260	28,260	122,660	217,180	66,260	28,260	122,660
1992								217,180	66,260	28,260	122,660	217,180	66,260	28,260	122,660
1993								217,180	66,260	28,260	122,660	217,180	66,260	28,260	122,660
1994								217,180	66,260	28,260	122,660	217,180	66,260	28,260	122,660
1995								217,180	66,260	28,260	122,660	217,180	66,260	28,260	122,660
1996								217,180	66,260	28,260	122,660	217,180	66,260	28,260	122,660
1997								217,180	66,260	28,260	122,660	217,180	66,260	28,260	122,660
1998								217,180	66,260	28,260	122,660	217,180	66,260	28,260	122,660
1999								217,180	66,260	28,260	122,660	217,180	66,260	28,260	122,660
2000								217,180	66,260	28,260	122,660	217,180	66,260	28,260	122,660
2001								217,180	66,260	28,260	122,660	217,180	66,260	28,260	122,660
2002								217,180	66,260	28,260	122,660	217,180	66,260	28,260	122,660
2003								217,180	66,260	28,260	122,660	217,180	66,260	28,260	122,660
2004								217,180	66,260	28,260	122,660	217,180	66,260	28,260	122,660
2005								217,180	66,260	28,260	122,660	217,180	66,260	28,260	122,660
2006								217,180	66,260	28,260	122,660	217,180	66,260	28,260	122,660
2007								217,180	66,260	28,260	122,660	217,180	66,260	28,260	122,660
2008								217,180	66,260	28,260	122,660	217,180	66,260	28,260	122,660
2009								217,180	66,260	28,260	122,660	217,180	66,260	28,260	122,660
TOTAL	11,351,185	1,702,670	1,248,605	14,302,460	7,147,840	2,493,850	4,660,770	5,863,860	1,789,020	763,020	3,311,820	20,166,320	8,936,860	3,256,870	7,972,590

A.3.5.21 ANNUAL FINANCIAL PROJECT COSTS  
CÔÛTS DE PROJETS FINANCIELS ANNUELS

Alternative-II

ALL FROM (DE) Kisangani  
TO (A) Bangassou 698.955 km

Unit  
(Unité Zaire)

YEAR ANNEE	COMPONENTS OF IMPROVEMENT COSTS COMPOSANTS DE CÔÛTS AMÉLIORÉS			(1) GROSS COSTS OF IMPROVEMENT CÔÛTS BRUTS D'AMÉLIORATION	COMPONENTS COMPOSANTS			(2) MAINTENANCE COST CÔÛT D'ENTRETIEN	COMPONENTS COMPOSANTS			TOTAL (1) + (2)	COMPONENTS COMPOSANTS		
	NET IMPROVE- MENTS COSTS CÔÛTS NETS D'AMÉLIORATION	CONTINGENCY EVENTUALITÉ	FINAL ENGINEERING AND SUPERVISION L'INGÉNIEUR FINAL ET SURVEILLANCE		FOREIGN CURRENCY MONNAIE ÉTRANGÈRE	TAXES TAXES	LOCAL CURRENCY MONNAIE LOCALE		FOREIGN CURRENCY MONNAIE ÉTRANGÈRE	TAXES TAXES	LOCAL CURRENCY MONNAIE LOCALE		FOREIGN CURRENCY MONNAIE ÉTRANGÈRE	TAXES TAXES	LOCAL CURRENCY MONNAIE LOCALE
1976			267,040	267,040	226,980	26,690	13,370					267,980	226,980	26,690	13,370
1977			1,068,200	1,068,200	907,960	106,840	53,400					1,068,200	907,960	106,840	53,400
1978			267,040	267,040	226,980	26,690	13,370					267,040	226,980	26,690	13,370
1979	2,136,403	267,041	106,836	2,510,280	1,207,040	440,660	862,580					2,510,280	1,207,040	440,660	862,580
1980	5,340,999	801,151	267,040	6,409,190	3,084,380	1,153,670	2,171,140					6,409,190	3,084,380	1,153,670	2,171,140
1981	8,011,475	1,201,720	400,565	9,613,760	4,646,670	1,709,080	3,258,010					9,613,760	4,646,670	1,709,080	3,258,010
1982	8,011,475	1,201,720	400,565	9,613,760	4,646,670	1,709,080	3,258,010					9,613,760	4,646,670	1,709,080	3,258,010
1983	3,204,629	534,100	160,221	3,898,950	1,869,340	694,360	1,335,250	448,890	146,910	70,440	271,540	4,387,840	2,016,250	764,800	1,606,790
1984			153,560	153,560	130,520	15,360	7,680	503,270	150,480	72,310	280,480	656,830	281,000	87,670	288,160
1985	1,411,375	211,715	70,576	1,693,660	818,460	308,590	566,610	520,110	161,190	75,800	283,120	2,213,770	979,650	384,390	849,730
1986	1,267,675	190,155	70,576	1,528,400	741,100	276,970	510,330	566,650	180,500	82,510	303,640	2,095,050	921,600	359,480	813,970
1987								586,090	192,490	85,190	308,410	586,090	192,490	85,190	308,410
1988								606,800	199,120	88,050	319,630	606,800	199,120	88,050	319,630
1989								624,160	208,490	92,330	323,340	624,160	208,490	92,330	323,340
1990			234,880	234,880	199,640	23,500	11,740	640,890	214,220	94,780	331,890	875,770	413,860	118,280	343,630
1991	2,577,595	386,635	174,270	3,138,500	1,533,060	565,330	1,040,110	687,740	241,020	102,110	344,610	3,826,240	1,774,080	667,440	1,384,720
1992	1,925,295	288,795	96,470	2,310,360	1,116,520	421,660	772,180	705,300	247,120	104,680	353,500	3,015,660	1,363,640	526,340	1,125,680
1993	4,083,475	612,525	449,180	5,145,180	2,572,600	881,500	1,691,080	668,120	215,210	95,190	357,720	5,813,300	2,787,810	976,690	2,048,800
1994	4,083,475	612,525	449,180	5,145,180	2,572,600	881,500	1,691,080	668,790	215,400	95,280	358,110	5,813,970	2,788,000	976,780	2,049,190
1995								672,020	216,780	95,710	359,530	672,020	216,780	95,710	359,530
1996								678,120	218,550	96,510	363,060	678,120	218,550	96,510	363,060
1997	119,800	17,970	13,180	150,950	75,480	26,350	49,120	712,630	237,970	102,220	372,440	863,580	313,450	128,570	421,560
1998								719,190	240,430	103,100	375,660	719,190	240,430	103,100	375,660
1999								725,050	242,180	103,860	379,010	725,050	242,180	103,860	379,010
2000								731,200	244,000	104,660	382,540	731,200	244,000	104,660	382,540
2001								737,360	245,840	105,470	386,050	737,360	245,840	105,470	386,050
2002								743,260	247,590	106,250	389,420	743,260	247,590	106,250	389,420
2003								749,780	249,540	107,110	393,130	749,780	249,540	107,110	393,130
2004								749,780	249,540	107,110	393,130	749,780	249,540	107,110	393,130
2005								749,780	249,540	107,110	393,130	749,780	249,540	107,110	393,130
2006								749,780	249,540	107,110	393,130	749,780	249,540	107,110	393,130
2007								749,780	249,540	107,110	393,130	749,780	249,540	107,110	393,130
2008								749,780	249,540	107,110	393,130	749,780	249,540	107,110	393,130
2009								749,780	249,540	107,110	393,130	749,780	249,540	107,110	393,130
TOTAL	42,173,671	6,362,052	4,649,167	53,148,890	26,576,000	9,267,830	17,305,060	18,234,100	6,012,270	2,626,220	9,595,610	71,382,990	32,588,270	1,894,050	26,900,670

Note: Costs in the table are calculated on the basis of the cost level in April 1975.  
Coûts dans le tableau ont calculé sur base du niveau de coût en avril 1975.

