MINISTRY OF INFRASTRUCTURE, PUBLIC WORKS AND RECONSTRUCTION DEMOCRATIC REPUBLIC OF THE CONGO

Project for Urban Transport Master Plan in Kinshasa City -PDTK-

FINAL REPORT

Appendices of Volume 1 Urban Transport Master Plan in Kinshasa City

April 2019

JAPAN INTERNATIONAL COOPERATION AGENCY (JICA)

ORIENTAL CONSULTANTS GLOBAL CO., LTD.
INGEROSEC CORPORATION
YACHIYO ENGINEERING CO., LTD.
ASIA AIR SURVEY CO., LTD.



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Project for Urban Transport Master Plan

in

Kinshasa City -PDTK-

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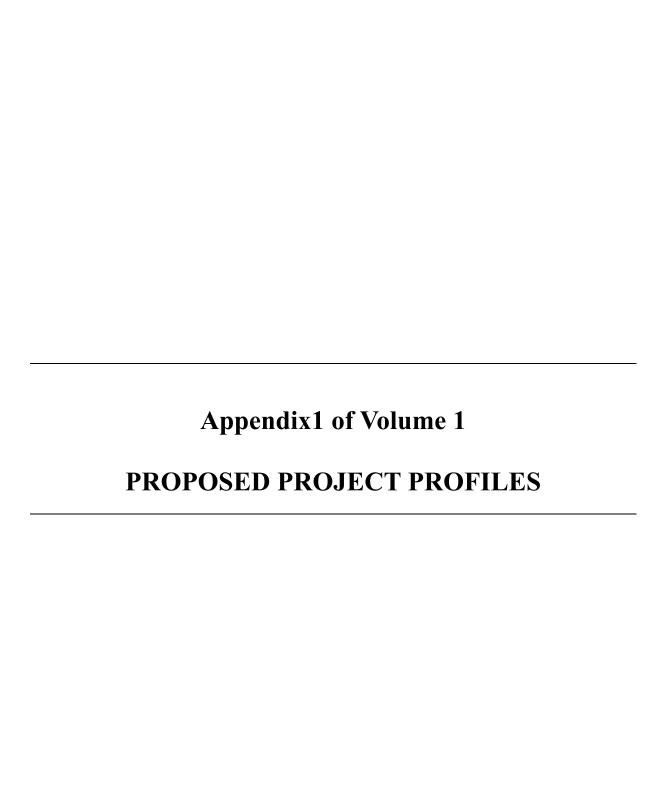
GENERAL ABBREVIATIONS

AASHTO		GENERAL ADDREVIATIONS							
ASSITIO AGCO ASSOCIATION Officials, United States Enta-Linis ACCT Congoles Environment Agency ACCT ACCIT Congoles Agency of Great Works, MITPR ACCIT ACT ACT ACT ACT ACT ACT A	No.	Abb.	English	French					
ACE	1	AASHTO		administrations des autoroutes et des transports, États-Unis					
AGGT	2								
5 ACT Articulated Truck Camion articule 6 AFD French Development Agency Agence Française de Développement 7 AFDB Affrican Development Bank Banque Africaine de Developpement 8 AGT Automated Guideway Transit Transports guides urbains automatiques 9 AIP Automated Guideway Transit Pare Agro-Industriel 10 ANAPI National Association of Owners of Motorcycle Taxies of the Congo Agence National des Promotions de l'Industrie des Taxis-Motos du Congo 12 AOTU Urban Transport Authority Autorité Organisatric de Transports Urbains 13 APVCO Association of Public Transport Vehicles Owners Arab Bank for Economic Development in Africa 14 AU Affican Union Union Africaine 15 BADEA Arab Bank for Economic Development in Africa Arab Bank of the Congo Banque Arabe pour le Développement Economique en Afrique 16 BCC Central Bank of the Congo Banque Centrale du Congo 18 BEAU Urban Planning office Banque Centrale du Congo 19 BOP Botto mortice Primid Bureau d'Etude d'Aménagement Urbain 20 CASC Country Assistance Strategy, WB Stratégie d'authiveau de Service (BHNS) </td <td>3</td> <td></td> <td></td> <td></td>	3								
AFD French Development Agency AIF AIDB African Development Bank Banque Africaine de Developpement AGT Automated Guideway Transit Transports guides urbains automatiques AIP Agro-Industrial Park ANP National Agency for Promoting Industry AIP AID Aday National Agency for Promoting Industry ANAPI ANIPTMC ANIPTMC ANIPTMC ANIPTMC ANIPTMC AOTIU Urban Transport Authority APPCO Association of Public Transport Vehicles Owners Owners AFF AVEN AAVE AGT Automated Guideway Transit APVCO ASSOCIATION OF Public Transport Vehicles Owners AFF AGT Authority APVCO ASSOCIATION OF Public Transport Vehicles Owners AFF AGT Authority ATRIAN AGT AUTOMATION ASSOCIATION ATRICAL AGRICAL AG									
Affrican Development Bank AGT Automated Guideway Transit AIP AIP Agro-Industrial Park NATOPI AIP Agro-Industrial Park NATOPI ANAPI National Agency for Promoting Industry National Agency for Promoting Industry ANAPI ANAPI ANIPTMC Taxies of the Congo Urban Transport Authority AUTOPI ASSOciation of Owners of Motorcycle Taxies of the Congo Urban Transport Authority Autorité Organisatione de l'Industrie Association alors de Initiateurs et Propriétaires des Taxis-Motos du Congo Association of Public Transport Vehicles Owners Association of Public Transport Vehicles Owners Arab Bank for Economic Development in Africa BADEA Arab Bank for Economic Development in Africa Arab Bank for Economic Development in Africa BADEA Arab Bank for Economic Development in Africa Central Bank of the Congo Banque Cartiale du Congo Banque Arabe pour le Développement Economique en Afrique Afrique Development Economique en Afrique Development Economique en Afrique Development Economique en Afrique Development Economique en Afrique Arabe pour le Développement Economique en Afrique Development Economique Development Electral Commission Development Electral Commission Development Electral Commission Development Electral Commission Development Agency Documents de stratégie pays, BAD Docum									
AGT									
AIP Agro-Industrial Park National Agency for Promoting Industry Agence National des Promotions de l'Industrie									
ANAPI									
ANIPTMC									
Taxies of the Congo des Taxies-Motos du Congo Autorité Organisatrice de Transports Urbains	10	ANAPI	National Agency for Promoting Industry						
Association of Public Transport Vehicles Owners Association des Propriétaires de Véhicules Affectés au Transport en Commun Au African Union BADEA Arab Bank for Economic Development in Africa Banque Arabe pour le Développement Economique en Africau Banque Arabe pour le Développement Leconomique en Africau Banque Arabe pour le Développement Leconomique en Africau Banque Arabe pour le Développement Agency Common Market for Eastern and Southern Africa Barcau Tenda Venue de Courtrole, PDTK Common Market for Eastern and Southern Africau Tenda Pour Professor Commission, MTVC Common Market for Eastern and Southern Africau Tenda Pour Profes	11	ANIPTMC		des Taxis-Motos du Congo					
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BCR	15	BADEA	Arab Bank for Economic Development in Africa						
BEAU	16	BCC		Banque Centrale du Congo					
BOP Bottom of the Pyramid Bas de la Pyramide Bus à Haut Niveau de Service (BHNS)	17	BCR	Building Coverage Ratio	Coefficient de Couverture de Bâtiment					
BRT Bus Rapid Transit Bus à Haut Niveau de Service (BHNS)	18	BEAU	Urban planning office	Bureau d'Etude d'Aménagement Urbain					
BTC CAGR Compound annual growth rate Taux de Croissance Annuel Moyen	19		Bottom of the Pyramid						
22 CAGR Compound annual growth rate Taux de Croissance Annuel Moyen 23 CAS Country Assistance Strategy, WB Stratégie d'aide-pays, BM 24 CBD Central Business District Quartier d'affaires 25 CCS-Kin Kinshasa Southern Growth Corridor, PDTK Corridor de croissance sud de Kinshasa, PDTK 26 CEI Independent Electoral Commission Commission Électorale Indépendante 27 CEPCOR Support and Monitoring Unit of Regional Programs and Activities of Transport Corridors Cellule Infrastructures, des Activités des Corridors des Activités des Corridors des Activités des Corridors des Transports 28 CI Infrastructure Unit, MITPR Cellule Infrastructures, MITPR 29 CNPR National Road Safety Commission, MTVC Commission Nationale de Prévention Routière, MTVC 30 CNTF Shipyard and Water Transport (Republic of the Congo) Chantiers Navals et Transports Fluviaux (République du Congo) 31 COMESA National Driver's License Commission, MTVC Commission nationale de délivrance des permis de conduire, MTVC 33 CRGM Center for Geological and Mining Researches Centre de Recherches Geologique et de Mines									
23 CAS Country Assistance Strategy, WB Stratégie d'aide-pays, BM 24 CBD Central Business District Quartier d'affaires 25 CCS-Kin Kinshasa Southern Growth Corridor, PDTK Corridor de croissance sud de Kinshasa, PDTK 26 CEI Independent Electoral Commission Commission Electorale Indépendante 27 CEPCOR Support and Monitoring Unit of Regional Programs and Activities of Transport Corridors Cellule Infrastructures, MITPR 28 CI Infrastructure Unit, MITPR Cellule Infrastructures, MITPR 29 CNPR National Road Safety Commission, MTVC Commission Nationale de Prévention Routière, MTVC 30 CNTF Shipyard and Water Transport (Republic of the Congo) Commission Nationale de Prévention Routière, MTVC 31 COMESA Common Market for Eastern and Southern Africa Marché commun de l'Afrique orientale et australe 32 CONADEP National Driver's License Commission, MTVC Commission nationale de délivrance des permis de conduire, MTVC 33 CRGM Center for Geological and Mining Researches Centre de Recherches Geologique et de Mines 34 CSP Country Strategy P									
CBD Central Business District Quartier d'affaires									
25 CCS-Kin Kinshasa Southern Growth Corridor, PDTK Corridor de croissance sud de Kinshasa, PDTK 26 CEI Independent Electoral Commission Commission Électorale Indépendante 27 CEPCOR Support and Monitoring Unit of Regional Programs and Activities of Transport Corridors Cellule d'Appui et de Suivi des Projets Intégrateurs et des Activités des Corridors des Transports 28 CI Infrastructure Unit, MITPR Cellule Infrastructures, MITPR 29 CNPR National Road Safety Commission, MTVC Commission Nationale de Prévention Routière, MTVC 30 CNTF Shipyard and Water Transport (Republic of the Congo) Commission Nationale de Prévention Routière, MTVC 31 COMESA Common Market for Eastern and Southern Africa Marché commun de l'Afrique orientale et australe 32 CONADEP National Driver's License Commission, MTVC Commission nationale de délivrance des permis de conduire, MTVC 33 CRGM Center for Geological and Mining Researches Centre de Recherches Geologique et de Mines 34 CSP Country Strategy Papers, AfDB Documents de stratégie pays, BAD 35 CTB Belgian Technical Cooperation, Development Agency Belgian Developmen									
CEI									
CEPCOR Support and Monitoring Unit of Regional Programs and Activities of Transport Corridors									
CEPCOR Programs and Activities of Transport Corridors	26	CEI							
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CNTF Shipyard and Water Transport (Republic of the Congo) Comgo) Common Market for Eastern and Southern Africa Marché commun de l'Afrique orientale et australe									
COMESA Common Market for Eastern and Southern Africa Marché commun de l'Afrique orientale et australe	29	CNPR							
COMESA Common Market for Eastern and Southern Africa Marché commun de l'Afrique orientale et australe	30	CNTF							
32CONADEPNational Driver's License Commission, MTVCCommission nationale de délivrance des permis de conduire, MTVC33CRGMCenter for Geological and Mining ResearchesCentre de Recherches Geologique et de Mines34CSPCountry Strategy Papers, AfDBDocuments de stratégie pays, BAD35CTBBelgian Technical Cooperation, Belgian Development AgencyCoopération Technique Belge, Agence Belge de Développement36DEMUDiesel-Electric Multiple UnitUnité multiple diesel-électriqu37DEPDirection of Study and PlanningDirection d'Etudes et Planification38DF/RDraft Final ReportProjet de Rapport Final39DMUDiesel Multiple UnitUnité multiple diesel40DPCDirectorate of Roads and Bridges, MITPRDirection des Ponts et Chaussées, MITPR41DRCDemocratic Republic of the CongoRépublique Démocratique du Congo42DSCRPGrowth and Poverty Reduction Strategy PaperDocument de la Stratégie de Croissance et de Réduction de la pauvreté43DSRPPoverty Reduction Strategy PaperDocuments de Stratégie pour la Réduction de la Pauvreté44DTDirector of Transport, Kinshasa CityDirecteur des transports, Ville de Kinshasa	31	COMESA	Common Market for Eastern and Southern						
33CRGMCenter for Geological and Mining ResearchesCentre de Recherches Geologique et de Mines34CSPCountry Strategy Papers, AfDBDocuments de stratégie pays, BAD35CTBBelgian Technical Cooperation, Development AgencyCoopération Technique Belge, Agence Belge de Développement36DEMUDiesel-Electric Multiple UnitUnité multiple diesel-électriqu37DEPDirection of Study and PlanningDirection d'Etudes et Planification38DF/RDraft Final ReportProjet de Rapport Final39DMUDiesel Multiple UnitUnité multiple diesel40DPCDirectorate of Roads and Bridges, MITPRDirection des Ponts et Chaussées, MITPR41DRCDemocratic Republic of the CongoRépublique Démocratique du Congo42DSCRPGrowth and Poverty Reduction Strategy PaperDocument de la Stratégie de Croissance et de Réduction de la pauvreté43DSRPPoverty Reduction Strategy PaperDocuments de Stratégie pour la Réduction de la Pauvreté44DTDirector of Transport, Kinshasa CityDirecteur des transports, Ville de Kinshasa	32	CONADEP							
CSP Country Strategy Papers, AfDB Documents de stratégie pays, BAD	22	CDCM	Center for Geological and Mining Descents -						
Belgian Technical Cooperation, Belgian Development Agency Dévelopment									
Development Agency Développement	34								
37DEPDirection of Study and PlanningDirection d'Etudes et Planification38DF/RDraft Final ReportProjet de Rapport Final39DMUDiesel Multiple UnitUnité multiple diesel40DPCDirectorate of Roads and Bridges, MITPRDirection des Ponts et Chaussées, MITPR41DRCDemocratic Republic of the CongoRépublique Démocratique du Congo42DSCRPGrowth and Poverty Reduction Strategy PaperDocument de la Stratégie de Croissance et de Réduction de la pauvreté43DSRPPoverty Reduction Strategy PaperDocuments de Stratégie pour la Réduction de la Pauvreté44DTDirector of Transport, Kinshasa CityDirecteur des transports, Ville de Kinshasa			Development Agency	Développement					
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41 DRC Democratic Republic of the Congo République Démocratique du Congo 42 DSCRP Growth and Poverty Reduction Strategy Paper Document de la Stratégie de Croissance et de Réduction de la pauvreté 43 DSRP Poverty Reduction Strategy Paper Documents de Stratégie pour la Réduction de la Pauvreté 44 DT Director of Transport, Kinshasa City Directeur des transports, Ville de Kinshasa									
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42 DSCRP Growth and Poverty Reduction Strategy Paper Réduction de la pauvreté 43 DSRP Poverty Reduction Strategy Paper Documents de Stratégie pour la Réduction de la Pauvreté 44 DT Director of Transport, Kinshasa City Directeur des transports, Ville de Kinshasa	41	DRC	Democratic Republic of the Congo						
43 DSRP Poverty Reduction Strategy Paper Pauvreté 44 DT Director of Transport, Kinshasa City Directeur des transports, Ville de Kinshasa	42	DSCRP	Growth and Poverty Reduction Strategy Paper	Réduction de la pauvreté					
	43	DSRP	Poverty Reduction Strategy Paper						
45 DVDA Directorate of Agricultural Roads Direction des Voies de Desserte Agricole	44								
	45	DVDA	Directorate of Agricultural Roads	Direction des Voies de Desserte Agricole					

No.	Abb.	English	French		
46	ECCAS	Economic Community of Central African States	Communauté Économique des États de l'Afrique Centrale		
47	EDF	European Development Fund	Fonds Européen de Développement		
48	EIA	Environmental Impact Assessment	Étude d'Impacts Environnementaux		
49	EIRR	Economic Internal Rate of Return	Taux de Rentabilité Interne		
50	EMU	Electric Multiple Unit	Unité multiple électrique		
51	EU	European Union	Union Européenne		
52	F/R	Final Report	Rapport Final		
53	F/S	Feasibility Study	Étude de Faisabilité		
54	FAR	Floor Area Ratio	Coefficient d'occupation des sols		
55	FEC	Federation of Congolese Enterprises	Fédération des Entreprises du Congo		
56	FHWA	Federal Highway Administration, US	Administration fédérale des routes, États-Unis		
57	FONER	National Road Maintenance Fund	Fonds National d'Entretien Routier		
58	GDP	Gross Domestic Product	Produit Intérieur Brut		
59	GECT	General of Studies and Technical Advice	Générale d'Etudes et Conseils Techniques		
60	GET	Transport Study Group, MTVC	Groupe d'Etudes des Transports, MTVC		
61	GIS	Geographic Information System	Système d'Information Géographique		
62	GPS	Global Positioning System	Système Mondial de Positionnement		
63	GRDP	Gross Regional Domestic Product	Produit Intérieur Brut Régional		
64	HGT	Heavy Goods Truck	Camion de marchandises lourdes		
65	IC/R	Inception Report	Rapport Initial (R/Ini)		
66	ICC	Smart Card (Integrated Circuit Card)	Carte à puce (Carte à circuit intégré)		
67	ICCN	Congolese Institute for Nature Conservation	Institut Congolais pour la Conservation de la Nature		
68	ICT	Information and Communication Technology	Technologies de l'information et de la communication		
69	IDP	Internally Displaced People	Population Déplacés Internes		
70	IEE	Initial Environmental Examination	Examen Environnemental Initial		
71	IGC	Geographical Institute of Congo	Institut Géographique du Congo		
72	IMF	International Monetary Fund	Fonds Monétaire International		
73	INS	National Statistical Institute	Institut National des Statistiques		
74	IT/R	Interim Report	Rapport intérimaire		
75 76	JCC	Intelligent Transport Systems	Système de transport intelligent		
	JICA	Joint Coordinating Committee	Comité Conjoint de Coordination		
77 78	LDC	Japan International Cooperation Agency Least Developed Countries	Agence de Coopération Internationale du Japon Pays les Moins Avancés		
79	LGT	Light Goods Truck	Camion de marchandises légères		
80	LRT	Light Goods Truck Light Rail Transit	Transport Léger sur Rail		
80	LKI	Meeting, Incentive, Convention and	Réunions, Congrès, Conventions et Voyages de		
81	MICE	Event/Exhibition	Gratification		
82	MICS	Multiple Indicator Cluster Surveys, UNICEF	Enquête Par Grappes à Indicateurs Multiples, UNICEF		
83	MITPR	Ministry of Infrastructure, Public Works and Reconstruction	Ministère des Infrastructures, Travaux Publics et Reconstruction		
84	MTVC	Ministry of Transport and Communications	Ministère de Transport et Vies de Communications		
85	NCPI	National Commitments and Policies Instrument	Instrument des engagements et politiques nationaux		
86	NEPAD	New Partnership for Africa's Development	Nouveau Partenariat pour le Développement de l'Afrique		
87	NGO	Non-Governmental Organization	Organisation non gouvernementale		
88	NMT	Non-Motirized Transport	Transport non motorisé		
89	NPO	Non-Profit Organization	Organisme sans but lucratif		
90	NPV	Net Present Value	Valeur Actuelle Nette		
91	NR	National Road	Route Nationale		
92	OC	Operation Centre	Centre d'Opérations		
93	OD	Origin and Destination	Origine et Destination		
94	OJT	On-the-Job Training	Se Former sur le Tas		
95	ONEM	National Employment Office	Office National de l'Emploi		
96	OPJ	Officer of Judicial Police	Officier de Police Judiciaire		
97	OR	Road Agency, MITPR	Office des Routes, MITPR		
98	OVD	Office of Roads and Drainage, MITPR	Office des Voiries et Drainages, MITPR		
99	PAG	Governance Support Programme	Programme d'Appui à la Gouvernance		