A.3.5.22-(1) ANNUAL FINANCIAL PROJECT COSTS  
COÛTS DE PROJETS FINANCIELS ANNUELS

Alternative-II

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

Unit (Unité) : Zaire

YEAR ANNEE	COMPONENTS OF IMPROVEMENT COSTS COMPOSANTS DE COÛTS AMELIORES			(1) GROSS COSTS OF IMPROVEMENT COÛTS BRUTS D'AMLIORATION	COMPONENTS COMPOSANTS			(2) MAINTENANCE COST COÛT D'ENTRETIEN	COMPONENTS COMPOSANTS			TOTAL (1) + (2)	COMPONENTS COMPOSANTS		
	NET IMPROVE- MENTS COSTS COÛTS NETS D'AMELIORATION	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			118,940	118,940	101,100	11,900	5,940					118,940	101,100	11,900	5,940
1977			475,780	475,780	404,400	47,600	23,780					475,780	404,400	47,600	23,780
1978			118,940	118,940	101,100	11,900	5,940					118,940	101,100	11,900	5,940
1979	951,542	118,940	47,578	1,118,060	537,620	196,250	384,190					1,118,060	537,620	196,250	384,190
1980	2,378,860	356,830	118,940	2,854,630	1,373,780	513,840	967,010					2,854,630	1,373,780	513,840	967,010
1981	3,568,280	535,250	178,420	4,281,950	2,069,610	761,240	1,451,100					4,281,950	2,069,610	761,240	1,451,100
1982	3,568,280	535,250	178,420	4,281,950	2,069,610	761,240	1,451,100					4,281,950	2,069,610	761,240	1,451,100
1983	1,427,329	237,890	71,361	1,736,580	832,600	309,260	594,720	131,500	39,320	17,200	74,980	1,868,080	871,920	326,460	669,700
1984			120,560	120,560	102,480	12,050	6,030	131,500	39,320	17,200	74,980	252,060	141,800	29,250	81,010
1985	1,136,375	170,465	56,820	1,363,660	659,100	250,010	454,550	131,500	39,320	17,200	74,980	1,495,160	698,420	267,210	529,530
1986	872,875	130,935	43,640	1,047,450	506,260	192,040	349,150	133,280	40,210	17,470	75,600	1,180,730	546,470	209,510	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	75,600	133,280	40,210	17,470	75,600
1989								133,280	40,210	17,470	75,600	133,280	40,210	17,470	75,600
1990			179,560	179,560	152,620	17,960	8,980	133,280	40,210	17,470	75,600	312,840	192,830	35,430	84,580
1991	1,496,295	224,445	74,820	1,795,560	867,840	329,200	598,520	133,280	40,210	17,470	75,600	1,928,840	908,050	346,670	674,120
1992	1,496,295	224,445	74,820	1,795,560	867,840	329,200	598,520	133,280	40,210	17,470	75,600	1,928,840	908,050	346,670	674,120
1993								133,280	40,210	17,470	75,600	133,280	40,210	17,470	75,600
1994								133,280	40,210	17,470	75,600	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	21,160	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	16,896,131	2,534,450	1,858,599	21,289,180	10,645,960	3,743,690	6,899,530	4,065,440	1,235,700	532,310	2,297,430	25,354,620	11,881,660	4,276,000	9,196,960

A.3.5.22-(2) ANNUAL FINANCIAL PROJECT COSTS  
COÛTS DE PROJETS FINANCIELS ANNUELS

Alternative-II

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

YEAR ANNEE	COMPONENTS OF IMPROVEMENT COSTS COMPOSANTS DE COÛTS AMELIORES			(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 NETS D'AMELIORATION	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			47,090	47,090	40,020	4,710	2,360					47,090	40,020	4,710	2,360
1977			188,360	188,360	161,100	18,840	9,420					188,360	161,100	18,840	9,420
1978			47,090	47,090	40,020	4,710	2,360					47,090	40,020	4,710	2,360
1979	376,734	47,090	18,836	442,660	212,860	77,700	152,100					442,660	212,860	77,700	152,100
1980	941,840	141,280	47,090	1,130,210	543,900	203,450	382,860					1,130,210	543,900	203,450	382,860
1981	1,412,760	211,910	70,630	1,695,300	819,400	301,380	574,520					1,695,300	819,400	301,380	574,520
1982	1,412,760	211,910	70,630	1,695,300	819,400	301,380	574,520					1,695,300	819,400	301,380	574,520
1983	565,120	94,180	28,250	687,550	329,640	122,450	235,460	136,080	41,690	18,240	76,150	823,630	371,330	140,690	311,610
1984			33,000	33,000	28,040	3,310	1,650	148,200	44,710	19,820	83,670	181,200	72,750	23,130	85,320
1985	275,000	41,250	13,750	330,000	159,360	58,580	112,060	161,600	54,550	22,850	84,200	491,600	213,910	81,430	196,260
1986	394,800	59,220	26,930	480,950	234,840	84,930	161,180	202,920	72,120	28,840	101,960	683,870	306,960	113,770	263,140
1987								218,230	83,080	30,980	104,170	218,230	83,080	30,980	104,170
1988								234,180	88,500	33,220	112,460	234,180	88,500	33,220	112,460
1989								248,210	97,050	37,070	114,090	248,210	97,050	37,070	114,090
1990			21,600	21,600	18,360	2,170	1,070	262,250	102,110	39,170	120,970	283,850	120,470	41,340	122,040
1991	535,800	80,370	47,420	663,590	327,860	114,610	221,120	305,520	125,750	45,580	134,190	969,110	453,610	160,190	355,310
1992								320,980	151,570	47,900	141,510	320,980	131,570	47,900	141,510
1993	4,083,475	612,525	449,180	5,145,180	2,572,600	881,500	1,691,080	280,460	98,780	37,960	143,720	5,425,640	2,671,380	919,460	1,834,800
1994	4,083,475	612,525	449,180	5,145,180	2,572,600	881,500	1,691,080	280,460	98,780	37,960	143,720	5,425,640	2,671,380	919,460	1,834,800
1995								280,460	98,780	37,960	143,720	280,460	98,780	37,960	143,720
1996								280,460	98,780	37,960	143,720	280,460	98,780	37,960	143,720
1997	119,800	17,970	13,180	150,950	75,480	26,350	49,120	309,060	112,780	42,170	154,110	460,010	188,260	68,520	203,230
1998								309,060	112,780	42,170	154,110	309,060	112,780	42,170	154,110
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	14,201,564	2,130,230	1,572,216	17,904,010	8,954,480	3,087,570	5,861,960	7,377,790	2,702,390	1,023,720	3,651,680	25,281,800	11,656,870	1,111,290	9,513,640

A.3.5.22-(3) ANNUAL FINANCIAL PROJECT COSTS  
COÛTS DE PROJETS FINANCIELS ANNUELS Alternative-II

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

YEAR ANNEE	COMPONENTS OF IMPROVEMENT COSTS COMPOSANTS DE COÛTS AMELIORES			(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 NETS D'AMELIORATION	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			48,920	48,290	41,040	4,820	2,430					48,290	41,040	4,820	2,430
1977			193,160	193,160	164,180	19,320	9,660					193,160	164,180	19,320	9,660
1978			48,290	48,290	41,040	4,820	2,430					48,290	41,040	4,820	2,430
1979	386,321	48,290	19,329	453,940	218,260	79,700	155,980					453,940	218,260	79,700	155,980
1980	965,789	144,861	48,290	1,158,940	557,740	208,600	392,600					1,158,940	557,740	208,600	392,600
1981	1,448,685	217,300	72,425	1,738,410	840,240	309,030	589,140					1,738,410	840,240	309,030	589,140
1982	1,448,685	217,300	72,425	1,738,410	840,240	309,030	589,140					1,738,410	840,240	309,030	589,140
1983	579,480	96,590	28,970	705,040	338,020	125,570	241,450	117,220	35,760	21,450	60,010	822,260	373,780	147,020	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	32,870	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			33,720	33,720	28,660	3,370	1,690	139,320	41,280	24,320	73,720	173,040	69,940	27,690	75,410
1991	545,500	81,820	52,030	679,350	337,360	121,520	220,470	142,260	44,280	25,160	72,820	821,610	381,640	146,680	293,290
1992	429,000	64,350	21,450	514,800	248,680	92,460	173,660	143,700	44,390	25,330	73,980	658,500	293,070	117,790	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	5,803,460	870,511	638,379	7,312,350	3,655,460	1,278,240	2,378,650	3,901,120	1,240,690	693,700	1,966,730	11,213,470	4,896,150	1,971,940	4,345,380

A.3.5.22-(4) ANNUAL FINANCIAL PROJECT COSTS Alternative-II  
CÔÛTS DE PROJETS FINANCIELS ANNUELS

DIVISION	FROM (DE)	Bondo	190.62 km
	TO (A)	Bangassou	

Unit : Zaire  
(Unité : Zaire)