No.	Abb.	English	French		
100	PANAV	Assistance Program for Navigable Waterways and Lake	Programme d'Appui à la Navigabilité des Voies Fluviales et Lacustres		
101	PCR	Road Traffic Police, Congolese National Police	Police de Circulation Routièr, Police nationale congolaise		
102	PCU	Passenger Car Unit	Unité de Voiture Particulière		
103	PDCA	Plan, Do, Check, Action	Cycle PDCA (roue de Deming), (planifier, faire, vérifier, action)		
104	PDNIT	Integrated National Transport Master Plan	Plan Directeur National Integre des Tranports		
105	PDTK	Project for Urban Transport Master Plan in Kinshasa City, JICA	Projet d'élaboration du Plan directeur des transports urbains de la ville de Kinshasa, JICA		
106	PDU	Urban Development Plan	Plan Directeur d'Urbanisme		
107	PG/R	Progress Report	Rapport d' Avancement		
108	PLA	Land Development Plan	Plan Local d'Aménagement		
109	PNR	Congolese National Police	Police Nationale Congolaise		
110	PNSD	National Strategic Development Plan	Plan National Stratégique de Développement		
111	PPA	Particular Development Plan	Le Plan Particulier d'Aménagement		
112	PPP	Public-Private Partnership	Partenariat Public-Privé		
113	PRCMR	Project for Capacity Development on Road Maintenance, JICA	Projet de Renforcement de Capacité de Maintenance Routier, JICA		
114	RATPK	Drainage and Public Works, Kinshasa Provincial	Régie D'Assainissement et des Travaux Publics,		
		Government	Province de Kinshasa		
115	RND	Road Network Density	Densité du Réseau Routier		
116	ROW	Right of Way	Droit de passage		
117	RRR	Program for the Reunification of the Democratic	Programme de Réunification de la République		
110	DCA	Republic of Congo by Road	Démocratique du Congo par voies Routières		
118	RSA	Road Safety Audit	Audit de sécurité routière		
119	RVF	Inland Waterway Authority, MTVC	Régie des Voies Fluviales, MTVC		
120	SADC	Southern African Development Community	Communauté de Développement d'Afrique Australe		
121	SCF	Standard Conversion Factor	Facteur de Conversion Standard		
122	SCTP	Commercial Society of Transport and Ports, MTVC	Société Commerciale des Transports et des Ports, MTVC		
123	SEA	Strategic Environmental Assessment	Évaluation Environnementale Stratégique		
124	SEZ	Special Economic Zone	Zone Économique Spéciale		
125	SME	Small and Medium-sized Enterprises	Petite et Moyenne Entreprise		
126	SNEL	National Electricity Society	Société Nationale d'Electricité		
127	SOSAK	Strategic Orientation Scheme for the Kinshasa Metropolitan Area	Schéma d'Orientation Stratégique de l'Agglomération de Kinshasa		
128	SSATP	Sub-Sahara Africa Transport Policy Program, WB	Programme de Politiques de Transport en Afrique Subsaharienne, BM		
129	TAH	Trans-African Highway	Routes Transafricaines		
130	TAZ	Traffic Analysis Zone	Zone d'Analyse du Trafic		
131	TCPK	Container Terminal of Kinshasa Port	Terminal à Conteneurs du Port de Kinshasa		
132	TDM	Transport Demand Management	Gestion de la Demande de Transport		
133	TEU	Twenty-foot Equivalent Unit	Équivalent Vingt Pieds		
134	TOD	Transit Oriented Development	Aménagement axé sur les Transports en Commun		
135	TRANSCO	Transport in Congo, MTVC	Transport au Congo, MTVC		
136	TVET	Technical and Vocational Education Training	Enseignement Technique et la Formation Professionnelle		
137	TWG	Technical Working Group	Groupe de Travail Technique		
138	UN	United Nation	Organisation des Nations Unies		
139	UNAIDS	Joint United Nations Programme on HIV and AIDS	Programme Commun des Nations Unies sur le VIH/sida		
140	UNDP	United Nations Development Programme	Programme des Nations unies pour le développement		
141	UNECA	United Nations Economic Commission for Africa	Commission Économique pour l'Afrique		
142	UNEP	United Nations Environment Programme	Programme des Nations Unies pour l'Environnement		
143	UNHCR	United Nations High Commissioner for Refugees	Haut commissariat des nations unies pour les réfugiés		

No.	Abb.	English	French	
144	UNICEF	United Nations Children's Fund	Fonds des nations unies pour l'enfance	
145	VMS	Variable-message Sign	Panneau à messages variables	
146	WB	World Bank	Banque mondiale	
147	WHO	World Health Organization	Organisation mondiale de la santé	
148	WWF	World Wide Fund for Nature	Fonds mondial pour la nature	



APP 1.1 Railway Projects

Project Code:	Project Name:				Transport Sub Sector	
					☐ Railway and New Transit	
RL-M1	Modernisation of	South Line (Kasangulu Line)			☐ Bus Transport	
Urban Transpo	rt Policy:	☑ Syn	chronizing	Transit and Urban Dev.	□ Road	
✓ Managing Su		-	_	d Operation Scheme	☐ Traffic Management	
☑ Network Dev				sed Public Transport	☐ Traffic Safety	
☑ Accessibility	-			ic Flow and Safety	☐ Environment	
-	, Authorities and Fun			onmental Impacts	☐ Urban Planning	
Project Locatio			<u> </u>	Project Priority	☐ Institution/Funding	
Kinshasa - Kinw				☐ Urgent	Implementation Period	
				☑ Short-term	Total 3 years	
				☐ Medium-term	,	
1. Objectives of	Proiect		2. Exp	ected Benefits		
	he capacity for railw	ay passenger transp			port capacity to meet future	
with short int	erval frequency of tra	in service.	pass	enger demand.		
	safety and level o				ice for railway passengers.	
	ch as speed and comf	ort.		ngs in travel time.		
3. Project Descri	-	3		kages with Other Projection E1 DRT Line E2 and		
	of track [Short-Term f signalling system			ine E1, BRT Line E2 and	BRT Line WI	
	stems) [Short-Term]	(Illicitocking und at	111			
	of new train sets (DN	IU) [Short-Term]				
5. Important As	ssumptions (Condition	s for the Project)		6. Implementing Agency		
				Societe Commerciale des Transport et des Ports (SCTP)		
7. Financing Sc			_	8. Expected Operator (if any)		
☑ Public Sector			Societe	Societe Commerciale des Transport et des Ports (SCTP)		
✓ International✓ Public Private						
☐ Private Secto						
9. Project Cost	(in 2017 Constant P	rice)	10. Sp	ecial Considerations		
	nt Cost:USD 150.5			Since a series of problems are caused by poor track condition for		
Recurrent O & N	M: USD <u>5</u> /	<u>'car-km</u>		the section from Matete to Kinwenza, urgent improvement of the track is required.		
11. Environmer	ıtal İmnact			cation Map		
1) Pollution	itai impact	[Legend]: A: Significant Impact	12. 20	cation Map		
- Air quality: B±		B: Moderate Impact	1	Central State		
- Water quality:	B-	C: Unknown at this time		A ⁰		
- Waste: B± - Other Pollution	. Immost, D	D: No Impact		Ramanbo Station For	a Station	
2) Natural Envir		•	70		Uzen Station	
- Ecosystem: B-		- : Negative impact +: Positive impact				
	flood, inundation: B	±: Mixed impact		26km	Mariete Standa Masian S (SIFORCO) Airport Station	
- Geology: B-	onamia Enviranman		_ _ / _			
	conomic Environment esettlement and/or Lo			1 / / / June	Baffart Station	
- Poverty: B±		ss of frequences. B			Lemba Lustra Station	
- Local economy such as employment and livelihood: B±				Komwee zu Stooffe		
- Land use, Local & Communal resource use rights: B-					CASOLITO SE SOLO CO	
- Traffic/public facilities, infra, social services: B± - Social institutions: B±				Mant-Aprilan	Legend 1. Railway Type — Operating line	
- Physical splits of communities: B-					Not in us 4 also passenger conside ■ Station	
- Historical and cultural resources: B-			<u> </u>		2.Structuring Axes Primary Road	
- Landscape: B- - Gender: B+					Secondary Road River — Study Area	
	olic health condition of	etc.: B±			Level curve	
- Accidents, crin	ne: B±		D	an onto	Provincial Soundary	
- Climate change	e, transboundary imp	acts: B				

Project Code:	Project Name:					Transport Sub Sector
RL-M2	-	☑ Railway and New Transit				
KL-WIZ	Modernisation of Airport Line				☐ Bus Transport	
Urban Transpo	rt Policy:	[☑ Synchro	onizing Transit and Urban Dev.		□ Road
☑ Managing Su	rging Demand	[☐ Mainte	nance and	Operation Scheme	☐ Traffic Management
☑ Network Dev					ed Public Transport	☐ Traffic Safety
☑ Accessibility	•				Flow and Safety	☐ Environment
1	, Authorities and Fun		_	_	nmental Impacts	☐ Urban Planning
Project Locatio				8	Project Priority	☐ Institution/Funding
Limete - Airport					☐ Urgent	Implementation Period
					☑ Short-term	Total 3 years
					☐ Medium-term	read 5 years
1. Objectives of	Project			2 Evne	cted Benefits	
~	he capacity for railw	vav nassenger i	transport	_		port capacity to meet future
	erval frequency of tra		uunsport		nger demand.	port capacity to meet fature
	safety and level of		railway	· Împro	evement of level of serv	ice for railway passengers.
, ,	h as speed and comf	ort.		· Savin	gs in travel time.	
3. Project Desci	_				iges with Other Projec	ts/Sectors
	of track [Short-Term		1	BRT Lin	ne E1 and BRT Line E2	
	f signalling system stems) [Short-Term]	(interlocking a	and train			
	of new train sets (DN	MU) [Short-Ter	m]			
	ssumptions (Condition			6. Implementing Agency		
				Societe Commerciale des Transport et des Ports (SCTP)		
7. Financing Sc	heme			8. Expected Operator (if any)		
☑ Public Sector	of DRC			Societe Commerciale des Transport et des Ports (SCTP)		
☑ International						
☐ Public Private ☐ Private Sector						
	(in 2017 Constant F	Price)		10. Spec	eial Considerations	
	nt Cost:USD <u>96.0 l</u>			•		
Recurrent O & N	M: USD 5	/car-km				
11 E	. 4 . 1 T 4			10 T		
11. Environmen 1) Pollution	itai impact	[Legend]:	•	12. Loca	ntion Map	
- Air quality: B±		A: Significant B: Moderate In		2000-00-00-00-00-00-00-00-00-00-00-00-00	properties and the second seco	
- Water quality :		C: Unknown at			Central Statio	1
- Waste: B±	_	time D: No Impact			Kurambo Station	s Station
Other Pollution2) Natural Envir		B. Ivo Impact			Canal Town	475
- Ecosystem: B-	omment	-: Negative im				18 km
- Water regime,	flood, inundation: B	+: Positive imp				Marete Standa Marina S (SI - A) Aup cer Station
- Geology: B-		1			Species / June / Species	
	onomic Environmen		s· B-			Rifler Station
- Involuntary Resettlement and/or Loss of Properties: B- - Poverty: B±			5. B			Lemba Imbu Station
- Local economy such as employment and livelihood: B±				Kimswenza Station		
- Land use, Local & Communal resource use rights: B-			: B-			CONTROL C
- Traffic/public facilities, infra, social services: B± - Social institutions: B±				ther Aprila	Legend 1. Railway Type	
- Physical splits of communities: B-					Operating line Not in use 8/o passenger tension Station	
- Historical and cultural resources: B-			L		2.Structuring Axes Pemary Road	
- Landscape: B- - Gender: B+						Secondary Road Röver Study Area
	olic health condition	etc.: B±			Station	Level curve Commune Boundary
- Accidents, crim	ne: B±			Kamagala		Provincial Boundary
- Climate change, transboundary impacts: B				-		

APP 1.2 BRT Projects

Donain of Code	Danis and Mannes	Transport Sub Sector				
Project Code:	Project Name:	D D: J T: 4 (I	☐ Railway and New Transit			
BRT E-1	Development of	Bus Rapid Transit (E	☑ Bus Transport			
Urban Transport	Policy:	☐ Sync	ronizing T	ansit and Urban Dev.		
☐ Managing Surg		-	_	Operation Scheme	☐ Traffic Management	
				ed Public Transport	☐ Traffic Safety	
☐ Accessibility fo	-			Flow and Safety	☐ Environment	
☐ Coordination, A				nmental Impacts	☐ Urban Planning	
Project Location	dunornes and run	iding \square Redu	cing Enviro	Project Priority		
Kinshasa City					☐ Institution/Funding Implementation Period	
Temonasa City				☐ Urgent ☑ Short-term	1 ^	
					Total 5 years	
1. Objectives of P	luni nat		2 Erms	☐ Medium-term cted Benefits		
		ransport by improvin	_	iate traffic congestion		
		chicle and dedicated of		ove safety for bus use		
prioritized busw						
3. Project Descrip				ages with Other Proj	ects/Sectors	
Feasible study of				NSCO		
	BRI system (busy cketing system, con	ways, stations, bus flee			owners of "Esprit de Vie") dividual drivers such as "taxi-bus"	
	rator, authority/ma			ketch")	dividual drivers such as taxi-ous	
· Demarcation a		tween other transpor		,		
modes.			(7)			
5. Important Assu	umptions (Condition	is for the Project)	_	ementing Agency	1 P : :1C	
· N/A				Director of Transport, Kinshasa Provincial Government Ministère de Transport et Vies de Communications (MTVC)		
7. Financing Sche	eme			8. Expected Operator (if any)		
☑ Public Sector of			_	SCO, Private operator	•	
☑ International December 1				•		
☐ Public Private F☐ Private Sector I	•					
9. Project Cost (in		Price)	10 Spec	cial Considerations		
	ost: USD <u>87.60 M</u>		_		some overlapped section with Line	
· O&M Cost:	USD 0.8 /b			nerefore the cost is als		
44.77.4			10.7			
11. Environmenta	al Impact	[Legend]:	12. Loc	ation Map	NDT (1 1	
1) Pollution - Air quality: B+		A: Significant Impact B: Moderate Impact		Full-E	BRT (dedicated lane): 21.9 km	
- Water quality: D		C: Unknown at this				
- Waste: D		time			Legend	
- Other Pollution I		D: No Impact		O Tomb	Railway BRT Line E1	
2) Natural Enviror - Ecosystem: D	ment	- : Negative impact	and the	/ Lingwala	BRT Line E1 BRT Line S1	
- Water regime, flo	ood, inundation: D	+: Positive impact ±: Mixed impact		bahdalungwa	BRT Line S1 (Semi BRT) BRT Line S2	
- Geology: D		1	nta	Masa-Vulb	BRT Line S2 (Semi BRT) BRT Line S3 BRT Line S3 BRT Line S3 (Semi BRT)	
3) Social and Ecor			10	Ngiri-ngiri Kalamu	BRI Line WI	
- Involuntary Rese - Poverty: D	ettlement and/or Lo	ss of Properties: D	galiema	Bumbu	Ferry Transport Hubs	
- Local economy such as employment and livelihood: D			1	Makala Ngaba	Masina	
- Land use, Local	- Land use, Local & Communal resource use rights: D			WINA	Merticle	
- Traffic/public facilities, infra, social services: B+				embao	REAL VINE TO THE REAL PROPERTY OF THE PARTY	
- Social institutions: D - Physical splits of communities: D				7/19	sanso	
- Historical and cu						
- Landscape: D			-	Mont-ngaful	Kimbinseke	
- Gender: D	a haalth aanditia	ato · D				
 Sanitation, public Accidents, crime 		ы D				
- Climate change,		acts: B+				
I	• •		1			

	Ť ,					
Project Code:	Project Name:				Transport Sub Sector	
BRT E-2	-	Bus Rapid Transit (BI	RT) Line E	22	☐ Railway and New Transit	
		1			☑ Bus Transport	
Urban Transport	t Policy: □ Synchronizing Transit and Urban Dev.			□ Road		
☐ Managing Surg	ging Demand	☐ Mainte	enance and	Operation Scheme	☐ Traffic Management	
☐ Network Devel	opment	☑ Custor	ner-Focuse	ed Public Transport	☐ Traffic Safety	
☐ Accessibility fo	or All	☐ Manag	ging Traffic	Flow and Safety	☐ Environment	
☐ Coordination, A	Authorities and Fun	ding	ing Enviro	nmental Impacts	☐ Urban Planning	
Project Location				Project Priority	☐ Institution/Funding	
Kinshasa City				☐ Urgent	Implementation Period	
			☑ Short-term	Total 5 years		
				☐ Medium-term		
1. Objectives of P	Project		2. Expe	cted Benefits		
· To enhance ro	ad-based public to	ransport by improving	· Allev	iate traffic congestion.		
efficiency with	larger capacity ve	chicle and dedicated or	· Impro	ove safety for bus users	and drivers.	
prioritized busy			4.11.1	24 Od - P - 1	4.16.4	
3. Project Descrip	•			i <mark>ges with Other Proje</mark> NSCO	cts/Sectors	
Feasible study of Construction of		ways, stations, bus fleet			wners of "Esprit de Vie")	
procurement, ti	cketing system, cor	ntrol system).	· ACC	O (Association of indi	vidual drivers such as "taxi-bus"	
	erator, authority/ma		and "	ketch")		
 Demarcation a modes. 	ind regulation be	tween other transport				
	umptions (Condition	ns for the Project)	6. Imple	ementing Agency		
· N/A	• •	• ,	_		asa Provincial Government	
					es de Communications (MTVC)	
-	7. Financing Scheme		_	cted Operator (if any)	1	
☑ Public Sector o☑ International D	☑ Public Sector of DRC		· TANS	SCO, Private operators		
☐ Public Private I						
☐ Private Sector I						
*	n 2017 Constant F	•	10. Special Considerations			
	ost: USD 107.60		· Line E1 has some overlapped section with Line E2, therefore			
· O&M Cost:	USD <u>0.8 /b</u>	<u>us-km</u>	the cost is also overlapped.			
11. Environmenta	al Impact	[T again 4].	12. Loc	ation Map		
1) Pollution	•	[Legend]: A: Significant Impact		•	RT (dedicated lane): 26.9 km	
- Air quality: B+		B: Moderate Impact				
- Water quality: D - Waste: D		C: Unknown at this time				
- Waste: D - Other Pollution I	Impact: D	D: No Impact		A COMPANY OF THE PARK OF THE P	Legend Railway	
2) Natural Environ		- : Negative impact	A STATE OF THE STA	ingwala Enwarh	BRT Line E2 BRT Line E2	
- Ecosystem: D		+: Positive impact		Eandalungwa Kir has	BRT Line S1 BRT Line S1 (Semi BRT)	
- Water regime, flo	ood, inundation: D	±: Mixed impact	A nta	mb Assa-vub-	BRT Line \$2 BRT Line \$2 (Semi BRT) BRT Line \$3	
	nomic Environmen	t		Ngiri-ngiri Kalamu	BRT Line S3 (Semi BRT) BRT Line W1	
- Involuntary Rese		ss of Properties: D	1		Feeder Service	
- Poverty: D	1 1	. 11' 1'1 1.5	aliema	Makala Ngaba	◎ Transport Hubs	
- Local economy such as employment and livelihood: D - Land use, Local & Communal resource use rights: D				Martele		
	- Land use, Local & Communal resource use rights: D - Traffic/public facilities, infra, social services: B+			The same		
- Social institution			Sel Sel	embao	háo Widin	
- Physical splits of				ff of about	W 4+1	
- Historical and cu - Landscape: D	ıltural resources: D		Sol	Mont-ngaful	Kimbanseke	
- Gender: D						
	c health condition	etc.: D				
- Accidents, crime	e: B+ transboundary imp	note: B±				
- Cimiate change,	uansooundary imp	acis. D ⁺				

ojeci jor	Orban	Transport Master	r ian in Kins	masa Ci	iy / FDIF	7
		Final Re	eport: Appen	dix 1 of	Volume	1

Project Code:	Project Name:			Transport Sub Sector			
BRT S-1		Bus Rapid Transit	· (RR	T) Line S	1	☐ Railway and New Transit	
DKI S I	Development of	Bus Kapia Transit	bus Implu II ansit (BICI) Eme 51			☑ Bus Transport	
Urban Transport	Policy:	□ Sy	☐ Synchronizing Transit and Urban Dev.			7. □ Road	
☐ Managing Surg	ing Demand	\square M	☐ Maintenance and Operation Scheme			☐ Traffic Management	
☐ Network Devel	opment	☑ Cı	ıston	er-Focuse	d Public Transport	t ☐ Traffic Safety	
☐ Accessibility fo	or All	□ M	anagi	ing Traffic	Flow and Safety	☐ Environment	
☐ Coordination, A	Authorities and Fur	nding	educi	ng Enviro	nmental Impacts	☐ Urban Planning	
Project Location		-			Project Priority	☐ Institution/Funding	
Kinshasa City					☐ Urgent	Implementation Period	
					☑ Short-term	Total 5 years	
					☐ Medium-term		
1. Objectives of P	roject			2. Expe	cted Benefits		
		ransport by improv	ving	_	iate traffic congestio	n.	
efficiency with	larger capacity ve	ehicle and dedicated	d or	· Impro	ve safety for bus use	ers and drivers.	
prioritized busy 3. Project Descrip				4 Links	ges with Other Pro	inats/Soutors	
• Feasible study of				· TRAN		jects/Sectors	
		ways, stations, bus f	fleet			owners of "Esprit de Vie")	
	cketing system, co					ndividual drivers such as "taxi-bus"	
	erator, authority/ma	anagement team. etween other trans	nort	and "	ketch")		
modes.	ind regulation be	tween other trans	port				
5. Important Assi	umptions (Condition	ns for the Project)		6. Imple	menting Agency		
· N/A	· N/A					shasa Provincial Government	
7 E' C.1				tère de Transport et cted Operator (if ar	Vies de Communications (MTVC)		
_	7. Financing Scheme ☑ Public Sector of DRC			_	SCO, Private operato		
☑ International D				171110	co, i iivaic opeiaic	113	
☐ Public Private I							
☐ Private Sector I 9. Project Cost (in		Dwino)		10 Spec	ial Cansidarations		
· Construction Co		JSD <u>56.40 Million</u>		10. Special ConsiderationsLine E1 has some overlapped section with Line S1, therefore			
· O&M Cost:		JSD <u>0.8 /bus-km</u>		the cost is also overlapped.			
11. Environmenta	al Impact	[Legend]:		12. Loca	ntion Map		
1) Pollution - Air quality: B+		A: Significant Impa B: Moderate Impact	ct			BRT (dedicated lane): 4.0 km	
- Water quality: D		C: Unknown at this				-BRT (priority lane): 10.1 km : 14.1 km	
- Waste: D		time D: No Impact		-	Total	. 14.1 KIII	
- Other Pollution I 2) Natural Enviror		D. No Impact		de	A Company	BRT Line S1 BRT Line E1	
- Ecosystem: D	micht	-: Negative impact		no di	ingwala Kir ihaa	BRT Line E2 BRT Line S1	
- Water regime, flo	ood, inundation: D	+: Positive impact ±: Mixed impact			Sandalungwa O	BRT Line S1 (Semi BRT) BRT Line S2	
- Geology: D 3) Social and Econ	aomia Environman	<u> </u>		nta	ub wasavub	BRT Line S2 (Semi BRT) BRT Line S3 BRT Line S3 (Semi BRT)	
		oss of Properties: D		Jan Jan	Ngiri-ngiri- Kalamu	BRT Line 35 (Semi BRT) BRT Line 45 (Semi BRT)	
- Poverty: D		•		aliema	- Bumbu	■ Ferry ⑤ Transport Hubs	
- Local economy such as employment and livelihood: D - Land use, Local & Communal resource use rights: D			7	Ngaba Ngaba	Masina		
- Traffic/public fac					X XX		
- Social institution		501 (1005) 2		3		K A TOWN	
- Physical splits of					emi BRT Line S1	100 M	
- Historical and cu - Landscape: D	iiturai resources: D)		7	TAI	A TIPO	
- Gender: D					Mont-ngatut	Kimbunseke	
- Sanitation, public		etc.: D					
Accidents, crimeClimate change,		pacts: R+					
- Chinate change,	uansooundary IIII	Jacis. D					

	T				T	
Project Code:	Project Name:				Transport Sub Sector	
BRT S-2	Development of	Bus Rapid Transit (BR	T) Line S	2	☐ Railway and New Transit	
	_				☑ Bus Transport	
Urban Transport		•	_	ansit and Urban Dev.	□ Road	
☐ Managing Surg	, .			Operation Scheme	☐ Traffic Management	
☐ Network Devel	lopment	☑ Custon	ner-Focuse	ed Public Transport	☐ Traffic Safety	
☐ Accessibility for	or All	☐ Manag	ing Traffic	Flow and Safety	☐ Environment	
☐ Coordination, A	Authorities and Fun	nding	ng Enviro	nmental Impacts	☐ Urban Planning	
Project Location				Project Priority	☐ Institution/Funding	
Kinshasa City				☐ Urgent	Implementation Period	
				☑ Short-term	Total 5 years	
				☐ Medium-term		
1. Objectives of I			2. Expe	cted Benefits		
		ransport by improving		iate traffic congestion.		
efficiency with prioritized busy		ehicle and dedicated or	· Impro	ove safety for bus users	and drivers.	
3. Project Descrip			4. Links	ages with Other Projec	ets/Sectors	
· Feasible study				NSCO		
· Construction of	f BRT system (busy	ways, stations, bus fleet			vners of "Esprit de Vie")	
	cketing system, con				vidual drivers such as "taxi-bus"	
	erator, authority/ma	tween other transport	and	ketch")		
modes.	and regulation of	twoon culor transpert				
_	umptions (Condition	ns for the Project)	_	ementing Agency		
· N/A					asa Provincial Government	
7. Financing Sch	eme			cted Operator (if any)	es de Communications (MTVC)	
✓ Public Sector of DRC		_	SCO, Private operators			
☑ International D				,		
☐ Public Private						
☐ Private Sector	n 2017 Constant F	Price)	10 Spor	cial Considerations		
· Construction C		JSD 49.20 Million	· Line W1 has some overlapped section with Line S2, therefore			
· O&M Cost:		JSD <u>0.8 /bus-km</u>	the cost is also overlapped.			
11. Environment	al Impact	[Legend]:	12. Loca	ation Map	TT / 1 1' / 11 \ A A 1	
1) Pollution - Air quality: B+		A: Significant Impact B: Moderate Impact			T (dedicated lane): 4.4 km	
- Water quality: D		C: Unknown at this		Total: 12	RT (priority lane): 7.9 km	
- Waste: D		time D: No Impact		Total. 12	Legend	
- Other Pollution I 2) Natural Environ		D. No Impact	d	A Committee of the Comm	BRT Line S2 Railway BRT Line E1	
- Ecosystem: D	innent	-: Negative impact	neli	Ingwala De Co	BRT Line E2 BRT Line S1	
- Water regime, flo	ood, inundation: D	+: Positive impact ±: Mixed impact	0	Candalungwa	BRT Line S1 (Semi BRT) BRT Line S2	
- Geology: D	· F ·		nta nta	na vasa-vutv	BRT Line S2 (Semi BRT) BRT Line S3	
	nomic Environmen ettlement and/or Lo	oss of Properties: D	- dis	Ngiri-ngiri Kalamu	BRT Line S3 (Semi BRT) BRT Line W1 Feeder Service	
- Poverty: D	ottlement una of De	os of Properties. B	galiema	Bumbu (©	= Ferry ⊕ Transport Hubs	
		nt and livelihood: D	1	Makala Ngaba	Masina	
	& Communal resocialities, infra, socia		Sei	mi BRT ine S2		
- Social institution		i services. D	Sel	embao Le ba	23/20/170	
- Physical splits of	f communities: D)	1/1		
	ıltural resources: D		1	TATA	M. TIM	
- Landscape: D- Gender: D			A	Mont-ngaful	Kimbanseke	
- Sanitation, publi	c health condition	etc.: D				
- Accidents, crime		4 D				
- Climate change,	transboundary imp	oacts: B+				

Donain of Code	Danis and Mannes						Transport Sub Sector
Project Code: BRT S-3	Project Name: Development of Bus Rapid Transit (BRT) Line S3						☐ Railway and New Transit
DK1 5-3	Development of bus Rapid Transit (BRT) Line 55					☑ Bus Transport	
Urban Transport	nsport Policy: ☐ Synchronizing Transit and Urban Dev.			□ Road			
☐ Managing Surg	ing Demand	-		_	Operation Sch		☐ Traffic Management
☐ Network Devel					d Public Tra		☐ Traffic Safety
☐ Accessibility fo	-				Flow and Safe	-	☐ Environment
☐ Coordination, A			-	-	nmental Impac	-	☐ Urban Planning
Project Location				<u> </u>	Project Prior		☐ Institution/Funding
Kinshasa City					☐ Urgent	• •	Implementation Period
·					☑ Short-term	1	Total 5 years
					☐ Medium-te		1000000
1. Objectives of P	roject			2. Exped	ted Benefits		
· To enhance roa	ad-based public to	ransport by improvi			ate traffic con		
efficiency with prioritized busw		chicle and dedicated	or	· Impro	ve safety for b	ous users a	and drivers.
3. Project Descrip				4. Linka	ges with Othe	er Projec	ts/Sectors
· Feasible study of				· TRAN			
		ways, stations, bus fl	eet				rners of "Esprit de Vie")
	cketing system, cor erator, authority/ma				(Association	i oi indiv	ridual drivers such as "taxi-bus"
		tween other transp	ort		,		
modes.							
5. Important Assumptions (Conditions for the Project)			_	menting Ager	•		
· N/A							sa Provincial Government s de Communications (MTVC)
7. Financing Scheme					ted Operator		s de Communications (W1 VC)
☑ Public Sector of DRC			_	CO, Private o			
☑ International Do						-	
☐ Public Private F☐ Private Sector I	•						
9. Project Cost (in		Price)		10. Spec	ial Considera	tions	
· Construction Co		SD 45.20 Million		· •			
· O&M Cost:	Ü	SD <u>0.8 /bus-km</u>					
11 5	17			10 T	. 37		
11. Environmenta 1) Pollution	al Impact	[Legend]:		12. Loca	tion Map	E11 DD'	T (4-4:4-41), (21
- Air quality: B+		A: Significant Impact B: Moderate Impact					T (dedicated lane): 6.2 km RT (priority lane): 5.1 km
- Water quality: D		C: Unknown at this				Total: 11	• ,
- Waste: D		time D: No Impact		BRT Line	1	Total. 11	Legend
- Other Pollution I 2) Natural Environ		B. Ivo Impact			Yeomb	The same	BRT Line El
- Ecosystem: D	mient	-: Negative impact		-	ingwala	E de la constantina della cons	BRT Line E2 BRT Line S1
- Water regime, flo	ood, inundation: D	+: Positive impact ±: Mixed impact		0	pandalungu C		BRT Line S1 (Semi BRT) BRT Line S2
- Geology: D	· F ·			nte ott	rob sasa-vub		BRT Line S2 (Semi BRT) BRT Line S3
3) Social and Ecor				1	Ngiri-ngiri Kal	amu.	BRT Line S3 (Semi BRT) BRT Line W1 Feeder Service
- Involuntary Resettlement and/or Loss of Properties: D - Poverty: D			Somi BB	Bumbu		Ferry Transport Hubs	
		at and livelihood: D		Semi BR Line S3	Makala	Ngaba	Masina
	- Land use, Local & Communal resource use rights: D - Traffic/public facilities, infra, social services: B+				UI	1	artetie .
- Social institution		i services. B+		N Se	embao	No	23/2/10
- Physical splits of	communities: D				7/10	Rod	150
- Historical and cu	ltural resources: D			1	111	of the	136. 7
- Landscape: D - Gender: D				*	Mont-ngaful		Kimbanseke
- Sanitation, public	c health condition	etc.: D					
- Accidents, crime	: B+						
- Climate change,	transboundary imp	acts: B+					

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Project Code:	Project Name:				Transport Sub Sector	
BRT W-1	Development of	Bus Rapid Transit (BR	T) Line V	V1	☐ Railway and New Transit	
					☑ Bus Transport	
Urban Transport	-	-	_	ansit and Urban Dev.	□ Road	
☐ Managing Surg	-			Operation Scheme	☐ Traffic Management	
☐ Network Devel	-			ed Public Transport	☐ Traffic Safety	
☐ Accessibility fo	or All	☐ Manag	ing Traffic	Flow and Safety	☐ Environment	
☐ Coordination, A	Authorities and Fun	iding	ng Enviro	nmental Impacts	☐ Urban Planning	
Project Location				Project Priority	☐ Institution/Funding	
Kinshasa City				☐ Urgent	Implementation Period	
				☑ Short-term	Total 5 years	
				☐ Medium-term		
1. Objectives of P			2. Expected Benefits			
		ransport by improving		iate traffic congestion.		
		ehicle and dedicated or	· Impro	ove safety for bus users	and drivers.	
prioritized busy 3. Project Descrip			4 Links	nges with Other Proje	cts/Sectors	
· Feasible study				NSCO	cts/Sectors	
		ways, stations, bus fleet			vners of "Esprit de Vie")	
procurement, ti	cketing system, con	ntrol system).	· ACC	O (Association of indi	vidual drivers such as "taxi-bus"	
	erator, authority/ma		and "	ketch")		
modes.	ind regulation be	tween other transport				
	umptions (Condition	ns for the Project)	6. Imple	ementing Agency		
· N/A					asa Provincial Government	
					es de Communications (MTVC)	
7. Financing Scheme			_	cted Operator (if any)		
✓ Public Sector o ✓ International D			· TANS	SCO, Private operators		
☐ Public Private I						
☐ Private Sector I	Initiative					
	n 2017 Constant I	· ·	_	cial Considerations		
Construction CoO&M Cost:		JSD <u>31.20 Million</u> JSD <u>0.8 /bus-km</u>	· Line S2 has some overlapped section with Line W1, therefore the cost is also overlapped.			
Octivi Cost.	C	/SD	line ee	ist is also overlapped.		
11. Environmenta	al Impact	[Legend]:	12. Loca	ation Map		
1) Pollution		A: Significant Impact		Full-BF	RT (dedicated lane): 7.8 km	
- Air quality: B+		B: Moderate Impact C: Unknown at this				
- Water quality: D - Waste: D		time			Legend	
- Other Pollution I		D: No Impact	BRT Line	comb	Railway BRT Line E1	
2) Natural Environ	nment	- : Negative impact		Ingwala Emath	BRT Line E2 BRT Line S1	
- Ecosystem: D - Water regime, flo	ood inundation: D	+: Positive impact		Sandalungwa	BRT Line S1 (Semi BRT) BRT Line S2	
- Geology: D	ood, mundation. D	±: Mixed impact	nta nta	mb sa-vuly	BRT Line \$2 (Semi BRT) BRT Line \$3	
	nomic Environmen		10	Ngiri-ngiri- Kajamu	BRT Line S3 (Semi BRT) BRT Line W1	
- Involuntary Reset - Poverty: D	ettlement and/or Lo	oss of Properties: D	galiema	Bumbu	- Feeder Service Ferry Transport Hubs	
	such as employmer	nt and livelihood: D	100	Maƙala Ngaba	Masina	
	& Communal reso			WITH	Mortele	
	cilities, infra, socia	l services: B+	7	ambao Lenba	2 BU STO	
Social institutionPhysical splits of				7/ 1	nso None	
	ıltural resources: D	1		The state of the s	M. TIM	
- Landscape: D			*	Mont-ngaful	Kimbanseke	
- Gender: D	a haalth a	ata . D				
- Sanitation, public - Accidents, crime	c health condition on the condition of t	ги.: D				
	transboundary imp	oacts: B+				
	- 1		I			