YEAR ANNEE	COMPONENTS OF IMPROVEMENT COSTS COMPOSANTS DE CÔÛTS AMELIORES			(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 NETS D'AMELIORATION	CONTINGENCY EVENTUALITE	FINAL ENGINEERING AND SUPERVISION L'INGENIEUR FINAL ET SURVEILLANCE		FOREIGN CURRENCY MONNAIE ETRANGERE	TAXES	LOCAL CURRENCY MONNAIE LOCALE		FOREIGN CURRENCY MONNAIE ETRANGERE	TAXES	LOCAL CURRENCY MONNAIE LOCALE		FOREIGN CURRENCY MONNAIE ETRANGERE	TAXES	LOCAL CURRENCY MONNAIE LOCALE
1976			52,720	52,720	44,820	5,260	2,640					52,720	44,820	5,260	2,640
1977			210,900	210,900	179,280	21,080	10,540					210,900	179,280	21,080	10,540
1978			52,720	52,720	44,820	5,260	2,640					52,720	44,820	5,260	2,640
1979	421,806	52,721	21,093	495,620	238,300	87,010	170,310					495,620	238,300	87,010	170,310
1980	1,054,510	158,180	52,720	1,265,410	608,960	227,780	428,670					1,265,410	608,960	227,780	428,670
1981	1,581,750	237,260	79,090	1,898,100	917,420	337,430	643,250					1,898,100	917,420	337,430	643,250
1982	1,581,750	237,260	79,090	1,898,100	917,420	337,430	643,250					1,898,100	917,420	337,430	643,250
1983	632,700	105,440	31,640	769,780	369,080	137,080	263,620	104,090	30,140	13,550	60,440	873,870	399,220	150,630	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	13,110	14,070	62,810	107,990	13,110	14,070	62,810
1994								107,990	13,110	14,070	62,810	107,990	13,110	14,070	62,810
1995								107,990	13,110	14,070	62,810	107,990	13,110	14,070	62,810
1996								107,990	13,110	14,070	62,810	107,990	13,110	14,070	62,810
1997								107,990	13,110	14,070	62,810	107,990	13,110	14,070	62,810
1998								107,990	13,110	14,070	62,810	107,990	13,110	14,070	62,810
1999								107,990	13,110	14,070	62,810	107,990	13,110	14,070	62,810
2000								107,990	13,110	14,070	62,810	107,990	13,110	14,070	62,810
2001								107,990	13,110	14,070	62,810	107,990	13,110	14,070	62,810
2002								107,990	13,110	14,070	62,810	107,990	13,110	14,070	62,810
2003								107,990	13,110	14,070	62,810	107,990	13,110	14,070	62,810
2004								107,990	13,110	14,070	62,810	107,990	13,110	14,070	62,810
2005								107,990	13,110	14,070	62,810	107,990	13,110	14,070	62,810
2006								107,990	13,110	14,070	62,810	107,990	13,110	14,070	62,810
2007								107,990	13,110	14,070	62,810	107,990	13,110	14,070	62,810
2008								107,990	13,110	14,070	62,810	107,990	13,110	14,070	62,810
2009								107,990	13,110	14,070	62,810	107,990	13,110	14,070	62,810
TOTAL	5,272,516	790,861	579,973	6,643,350	3,320,100	1,158,330	2,164,920	2,889,750	833,490	376,490	1,679,770	9,533,100	4,153,590	1,534,820	3,844,690



### A.3.6 Description d'étude du trafic d'origine - destination.

#### (1) Rayon d'étude du trafic d'origine-destinations

Dans le but de la recherche du volume du trafic passant sur la Route de Projet en dans le but de saisir le type du trafic, la recherche O-D a été conduite dans quatre endroits, présentement à Kisangani, Banalia, Buta et Bondo, comme il est montré sur la Planche A.3.2.

Dans cette recherche, tous les véhicules passant le poste de recherche ont été arrêtés sur le côté de la route pour l'enquête qui a duré deux jours à Kisangani et une journée chacun à Banalia et Buta.

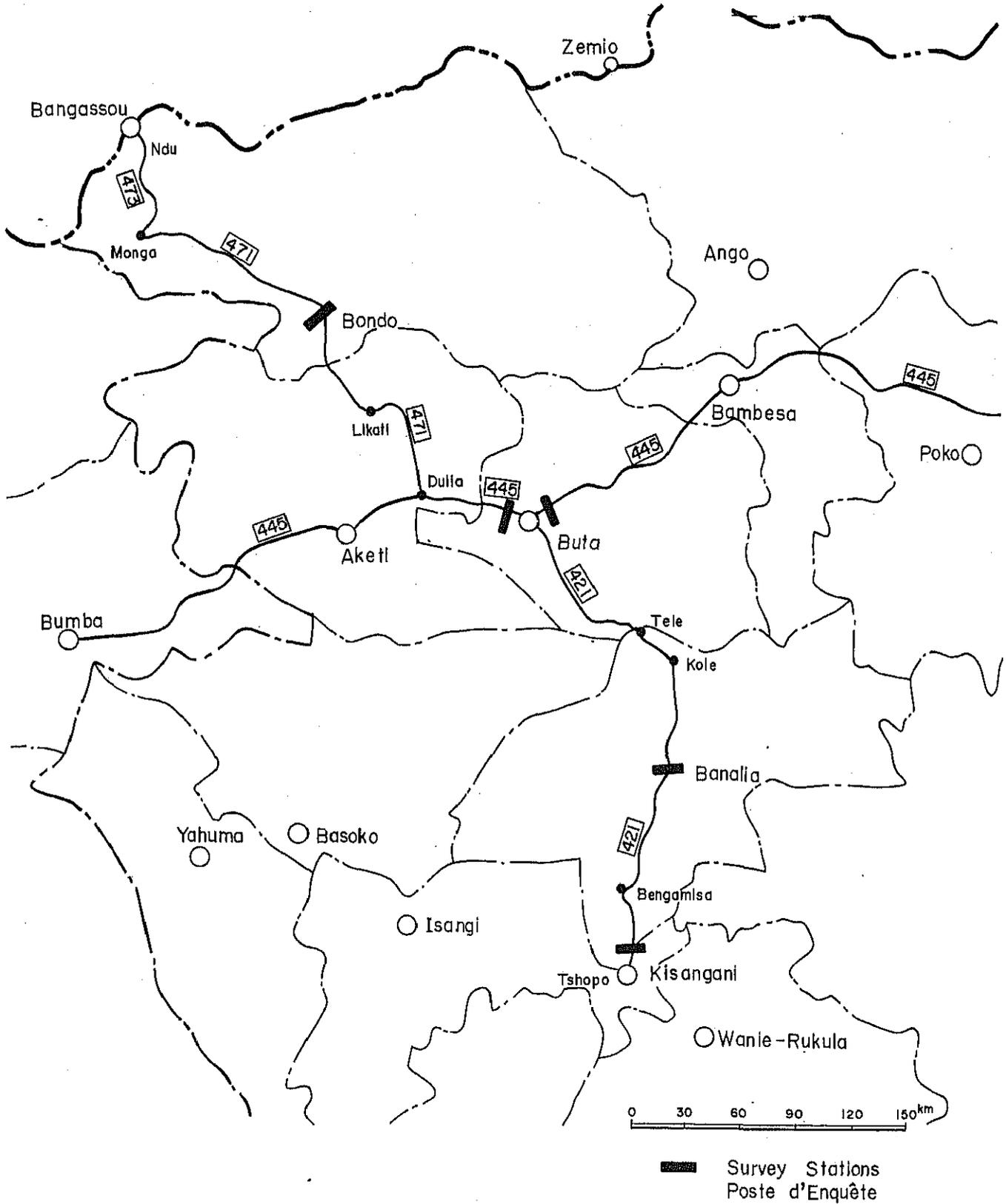
A Banalia et Bondo, de tels renseignements que le type de véhicules, l'origine et la destination ont été rassemblés d'après les inscriptions sur le journal de bord des bacs.

Les enquêtes sur les accotements étaient assistés par un superviseur et quatre enquêtes avec le concours de l'Office Régional des Routes et de deux officiers de police locaux. (Voir à photo 18 et 19)

Le compte-rendu de la recherche O-D est montré sur le Tableau A.3.6.1. La feuille des renseignements est montrée dans la Tableau A.3.6.2.

Lors de la conduite de la recherche O-D, l'aire d'étude était divisée en 24 zones dont 17 sont dans l'aire de projet consistée en sous-zones telles que Kisangani, Tshopo et Bas-Uélé, et 7 sont les zones environnantes qui sont accompagnées d'un mot "à côté", prenant en considération les frontières administratives existantes. (Voir Planche A.3.2)

REPUBLIQUE CENTRAFRICAINE



LOCATIONS OF O-D SURVEY STATION  
LOCATIONS DE POST D'ENQUÊTE O-D

PLATE A.3.6.1  
PLANCHE

Table A.3.6.1 Description of O-D Survey  
 Tableau Description de l'étude O-D

Location of Survey Station	Date of Survey	Method	Items to be surveyed
Emplacement du point d'étude	Date de l'étude	Méthodes utilisées	Articles à être examinés
Suburb Bayangana of Kisangani	23rd October, 1974 (Wednesday)	Road-side inter- viewing with the cooperation by local police	Direction of traffic Direction du trafic
	1e 23 octobre, 1974 (mercredi)		Time when vehicle arrived Heure à laquelle le véhicule est arrivé à
Banlieue de Kisangani	25th October, 1974 (Friday)	Interviews menées au bord de la route avec la coopération de la police locale	Type of vehicle Type de véhicule
	1e 25 octobre, 1974 (vendredi)		Origin Origine
	( 7:00am - 7:00pm ) ( 07h00 - 19h00 )		Destination Destination
			Trip purpose Object du voyage
			Number of passengers aboard Nombre de passagers
			Type of freight Type de marchandise
			Tonnage of freight Tonnage du fret
			Max. loading capacity Capacité maximum du chargement
Banalia (Ferry) (Bac)	28th October, 1974 1e 28 octobre, 1974	- ditto -	- ditto -
	( 7:00am - 7:00pm ) ( 07h00 - 19h00 )		
	22th-27th October, 1974 du 22 au 27 octobre, 1974	Based on the ope- ration records of ferry Basés sur les registres de fonctionnement du bac	Type of vehicle Type de véhicule Origin Origine Destination Destination