Project Code:	Project Name:					Transport Sub Sector		
BRT - PTPS	-	tation Priority Syst	ems (PTI	PS)		☐ Railway and New Transit		
DK1 - 1 11 0	i abiic iranspor	tation Friority Syst	cms (1 11	ı		☑ Bus Transport		
Urban Transport	Policy:	□ Sy:	chronizin	ng Tr	ansit and Urban Dev.	□ Road		
☐ Managing Surgi	ing Demand	-		-	Operation Scheme	☐ Traffic Management		
☐ Network Develo	_				d Public Transport	☐ Traffic Safety		
☐ Accessibility for	-				Flow and Safety	☐ Environment		
☐ Coordination, A					nmental Impacts	☐ Urban Planning		
Project Location					Project Priority	☐ Institution/Funding		
Kinshasa City					☐ Urgent	Implementation Period		
					☑ Short-term	2 years		
					☐ Medium-term	2 years		
1. Objectives of P	roject		1 2 F	'vno	eted Benefits			
-	-	RT by improving tra		_	ase ridership of BRT.			
	signalized intersec		VC1 11	iicici	ise ridership of BR1.			
3. Project Descrip					ges with Other Projec	ts/Sectors		
		nction to prioritize when a BRT arrives		I/A				
		ion system with tra						
signal.								
5. Important Assu	ımptions (Condition	s for the Project)		-	menting Agency			
· N/A			· P	NC,	CNPR			
7. Financing Sche				8. Expected Operator (if any) PNC, CNPR				
☑ Public Sector of			· P	NC,	CNPR			
✓ International Do✓ Public Private F								
☐ Private Sector I								
9. Project Cost (in	n 2017 Constant P	rice)	10.	Spec	ial Considerations			
		n of traffic signals	in ·					
traffic managen	nent section)							
11. Environmenta	ıl Impact	[Legend]:	12.	Loca	tion Map			
1) Pollution		A: Significant Impac	t					
- Air quality: B+		B: Moderate Impact C: Unknown at this						
Water quality: DWaste: D		time				Legend Railway		
- Other Pollution I	mpact: D	D: No Impact		A CO	Ocomo	BRT Line E1 BRT Line E2		
2) Natural Environ	nment	- : Negative impact			ngwala (ir hae	BRT Line S1 BRT Line S1 BRT Line S1 (Semi BRT)		
- Ecosystem: D	1: 1: D	+: Positive impact		ntar		BRT Line S2 BRT Line S2 BRT Line S2 (Semi BRT)		
Water regime, floGeology: D	ood, inundation: D	±: Mixed impact		H.	Roiri-pain Kalamu	BRT Line S3 BRT Line S3 (Semi BRT)		
3) Social and Econ	nomic Environmen	t	-	100		BRT Line W1 Feeder Service		
- Involuntary Rese	ttlement and/or Lo	ss of Properties: D	jaliema	1	Bumbu	Ferry Transport Hubs		
- Poverty: D	11	4 d 1!1!h d. D	T	1	Ngaba / N	Masina		
 Local economy s Land use, Local a 			1		X M			
- Traffic/public fac			-3	Sel	mbao	Wax All		
- Social institution			_	1	II AS JUE			
 Physical splits of Historical and cu 			7	I	Montoraful			
- Landscape: D	italai lesoulees. D		~ >			Kimbinseke		
- Gender: D								
- Sanitation, public		etc.: D						
- Accidents, crime: - Climate change,		acts: B+						
Chinate change,	aansooundary imp							

APP 1.3 Bus and Paratransit Project

			P_{I}	roject for			· Plan in Kinshasa City / PDTK eport: Appendix 1 of Volume 1	
Desirat Cada	Day is at Names						Transport Sub Sector	
Project Code:	Project Name:						☐ Railway and New Transit	
BUS-1	Development of	Bus Terminals and Stops					☑ Bus Transport	
Urban Transport	Policy:		☐ Synchro	onizing Tr	ansit and Urban	Dev.	□ Road	
☐ Managing Surg	ing Demand		☐ Mainter	nance and	Operation Sche	me	☐ Traffic Management	
☐ Network Devel	-				d Public Trans		☐ Traffic Safety	
☑ Accessibility fo	-				Flow and Safet	-	☐ Environment	
-	Authorities and Fund		-	-	nmental Impacts	-	☐ Urban Planning	
Project Location	tumornes and r an	amg L	_ reducii	ing Environ	Project Priori		-	
Kinshasa City					-	ity	☐ Institution/Funding Implementation Period	
Temonasa City					☑ Urgent		•	
					☑ Short-term		5 years	
			-	1	☐ Medium-ter	m		
1. Objectives of P	-			_	cted Benefits			
	traffic congestion						major intersections.	
transit point by	developing space f	or bus terminal		· Saier	environment for	r bus and	l paratransit users.	
3. Project Descrip	otion			4. Linka	ges with Other	Project	ts/Sectors	
	erminals at 9 Locat	ions in the Stud	ly Area	· N/A		ŭ		
· Construct bus s	top with roof and la	ayby at 100 loca	ations					
				()				
5. Important Assi N/A	umptions (Condition	s for the Project)		6. Implementing Agency · Kinshasa Province				
						••••		
7. Financing Sche ✓ Public Sector of				o. Expe	cted Operator (ii any)		
☐ International De				•				
☐ Public Private I								
☐ Private Sector I								
9. Project Cost (in	n 2017 Constant P			_	cial Considerati			
· Terminal Const		llion (9 location		· Close coordination with railway stations				
· Bus stops with i	roof: USD 3 million	<u>n</u> (100 location	s)					
11. Environmenta	al Impact			12 Locs	ntion Map			
1) Pollution	ii iiipact	[Legend]: A: Significant I	Impact	Legend of Land U			10 DESIGNATION	
- Air quality: D		B: Moderate In		Future Development Residential Bu	sizess Area			
- Water quality: D		C: Unknown at		Industrial Area Commercial B		PUBLIC	OFCONGO	
- Waste: D		time		Residential Ar Land Use in 2017			All Control of the Control	
- Other Pollution I		D: No Impact		Government () Business	bstitutions)			
2) Natural Enviror	nment	- : Negative im	pact	Industries Commercial A			* ***	
- Ecosystem: D	1 : 1 d: D	+: Positive imp		Religious Faci Health				
Water regime, floGeology: D	ood, inundation: D	±: Mixed impac	ct	Cemetery Large Facilitie	. 7		The state of the s	
	nomic Environment	+		Military Residential A Planned Resid		6-	Pool Malebo	
	ettlement and/or Lo		s: D	High-class Re Agricultural,N	idental Area		~ Together	
- Poverty: D		•		Open Land River, Water B Natural Space	ody		· Johnson	
	such as employmen				A CONTRACTOR OF THE PARTY OF TH	5	and the state of t	
	& Communal resou			1		1		
Traffic/public facSocial institution	cilities, infra, social	services: B+		2	7	19		
- Physical splits of				6	LATH	The second		
- Historical and cu						1		
- Landscape: D				1		CH IN		
- Gender: D				-				
	c health condition e	etc.: D		1/2	المالية الم			
- Accidents, crime		, D		Stewart	of states	1		
- Climate change,	transboundary imp	acts: D		To Matad	A CONTRACT	1		

Project for Urban Transport Master Plan in Kinshasa City / PDTK

Final Keport: Appenaix 1 of volume	Report: Appendix 1 of Volume	1
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Project Code:	Project Name:					Transport Sub Sector
BUS-2	Tight Control of	Minibus, Tax	i-bus and	Shared T	Taxi	☐ Railway and New Transit
T. 1. (7)						☑ Bus Transport
Urban Transport			-	_	ansit and Urban Dev.	Road
☐ Managing Surg	_				Operation Scheme	☑ Traffic Management
☐ Network Devel	-				ed Public Transport	☐ Traffic Safety
☐ Accessibility fo			_	-	Flow and Safety	☐ Environment
☐ Coordination, A	Authorities and Fun	ding	□ Reducii	ng Enviro	nmental Impacts	☐ Urban Planning
Project Location					Project Priority	☐ Institution/Funding
Kinshasa City					☑ Urgent	Implementation Period
					☑ Short-term	5 years
				1	☐ Medium-term	
1. Objectives of P	-			_	cted Benefits	
Regulate and c	control paratransit	to promote B	BRT as a		ther traffic along BRT	route. y excluding unofficial Ketches.
	vice. se high-capacity	transit to eas	e traffic	Salety	for paratransit users to	y excluding unofficial Reiches.
congestion.	ingir capacity					
3. Project Descrip	otion				ges with Other Proje	
	d taxi, taxi-bus a	nd minibus m	ainly on		control of illegal on-st	
Full-BRT route.	vitching from Taxi	-bue to Fenrit d	le Vie		utional Reform of Bus orcement of Bus Regul	
	ontrol of shared tax			Keiiii	oreement of Bus Regul	atory Body
5. Important Assumptions (Conditions for the Project)			6. Imple	ementing Agency		
· N/A			Director of Transport, Kinshasa Province PNC			
7. Financing Sche	eme			8. Expe	cted Operator (if any)	
☑ Public Sector of				· N/A		
☐ International De						
☐ Public Private I☐ Private Sector I						
9. Project Cost (in		rice)		10. Spec	rial Considerations	
	es for implementat					
USD <u>1</u>	.0 Million (50 pers	sons for 5 years	s)			
11. Environmenta	al Impact	FT 41.	1	12. Loca	ation Map	
1) Pollution		[Legend]: A: Significant	Impact		· · · · · · · · · · · · · · · · · · ·	
- Air quality: D		B: Moderate In	mpact	N/A		
- Water quality: D		C: Unknown a time	it this			
- Waste: D - Other Pollution I	mnact: D	D: No Impact				
2) Natural Enviror		. NI i i				
- Ecosystem: D		- : Negative in +: Positive im				
- Water regime, flo - Geology: D	ood, inundation: D	±: Mixed impa	act			
3) Social and Ecor	nomic Environmen	t				
- Involuntary Rese			s: D			
- Poverty: D	1 1	. 11: 12	1 D			
- Local economy s - Land use, Local						
- Traffic/public fac						
- Social institution						
Physical splits ofHistorical and cu						
- Historical and cu - Landscape: D	murai resources: D					
- Gender: D						
- Sanitation, public		etc.: D				
Accidents, crimeClimate change,		acts: B+				
Cimate change,	aransooandary imp					

•								
Project Code:	Project Name:				Transport Sub Sector			
BUS-3	-	orm of Bus and Tax	Industries		☐ Railway and New Transit			
2000	111011111111111111111111111111111111111	orm or bus und run	1114450110		☑ Bus Transport			
Urban Transport	Policy:	□ Syn	hronizing T	ransit and Urban Dev.	□ Road			
☐ Managing Surg	ing Demand	□ Mai	ntenance an	d Operation Scheme	☑ Traffic Management			
☐ Network Develo	_			sed Public Transport	☐ Traffic Safety			
	-			-	☐ Environment			
☐ Accessibility fo				c Flow and Safety				
☐ Coordination, A	authorities and Fun	ding ☐ Red	icing Envir	onmental Impacts	☐ Urban Planning			
Project Location				Project Priority	☑ Institution/Funding			
Kinshasa City				☑ Urgent	Implementation Period			
				☑ Short-term	5 years			
				☐ Medium-term	j			
1 Object	•4		1 2 E					
1. Objectives of P			_	ected Benefits	. or			
· Avoid excessive disturb other tra		mong drivers not		negative impact on other				
		miomoo of busos			afe driving of public transport			
· Improve safety,	comfort and conve		· Impi	ovement of quality of lif	e of drivers			
3. Project Descrip		10015	4 Link	ages with Other Projec	ts/Sectors			
		to be employed		t Control of Minibus, Tax				
		Transco, NewTransKi		forcement of Bus Regula				
a company and		Talisco, New Transici	ii, Keii	notechient of Dus Regula	nory Body			
	n of safety and serv	vice standard						
· Strict license co								
5. Important Assu		s for the Project)	6. Imp	lementing Agency				
· N/A		• ,	_	ctor of Transport, Kinsha	sa Province			
			· MT	_				
7. Financing Sche	eme		8. Exp	ected Operator (if any)				
☑ Public Sector of	f DRC		· Tran	sco				
☐ International De	onors		· New	· NewTransKin				
☐ Public Private F	Partnership		· Priv	· Private bus companies				
☐ Private Sector I	nitiative							
9. Project Cost (in	n 2017 Constant P	rice)	10. Spe	ecial Considerations				
• -			•					
11. Environmenta	ıl Impact	CT 13	12. Lo	cation Map				
1) Pollution		[Legend]: A: Significant Impact						
- Air quality: D		B: Moderate Impact	N/A					
- Water quality: D		C: Unknown at this						
- Waste: D		time						
- Other Pollution I	mpact: D	D: No Impact						
2) Natural Environ	ment	- : Negative impact						
- Ecosystem: D		+: Positive impact						
- Water regime, flo	ood, inundation: D	±: Mixed impact						
- Geology: D	l Lamia Envinannani	1						
3) Social and EcorInvoluntary Rese								
- Poverty: D	tticinciit and/or Lo	ss of Froperties. D						
	uch as employmen	t and livelihood: D						
- Land use, Local								
- Traffic/public fac								
- Social institution								
- Physical splits of								
- Historical and cu	ltural resources: D							
- Landscape: D								
- Gender: D	1 141 1141	4 D						
Sanitation, publicAccidents, crime		ac.: D						
- Climate change.		acts: B+						

Project for Urban Transport Master Plan in Kinshasa City / PDTK Final Report: Appendix 1 of Volume 1

1 that Reports	ippendix 1 of volum					
Project Code:	Project Name:					Transport Sub Sector
BUS-4	Reinforcement of	Bus and Taxi	Regulator	ry Body		☐ Railway and New Transit
				-		☑ Bus Transport
Urban Transpo	rt Policy:	☐ Synchronizing Transit and Urban Dev.			□ Road	
☐ Managing Su	rging Demand	☐ Maintenance and Operation Scheme			☐ Traffic Management	
☐ Network Dev	elopment		☑ Custon	ner-Focuse	d Public Transport	☐ Traffic Safety
☐ Accessibility	for All		□ Managi	ing Traffic	Flow and Safety	☐ Environment
•	Authorities and Fun		_	-	nmental Impacts	☐ Urban Planning
Project Locatio				8	Project Priority	✓ Institution/Funding
Kinshasa City						Implementation Period
					☑ Urgent ☑ Short-term	5 years
						3 years
					☐ Medium-term	
1. Objectives of	•				cted Benefits	0.1
	ce level of buses and iency of operating bu				and efficient operation over the operation of the operati	
	y of buses and taxis	ises and taxis			ction of traffic congesti	
3. Project Descr	•			-	ges with Other Projec	•
-	of service standard					xi-bus and Shared Taxi
	n and analysis of bus	operation			,	
 Consolidation 		_				
	of officers and capac					
•	ssumptions (Condition	s for the Project)		_	ementing Agency	ъ.
· N/A					tor of Transport, Kinsha	asa Province
7. Financing Sc				8. Exped	cted Operator (if any)	
☑ Public Sector☐ International						
☐ Public Private						
☐ Private Sector						
9. Project Cost	(in 2017 Constant P	rice)		10. Spec	ial Considerations	
	rvice: USD <u>1 millio</u>					
	rvice: USD 2 millio					
	of officers: <u>USD 0.5</u>		rsons)			
· Capacity build	ding: USD 2 millio			12 L oo	ntion Map	
1) Pollution	itai iiipact	[Legend]:	Immost	12. LUC	ition wap	
- Air quality: D		A: Significant B: Moderate I				
- Water quality:	D	C: Unknown a				
- Waste: D		time				
- Other Pollution		D: No Impact				
2) Natural Envir	onment	- : Negative in	npact			
- Ecosystem: D	flood, inundation: D	+: Positive im				
- Geology: D	nood, mundation: B	±: Mixed impa	act			
	onomic Environment	t				
	settlement and/or Lo	ss of Propertie	s: D			
- Poverty: D	1	4 4 1:1:1	J. D.			
	such as employmen l & Communal resou					
	facilities, infra, social					
- Social institution	ons: D					
	of communities: D					
	cultural resources: D					
Landscape: DGender: D						
	lic health condition e	etc.: D				
- Accidents, crin	ne: B+					
- Climate change	e, transboundary imp	acts: B+				
				1		

APP 1.4 Road Projects

Duning t Code	Project Name:				Transport Sub-Sector		
Project Code: RD-ST-PR1	Enhancement of M	☐ Railway and New Transit					
KD-51-1 K1	Development of Ele	engesa Ave.			☐ Bus Transport		
Urban Transport Policy: ☑ Coordinatin				port & Urban Dev.	☑ Road		
☑ Managing Surging Demand ☐ Maintena			ance and Operation Scheme		☐ Traffic Management		
☑ Network Development ☐ Customer			er-Focused Public Transport		☐ Traffic Safety		
-			g Traffic F	Traffic Flow and Safety			
☐ Coordination,	Authorities and Fund	ling	Environn	nental Impacts	☐ Urban Planning		
Project Locatio	n			Project Priority ☐ Institution/Funding			
From Kasa-Vubi	u to Mayabi (2.5 km)			□ Urgent	Implementation Period		
				☑ Short-term	Total 6 years		
				☐ Medium-term			
1. Project Proje	ect Objectives		2. Expec	ted Benefits			
· To increase th	ne capacity for road t	ransport to bear future	· Increa	se of road transport	capacity to meet future traffic		
traffic demand		C . C 1:1	demar				
	h as speed and comfor	f service for vehicle		yement of level of servings in travel time and vel	ice for vehicle operation		
3. Project Descr				ed Projects/Sectors	- note operation cost		
•	•	cross section of 15 m		W-W1, RD-PR-W3			
width (2-lane:			11.5				
· Asphalt concr							
	n of small bridge	ing and other facilities					
		-	(I	4*A			
5. Important As	ssumptions (Conditions	for the Project)	6. Implementing Agency CI and OVD				
7 Financing Co	hama		8. Expected Operator (if any)				
7. Financing Sc ☑ DRC Public S			OVD	ted Operator (II ally)			
☑ International			OVD				
☐ Public Private							
☐ Private Sector							
_	(in 2017 Constant Pr	•	_	ial Considerations			
Initial Investmer Recurring O&M			· RD-N	S-W1 [Medium-Term]			
11 Envisonmental Impact			12. Loca	tion Map			
1) Pollution	1	[Legend]: A: Significant Impact	P				
- Air quality: B-		B: Moderate Impact	RD-ST-PR1				
- Water quality :	В-	C: Unknown at this Time			Ingelate Condition		
Waste: B±Other pollution	impacts: R-	D: No Impact	1	8	Randalungua		
2) Natural enviro		NI di I		Kintaris	Yazz-vabu ji		
- Ecosystem: B-		- : Negative Impact +: Positive Impact	11		Nguri-ngs Limite		
- Water systems,	flooding: B+	±: Mixed Impact	18	Ngasema			
- Geology: B-	onomic environment		11/		Surrivi kata Ngaba		
		of properties: B-	V	161	Matete		
- Involuntary resettlement and/or loss of properties: B Poverty: B±			Selentar				
- Local economy such as employment and livelihood: B+			Koo				
- Land use, local & communal resource use rights: B+							
- Traffic/public facilities, infrastructure, social services: B+ - Social institutions: B±			The state of the s				
- Dividing communities: B-			Legend New (Construction (2-Lane)			
- Historical and cultural resources: B-			-New (Construction (4-Lane)			
- Landscape: B+				Construction (6-Lane) astruction (2-Lane)	C V		
- Gender equality: B+				astruction (4-Lane)	1835		
- Sanitation, public health conditions, etc.: B+ - Accidents, crime: B±			Recor	astruction (8-Lane)	8		
- Accidents, crime: B± - Climate change, transboundary impacts: B±			Upgrading (4-Lane) Upgrading (6-Lane)				
	. , ,		- Widening (4-Lane)				
				ning (6-Lane) ning (8-Lane)			