(Table A.3.6.1 continued)  
(Tableau A.3.6.1 continuée)

Location of Survey Station Emplacement du point d'étude	Date of Survey Date de l'étude	Method Méthodes utilisées	Items to be surveyed Articles à être examinés
Buta (at Isiro side & Dulia side) (du côté d'Isiro et du côté de Dulia)	30th October, 1974 le 30 octobre, 1974	Road-side interviewing with the cooperation by local police	Direction of traffic Direction du trafic Time when vehicle arrived Heure à laquelle le véhicule est arrivé à
	(7:00am - 7:00pm) (07h00 - 09h00)	Interviews manées au bord de la route avec la coopération de la police locale	Type of vehicle Type de véhicule Origin Origine Destination Destination Trip purpose Objet du voyage Number of passengers aboard Nombre de passagers Type of freight Type de marchandise Tonnage of freight Tonnage du fret Max. loading capacity Capacité maximum du chargement
Bondo (Ferry) (Bac)	1st-31st October, 1974 du 1er au 31 octobre, 1974	Based on the operation records of ferry	Type of vehicle Type de véhicule Origin Origine Destination Destination
	1st-4th November, 1974 du 1er au 4 novembre, 1974	Basés sur les registres de fonctionnement du bac	Owner of vehicle Propriétaire du véhicule Type of vehicle Type de véhicule Tonnage of freight Tonnage du fret Max. loading capacity Capacité maximum du chargement

Note: Locations of the survey station are shown in Plate A.3.6.2.

Note: Locations du point d'étude a indiqué dans la Planche A.3.6.2.

Etude d'Origine-Destination



Photo. 18. A PK 15 (Entre Kisangnai et Banalia)

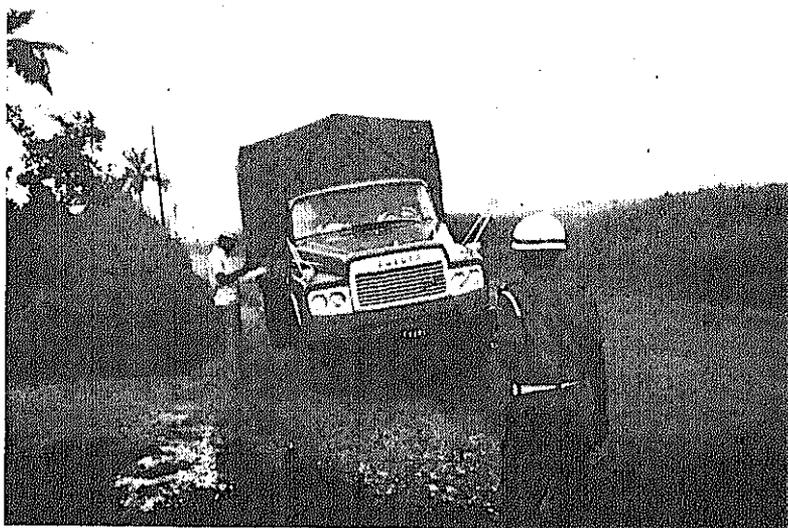


Photo. 19. A PK 15 (Entre Kisangani et Banalia)



## Trafic O-D

D'après les résultats des recherches O-D, il est observé que le volume du trafic sur les distances utilisant la Route de Projet actuelle est faible.

Quoiqu'environ 100 véhicules par jour passent par les stations de recherche aux banlieux de Kisangani et à Buta, un tel volume de trafic est dû à l'inclusion du trafic suburbain comme il est montré sur les Tableaux de A.3.6.4 à A.3.6.6 et sur les lignes désirées montrées dans la Planche A.3.6.11 le volume du trafic entre les zones est extrêmement faible.

Le principal trafic O-D est prédominant entre la ville de Kisangani et la zone de Banalia, contenant de 75 véhicules par jour. D'ailleurs, ce tronçon est observé le plus souvent dans ce tronçon sud de Bengamisa. (PK 50) Le tronçon véritable du trafic entre zone Kisangani et zone Buta est de 10 véhicules par jour et celui entre Buta et Aketi est de 7 véhicules par jour.

Le trafic de tronçon entre les autres zones est aussi extrêmement faible, il est de 1 ou 2 véhicules par jour. De plus, le trafic est souvent influencé par le temps et est fréquemment non-existant pendant plusieurs jours.

Partiellement pour le fait que la période de recherche tombe pendant la saison pluvieuse, le trafic actuel O-D sur la Route de Projet se voit seulement dans les tronçon entre Kisangani et Banalia et entre Buta et Kisangani sans trafic de longue distance remarquable dans l'aire de projet.

Table A.3.6.3 Number of Vehicles Interviewed in O-D Survey  
 Tableau Nombre d'enquête de véhicules pour l'Etude O-D

Survey Station	Description of Technique	Duration of Survey	Number of Interviewed Vehicles					Total (Average per Day)
			Car Jeep	Van	Light Truck	Heavy Truck		
Point d'Etude	Description de technique	Durée d'étude	Voiture Jeep	Wagon (Fourgon)	Véhicule léger	Véhicule lourds	Total (average par jour)	
Kisangani	Roadside interview Enquête de la route	2 days jours	50	26	54	77	207 (103.5)	
Banalia	Data were obtained from the operation records of the ferry service Donnés ont obtenu d'affaires au bac	6 days jours	15	20	49	56	140 ( 23.3)	
Buta (Isiro-side) (Côté d'Isiro)	Roadside interview Enquête de la route	1 day jour	26	33	18	42	119 ( 11.1)	
Buta (Dulia-side) (Côté de Dulia)	Roadside interview Enquête de la route	1 day jour	40	12	1	9	62 ( 6.2)	
Bondo	Data were obtained from the operation records of the ferry services Donnés ont obtenu d'affaires au bac	35 days jours	11	36	1	42	90 ( 2.6)	
Total			642	127	123	226	618	

Table  
A.3.6.4  
Tableau

O-D Table of Present Light Vehicular Traffic  
(in October 1974)

Tableau O-D du trafic véhiculaire léger présent  
(en octobre 1974)

(Unit : vehicles per day  
(Unité : véhicules par jour )

0	1	2	3	4	5	6	7	8	9	10	11	12	13	Total
0														
1														
2			1		1		1							3
3				1	5		7		1					14
4					43									43
5								1	1					2
6														
7														
8														
9														
10														
11														
12														
13														

Note: Number of 0 and D indicates following zones:

Le nombre des 0 et D indique les zones suivants:

- |   |  |    |  |
|---|--|----|--|
| 1 | Bangassou                                  | 8  | Bumba                                  |
| 2 | Bondo                                      | 9  | Bambesa                                |
| 3 | Buta                                       | 10 | Ango                                   |
| 4 | Banalia                                    | 11 | East beyond Ango<br>Vers l'est d'Ango  |
| 5 | Kisangani                                  | 12 | Poko                                   |
| 6 | West beyond Monga<br>Vers l'ouest de Monga | 13 | East beyond Poko<br>Vers l'est de Poko |
| 7 | Aketi                                      |    |  |

O-D Table of Present Heavy Vehicular Traffic  
(in October 1974)

Table A.3.6.5  
Tableau O-D du trafic véhiculaire lourd présent  
(en octobre 1974)

(Unit : vehicles per day  
(Unité : véhicules par jour)

0	D	1	2	3	4	5	6	7	8	9	10	11	12	13	Total
1															
2								1							1
3					1	5				1					7
4						32									32
5										1					1
6															
7															
8															
9															
10															
11															
12															
13															

Note: Number of 0 and D indicates following zones:

Le nombre des 0 et D indique les zones suivants:

- |  |   |
|--|---|
| 1 Bangassou                                  | 8 Bumba                                   |
| 2 Bondo                                      | 9 Bambesa                                 |
| 3 Buta                                       | 10 Ango                                   |
| 4 Banalia                                    | 11 East beyond Ango<br>Vers l'est d'Ango  |
| 5 Kisangani                                  | 12 Poko                                   |
| 6 West beyond Monga<br>Vers l'ouest de Monga | 13 East beyond Poko<br>Vers l'est de Poko |
| 7 Aketi                                      |   |

Table  
Tableau A 3.6.6

O-D Table of Present Traffic (October 1974)  
(Total of Light & Heavy Vehicles)

Tableau O-D du trafic présent (octobre 1974)  
(total des véhicules légers et lourds)

(Unit : vehicles per day)  
(Unité : véhicules par jour)

0	D	1	2	3	4	5	6	7	8	9	10	11	12	13	Total
1															
2			1		1			2							4
3				2	10			7		2					21
4					75										75
5									1	2					3
6															
7															
8															
9															
10															
11															
12															
13															

Note: Number of 0 and D indicates following zones:

Le nombre des 0 et D indique les zones suivants:

- |   |  |    |  |
|---|--|----|--|
| 1 | Bangassou                                  | 8  | Bumba                                  |
| 2 | Bondo                                      | 9  | Bambesa                                |
| 3 | Buta                                       | 10 | Ango                                   |
| 4 | Banalia                                    | 11 | East beyond Ango<br>Vers l'est d'Ango  |
| 5 | Kisangani                                  | 12 | Poko                                   |
| 6 | West beyond Monga<br>Vers l'ouest de Monga | 13 | East beyond Poko<br>Vers l'est de Poko |
| 7 | Aketi                                      |    |  |

Table A.3.6.7 Present 0-D Table of Commodity (Total of Commodities)

Tableau		0-D présent tableau de la denrée (total de la denrée)													Unit ton (Unité: tonne)
D \ 0	1	2	3	4	5	6	7	8	9	10	11	12	13	Total	
1															
2	2.29	0.10			0.12		0.44							2.95	
3	0.05	73.42			2.00		0.28		6.00				3.00	84.75	
4					34.43									34.43	
5	0.24	13.14	17.37	12.63										43.38	
6															
7	0.44	4.00												4.44	
8															
9															
10															
11															
12															
13	0.03													0.03	
Total	3.05	90.66	17.37	49.18	6.00	0.72	6.00	3.00	169.98						

Note: Data shown in the table show the zone-pair traffic of all commodities which were observed only on the existing road in the 0-D Survey in October 1974 and shows partial zone-pair commodity traffic concerning the Project Road.

Donnée a montré d'au-dessus de tableau est paire de zone du trafic de toutes denrées quelles ont observé sur la route existante dans cette d'Etude 0-D en Octobre 1974 et indique paire de zone partiale du trafic de la denrée au sujet de route de projet.

Zone number of origins and destinations are referred to the note of Table A.3.6.4.

Numéro de zone d'origine et destinations ont rapporté à remarque du Tableau A.3.6.4.

Table A.3.6.8 Present O-D Table of Commodity (Food Products)  
 Tableau A.3.6.8 de la denrée actuel (Produits alimentaires)

O \ D	1	2	3	4	5	6	7	8	9	10	11	12	13	Total	Unit (Unité : tonne)
1															
2	0.3				0.1										0.4
3			1.0												1.0
4					11.7										11.7
5					3.1										3.1
6															
7															
8															
9															
10															
11															
12															
13															
Total		0.3	1.0		14.9									16.2	

Note: Zone number of origins and destinations are referred to the note of Table A.3.6.4.

Numéro de zone d'origine et destinations ont rapporté à remarque du Tableau A.3.6.4.

Table A.3.6.9 Present 0-D Table of Commodity (Commercialized Products)  
 Tableau 0-D de la denrée actuel (Produits commercialisés)

Unit ton  
 (Unité : tonne)

D \ 0	1	2	3	4	5	6	7	8	9	10	11	12	13	Total
1														
2		0.3					0.1							0.4
3			18.0											18.0
4														
5														0.1
6														
7														
8														
9														
10														
11														
12														
13														
Total		0.4	18.0				0.1							18.5

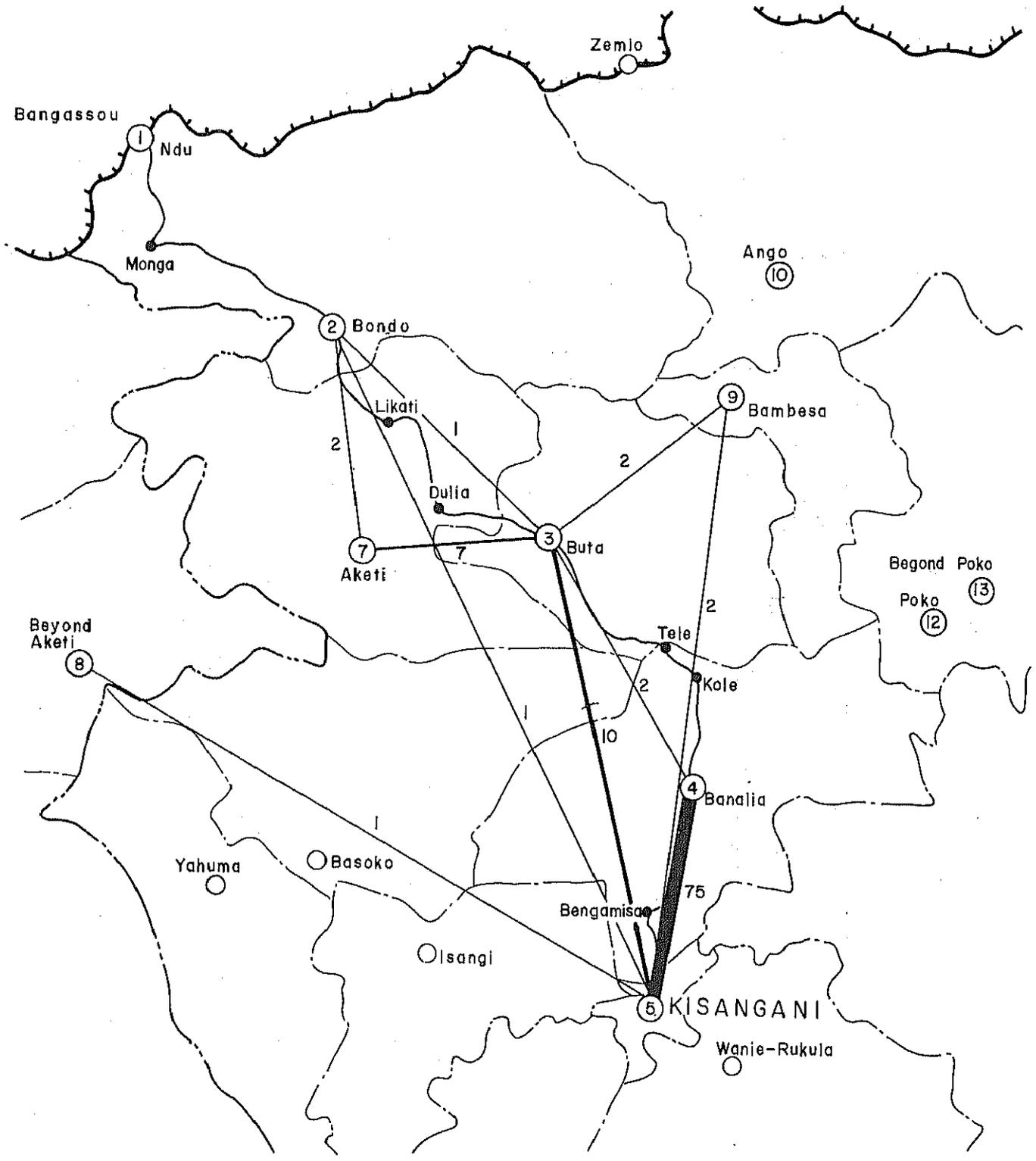
Note: Zone number of origins and destinations are referred to the note of Table A.3.6.4.  
 Numéro de zone d'origine et destination ont rapporté à remarque du Tableau A.3.6.4.

Table A.3.6.10 Hourly Traffic Volume by Direction

Point Date	Kisangani (à Bayangaya)		1974. 10. 23		1974. 10. 25		1974. 10. 30		Unit : vehicule/hour (Unité : véhicule/heure)
	Volume de trafic à l'heure par direction	Unité	Isiro side		Dulia side		Dulia side		
Direction	Kisangani Banalia → Banalia	Kisangani Banalia → Kisangani Total	Banalia → Kisangani	Banalia → Kisangani Total	Isiro side	Dulia side	Isiro side	Dulia side	
					Buta → Isiro	Isiro → Buta	Buta → Isiro	Isiro → Buta	Buta → Bondo
									Buta Total
7 - 8	2	2	2	4	4	2	6	2	2
8 - 9	3	5	0	1	3	8	11	6	10
9 - 10	8	9	4	7	10	6	16	0	2
10 - 11	7	11	0	1	0	1	1	0	0
11 - 12	5	12	6	8	12	6	18	6	3
12 - 13	5	7	8	10	5	5	10	4	2
13 - 14	6	14	7	9	5	3	8	1	4
14 - 15	10	20	4	6	10	7	17	3	2
15 - 16	10	17	5	8	3	4	7	2	2
16 - 17	8	11	0	8	10	5	15	0	0
17 - 18	3	11	9	12	6	4	10	2	3
18 - 19	3	10	1	4	0	0	0	1	5
Total	70	129	46	78	68	51	119	27	35
									62

Note: 1) Data shown in the table were obtained in the 0-D Survey which was carried in the Project Area in October 1974. Donné a montré d'au-dessus de Tableau ont obtenu de donnés à l'étude 0-D quelles ont transporté dans l'aire de projet en octobre 1974.

2) At the point of Banalia and Bondo, traffic is obtained from the operation records of ferry, which had no hourly records but only the daily records. Au point de Banalia et Bondo, trafic a obtenu d'enregistrements opérationnels du bac, quels ont non volume de trafic à l'heure mais les enregistrements journaliers uniques.