	Project Name:				Transport Sub-Sector	
Project Code:	-	obility Function of Ro	☐ Railway and New Transit			
RD-ST-PR2	Development of Un			,	☐ Bus Transport	
Urban Transpo	rt Policy:	✓ Coordin	ating Trans	port & Urban Dev.	☑ Road	
			ance and Operation Scheme		☐ Traffic Management	
			r-Focused Public Transport		☐ Traffic Safety	
☐ Accessibility	-			low and Safety	☐ Environment	
_	Authorities and Fund	-	_	Environmental Impacts		
Project Locatio		ing 🗀 Reducin	g Liiviioiii	Project Priority		
· ·	Bld. to By-Pass (6.1	km)			Implementation Period	
110111 201110111011	Diante Dy Tues (oil)		☐ Urgent ☑ Short-term	Total 6 years	
					Total 6 years	
1.0.1.1011			Lan	☐ Medium-term		
1. Project Object		rangeaut to bear future		cted Benefits	consoity to most future troffic	
traffic demand		ransport to bear future	demai		capacity to meet future traffic	
		f service for vehicle			ice for vehicle operation	
operation sucl	h as speed and comfor	t	· Savin	gs in travel time and vel	hicle operation cost	
3. Project Descr	ription			ed Projects/Sectors		
		cross section of 15 m	· RD-E	W-W1, RD-EW-W2, R	D-PR-W2, RD-SR-W4	
width (2-lane: Asphalt concr						
		ing and other facilities				
	ssumptions (Conditions	-	6. Imple	menting Agency		
			CI and OVD			
7. Financing Sc	heme		8. Exped	cted Operator (if any)		
☑ DRC Public S			OVD			
☐ International						
☐ Public Private ☐ Private Sector						
	(in 2017 Constant Pi	rice)	10. Spec	ial Considerations		
Initial Investmen		llion	· RD-N	S-W2 [Medium-term]		
Recurring O&M		<u>/year</u>	10.7			
	11. Environmental Impact [Legend]:			ntion Map		
1) Pollution - Air quality: B-		A: Significant Impact B: Moderate Impact				
- Water quality :	B-	C: Unknown at this	RD	-ST-PR2	- Ongwalar - Grombo	
- Waste: B±		Time D: No Impact	1		Gree door	
 Other pollution Natural environ 		D. No Impact	1	Kintana	asedalungus no Kasa-subs	
- Ecosystem: B-	Jiiiieiit	- : Negative Impact	101		Kelama Nain-nain Limite	
- Water systems,	flooding: B+	+: Positive Impact ±: Mixed Impact		Ngakema		
- Geology: B-	,	ī	1/		Bumplu Makala Ngaba	
	onomic environment ettlement and/or loss	of properties: B-	March			
- Poverty: B±	ettienient und et 1655	or properties. B		Selembo		
- Local economy such as employment and livelihood: B+						
- Land use, local & communal resource use rights: B+ - Traffic/public facilities, infrastructure, social services: B+			The state of the s			
- Social institutions: B±			Legend			
- Dividing communities: B-				Legend New Construction (2-Lane)		
- Historical and cultural resources: B-			New Construction (4-Lane) New Construction (6-Lane)			
- Landscape: B+ - Gender equality: B+			Reconstruction (2-Lane)			
- Sanitation, public health conditions, etc.: B+			Reconstruction (4-Lane) Reconstruction (6-Lane)			
- Accidents, crime: B±			Reconstruction (8-Lane) Upgrading (4-Lane)			
- Climate change, transboundary impacts: B±			Upgrading (6-Lane) Widening (4-Lane)			
			Widening (6-Lane)			
			Wide	ning (8-Lane)		

	appenuix 1 oj votum	<i>C</i> 1					
Project Code:	Project Name:				Transport Sub-Sector		
DD ST SD1 Enhancement of Traffic Distribution Func				oad Network /	☐ Railway and New Transit		
	Development of Ita	ga Ave.			☐ Bus Transport		
Urban Transport Policy: ☑ Coordina			ating Transport & Urban Dev.		☑ Road		
☑ Managing Surging Demand ☐ Maintenar			ance and Operation Scheme		☐ Traffic Management		
☑ Network Development ☐ Customer-			r-Focused Public Transport		☐ Traffic Safety		
☐ Accessibility	for All	☐ Managing	g Traffic F	low and Safety	☐ Environment		
☐ Coordination	, Authorities and Fund	ling Reducing	Environn	nental Impacts	☐ Urban Planning		
Project Locatio	n			Project Priority	☐ Institution/Funding		
From Mushi Ave	e. to Lokele Ave. (2.5)	km)		☐ Urgent	Implementation Period		
				☑ Short-term	Total 6 years		
				☐ Medium-term			
1. Project Obje	ctives		2. Expec	ted Benefits			
		ransport to bear future			capacity to meet future traffic		
traffic deman		c · c 1·1	deman				
	safety and level o h as speed and comfoi	f service for vehicle		vement of level of serv gs in travel time and ve	ice for vehicle operation		
3. Project Descr			7	ed Projects/Sectors	op •		
	•	cross section of 10 m		S-W1, RD-NS-W2, RI	D-SR-W11		
width (2-lane	: 2.5 km)	21000 0200000 01 10 11	100 111	5 W 1, 165 1 W 2, 16	. 51011		
· Asphalt conci		. 1 4 6 117					
	t drainage, street light ssumptions (Conditions	ing and other facilities	6 Imple	monting Agoney			
3. Important As	ssumptions (Conditions	for the Project)	6. Implementing Agency CI and OVD				
7. Financing Sc	heme		8. Expected Operator (if any)				
☑ DRC Public S			OVD	teu operator (ir any)			
☑ International	Donors						
☐ Public Private							
☐ Private Secto	<u>r Initiative</u> (in 2017 Constant Pi	riaa)	10 Spec	ial Considerations			
Initial Investmen			_	R-W1 [Medium-term]			
Recurring O&M			KD-51	x-wi [wedium-term]			
_							
11. Environmer	ntal Impact	[Legend]:	12. Loca	tion Map			
1) Pollution		A: Significant Impact B: Moderate Impact		- m			
- Air quality: B- - Water quality:		C: Unknown at this	RI	O-ST-SR1	The state of the s		
- Waste: B±	Vaste: B±						
- Other pollution		D: No Impact					
2) Natural environmentEcosystem: B-		- : Negative Impact	5		rohas		
- Water systems.		+: Positive Impact:	1	Gendelungue			
- Geology: B-	_	±: Mixed Impact	-	Kritinia	Kasanda		
	onomic environment	C ti D		(5) 1 M = 7	An hay Kalenu		
- Involuntary res	settlement and/or loss	of properties: B-	A		Linete		
	y such as employment	and livelihood: B+	Ngalena	7 4			
- Land use, local & communal resource use rights: B+			/	0000			
- Traffic/public facilities, infrastructure, social services: B+ - Social institutions: B±					Makala Ngita		
- Social institutions: B± - Dividing communities: B-			Legend	3/1			
- Historical and cultural resources: B-				onstruction (2-Lane)	Modele		
- Landscape: B+			New C	onstruction (6-Lane)	Lemba		
- Gender equality: B+ - Sanitation, public health conditions, etc.: B+			Reconstruction (2-Lane) Reconstruction (4-Lane)				
- Accidents, crin		D		struction (8-Lane)	1 X T		
- Climate change, transboundary impacts: B±				ding (4-Lane)	The Date of the Control of the Contr		
			Widen	ing (4-Lane)			
				ing (6-Lane)	/UX		

Duciant Cada	Project Name:				Transport Sub-Sector	
Project Code: RD-ST-SR2	Enhancement of Tr	☐ Railway and New Transit				
KD-51-5K2	Development of Bo	ongolo Ave.+ Rue de Bus	su Djanoa	ı	☐ Bus Transport	
Urban Transpo	rt Policy:	☑ Coordina	ting Trans	port & Urban Dev.	☑ Road	
☑ Managing Surging Demand ☐ Maintena				peration Scheme	☐ Traffic Management	
☑ Network Development ☐ Customer			-Focused Public Transport			
☐ Accessibility for All ☐ Managing			g Traffic Flow and Safety			
	, Authorities and Fund		-	nental Impacts	☐ Urban Planning	
Project Location			'	Project Priority	☐ Institution/Funding	
-	sity Ave. to Assossa A	ve. (2.5 km)		□ Urgent	Implementation Period	
				✓ Short-term	Total 6 years	
				☐ Medium-term	Total o years	
1. Project Object			2. Expec	cted Benefits		
		transport to bear future			capacity to meet future traffic	
traffic demand		Tunisperi te etai Tunis	demar	_	capacity to interest turner training	
		f service for vehicle			ice for vehicle operation	
_	h as speed and comfor	rt		gs in travel time and vel	hicle operation cost	
3. Project Descr	-			ed Projects/Sectors		
		cross section from 10	· RD-N	S-W1, RD-NS-W2, RD	D-SR-W11	
	(2-lane: 2.5 km) on of small bridge					
· Asphalt concr						
		ing and other facilities				
5. Important As	ssumptions (Conditions	for the Project)	6. Implementing Agency			
				CI and OVD		
7. Financing Sci			_	cted Operator (if any)		
☑ DRC Public S☑ International I			OVD			
☐ Public Private						
☐ Private Sector	r Initiative					
-	(in 2017 Constant Pr	•	_	ial Considerations		
Initial Investmen			· RD-S	R-W4 [Medium-term]		
Recurring O&M 11. Environmen			12 Loca	ntion Map		
1) Pollution	itai impact	[Legend]: A: Significant Impact	12. Loca			
- Air quality: B-		B: Moderate Impact		RD-S	T-SR2	
- Water quality:	B-	C: Unknown at this				
- Waste: B±	Time D: No Impact				Auro Alia	
Other pollution2) Natural environ					America American	
- Ecosystem: B-	3 11110110	- : Negative Impact +: Positive Impact				
- Water systems,	flooding: B+	±: Mixed Impact		Mandalungue		
- Geology: B-	onomic environment			2/2/48/		
	settlement and/or loss	of properties: B-		130	Scient	
- Poverty: B±				A Partie of the		
- Local economy such as employment and livelihood: B+						
- Land use, local & communal resource use rights: B+ - Traffic/public facilities, infrastructure, social services: B+						
- Social institutions: B±			Made Magazin			
- Dividing communities: B-			Legend		Nacio Nacio	
- Historical and cultural resources: B-				Construction (2-Lane) Construction (4-Lane)		
- Landscape: B+ - Gender equality: B+				Construction (6-Lane) astruction (2-Lane)	lerin J.	
- Sanitation, public health conditions, etc.: B+			Recon	estruction (4-Lane)	Xioenso 3	
- Accidents, crime: B±			Reconstruction (6-Lane) Reconstruction (8-Lane)			
- Climate change	e, transboundary impa	icts: B±	Upgrading (4-Lane) Upgrading (6-Lane)			
			Widening (4-Lane) Widening (6-Lane)			
				ning (8-Lane)	The state of the s	

	Project Name:				Transport Sub-Sector	
Find a company of Traffic Distribution Fund				oad Network /	☐ Railway and New Transit	
RD-ST-SR3	Development of Ass	sossa Ave.			☐ Bus Transport	
Urban Transpo	rt Policy:	☑ Road				
			ating Transport & Urban Dev. ance and Operation Scheme		☐ Traffic Management	
			er-Focused Public Transport		☐ Traffic Safety	
☐ Accessibility	for All	☐ Managir	g Traffic Flow and Safety ☐ Environment			
☐ Coordination,	Authorities and Fund	ing □ Reducin	g Environn	Environmental Impacts		
Project Locatio	n			Project Priority	☐ Institution/Funding	
From Kasa-Vub	u Ave.to Manifeste Av	e. (3.5 km)		☐ Urgent	Implementation Period	
				☑ Short-term	Total 10 years	
				☐ Medium-term		
1. Project Obje			_	cted Benefits		
		ransport to bear future		_	capacity to meet future traffic	
traffic demand		f service for vehicle	demai		ice for vehicle operation	
	h as speed and comfor			gs in travel time and ve		
3. Project Descr	ription		4. Relat	ed Projects/Sectors		
		cross section of 15 m $$	· RD-E	W-W1, RD-PR-W3, RI	O-SR-W4	
width (2-lane: Asphalt conci						
· Installation of	drainage, street lighti	ng and other facilities				
5. Important As	ssumptions (Conditions	for the Project)	_	ementing Agency		
			CI and C	OVD		
7. Financing Sc			_	cted Operator (if any)		
☑ DRC Public S☑ International			OVD			
☐ Public Private						
☐ Private Sector						
-	(in 2017 Constant Pr	•	_	ial Considerations		
Initial Investment Recurring O&M			· RD-S	R-W11 [Medium-term]		
Recuiring Octivi	. USD 0.4 M	<u>y y car</u>				
11. Environmen	ntal Impact	[Legend]:	12. Loca	ntion Map		
1) Pollution		A: Significant Impact		RD-S	T-SR3	
Air quality: B-Water quality :	B: Moderate Impact C: Unknown at this					
- Waste: B±	B± Time				The state of the s	
- Other pollution		D: No Impact				
2) Natural environmentEcosystem: B-	onment	-: Negative Impact	1		and the second	
- Water systems,	flooding: B+	+: Positive Impact ±: Mixed Impact	1	Gendelungsed		
- Geology: B-		puet	1	(Fritantia)	Keerne	
	onomic environment settlement and/or loss	of properties: B-		15	Kalamu	
- Poverty: B±	certoffiche una or ross	or properties. B				
- Local economy such as employment and livelihood: B+			Agazena			
 Land use, local & communal resource use rights: B+ Traffic/public facilities, infrastructure, social services: B+ 				BATTON STATE OF THE STATE OF TH	Market S Ngdon	
- Social institutions: B±			1			
- Dividing communities: B-			Legend New	Construction (2-Lane)	o ru Mark	
- Historical and cultural resources: B- - Landscape: B+			100	Construction (4-Lane) Construction (6-Lane)		
- Gender equality: B+			Recor	nstruction (2-Lane)	Lembs	
- Sanitation, public health conditions, etc.: B+			Recor	nstruction (4-Lane)		
- Accidents, crime: B± - Climate change, transboundary impacts: B±			3-1	Reconstruction (8-Lane) Upgrading (4-Lane)		
- Chinate change, transooundary impacts. B±			Upgrading (6-Lane) Widening (4-Lane)			
				ning (6-Lane) ning (8-Lane)		
					A 175 Lander 1 11 1	

Design of Codes	Desired Names	Transport Sub-Sector					
Project Code:	Project Name:	☐ Railway and New Transit					
RD-IRR-WN	Northern Section o	☐ Bus Transport					
Urban Transport Policy: ☑ Coordinating Transport & Urban					☑ Road		
			ance and Operation Scheme		☐ Traffic Management		
				Public Transport	☐ Traffic Safety		
•				Flow and Safety	☐ Environment		
_	Authorities and Fund		_		☐ Urban Planning		
		ing 🗀 Reducii	ig Environi				
Project Locatio		2 4 1)		Project Priority	☐ Institution/Funding		
From KD-IKK-V	VE to RD-RR-WW (1	5.4 KIII)		☐ Urgent	Implementation Period		
				☐ Short-term	Total 10 years		
				☑ Medium-term			
1. Project Object	ctives		2. Expe	cted Benefits			
		ransport to bear future			capacity to meet future traffic		
traffic demand		0 . 0 1.1	dema				
		f service for vehicle			rice for vehicle operation		
_	n as speed and comfor	น 		gs in travel time and ve	nicle operation cost		
3. Project Descr	-			ed Projects/Sectors			
	tion (4-lane: 0.7 km)	1)		Line W1 and E2, Railw			
	om 2-lane (4-lane: 0.2 n 2-lane (4-lane: 1.4 l			KK-WW, KD-IKK-WE, IS-W2, RD-PR-W1, RE	RD-ORR-WN, RD-NS-W1,		
	n of damaged section				D-SR-W11, RD-SR-W15,		
110001111111111111111111111111111111111	n or aumagea seemon	o (: 14110 · 0.2 1111)	RD-E		. 51, 125 51 10,		
5. Important As	sumptions (Conditions	for the Project)	6. Imple	6. Implementing Agency			
			CI and C	OVD			
7. Financing Sc	heme		8. Expe	cted Operator (if any)			
☑ DRC Public S			OVD	• • • • • • • • • • • • • • • • • • • •			
☑ International :	Donors						
☐ Public Private							
☐ Private Sector			10.0				
-	(in 2017 Constant Pr		10. Spec	cial Considerations			
Initial Investmer Recurring O&M							
11. Environmen			12 Locs	ation Map			
1) Pollution	itai iiipact	[Legend]: A: Significant Impact	12. 100	ation wap	of the state of th		
- Air quality: B-		B: Moderate Impact		- Comment			
- Water quality :	C: Unknown at this			WN ¬			
- Waste: B±		Time	KD-IKK				
- Other pollution		D: No Impact			Aparts E		
2) Natural enviro	onment	- : Negative Impact	1		Archito		
- Ecosystem: B- - Water systems,	flooding: R+	+: Positive Impact			The state of the s		
- Geology: B-	flooding. D	±: Mixed Impact	1	Virtarios	7		
	onomic environment		>-	A TOUR			
	ettlement and/or loss	of properties: B-	1	13-1-15	Name Limits		
- Poverty: B±			North				
- Local economy such as employment and livelihood: B+				XY H			
- Land use, local & communal resource use rights: B+ - Traffic/public facilities, infrastructure, social services: B+			/	Bunto	Legend New Construction (2-Lane)		
- Social institutions: B±					Mokele New Construction (4-Lane)		
- Dividing communities: B-			10	5 1	New Construction (6-Lane) Reconstruction (2-Lane)		
- Historical and cultural resources: B-				A A SI	Reconstruction (4-Lane)		
- Landscape: B+				Selemboo	Reconstruction (6-Lane)		
- Gender equality		etc · R+	1 1		Upgrading (4-Lane)		
- Accidents, crin	lic health conditions,	cic D⊤			Upgrading (6-Lane) Widening (4-Lane)		
	e, transboundary impa	cts: B±	Jack .		Widening (6-Lane) Widening (8-Lane)		
emino eminge, unicocumum j impuest 2-							