② ..... Zone Number and Its Central Town  
 Numéro de Zone et au-dessous Ville Centrale

0 30 60 90 120 150 km

Vehicles / day  
 Véhicules / jour

100~50 50~10 10~1

DESIRE LINES OF VEHICLE IN 1974  
 LIGNES IDEALES PAR VEHICULE EN 1974

PLATE A.3.6.11  
 PLANCHE

A.3.7-(1) Coûts d'amélioration financière annuelle  
dans le taux de change nouvel

(Alternative I)

Total de devisions

Année	Coûts bruts d'amélioration	Monnaie étrangère	Taxes	Monnaie locale
1976	1.004.035	877.077	102.637	29.320
1977	4.016.190	3.488.502	410.427	117.260
1978	1.004.035	872.077	102.637	29.320
1979	8.224.387	4.637.640	1.692.967	1.893.780
1980	21.049.895	11.850.737	4.432.487	4.766.670
1981	31.572.625	17.853.045	6.566.630	7.152.950
1982	31.572.625	17.853.045	6.566.630	7.152.950
1983	12.781.492	7.182.245	2.667.717	2.931.530
1984				
1985				
1986				
1987				
1988				
1989				
1990				
1991	3.123.202	1.814.680	633.692	674.830
1992	2.555.257	1.484.665	518.472	552.120
1993				
1994				
1995				
1996				
1997				
1998				
1999				
2000				
2001				
2002				
2003				
2004				
2005				
2006				
2007				
2008				
2009				
Total	116.903.745	67.908.715	23.694.300	25.300.730

- Remarques: (1) Coûts ont calculé au niveau du coût en Avril 1975 et dans la supposition que taux de change officiel a repris dans la même année.
- (2) La révision d'un taux est de US\$1,00 = Z 0,50 à US\$1,00 = Z 0,874
- (3) L'effet par révision en partie de monnaie locale a négligé.

A.3.7-(2) Coûts d'amélioration financière annuelle  
dans le taux de change nouvel

(Alternative II)

Total de devisions

Année	Coûts bruts d'amélioration	Monnaie étrangère	Taxes	Monnaie Locale
1976	457.293	397.215	46.708	13.370
1977	1.829.300	1.588.930	186.970	53.400
1978	457.292	397.215	46.707	13.370
1979	3.746.055	2.112.320	771.155	862.580
1980	9.587.728	5.397.665	2.018.923	2.171.140
1981	14.380.573	8.131.673	2.990.890	3.258.010
1982	14.380.572	8.131.672	2.990.890	3.258.010
1983	5.821.725	3.271.345	1.215.130	1.335.250
1984	262.970	228.410	26.880	7.680
1985	2.538.947	1.432.305	540.032	566.610
1986	2.201.953	1.296.925	484.698	510.330
1987				
1988				
1989				
1990	402.235	349.370	41.125	11.740
1991	4.712.292	2.682.855	989.327	1.040.110
1992	3.463.995	1.953.910	737.905	772.180
1993	7.735.755	4.502.050	1.542.625	1.691.080
1994	7.735.755	4.502.020	1.542.625	1.691.080
1995				
1996				
1997	227.323	132.090	46.113	49.120
1998				
1999				
2000				
2001				
2002				
2003				
2004				
2005				
2006				
2007				
2008				
2009				
Total	80.031.763	46.508.000	16.218.703	17.305.060

- Remarques: (1) Coûts ont calculé au niveau du coût en Avril 1975 et dans la supposition que taux du change officiel a repris dans la même année.
- (2) La révision d'un taux est de US\$1,00 = Z 0,50 à US\$1,00 = Z 0,874.
- (3) L'effet par révision en partie de monnaie locale à négligé.

A.3.7-(3)

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

Total of DIVISION FROM (DE) Kisangani TO (A) Bangassou 699.595 km

(Unit : Zaire)  
(Unité : 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 IMPROVEMENTS COSTS CÔÛTS D'AMELIORATION 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			1,004,036	1,004,036	872,078	102,638	29,320					1,004,036	872,078	102,638	29,320
1977			4,016,190	4,016,190	3,488,503	410,427	117,260					4,016,190	3,488,503	410,427	117,260
1978			1,004,035	1,004,035	872,077	102,638	29,320					1,004,035	872,077	102,638	29,320
1979	6,990,731	904,683	328,975	8,224,389	4,637,642	1,692,967	1,893,780					8,224,389	4,637,642	1,692,967	1,893,780
1980	17,681,912	2,525,987	841,996	21,049,895	11,850,737	4,432,488	4,766,670					21,049,895	11,850,737	4,432,488	4,766,670
1981	26,438,857	3,870,864	1,262,904	31,572,625	17,853,045	5,566,630	2,152,950					31,572,625	17,853,045	5,566,630	2,152,950
1982	26,438,857	3,870,864	1,262,904	31,572,625	17,853,045	5,566,630	7,152,950					31,572,625	17,853,045	5,566,630	7,152,950
1983	10,480,823	1,789,409	511,260	12,781,492	7,182,244	667,718	2,931,530	791,690	243,230	103,830	444,630	13,573,182	7,425,474	2,771,548	3,376,160
1984								791,690	243,230	103,830	444,630	791,690	243,230	103,830	444,630
1985								791,690	243,230	103,830	444,630	791,690	243,230	103,830	444,630
1986								791,690	243,230	103,830	444,630	791,690	243,230	103,830	444,630
1987								791,690	243,230	103,830	444,630	791,690	243,230	103,830	444,630
1988								791,690	243,230	103,830	444,630	791,690	243,230	103,830	444,630
1989								791,690	243,230	103,830	444,630	791,690	243,230	103,830	444,630
1990								791,690	243,230	103,830	444,630	791,690	243,230	103,830	444,630
1991	2,467,331	374,784	281,088	3,123,203	1,814,681	633,692	674,830	791,690	243,230	103,830	444,630	3,914,893	2,057,911	737,522	1,119,460
1992	2,018,653	306,631	229,973	2,555,257	1,484,664	518,473	552,120	791,690	243,230	103,830	444,630	3,346,947	1,727,894	622,303	996,750
1993								791,690	243,230	103,830	444,630	791,690	243,230	103,830	444,630
1994								791,690	243,230	103,830	444,630	791,690	243,230	103,830	444,630
1995								793,990	244,360	104,140	444,630	793,990	244,360	104,140	445,490
1996								799,170	245,890	104,800	448,480	799,170	245,890	104,800	448,480
1997								804,400	247,420	105,480	451,500	804,400	247,420	105,480	451,500
1998								809,630	249,480	106,170	453,980	809,630	249,480	106,170	453,980
1999								814,810	251,026	106,840	456,940	814,810	251,020	106,840	456,950
2000								820,040	252,570	107,520	459,950	820,040	252,570	107,520	459,950
2001								825,270	254,130	108,190	462,950	825,270	254,130	108,190	462,950
2002								830,500	255,680	108,880	465,940	830,500	255,680	108,880	465,940
2003								835,680	257,230	109,550	468,900	835,680	257,230	109,550	468,900
2004								835,680	257,230	109,550	468,900	835,680	257,230	109,550	468,900
2005								835,680	257,230	109,550	468,900	835,680	257,230	109,550	468,900
2006								835,680	257,230	109,550	468,900	835,680	257,230	109,550	468,900
2007								835,680	257,230	109,550	468,900	835,680	257,230	109,550	468,900
2008								835,680	257,230	109,550	468,900	835,680	257,230	109,550	468,900
2009								835,680	257,230	109,550	468,900	835,680	257,230	109,550	468,900
TOTAL	92,517,164	13,643,222	10,743,361	116,903,747	67,908,716	28,694,301	25,300,730	21,847,850	6,719,920	2,864,830	12,263,100	138,751,597	74,628,636	26,559,131	37,563,830

Note: Costs in the table are calculated on the basis of the cost level in April 1975 and under the assumption that the revision of the official exchange rate of March 1976 were made already then and that it affected only on the components of foreign currency and taxes of the improvement cost.

Remarque: Coûts dans le Tableau ont calculé est basé au niveau du coût en Avril 1975 et dans la supposition que la révision du taux de change officiel de Mars 1976 ont fait déjà c'est qu'il est atteint seulement de la composante de monnaie étrangère et taxe du coût amélioré.