					Transport Sub-Sector	
Project Code:	Project Name:	_				
RD-IRR-WE	Eastern Section of	Inner Ring Road in We	ision	☐ Railway and New Transit		
Urban Transport Policy: ☑ Coordinating Transport & Urban Dev.					☐ Bus Transport	
				-	☑ Road	
			ance and Operation Scheme		☐ Traffic Management	
☑ Network Dev	-		er-Focused Public Transport		☐ Traffic Safety	
☐ Accessibility			Traffic Flow and Safety ☐ Environment			
	, Authorities and Fund	ling ☐ Reducing	Environmental Impacts			
Project Locatio		15.71)		Project Priority	☐ Institution/Funding	
From KD-IKK-V	WN to RD-IRR-WS (1	13.7 KIII)		□ Urgent	Implementation Period	
				☐ Short-term	Total 10 years	
				☑ Medium-term		
1. Project Obje		1	_	eted Benefits		
traffic deman		transport to bear future	demai		capacity to meet future traffic	
		f service for vehicle			ice for vehicle operation	
operation suc	h as speed and comfor	rt	· Savin	gs in travel time and ve	hicle operation cost	
3. Project Descr	-			ed Projects/Sectors		
	etion (4-lane: 0.5 km)			Line E1 and E2, Railwa		
	om 2-lane (4-lane: 8.0 m 2-lane (4-lane: 0.4 l		ND-II	RR-WN, RD-IRR-WS, I W IA1 DD EW W2 D	RD-ORR-WE, RD-EW-W1, D-EW-IA2, RD-EW-W3,	
widening no	III 2-lane (4-lane. 0.4)	KIII)			D-SR-W7, RD-SR-IA1,	
			RD-E			
5. Important As	ssumptions (Conditions	s for the Project)	6. Implementing Agency			
			CI and OVD			
7. Financing Sc			8. Expected Operator (if any)			
☑ DRC Public S			OVD			
☐ International Donors ☐ Public Private Partnership						
☐ Private Sector Initiative						
_	(in 2017 Constant Pa		10. Spec	ial Considerations		
Initial Investmen						
Recurring O&M 11. Environmen		<u>1/year</u>	12 Loca	tion Map		
1) Pollution	itai impact	[Legend]: A: Significant Impact	12. Docation Map			
- Air quality: B-						
- Water quality : B-					Arabasa	
- Waste: B±	immo atau D	D: No Impact		Gendelungue		
- Other pollution 2) Natural environment		•	7 31	Katanga		
- Ecosystem: B-		- : Negative Impact +: Positive Impact	1. 5		Kalama	
- Water systems,	, flooding: B+	±: Mixed Impact	To S.		Lincie	
- Geology: B-	onomic environment		Agazena	Y		
	settlement and/or loss	of properties: B-	~	RD-IRR-	WE Ngdo	
- Poverty: B±					A VIII	
- Local economy such as employment and livelihood: B+			1	12/1/	To real States	
- Land use, local & communal resource use rights: B+ - Traffic/public facilities, infrastructure, social services: B+						
- Social institutions: B±			Legend	Construction (2-Lane)	Lembe Nisenso	
- Dividing communities: B-			New C	Construction (4-Lane)		
- Historical and cultural resources: B-			New Construction (6-Lane) Reconstruction (2-Lane)			
- Landscape: B+ - Gender equality: B+				struction (4-Lane)		
- Sanitation, public health conditions, etc.: B+			Reconstruction (6-Lane) Reconstruction (8-Lane)			
- Accidents, crime: B±			Upgrading (4-Lane) Upgrading (6-Lane)			
- Climate change, transboundary impacts: B±			Widening (4-Lane) Widening (6-Lane)			
1				ting (8-Lane)		
1						

Project Code:	Draigat Nama			Transport Sub-Sector
RD-IRR-WS	Project Name: Southern Section of Inner Ring Road in Western Division			☐ Railway and New Transit
KD-IKK-WS	Southern Section o	☐ Bus Transport		
Urban Transpo	rt Policy:	☑ Coordin	☑ Road	
☐ Managing Su	rging Demand	☐ Mainter	☐ Traffic Management	
☑ Network Dev	elopment	☐ Custom	er-Focused Public Transport	☐ Traffic Safety
☐ Accessibility	for All	☐ Managir	ng Traffic Flow and Safety	☐ Environment
☐ Coordination,	Authorities and Fund	ling 🗆 Reducir	g Environmental Impacts	☐ Urban Planning
Project Locatio	n		Project Priority	☐ Institution/Funding
From RD-IRR-V	VE to RD-IRR-WW (12.6 km)	☐ Urgent	Implementation Period
			☐ Short-term	Total 10 years
			☑ Medium-term	
1. Project Object	ctives		2. Expected Benefits	
		ransport to bear future	_	capacity to meet future traffic
traffic demand		f service for vehicle	demand Improvement of level of serv	ica for vahiala aparation
	h as speed and comfor		Savings in travel time and ve	
3. Project Descr			4. Related Projects/Sectors	1
~	tion (4-lane: 0.1 km)	No work	· Railway	
	om 2-lane (4-lane: 8.4		· RD-IRR-WE, RD-IRR-WW,	RD-ORR-WE, RD-NS-W1,
· Reconstructio	n of damaged section	s (2-lane: 4.6 km)	RD-NS-W2, RD-SR-W13	
5. Important As	sumptions (Conditions	for the Project)	6. Implementing Agency	
•	* `	• ,	CI and OVD	
7. Financing Sc	heme		8. Expected Operator (if any)	
☑ DRC Public S			OVD	
☑ International				
☐ Public Private ☐ Private Sector				
	(in 2017 Constant Pr	rice)	10. Special Considerations	
Initial Investmen				
Recurring O&M 11. Environment			12. Location Map	
1) Pollution	itai impact	[Legend]: A: Significant Impact	12. Location Wap	Legend
- Air quality: B-		B: Moderate Impact	Kritoria Koorv	New Construction (2-Lane)
- Water quality :	B-	C: Unknown at this Time	1 3 1 1 1	New Construction (4-Lane) New Construction (6-Lane)
Waste: B±Other pollution	imposta D	D: No Impact		Reconstruction (2-Lane) Reconstruction (4-Lane)
2) Natural enviro				Reconstruction (6-Lane)
- Ecosystem: B-		- : Negative Impact +: Positive Impact	7	Reconstruction (8-Lane) Upgrading (4-Lane)
- Water systems,	flooding: B+	±: Mixed Impact		Upgrading (6-Lane) Widening (4-Lane)
- Geology: B- 3) Social and eco	onomic environment		RD-IRR-WS	Widening (6-Lane) Widening (8-Lane)
	ettlement and/or loss	of properties: B-		
- Poverty: B±	1 1 .	11' 1'1 1 D	Salembao	Lembe 2
	such as employment & communal resource			
	acilities, infrastructur		The state of the s	V H
- Social institution				
- Dividing comn	nunities: B- cultural resources: B-			The state of the s
- Landscape: B+				
- Gender equalit				The state of the s
 Sanitation, pub Accidents, crin 	lic health conditions,	etc.: B+	The state of the s	
	e, transboundary impa	cts: B±	BU STEEL STEEL	7
	2 1		THE REPORT OF THE PARTY OF THE	7. 15. 25 TO L
				The state of the s

Project Code:	Project Name:				Transport Sub-Sector
RD-IRR-WW	-	Inner Ring Road in	Western Di	vision	☐ Railway and New Transit
			, 101011	☐ Bus Transport	
Urban Transpo	oort Policy: ☑ Coordinating Transport & Urban Dev.			☑ Road	
☐ Managing Su	rging Demand	☐ Main	enance and C	Operation Scheme	☐ Traffic Management
☑ Network Development ☐ Customer			mer-Focused	Public Transport	☐ Traffic Safety
-			ging Traffic I	Flow and Safety	☐ Environment
☐ Coordination,	Authorities and Fund	ling □ Redu	ing Environ	nental Impacts	☐ Urban Planning
Project Locatio	n	-	-	Project Priority	☐ Institution/Funding
From RD-IRR-V	VN to RD-IRR-WS (1	1.8 km)		□ Urgent	Implementation Period
				☐ Short-term	Total 10 years
				☑ Medium-term	
1. Project Object	rtives		2. Expe	cted Benefits	
	ne capacity for road t	ransport to bear futu	_		capacity to meet future traffic
traffic demand	1	-	dema	_	Tark and the second contact in the second co
	safety and level o				ice for vehicle operation
•	n as speed and comfor	t 		gs in travel time and ve	hicle operation cost
3. Project Descr	•			ed Projects/Sectors	
	om 2-lane (4-lane: 0.6				RD-ORR-WN, RD-EW-W1,
	n 2-lane (4-lane: 4.7 l n of damaged section			.w-w2, RD-EW-w3, R R-W5, RD-SR-W3, RD	D-NS-W1, RD-PR-W4,
	sumptions (Conditions			ementing Agency	-5K- W 5, KD-5K- W 0
ev importunit i	, sump	Tor the Trojecty	CI and C	00.	
7. Financing Sc	heme		8. Expe	cted Operator (if any)	
☑ DRC Public S			OVD		
☑ International	Donors				
☐ Public Private	•				
☐ Private Sector		•>	10 0	*-1.C*1*	
Initial Investmen	(in 2017 Constant Protest: USD 41.0 Mil		10. Spec	cial Considerations	
Recurring O&M					
11. Environmen	ital Impact	[Legend]:	12. Loc	ation Map	
1) Pollution		A: Significant Impac			
- Air quality: B-	D	B: Moderate Impact C: Unknown at this			
Water quality :Waste: B±	В-	Time	~		
- Other pollution	impacts: B-	D: No Impact	1		
2) Natural enviro	onment	- : Negative Impact		Gendelungwa	
- Ecosystem: B-	Cl. II. D.	+: Positive Impact		Series Control	
Water systems,Geology: B-	flooding: B+	±: Mixed Impact	1	(54 K) 1/2 - 1.	RD-IRR-WW
	onomic environment				
	ettlement and/or loss	of properties: B-	Ngsten.		
- Poverty: B±		111 111 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	/	Damos	
	such as employment & communal resource				Majoda
	acilities, infrastructur		co)	3/1	Mark
- Social institution	ons: B±	,	10		
- Dividing comn			June	Selembro	Legend New Construction (2-Lane)
- Historical and c - Landscape: B+	cultural resources: B-				New Construction (4-Lane) New Construction (6-Lane)
- Gender equality			And		Reconstruction (2-Lane)
	lic health conditions,	etc.: B+	100		Reconstruction (4-Lane) Reconstruction (6-Lane)
- Accidents, crin	ne: B±		1	7 1	Reconstruction (8-Lane) Upgrading (4-Lane)
- Climate change	e, transboundary impa	cts: B±	17		Upgrading (6-Lane)
			/ Was	/ PX	Widening (4-Lane) Widening (6-Lane)
				3	Widening (8-Lane)

Darland Carlos	Desired No.				Transport Sub-Sector
Project Code: RD-ORR-WN	Project Name:	f O., 4 Di., D I i V	V D	·····	☐ Railway and New Transit
RD-ORR-WN	Northern Section of Outer Ring Road in Western Division			☐ Bus Transport	
Urban Transpo	Urban Transport Policy: ☑ Coordinating Transport & Urban Dev.			☑ Road	
☐ Managing Sun	rging Demand		-	peration Scheme	☐ Traffic Management
☑ Network Dev				Public Transport	☐ Traffic Safety
☐ Accessibility:	-			low and Safety	☐ Environment
•	Authorities and Fund		-	nental Impacts	☐ Urban Planning
Project Location			,	Project Priority	☐ Institution/Funding
-	VN to RD-EW-W1 (1	1.2 km)		☐ Urgent	Implementation Period
	· ·			☐ Short-term	Total 10 years
				✓ Medium-term	Total 10 years
1. Project Object	otivos		2 Evno	cted Benefits	
		ransport to bear future	_		capacity to meet future traffic
traffic demand		ransport to ocar rature	demai		capacity to meet fature traine
		f service for vehicle			ice for vehicle operation
	n as speed and comfor	t		gs in travel time and vel	nicle operation cost
3. Project Descr	_			ed Projects/Sectors	
	tion (4-lane: 9.1 km) om 2-lane(4-lane: 1.2 l	lem)		RR-WN, RD-IRR-WW, R-W3, RD-SR-W9	RD-EW-W1, RD-SR-W2,
	m 2-lane (4-lane: 0.8 l		KD-3	K-W3, KD-3K-W3	
	sumptions (Conditions		6. Imple	ementing Agency	
_			CI and OVD		
7. Financing Sci			8. Expected Operator (if any)		
☑ DRC Public S			OVD		
✓ International I✓ Public Private					
☐ Private Sector	1				
	(in 2017 Constant Pr	rice)	10. Special Considerations		
Initial Investmen			_		
Recurring O&M		<u>/year</u>			
11. Environmen	ital Impact	[Legend]:	12. Loca	ntion Map	
1) Pollution - Air quality: B-		A: Significant Impact B: Moderate Impact		RD-0	RR-WN
- Water quality:	B-	C: Unknown at this			The state of the s
- Waste: B±		Time D: No Impact			
- Other pollution		D. No Impact	A		Kir
2) Natural environmentEcosystem: B-	onment	- : Negative Impact		A D	2/2
- Water systems,	flooding: B+	+: Positive Impact ±: Mixed Impact			152
- Geology: B-		z. Wixed impact		The last	H ME
	onomic environment	of muon outlook D			Ngaliema
- Poverty: B±	ettlement and/or loss	of properties: b-			
	such as employment	and livelihood: B+	11/	1 /	
	& communal resource		- A	1 15	
- Traffic/public f	acilities, infrastructur	e, social services: B+	- 9		
- Dividing comm					Legend New Construction (2-Lane)
	cultural resources: B-		~ 3	1	New Construction (4-Lane)
- Landscape: B+					New Construction (6-Lane) Reconstruction (2-Lane)
- Gender equality	y: B+ lic health conditions,	etc · R+		2/3	Reconstruction (4-Lane) Reconstruction (6-Lane)
- Accidents, crim		C.C D	-	7	Reconstruction (8-Lane)
	e, transboundary impa	cts: B±	1	4/	Upgrading (4-Lane) Upgrading (6-Lane)
			1	7	Widening (4-Lane) Widening (6-Lane)
			k		Widening (0-Lane) Widening (8-Lane)

Duois at Code	Duoingt Names				Transport Sub-Sector
Project Code: RD-ORR-WE	Project Name:	Outer Ring Road in W	ostorn Dix	vision	☐ Railway and New Transit
KD-OKK-WE	Eastern Section of	Outer King Koau in W	estern Div	ISIOII	☐ Bus Transport
Urban Transpo	rt Policy:	☑ Coordina	ting Trans	port & Urban Dev.	☑ Road
☐ Managing Su			-	peration Scheme	☐ Traffic Management
				Public Transport	☐ Traffic Safety
☐ Accessibility	-			low and Safety	☐ Environment
1	, Authorities and Fund	- ·	_	nental Impacts	☐ Urban Planning
Project Locatio			,	Project Priority	☐ Institution/Funding
-	WE to RD-NS-W3 (4.	3 km)		☐ Urgent	Implementation Period
				☐ Short-term	Total 10 years
				✓ Medium-term	Total 10 years
1. Project Obje	ctives		2 Exped	eted Benefits	
		transport to bear future	_		capacity to meet future traffic
traffic demand		amopera te etar rature	demai		cupacity to incor insure training
		f service for vehicle			ice for vehicle operation
•	h as speed and comfor	rt		gs in travel time and ve	hicle operation cost
3. Project Desci	_			ed Projects/Sectors	
	tion (4-lane: 0.6 km)		· RD-II	RR-WE, RD-IRR-WS, I	RD-NS-W3
	om 2-lane (4-lane: 3.5 m 2-lane (4-lane: 0.5				
	ssumptions (Conditions		6. Imple	menting Agency	
	• `	• ,	CI and OVD		
7. Financing Sc	heme		8. Expected Operator (if any)		
☑ DRC Public S			OVD		
☑ International					
☐ Public Private ☐ Private Sector					
	in 2017 Constant P	rica)	10 Spec	ial Considerations	
Initial Investmen	•	·	10. Special Considerations		
Recurring O&M					
11. Environmen		[Legend]:	12. Loca	tion Map	
1) Pollution		A: Significant Impact	1	ale man	7-1
- Air quality: B-	D	B: Moderate Impact C: Unknown at this	-		RD-ORR-WE Kimbans
- Water quality : - Waste: B±	В-	Time	-		
- Other pollution	impacts: B-	D: No Impact		. ~ /	3/2/
2) Natural enviro	onment	- : Negative Impact	(5	大戶	ALAS I
- Ecosystem: B-	Cl. II D	+: Positive Impact		TO N	The state of
Water systems,Geology: B-	flooding: B+	±: Mixed Impact	1	16 July 19	
	onomic environment		- 100		
- Involuntary res	settlement and/or loss	of properties: B-	3 1/4		1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1
- Poverty: B±	1 1 .	11' 1'1 1 D	طوو		555/20
	such as employment & communal resource		AST		
		e, social services: B+			TY T
- Social institution			34		2
- Dividing comn			73	ALP CONT	O KALLE
- Historical and - Landscape: B+	cultural resources: B-		SPY S	ALL CONTRACTOR	Legend
- Gender equalit			< -	TO THE REAL PROPERTY.	New Construction (2-Lane) New Construction (4-Lane)
	lic health conditions,	etc.: B+		47.5	New Construction (6-Lane) Reconstruction (2-Lane)
- Accidents, crin			/	**************************************	Reconstruction (4-Lane)
- Climate change	e, transboundary impa	acts: B±		3	Reconstruction (6-Lane)
1			*		Upgrading (4-Lane) Upgrading (6-Lane)
1				; j	Widening (4-Lane)
				1	Widening (6-Lane) Widening (8-Lane)