A.3.7-(4) ANNUAL FINANCIAL PROJECT COSTS (Alternative-I)  
 COÛTS DU PROJET FINANCIER

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

(Unit : Zaire)  
(Unite : 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			261,240	261,240	226,905	26,705	7,630					261,240	226,905	26,705	7,630
1977			1,044,950	1,044,950	907,655	106,785	30,510					1,044,950	907,655	106,785	30,510
1978			261,240	261,240	226,905	26,705	7,630					261,240	226,905	26,705	7,630
1979	1,818,901	235,387	85,595	2,139,883	1,206,660	440,493	492,730					2,139,883	1,206,660	440,493	492,730
1980	4,600,596	657,228	219,076	5,476,900	3,083,395	1,153,285	1,240,220					5,476,900	3,083,395	1,153,285	1,240,220
1981	6,818,253	1,067,919	328,590	8,214,762	4,645,130	1,708,542	1,861,090					8,214,762	4,645,130	1,708,542	1,861,090
1982	6,818,254	1,067,919	328,590	8,214,763	4,645,130	1,708,542	1,861,090					8,214,763	4,645,130	1,708,542	1,861,090
1983	2,726,969	465,580	133,023	3,325,572	1,868,720	694,102	762,750	133,280	40,210	17,470	75,600	3,458,852	1,908,930	711,572	838,350
1984								133,280	40,210	17,470	75,600	133,280	40,210	17,470	75,600
1985								133,280	40,210	17,470	75,600	133,280	40,210	17,470	75,600
1986								133,280	40,210	17,470	75,600	133,280	40,210	17,470	75,600
1987								133,280	40,210	17,470	75,600	133,280	40,210	17,470	75,600
1988								133,280	40,210	17,470	75,600	133,280	40,210	17,470	75,600
1989								133,280	40,210	17,470	75,600	133,280	40,210	17,470	75,600
1990								133,280	40,210	17,470	75,600	133,280	40,210	17,470	75,600
1991	2,467,331	374,784	281,088	3,123,203	1,814,680	633,693	674,830	133,280	40,210	17,470	75,600	3,256,483	1,854,890	651,163	750,430
1992	2,018,653	306,631	229,973	2,555,257	1,484,665	518,472	552,120	133,280	40,210	17,470	75,600	2,688,537	1,524,875	535,942	627,720
1993								133,280	40,210	17,470	75,600	133,280	40,210	17,470	75,600
1994								133,280	40,210	17,470	75,600	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	42,870	18,440	79,450	140,760	42,870	18,440	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	29,480	87,920	156,400	48,000	29,480	87,920
2000								161,630	49,550	21,160	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	27,268,957	4,175,448	3,173,365	34,617,770	20,109,845	7,017,325	7,490,600	4,070,780	1,238,380	533,110	2,299,290	38,688,550	21,348,225	7,550,435	9,789,890

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

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

A.3.7-(4)

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

DIVISION III	FROM (DE) Banalia TO (A) Buta	188.45 km
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Unit : Zaire  
(Unite : 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			322,601	322,601	280,228	32,953	9,420					322,601	280,228	32,953	9,420
1977			1,290,487	1,290,487	1,120,927	131,880	37,680					1,290,487	1,120,927	131,880	37,680
1978			322,600	322,600	280,228	32,952	9,420					322,600	280,228	32,952	9,420
1979	2,246,259	290,693	105,706	2,642,658	1,490,160	543,988	608,510					2,642,658	1,490,160	543,988	608,510
1980	5,681,552	811,650	270,550	6,763,752	3,807,912	1,424,220	1,531,620					6,763,752	3,807,912	1,424,220	1,531,620
1981	8,521,745	1,217,393	405,797	10,144,735	5,736,553	2,109,992	2,298,390					10,144,935	5,736,553	2,109,992	2,298,390
1982	8,521,745	1,217,393	405,797	10,144,935	5,736,552	2,109,993	2,298,390					10,144,935	5,736,552	2,109,993	2,298,390
1983	3,367,696	574,973	164,278	4,106,974	2,307,794	857,202	941,950	210,710	64,780	27,740	118,190	4,317,657	2,372,575	884,942	1,060,140
1984								210,710	64,780	27,740	118,190	210,710	64,780	27,740	118,190
1985								210,710	64,780	27,740	118,190	210,710	64,780	27,740	118,190
1986								210,710	64,780	27,740	118,190	210,710	64,780	27,740	118,190
1987								210,710	64,780	27,740	118,190	210,710	64,780	27,740	118,190
1988								210,710	64,780	27,740	118,190	210,710	64,780	27,740	118,190
1989								210,710	64,780	27,740	118,190	210,710	64,780	27,740	118,190
1990								210,710	64,780	27,740	118,190	210,710	64,780	27,740	118,190
1991								210,710	64,780	27,740	118,190	210,710	64,780	27,740	118,190
1992								210,710	64,780	27,740	118,190	210,710	64,780	27,740	118,190
1993								210,710	64,780	27,740	118,190	210,710	64,780	27,740	118,190
1994								210,710	64,780	27,740	118,190	210,710	64,780	27,740	118,190
1995								210,710	64,780	27,740	118,190	210,710	64,780	27,740	118,190
1996								210,710	64,780	27,740	118,190	210,710	64,780	27,740	118,190
1997								210,710	64,780	27,740	118,190	210,710	64,780	27,740	118,190
1998								210,710	64,780	27,740	118,190	210,710	64,780	27,740	118,190
1999								210,710	64,780	27,740	118,190	210,710	64,780	27,740	118,190
2000								210,710	64,780	27,740	118,190	210,710	64,780	27,740	118,190
2001								210,710	64,780	27,740	118,190	210,710	64,780	27,740	118,190
2002								210,710	64,780	27,740	118,190	210,710	64,780	27,740	118,190
2003								210,710	64,780	27,740	118,190	210,710	64,780	27,740	118,190
2004								210,710	64,780	27,740	118,190	210,710	64,780	27,740	118,190
2005								210,710	64,780	27,740	118,190	210,710	64,780	27,740	118,190
2006								210,710	64,780	27,740	118,190	210,710	64,780	27,740	118,190
2007								210,710	64,780	27,740	118,190	210,710	64,780	27,740	118,190
2008								210,710	64,780	27,740	118,190	210,710	64,780	27,740	118,190
2009								210,710	64,780	27,740	118,190	210,710	64,780	27,740	118,190
TOTAL	28,338,997	4,112,102	3,287,816	35,738,915	20,760,355	7,243,180	7,735,380	5,689,170	1,749,060	748,980	3,191,130	41,428,085	22,509,415	7,992,160	10,926,510

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

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

A.3.7-(4) ANNUAL FINANCIAL PROJECT COSTS (Alternative-I)  
COÛTS DU PROJET FINANCIER

DIVISION II	FROM (DE) TO (A)	Buta Bondo	197.915 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 IMPROVEMENTS COSTS COÛTS D'AMELIORATION 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			225,805	225,805	196,105	23,100	6,600					225,805	196,105	23,100	6,600
1977			903,190	903,190	784,525	92,295	26,370					903,190	784,525	92,295	26,370
1978			225,805	225,805	196,105	23,100	6,600					225,805	196,105	23,100	6,600
1979	1,572,141	203,453	73,984	1,849,578	1,042,930	380,748	425,900					1,849,578	1,042,930	380,748	425,900
1980	3,976,453	568,065	189,355	4,733,873	2,665,075	996,818	1,071,980					4,733,873	2,665,075	996,818	1,071,980
1981	5,964,271	852,039	284,013	4,100,323	4,014,920	476,773	1,608,630					7,100,323	4,014,920	1,476,773	1,608,630
1982	5,964,270	852,039	284,013	7,100,322	4,014,920	476,773	1,608,630					7,100,322	4,014,920	1,476,773	1,608,630
1983	2,357,039	402,421	114,978	2,874,438	1,615,215	599,953	659,270	230,520	71,980	30,360	128,180	3,104,958	1,687,195	630,313	787,450
1984								230,520	71,980	30,360	128,180	230,520	71,980	30,360	128,180
1985								230,520	71,980	30,360	128,180	230,520	71,980	30,360	128,180
1986								230,520	71,980	30,360	128,180	230,520	71,980	30,360	128,180
1987								230,520	71,980	30,360	128,180	230,520	71,980	30,360	128,180
1988								230,520	71,980	30,360	128,180	230,520	71,980	30,360	128,180
1989								230,520	71,980	30,360	128,180	230,520	71,980	30,360	128,180
1990								230,520	71,980	30,360	128,180	230,520	71,980	30,360	128,180
1991								230,520	71,980	30,360	128,180	230,520	71,980	30,360	128,180
1992								230,520	71,980	30,360	128,180	230,520	71,980	30,360	128,180
1993								230,520	71,980	30,360	128,180	230,520	71,980	30,360	128,180
1994								230,520	71,980	30,360	128,180	230,520	71,980	30,360	128,180
1995								230,520	71,980	30,360	128,180	230,520	71,980	30,360	128,180
1996								230,520	71,980	30,360	128,180	230,520	71,980	30,360	128,180
1997								230,520	71,980	30,360	128,180	230,520	71,980	30,360	128,180
1998								230,520	71,980	30,360	128,180	230,520	71,980	30,360	128,180
1999								230,520	71,980	30,360	128,180	230,520	71,980	30,360	128,180
2000								230,520	71,980	30,360	128,180	230,520	71,980	30,360	128,180
2001								230,520	71,980	30,360	128,180	230,520	71,980	30,360	128,180
2002								230,520	71,980	30,360	128,180	230,520	71,980	30,360	128,180
2003								230,520	71,980	30,360	128,180	230,520	71,980	30,360	128,180
2004								230,520	71,980	30,360	128,180	230,520	71,980	30,360	128,180
2005								230,520	71,980	30,360	128,180	230,520	71,980	30,360	128,180
2006								230,520	71,980	30,360	128,180	230,520	71,980	30,360	128,180
2007								230,520	71,980	30,360	128,180	230,520	71,980	30,360	128,180
2008								230,520	71,980	30,360	128,180	230,520	71,980	30,360	128,180
2009								230,520	71,980	30,360	128,180	230,520	71,980	30,360	128,180
TOTAL	19,834,174	2,878,017	2,301,143	25,013,334	14,529,795	5,069,559	5,413,980	6,224,040	1,943,460	819,720	3,460,860	31,237,374	16,473,255	5,889,279	8,874,840