Project Code:	Project Name:				Transport Sub-Sector	
RD-EW-W1	*	Axis Road in Western Division				☐ Railway and New Transit
KD-E W-W1	Til st East-West Ax	is Road III West	ttili Divi	151011		☐ Bus Transport
Urban Transpo	rt Policy:	☑ (Coordinat	ating Transport & Urban Dev.		☑ Road
☐ Managing Sur	rging Demand		Maintena	nce and O	peration Scheme	☐ Traffic Management
☑ Network Development ☐ Customer			-Focused	Public Transport	☐ Traffic Safety	
☐ Accessibility for All ☐ Managing			Traffic F	low and Safety	☐ Environment	
-	Authorities and Fund				nental Impacts	☐ Urban Planning
Project Location		-			Project Priority	☐ Institution/Funding
•	 WN to RD-IRR-WE (20.8 km)			☐ Urgent	Implementation Period
					☐ Short-term	Total 10 years
						Total To years
					☑ Medium-term	
1. Project Object					eted Benefits	
	ne capacity for road to	ransport to bear	r future		-	capacity to meet future traffic
traffic demand	a safety and level of	f samuica for	vehicle	demar		ice for vehicle operation
	as speed and comfor		venicie		gs in travel time and vel	
3. Project Descr		-			ed Projects/Sectors	-F
-	tion (4-lane: 10.6 km)	1			Line W1 and E2, Railwa	av
	om 2-lane (4-lane: 8.1					RD-ORR-WN, RD-EW-IA1,
	n 2-lane (4-lane: 0.9 k				S-W1, RD-NS-W2, RD	
· Reconstructio	n of damaged sections	s (4-lane: 0.1 kn	n)		R-W5, RD-SR-W3, RD	-SR-W6, RD-SR-W9,
				RD-SR-W10, RD-SR-W11		
5. Important As	sumptions (Conditions	for the Project)		_	menting Agency	
				CI and C		
7. Financing Sci				8. Expected Operator (if any)		
☑ DRC Public S				OVD		
✓ International I						
☐ Private Sector						
	(in 2017 Constant Pr	rice)		10. Spec	ial Considerations	
Initial Investmen		llion				
Recurring O&M		/year				
11. Environmen	tal Impact	[Legend]:		12. Loca	tion Map	
1) Pollution		A: Significant In			RD-EW-W1	
- Air quality: B- - Water quality:	D	B: Moderate Im C: Unknown at				Company of the Compan
- Waste: B±	D-	Time				Jarombd
- Other pollution	impacts: B-	D: No Impact				Kins lasa
2) Natural enviro	onment	- : Negative Imp	nact	1/2	3 NA	Bandalungwa Marnhin Kasa-vubu
- Ecosystem: B-	a r D	+: Positive Impa		1	The state of the s	Kalamu
Water systems,Geology: B-	flooding: B+	±: Mixed Impac	et		Ngaliema	Agirt-right Limete
	onomic environment			11/2		Bumpu
	ettlement and/or loss	of properties: B	-	1/		Maikala Ngaba
- Poverty: B±	r arrah aa amamlarimaant	and livelihaad.	D.	V	1/6/1	Matete
	such as employment & communal resourc				FILE FILE	Selembao Legend
	acilities, infrastructur				The later of the l	New Construction (2-Lane)
- Social institution				1	1 The	New Construction (4-Lane) New Construction (6-Lane)
 Dividing comm Historical and comments 	cultural resources: B-			-		Reconstruction (2-Lane)
- Landscape: B+					The state of the s	Reconstruction (4-Lane) Reconstruction (6-Lane)
- Gender equality	y: B+ lie heelth conditions	eto · P+		Ket "	3	Reconstruction (8-Lane) Upgrading (4-Lane)
- Accidents, crim	lic health conditions, ne: B±	ск Б⊤		1.3	THE WASHINGTON	Upgrading (6-Lane)
- Climate change	e, transboundary impa	cts: B±		1	A SHOW	Widening (4-Lane) Widening (6-Lane)
				1		Widening (8-Lane)

Project Code:	Project Name:			Transport Sub-Sector
RD-EW-W2	J .	☐ Railway and New Transit		
RD-EW-W2	Second East-West Axis Road in Western Division			☐ Bus Transport
Urban Transpo	rt Policy: ☑ Coordinating Transport & Urban Dev.			☑ Road
☐ Managing Su	ng Surging Demand ☐ Maintenance and Operation Scheme			☐ Traffic Management
☑ Network Dev	elopment	☐ Custome:	r-Focused Public Transport	☐ Traffic Safety
☐ Accessibility	for All	☐ Managin	g Traffic Flow and Safety	☐ Environment
	Authorities and Fund		Environmental Impacts	☐ Urban Planning
Project Locatio			Project Priority	☐ Institution/Funding
_	WW to RD-IRR-WE (11.8 km)	☐ Urgent	Implementation Period
			□ Short-term	Total 10 years
			✓ Medium-term	Total 10 years
1. Project Object	ctivos		2. Expected Benefits	
		ransport to bear future	_	ort capacity to meet future traffic
traffic demand		ransport to bear ruture	demand	or capacity to meet future traffic
		f service for vehicle		service for vehicle operation
	h as speed and comfor	t	· Savings in travel time and	
3. Project Desci			4. Related Projects/Sectors	5
	tion (4-lane: 4.6 km)	1	· Railway	WE DD EW IA2 DD NO WI
· Opgrading iro	om 2-lane (4-lane: 5.1	km)		WE, RD-EW-IA2, RD-NS-W1, , RD-PR-W6, RD-PR-W7,
			RD-SR-W13, RD-SR-W	
5. Important As	ssumptions (Conditions	for the Project)	6. Implementing Agency	
			CI and OVD	
7. Financing Sc			8. Expected Operator (if a	ny)
☑ DRC Public S			OVD	
☐ International				
☐ Public Private ☐ Private Sector				
	(in 2017 Constant Pi	rice)	10. Special Considerations	
Initial Investmen				
Recurring O&M		<u>/year</u>		
11. Environmen	ıtal Impact	[Legend]:	12. Location Map	
1) Pollution		A: Significant Impact B: Moderate Impact		RD-EW-W2
- Air quality: B- - Water quality:	R-	C: Unknown at this		Course D
- Waste: B±	Б	Time		Lingwalah Laramou
- Other pollution		D: No Impact		kins la sa
2) Natural enviro	onment	- : Negative Impact	Kint	Handalungwal
Ecosystem: B-Water systems,	flooding: B+	+: Positive Impact	7	Kelamu.
- Geology: B-	flooding. D	±: Mixed Impact	Noteioma	Agiri-rigiri
3) Social and eco	onomic environment			Rumba
•	settlement and/or loss	of properties: B-		Makala Ngaba
- Poverty: B±	such as employment	and livelihood: R+	6 180 7	Matete
	& communal resource		本日本人	Salamhan
- Traffic/public f	acilities, infrastructur	e, social services: B+	Legend	Kise
- Social institution			New Construction (2-Lane) New Construction (4-Lane)	
- Dividing comn	nunities: B- cultural resources: B-		New Construction (6-Lane) Reconstruction (2-Lane)	Meetingafula
- Landscape: B+			Reconstruction (4-Lane)	Z / J
- Gender equality			Reconstruction (6-Lane) Reconstruction (8-Lane)	
	lic health conditions,	etc.: B+	- Upgrading (4-Lane)	
			I Ingrading (6 I ame)	The state of the s
- Accidents, crim	ne: B±	ote: P⊥	Upgrading (6-Lane) Widening (4-Lane)	
- Accidents, crim		cts: B±		

Duoingt Codes	Durther Western				Transport Sub-Sector
Project Code: RD-EW-W3	Project Name: Third East-West A	☐ Railway and New Transit			
KD-EW-W3	I filiru East-west A	☐ Bus Transport			
Urban Transpo	rt Policy:	☑ Coordina	ting Trans	port & Urban Dev.	☑ Road
☐ Managing Sur	rging Demand	☐ Maintena	nce and O	peration Scheme	☐ Traffic Management
☑ Network Dev	elopment	☐ Customer	-Focused	Public Transport	☐ Traffic Safety
☐ Accessibility:	for All	☐ Managing	g Traffic F	low and Safety	☐ Environment
☐ Coordination,	Authorities and Fund		_	nental Impacts	☐ Urban Planning
Project Location			,	Project Priority	☐ Institution/Funding
•	 WW [Y2040] to RD-1	RR-WE (16.2 km)		☐ Urgent	Implementation Period
	. ,	,		☐ Short-term	Total 10 years
				✓ Medium-term	Total To years
1 D Ob	.4*		2 E		
1. Project Object		mamamant to bean fixture	_	eted Benefits	et composite to most fistimo teoffic
traffic demand		ransport to bear future	demai	_	rt capacity to meet future traffic
		f service for vehicle			rvice for vehicle operation
	h as speed and comfor				vehicle operation cost
3. Project Descr	iption		4. Relate	ed Projects/Sectors	
· New construc	tion (4-lane: 16.2 km)		· Railw	ay	
					E, RD-EW-IA3, RD-NS-W1,
			RD-N	S-W2, RD-SR-W9, I	RD-SR-W13, RD-SR-W14
5. Important As	sumptions (Conditions	for the Project)	6. Imple	menting Agency	
P ************************************	P (CI and OVD		
7. Financing Sc	heme			ted Operator (if an	y)
☑ DRC Public S	Sector		OVD		
☑ International					
☐ Public Private					
☐ Private Sector	(in 2017 Constant Pi	rica)	10 Spec	ial Considerations	
Initial Investmen		•	To. Spec	iai Considerations	
Recurring O&M					
11. Environmen		[Legend]:	12. Loca	tion Map	
1) Pollution		A: Significant Impact	Legend		
- Air quality: B-	_	B: Moderate Impact C: Unknown at this		Construction (2-Lane) Construction (4-Lane)	Compa
Water quality :Waste: B±	В-	Time		Construction (6-Lane)	arumbu
- Waste. B± - Other pollution	impacts: R-	D: No Impact	and the same of th	struction (2-Lane) struction (4-Lane)	Lingwala Kinshasa
2) Natural enviro				struction (6-Lane)	Bandalungwa
- Ecosystem: B-		- : Negative Impact +: Positive Impact	—— Upgra	ding (4-Lane)	bo Kasa-vubu
- Water systems,	flooding: B+	±: Mixed Impact		ding (6-Lane) ning (4-Lane)	Ngiri-ngiri Limete
- Geology: B-	onomic environment			ning (6-Lane)	R MALL TO CALL
	ettlement and/or loss	of properties: B-	Wide	ing (8-Lane)	Bumpu Makala Ngaba
- Poverty: B±	etticinent ana or ross	or properties. B	10		
- Local economy	such as employment		1	HEIL	Matete
	& communal resource		学认为	A find	Selembao Ler Da
	acilities, infrastructur	e, social services: B+	98	13	A Nosepharia
Social institutionDividing comm			<i>→</i>	The same	A Y HALL ST
	cultural resources: B-				The state of the s
- Landscape: B+					
- Gender equality			and a	1 Kal	The state of the s
	Lea baalth aanditions	-4 1)	700 . 344	A 5.7 C	
- Sanitation, pub		etc.: B+	Tr. word	A James A	L. L.
- Accidents, crim			The same	RD-EW-W3	The state of the s

	11				Tuongnout Sub Soctor
Project Code:	Project Name:				Transport Sub-Sector ☐ Railway and New Transit
RD-NS-W1	First North-South	Axis Road in Western I	Division		☐ Bus Transport
Urban Transpo	rt Policy:	✓ Coordina	ting Trops	port & Urban Dev.	☑ Road
☐ Managing Su			-	peration Scheme	☐ Traffic Management
✓ Network Dev				Public Transport	☐ Traffic Safety
	•			-	☐ Environment
☐ Accessibility		-	_	low and Safety	
☐ Coordination, Authorities and Funding ☐ Reducing			g Environn	_	☐ Urban Planning
Project Locatio		to Study Amos Douglam	rr tarrand	Project Priority	☐ Institution/Funding
From RD-IRR-WN via RD-SR-W9 to Study Area Boundary Matadi (31.0 km)			y toward	☐ Urgent	Implementation Period
				☐ Short-term	Total 10 years
			ı	☑ Medium-term	
1. Project Obje				eted Benefits	
traffic deman	d	ransport to bear future	demar	nd	capacity to meet future traffic
	safety and level o h as speed and comfor	f service for vehicle		vement of level of serves in travel time and vel	ice for vehicle operation hicle operation cost
3. Project Descr				ed Projects/Sectors	
· Upgrading fro	om 2-lane (4-lane: 7.6		· BRT I	Line W1 and E2, Gomb	e River Port
· Widening from	m 2-lane (4-lane: 14.6	km)			RD-IRR-WW, RD-EW-W1,
				w-w2, kd-Ew-w3, k R-W3, RD-PR-W7, RD	D-PR-W1, RD-PR-W2,
				R-W6, RD-SR-W8, RD	
5. Important As	ssumptions (Conditions	for the Project)	6. Implementing Agency		
			CI, OVE		
7. Financing Sc			_	eted Operator (if any)	
☑ DRC Public S☑ International			OVD		
☐ Public Private					
☐ Private Sector					
9. Project Cost	(in 2017 Constant Pr	rice)	10. Special Considerations		
Initial Investmen			· RD-ST-PR1 [Short term]		
Recurring O&M 11. Environmen			12 L occ	tion Map	
1) Pollution	itai iiipact	[Legend]: A: Significant Impact		ition Map	
- Air quality: B-		B: Moderate Impact	Legend New	Construction (2-Lane)	
- Water quality:	B-	C: Unknown at this	New	Construction (4-Lane)	arumbu
- Waste: B±		Time D: No Impact		Construction (6-Lane) astruction (2-Lane)	Ungwalah ung sa
- Other pollution 2) Natural environment				nstruction (4-Lane)	Bandalungwa
- Ecosystem: B-		- : Negative Impact	Recor	nstruction (8-Lane)	Kasarwa Kasarwa
- Water systems,		+: Positive Impact ±: Mixed Impact		eding (4-Lane) ading (6-Lane)	Ngir-ngin Limete
- Geology: B-		mineu impuet	Widening (4-Lane) Widening (6-Lane)		
	onomic environment settlement and/or loss	of mananting, D		ning (8-Lane)	Makala Ngaba
- Poverty: B±	settlement and/or loss	of properties. B-	N	141	Matete
	y such as employment	and livelihood: B+	77	The State of the s	Selembao
	l & communal resource		. %		
- Traffic/public f	facilities, infrastructur	e, social services: B+	1		Meningstute
- Dividing comm			!		
	cultural resources: B-		100		
- Landscape: B+			14 char		
- Gender equalit		ata . D l	() 0	The Books	
- Sanitation, pur - Accidents, crin	olic health conditions, ne: B±	си D ⁺	1	The state of	
	e, transboundary impa	icts: B±	13	CREE !	RD-NS-W1
	· •			Jaka.	