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

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

A.3.7-(4) ANNUAL FINANCIAL PROJECT COSTS (Alternative-I)  
 COÛTS DU PROJET FINANCIER

DIVISION I FROM (DE) Bondo TO (A) Bangassou 190,62 km

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			194,390	194,390	168,840	19,880	5,670					194,390	168,840	19,880	5,670
1977			777,563	777,563	675,395	79,468	22,700					777,563	675,395	79,468	22,700
1978			194,390	194,390	168,840	19,880	5,670					194,390	168,840	19,880	5,670
1979	1,353,430	175,150	63,690	1,592,270	897,890	327,740	366,640					1,592,270	897,890	327,740	366,640
1980	3,423,311	489,044	163,015	4,075,370	2,294,355	858,165	922,850					4,075,370	2,294,355	858,165	922,850
1981	5,134,588	733,513	244,504	6,112,605	3,456,443	1,271,322	1,384,840					6,112,605	3,456,443	1,271,322	1,384,840
1982	5,134,588	733,513	244,504	6,112,605	3,456,443	1,271,322	1,384,840					6,112,605	3,456,443	1,271,322	1,384,840
1983	2,029,119	346,435	98,981	2,474,535	1,390,515	516,460	567,560	217,180	66,260	28,260	122,660	2,691,715	1,456,775	544,720	690,220
1984								217,180	66,260	28,260	122,660	217,180	66,260	28,260	122,660
1985								217,180	66,260	28,260	122,660	217,180	66,260	28,260	122,660
1986								217,180	66,260	28,260	122,660	217,180	66,260	28,260	122,660
1987								217,180	66,260	28,260	122,660	217,180	66,260	28,260	122,660
1988								217,180	66,260	28,260	122,660	217,180	66,260	28,260	122,660
1989								217,180	66,260	28,260	122,660	217,180	66,260	28,260	122,660
1990								217,180	66,260	28,260	122,660	217,180	66,260	28,260	122,660
1991								217,180	66,260	28,260	122,660	217,180	66,260	28,260	122,660
1992								217,180	66,260	28,260	122,660	217,180	66,260	28,260	122,660
1993								217,180	66,260	28,260	122,660	217,180	66,260	28,260	122,660
1994								217,180	66,260	28,260	122,660	217,180	66,260	28,260	122,660
1995								217,180	66,260	28,260	122,660	217,180	66,260	28,260	122,660
1996								217,180	66,260	28,260	122,660	217,180	66,260	28,260	122,660
1997								217,180	66,260	28,260	122,660	217,180	66,260	28,260	122,660
1998								217,180	66,260	28,260	122,660	217,180	66,260	28,260	122,660
1999								217,180	66,260	28,260	122,660	217,180	66,260	28,260	122,660
2000								217,180	66,260	28,260	122,660	217,180	66,260	28,260	122,660
2001								217,180	66,260	28,260	122,660	217,180	66,260	28,260	122,660
2002								217,180	66,260	28,260	122,660	217,180	66,260	28,260	122,660
2003								217,180	66,260	28,260	122,660	217,180	66,260	28,260	122,660
2004								217,180	66,260	28,260	122,660	217,180	66,260	28,260	122,660
2005								217,180	66,260	28,260	122,660	217,180	66,260	28,260	122,660
2006								217,180	66,260	28,260	122,660	217,180	66,260	28,260	122,660
2007								217,180	66,260	28,260	122,660	217,180	66,260	28,260	122,660
2008								217,180	66,260	28,260	122,660	217,180	66,260	28,260	122,660
2009								217,180	66,260	28,260	122,660	217,180	66,260	28,260	122,660
TOTAL	17,075,036	2,477,655	1,981,037	21,533,728	12,508,720	4,364,238	4,660,770	5,863,860	1,789,020	763,020	3,311,820	27,397,588	14,297,740	5,127,258	7,972,590

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

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

A.3.7-(5) ANNUAL FINANCIAL PROJECT COSTS (Alternative-II)  
COÛTS DU PROJET FINANCIER

Total of FROM (DE) Kisangani  
DIVISION TO (A) Bangassou 698,955 km

Unit : Zaire  
Unite : 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			457,293	457,293	397,215	46,708	13,370					457,293	397,215	46,708	13,370
1977			1,829,300	1,829,300	1,588,930	186,970	53,400					1,829,300	1,588,930	186,970	53,400
1978			457,292	457,292	397,215	46,707	13,370					457,292	397,215	46,707	13,370
1979	3,187,894	397,081	161,081	3,746,056	2,112,320	771,156	862,580					3,746,056	2,112,320	771,156	862,580
1980	7,986,578	1,198,466	402,684	9,587,728	5,397,665	2,018,923	2,171,140					9,587,728	5,397,665	2,018,923	2,171,140
1981	11,979,017	1,797,572	603,984	14,380,573	8,131,673	2,990,890	3,258,010					14,380,573	8,131,673	2,990,890	3,258,010
1982	11,979,016	1,797,572	603,984	14,380,572	8,131,672	2,990,890	3,258,010					14,380,572	8,131,672	2,990,890	3,258,010
1983	4,785,458	797,577	238,690	5,821,725	3,271,345	1,215,130	1,335,250	488,890	146,910	70,440	271,540	6,310,615	3,418,255	1,285,570	1,606,790
1984			262,971	262,971	228,410	26,881	7,680	503,270	150,480	72,310	280,480	766,241	378,890	99,191	288,160
1985	2,114,943	317,369	106,635	2,538,947	1,432,305	540,032	566,610	520,110	161,190	75,800	283,120	3,059,057	1,593,495	615,832	849,730
1986	1,900,547	285,053	106,352	2,291,952	1,296,925	484,697	510,330	566,650	180,500	82,510	303,640	2,858,602	1,477,425	567,207	813,970
1987								586,090	192,490	85,190	308,410	586,090	192,490	85,190	308,410
1988								606,800	199,120	88,050	319,630	606,800	199,120	88,050	319,630
1989								624,160	208,490	92,330	323,340	624,160	208,490	92,330	323,340
1990			402,230	402,230	349,365	41,125	11,740	640,890	214,220	94,780	331,890	1,043,120	563,585	135,905	343,630
1991	3,869,749	579,937	262,606	4,712,292	2,682,855	989,327	1,040,110	687,740	241,020	102,110	344,610	5,400,032	2,923,875	1,091,437	1,384,720
1992	2,885,508	433,000	145,487	3,463,995	1,953,910	737,905	772,180	705,300	247,120	104,680	353,500	4,169,295	2,201,030	842,585	1,125,680
1993	6,142,189	920,555	673,011	7,735,755	4,502,050	1,542,625	1,691,080	668,120	215,210	95,190	357,720	8,403,875	4,717,260	1,637,815	2,048,800
1994	6,142,189	920,555	673,011	7,735,755	4,502,050	1,542,625	1,691,080	668,790	215,400	95,280	358,110	8,404,545	4,217,260	1,637,905	2,049,190
1995								672,020	216,780	95,710	359,530	672,020	216,780	95,710	359,530
1996								678,120	218,550	96,510	363,060	678,120	218,550	96,510	363,060
1997	180,495	27,051	19,777	227,323	132,090	46,113	49,120	712,630	237,970	102,220	372,440	939,953	370,060	148,333	421,560
1998								719,190	240,430	103,100	375,660	719,190	240,430	103,100	379,660
1999								725,050	242,180	103,860	379,010	725,050	242,180	103,860	379,010
2000								731,200	244,000	104,660	382,540	731,200	244,000	104,660	382,540
2001								737,360	245,840	105,470	386,050	737,360	245,840	105,470	386,050
2002								743,260	247,590	106,250	389,420	743,260	247,590	106,250	389,420
2003								749,780	249,540	107,110	393,130	749,780	249,540	107,110	393,130
2004								749,780	249,540	107,110	393,130	749,780	249,540	107,110	393,130
2005								749,780	249,540	107,110	393,130	749,780	249,540	107,110	393,130
2006								749,780	249,540	107,110	393,130	749,780	249,540	107,110	393,130
2007								749,780	249,540	107,110	393,130	749,780	249,540	107,110	393,130
2008								749,780	249,540	107,110	393,130	749,780	249,540	107,110	393,130
2009								749,780	249,540	107,110	393,130	749,780	249,540	107,110	393,130
TOTAL	63,153,583	9,471,788	7,406,388	80,031,759	46,507,995	16,218,704	17,305,060	18,234,100	6,012,270	2,626,220	9,595,610	98,265,859	52,520,265	18,844,924	26,900,670

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

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