Urban Transport Policy:
Metwork Development
□ Accessibility for All □ Coordination, Authorities and Funding □ Reducing Environmental Impacts Project Location From RD-IRR-WN via RD-IRR-WS to Study Area Boundary toward Matadi in parallel with railway from RD-IRR-WS (26.6 km) 1. Project Objectives □ To increase the capacity for road transport to bear future traffic demand □ To improve safety and level of service for vehicle operation such as speed and comfort 3. Project Description □ New construction (6-lane: 1.0 km, 4-lane: 6.1 km) □ Upgrading (2 to 6-lane: 2.6 km, 2 to 4-lane: 1.7 9 km) □ Widening (2 to 6-lane: 2.6 km, 2 to 4-lane: 1.7 9 km) □ Droy Public Sector □ International Donors □ Public Private Partnership □ Private Sector Initiative 9. Project Oost (in 2017 Constant Price) Initial Investment: □ USD 403.0 Million Recurring O&M: USD 9.2 M/year 10. Special Considerations □ New accountance (4-lane) □ No Impact □ Nanaging Traffic Flow and Safety □ Urpent □ Ungent □ Urgent □ Urgent □ Ungent □ Medium-term □ Medium-term □ Medium-term □ Short-term □ Medium-term □ Anal 10 years □ Implementation Period □ Total 10 years □ Implementation Period □ Interval transport capacity to meet future traffic demand □ Improvement of level of service for vehicle operation osal vings in travel time and vehicle operation osal vings in
Coordination, Authorities and Funding
Project Location
From RD-IRR-WN via RD-IRR-WS to Study Area Boundary toward Matadi in parallel with railway from RD-IRR-WS (26.6 km) Droject Objectives
Matadi in parallel with railway from RD-IRR-WS (26.6 km) Short-term Medium-term
1. Project Objectives To increase the capacity for road transport to bear future traffic demand To improve safety and level of service for vehicle operation such as speed and comfort 3. Project Description New construction (6-lane: 1.0 km, 4-lane: 6.1 km) Upgrading (2 to 6-lane: 0.3 km, 2 to 4-lane: 17.9 km) Widening (2 to 6-lane: 2.6 km, 2 to 4-lane: 5.7 km) Widening (2 to 6-lane: 2.6 km, 2 to 4-lane: 5.7 km) To improve safety and level of service for vehicle operation cost 4. Related Projects/Sectors BRT Line W1, E1 and E2, Railway, Gombe River Port RD-IRR-WN, RD-IRR-WS, RD-EW-W1, RD-EW-W2, RD-EW-W3, RD-SR-W4, RD-SR-W6, RD-SR-W1, RD-SR-W6, RD-SR-W7, RD-SR-W8 5. Important Assumptions (Conditions for the Project) 6. Implementing Agency CI and OVD 7. Financing Scheme ☑ DRC Public Sector ☑ International Donors ☐ Public Private Partnership ☐ Private Sector Initiative 9. Project Cost (in 2017 Constant Price) Initial Investment: USD 403.0 Million Recurring O&M: USD 9.2 M/year 11. Environmental Impact 11. Environmental Impact 11. Environmental Impact 11. Environmental Impact 22. Location Map 12. Location Map 14. Significant Impact 15. Moderate Impact 16. Unknown at this Time 17. Constanting (2 Lane) 18. Recommended (2 L
1. Project Objectives To increase the capacity for road transport to bear future traffic demand To improve safety and level of service for vehicle operation such as speed and comfort 3. Project Description New construction (6-lane: 1.0 km, 4-lane: 6.1 km) Upgrading (2 to 6-lane: 0.3 km, 2 to 4-lane: 5.7 km) Widening (2 to 6-lane: 2.6 km, 2 to 4-lane: 5.7 km) To improve safety and level of service for vehicle operation cost 4. Related Projects/Sectors BRT Line W1, E1 and E2, Railway, Gombe River Port RD-IRR-WN, RD-IRR-WS, RD-EW-W1, RD-EW-W2, RD-EW-W3, RD-EW-W3, RD-PR-W1, RD-EW-W3, RD-SR-W1, RD-SR-W4, RD-SR-W6, RD-SR-W7, RD-SR-W8 5. Important Assumptions (Conditions for the Project) 7. Financing Scheme □ DRC Public Sector □ International Donors □ Public Private Partnership □ Private Sector Initiative 9. Project Cost (in 2017 Constant Price) Initial Investment: USD 403.0 Million Recurring O&M: USD 9.2 M/year 1) Pollution - Air quality: B Water quality: B Water quality: B Water quality: B Water systems, flooding: B+ Water systems, flooding: B+ Water systems, flooding: B+ Constant Price Drive to Partnership Drivate Sector Initiative Drivate Sector Initiative Drivate Partnership Drivate Partnership Drivate Sector Initiative Drivate Partnership Drivate Partnership Drivate Partnership Drivate Sector Initiative Drivate Partnership Drivate Partnership Drivate Partnership Drivate Partnership Drivate Partnership Drivate Partnership Dri
To increase the capacity for road transport to bear future traffic demand To improve safety and level of service for vehicle operation such as speed and comfort 3. Project Description New construction (6-lane: 1.0 km, 4-lane: 6.1 km) Upgrading (2 to 6-lane: 0.3 km, 2 to 4-lane: 17.9 km) Widening (2 to 6-lane: 2.6 km, 2 to 4-lane: 5.7 km) To improve safety and level of service for vehicle operation cost 4. Related Projects/Sectors BRT Line W1, E1 and E2, Railway, Gombe River Port RD-IRR-WN, RD-IRR-WS, RD-EW-W1, RD-EW-W2, RD-EW-W3, RD-PR-W1, RD-PR-W2, RD-EW-W3, RD-PR-W1, RD-PR-W2, RD-SR-W4, RD-SR-W6, RD-SR-W7, RD-SR-W8 5. Important Assumptions (Conditions for the Project) DRC Public Sector International Donors □ Public Private Partnership □ Private Sector Initiative 9. Project Cost (in 2017 Constant Price) Initial Investment: USD 403.0 Million Recurring O&M: USD 9.2 M/year 1) Pollution - Air quality: B- Water systems, flooding: B+ Water systems, flooding: B+ Water systems, flooding: B+ Increase of road transport capacity to meet future traffic demand Improvement of level of service for vehicle operation Savings in travel time and vehicle operation cost A Related Projects/Sectors BRT Line W1, E1 and E2, Railway, Gombe River Port RD-IRR-WN, RD-IRR-WS, RD-EW-W1, RD-EW-W2, RD-EW-W3, RD-EW-W1, RD-PR-W2, RD-EW-W3, RD-EW-W1, RD-PR-W2, RD-EW-W3, RD-EW-W1, RD-PR-W2, RD-EW-W3, RD-EW-W1, RD-PR-W2, RD-EW-W3, RD-EW-W1, RD-EW-W2, RD-EW-W3, RD-EW-W1, RD-EW-W2, RD-EW-W3, RD-EW-W1, RD-PR-W2, RD-EW-W3, RD-EW-W1, RD-PR-W2, RD-EW-W3, RD-EW-W1, RD-PR-W1, RD-PR-W2, RD-EW-W1, RD-EW-W2, RD-EW-W1, RD-PR-W1, RD-PR-W2, RD-EW-W1, RD-PR-W1, RD-PR-W2, RD-EW-W1, RD-EW-W2, RD-EW-W1, RD-PR-W2, RD-EW-W1, RD-EW-W2, RD-EW-W1, RD-EW-W1, RD-EW-W2, RD-EW-W1, RD-EW-W2, RD-EW-W1, RD-EW-W2, RD-EW-W1, RD-EW-W2, RD-EW-W
traffic demand To improve safety and level of service for vehicle operation such as speed and comfort 3. Project Description New construction (6-lane: 1.0 km, 4-lane: 6.1 km) Upgrading (2 to 6-lane: 0.3 km, 2 to 4-lane: 17.9 km) Widening (2 to 6-lane: 2.6 km, 2 to 4-lane: 5.7 km) To improve safety and level of service for vehicle operation cost 4. Related Projects/Sectors BRT Line W1, E1 and E2, Railway, Gombe River Port RD-IRR-WN, RD-IRR-WS, RD-EW-W2, RD-SR-W1, RD-SR-W3, RD-FR-W1, RD-PR-W2, RD-SR-W1, RD-SR-W4, RD-SR-W6, RD-SR-W7, RD-SR-W1, RD-SR-W6, RD-SR-W7, RD-SR-W8 5. Important Assumptions (Conditions for the Project) To international Donors Draw DRC Public Sector Draw DRC Public Sector Drivate Sector Initiative 9. Project Cost (in 2017 Constant Price) Initial Investment: USD 403.0 Million Recurring O&M: USD 9.2 M/year 11. Environmental Impact 1) Pollution Air quality: B- Water quality: B- Water quality: B- Water systems flooding: B+ Water systems, flooding: B+ Water systems, flooding: B+ Memoration of Nemonator
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Upgrading (2 to 6-lane: 0.3 km, 2 to 4-lane: 17.9 km) · Widening (2 to 6-lane: 2.6 km, 2 to 4-lane: 5.7 km) · RD-IRR-WN, RD-PR-W1, RD-PR-W2, RD-SR-W1, RD-SR-W4, RD-SR-W6, RD-SR-W7, RD-SR-W1, RD-SR-W6, RD-SR-W6, RD-SR-W7, RD-SR-W8 5. Important Assumptions (Conditions for the Project) 7. Financing Scheme □ DRC Public Sector □ International Donors □ Public Private Partnership □ Private Sector Initiative 9. Project Cost (in 2017 Constant Price) Initial Investment: USD 403.0 Million Recurring O&M: USD 9.2 M/year 11. Environmental Impact 1) Pollution - Air quality: B Water quality: B Water quality: B Water systems, flooding: B+ Water systems, flooding: B+ RD-IRR-WN, RD-PR-W1, RD-PR-W2, RD-SR-W1, RD-EW-W2, RD-SR-W1, RD-EW-W2, RD-EW-W1, RD-EW-M2, RD-E
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11. Environmental Impact 1) Pollution - Air quality: B- - Water quality : B- - Waste: B± - Other pollution impacts: B- 2) Natural environment - Ecosystem: B- - Water systems, flooding: B+ 12. Location Map 12. Location Map 12. Location Map 13. Location Map 14. Legend - New Construction (2-Lane) - New Construction (4-Lane) - New Construction (4-Lane) - New Construction (4-Lane) - Reconstruction (4-Lane) - Reconstruction (4-Lane) - Reconstruction (4-Lane) - Reconstruction (5-Lane)
1) Pollution - Air quality: B- - Water quality: B- - Waste: B± - Other pollution impacts: B- 2) Natural environment - Ecosystem: B- - Water systems, flooding: B+ [Legend]: A: Significant Impact B: Moderate Impact C: Unknown at this Time D: No Impact Compact Compact Compact
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- Other pollution impacts: B- 2) Natural environment - Ecosystem: B Water systems, flooding: B+ D: Moderate Impact C: Unknown at this Time D: No Impact Reconstruction (2-Lane) Reconstruction (4-Lane) Reconstruction (6-Lane) Reconstruction (6
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- Ecosystem: B Water systems, flooding: B+ D: No Impact Upgrading (+Lane) Upgrading (+Lane)
- Water Systems, flooding. B
- Geology: R: Negative Impact Upgrading (6-Lane)
3) Social and economic environment +: Positive Impact +: Positive Impact
- Involuntary resettlement and/or loss di properties.
- Poverty: B±
- Local economy such as employment and livelihood: B+ - Land use, local & communal resource use rights: B+
- Traffic/public facilities, infrastructure, social services: B+
- Social institutions: B±
- Dividing communities: B Historical and cultural resources: B-
- Landscape: B+
- Gender equality: B+
- Sanitation, public health conditions, etc.: B+ - Accidents, crime: B±
- Accidents, crime: B± - Climate change, transboundary impacts: B±
RD-NS-W2
tadi

D	D 1 (N)			Transport Sub-Sector	
Project Code:	Project Name:			☐ Railway and New Transit	
RD-NS-W3	Third North-South Axis Road in Western Division			☐ Bus Transport	
Urban Transpo	n Transport Policy: ☐ Coordinating Transport & Urban Dev.			✓ Road	
_			ance and Operation Scheme	☐ Traffic Management	
			•	☐ Traffic Safety	
-			r-Focused Public Transport	· ·	
☐ Accessibility		-	g Traffic Flow and Safety	□ Environment	
	Authorities and Fund	ing ☐ Reducing	g Environmental Impacts	☐ Urban Planning	
Project Location			Project Priority	☐ Institution/Funding	
		undary along N'djili Riv	/er □ Urgent	Implementation Period	
toward Matadi (2	2.0 km)		☐ Short-term	Total 10 years	
			☑ Medium-term		
1. Project Object	ctives		2. Expected Benefits	L	
		ransport to bear future	_	rt capacity to meet future traffic	
traffic demand		unispect to cour ruture	demand	is capacity to meet fatare trained	
		service for vehicle		ervice for vehicle operation	
operation such	n as speed and comfor	t	· Savings in travel time and	vehicle operation cost	
3. Project Descr	ription		4. Related Projects/Sectors		
· New construction (4-lane: 2.0 km)			· RD-ORR-WE		
5. Important As	sumptions (Conditions	for the Project)	6. Implementing Agency		
			CI and OVD		
7. Financing Sci	heme		8. Expected Operator (if an	y)	
☑ DRC Public S	Sector		OVD		
☑ International l					
☐ Public Private					
☐ Private Sector		• \	10 Special Considerations		
	(in 2017 Constant Pr	•	10. Special Considerations		
Initial Investmen					
Recurring O&M	: USD <u>0.6 M/y</u>		12 Location Man		
Recurring O&M 11. Environmen	: USD <u>0.6 M/y</u>		12. Location Map		
Recurring O&M 11. Environmen 1) Pollution	: USD <u>0.6 M/y</u>			151-1-1	
Recurring O&M 11. Environmen	: USD <u>0.6 M/y</u> tal Impact	<u>rear</u>	Legend New Construction (2-Lane) New Construction (4-Lane)	Kimbans	
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Recurring O&M 11. Environmen 1) Pollution - Air quality: B- - Water quality: - Waste: B± - Other pollution	: USD 0.6 M/y tal Impact B- impacts: B-	<u>rear</u>	Legend New Construction (2-Lane) New Construction (4-Lane) New Construction (6-Lane) Reconstruction (2-Lane) Reconstruction (4-Lane)	Kimbans	
Recurring O&M 11. Environmen 1) Pollution - Air quality: B- - Water quality: - Waste: B± - Other pollution 2) Natural environ	: USD 0.6 M/y tal Impact B- impacts: B-	[Legend]: A: Significant Impact B: Moderate Impact C: Unknown at this	Legend New Construction (2-Lane) New Construction (4-Lane) New Construction (6-Lane) Reconstruction (2-Lane) Reconstruction (4-Lane) Reconstruction (6-Lane) Reconstruction (6-Lane) Reconstruction (8-Lane) Reconstruction (8-Lane) Reconstruction (8-Lane) Reconstruction (8-Lane)	Kimbans	
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Recurring O&M 11. Environmen 1) Pollution - Air quality: B- - Water quality: - Waste: B± - Other pollution 2) Natural enviro - Ecosystem: B- - Water systems, - Geology: B- 3) Social and except	: USD 0.6 M/y tal Impact B- impacts: B- onment flooding: B+	[Legend]: A: Significant Impact B: Moderate Impact C: Unknown at this Time D: No Impact -: Negative Impact	Legend New Construction (2-Lane) New Construction (4-Lane) New Construction (6-Lane) Reconstruction (2-Lane) Reconstruction (6-Lane) Reconstruction (6-Lane) Upgrading (4-Lane) Upgrading (6-Lane)	Kimbans	
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Recurring O&M 11. Environmen 1) Pollution - Air quality: B- - Water quality: - Waste: B± - Other pollution 2) Natural enviro - Ecosystem: B- - Water systems, - Geology: B- 3) Social and eco - Involuntary res - Poverty: B± - Local economy - Land use, local - Traffic/public f - Social institutio - Dividing comm	B- impacts: B- onment flooding: B+ onomic environment ettlement and/or loss of such as employment & communal resource accilities, infrastructure ons: B±	[Legend]: A: Significant Impact B: Moderate Impact C: Unknown at this Time D: No Impact -: Negative Impact pt+: Positive Impact ±: Mixed Impact and livelihood: B+ e use rights: B+	Legend New Construction (2-Lane) New Construction (4-Lane) New Construction (6-Lane) Reconstruction (2-Lane) Reconstruction (6-Lane) Reconstruction (6-Lane) Upgrading (4-Lane) Upgrading (6-Lane)	Kimbans	
Recurring O&M 11. Environmen 1) Pollution - Air quality: B- - Water quality: - Waste: B± - Other pollution 2) Natural enviro - Ecosystem: B- - Water systems, - Geology: B- 3) Social and eco - Involuntary res - Poverty: B± - Local economy - Land use, local - Traffic/public f - Social institutio - Dividing comm - Historical and o - Landscape: B+	B- impacts: B- imp	[Legend]: A: Significant Impact B: Moderate Impact C: Unknown at this Time D: No Impact -: Negative Impact pt+: Positive Impact ±: Mixed Impact and livelihood: B+ e use rights: B+	Legend New Construction (2-Lane) New Construction (4-Lane) New Construction (6-Lane) Reconstruction (2-Lane) Reconstruction (6-Lane) Reconstruction (6-Lane) Upgrading (4-Lane) Upgrading (6-Lane)	Kimbans	
Recurring O&M 11. Environmen 1) Pollution - Air quality: B- - Water quality: - Waste: B± - Other pollution 2) Natural enviro - Ecosystem: B- - Water systems, - Geology: B- 3) Social and eco - Involuntary res - Poverty: B± - Local economy - Land use, local - Traffic/public f - Social institutio - Dividing comm - Historical and o - Landscape: B+ - Gender equality	B- impacts: B- imp	[Legend]: A: Significant Impact B: Moderate Impact C: Unknown at this Time D: No Impact -: Negative Impact ±: Positive Impact ±: Mixed Impact and livelihood: B+ e use rights: B+ e, social services: B+	Legend New Construction (2-Lane) New Construction (4-Lane) New Construction (6-Lane) Reconstruction (2-Lane) Reconstruction (6-Lane) Reconstruction (6-Lane) Upgrading (4-Lane) Upgrading (6-Lane)	Kimbans	
Recurring O&M 11. Environmen 1) Pollution - Air quality: B- - Water quality: - Waste: B± - Other pollution 2) Natural enviro - Ecosystem: B- - Water systems, - Geology: B- 3) Social and eco - Involuntary res - Poverty: B± - Local economy - Land use, local - Traffic/public f - Social institutio - Dividing comm - Historical and o - Landscape: B+ - Gender equality - Sanitation, pub	B- impacts: B- imp	[Legend]: A: Significant Impact B: Moderate Impact C: Unknown at this Time D: No Impact -: Negative Impact ±: Positive Impact ±: Mixed Impact and livelihood: B+ e use rights: B+ e, social services: B+	Legend New Construction (2-Lane) New Construction (4-Lane) New Construction (6-Lane) Reconstruction (2-Lane) Reconstruction (6-Lane) Reconstruction (6-Lane) Upgrading (4-Lane) Upgrading (6-Lane)	Kimbans	
Recurring O&M 11. Environmen 1) Pollution - Air quality: B- - Water quality: - Waste: B± - Other pollution 2) Natural enviro - Ecosystem: B- - Water systems, - Geology: B- 3) Social and eco - Involuntary res - Poverty: B± - Local economy - Land use, local - Traffic/public f - Social institutio - Dividing comm - Historical and of - Landscape: B+ - Gender equality - Sanitation, pub - Accidents, crim	B- impacts: B- imp	[Legend]: A: Significant Impact B: Moderate Impact C: Unknown at this Time D: No Impact -: Negative Impact ±: Mixed Impact and livelihood: B+ e use rights: B+ e, social services: B+	Legend New Construction (2-Lane) New Construction (4-Lane) New Construction (6-Lane) Reconstruction (2-Lane) Reconstruction (6-Lane) Reconstruction (6-Lane) Upgrading (4-Lane) Upgrading (6-Lane)	Kimbans	
Recurring O&M 11. Environmen 1) Pollution - Air quality: B- - Water quality: - Waste: B± - Other pollution 2) Natural enviro - Ecosystem: B- - Water systems, - Geology: B- 3) Social and eco - Involuntary res - Poverty: B± - Local economy - Land use, local - Traffic/public f - Social institutio - Dividing comm - Historical and of - Landscape: B+ - Gender equality - Sanitation, pub - Accidents, crim	B- impacts: B- imp	[Legend]: A: Significant Impact B: Moderate Impact C: Unknown at this Time D: No Impact -: Negative Impact ±: Mixed Impact and livelihood: B+ e use rights: B+ e, social services: B+	Legend New Construction (2-Lane) New Construction (4-Lane) New Construction (6-Lane) Reconstruction (2-Lane) Reconstruction (6-Lane) Reconstruction (8-Lane) Upgrading (4-Lane) Upgrading (6-Lane) Widening (6-Lane) Widening (8-Lane) Widening (8-Lane)	Kimbans	
Recurring O&M 11. Environmen 1) Pollution - Air quality: B- - Water quality: - Waste: B± - Other pollution 2) Natural enviro - Ecosystem: B- - Water systems, - Geology: B- 3) Social and eco - Involuntary res - Poverty: B± - Local economy - Land use, local - Traffic/public f - Social institutio - Dividing comm - Historical and of - Landscape: B+ - Gender equality - Sanitation, pub - Accidents, crim	B- impacts: B- imp	[Legend]: A: Significant Impact B: Moderate Impact C: Unknown at this Time D: No Impact -: Negative Impact ±: Mixed Impact and livelihood: B+ e use rights: B+ e, social services: B+	Legend New Construction (2-Lane) New Construction (4-Lane) New Construction (6-Lane) Reconstruction (2-Lane) Reconstruction (6-Lane) Reconstruction (6-Lane) Upgrading (4-Lane) Upgrading (6-Lane)	Kimbans	
Recurring O&M 11. Environmen 1) Pollution - Air quality: B- - Water quality: - Waste: B± - Other pollution 2) Natural enviro - Ecosystem: B- - Water systems, - Geology: B- 3) Social and eco - Involuntary res - Poverty: B± - Local economy - Land use, local - Traffic/public f - Social institutio - Dividing comm - Historical and of - Landscape: B+ - Gender equality - Sanitation, pub - Accidents, crim	B- impacts: B- imp	[Legend]: A: Significant Impact B: Moderate Impact C: Unknown at this Time D: No Impact -: Negative Impact ±: Mixed Impact and livelihood: B+ e use rights: B+ e, social services: B+	Legend New Construction (2-Lane) New Construction (4-Lane) New Construction (6-Lane) Reconstruction (2-Lane) Reconstruction (6-Lane) Reconstruction (8-Lane) Upgrading (4-Lane) Upgrading (6-Lane) Widening (6-Lane) Widening (8-Lane) Widening (8-Lane)	Kimbans	

Duciant Codes	Duoisat Namas				Transport Sub-Sector
Project Code: RD-PR-W1	Project Name:			☐ Railway and New Transit	
KD-PK-W1	East-West Primary Road (1) in Western Division			☐ Bus Transport	
Urban Transpo	ort Policy: Coordinating Transport & Urban Dev.			☑ Road	
☐ Managing Su	rging Demand	☐ Maintena	nce and O	peration Scheme	☐ Traffic Management
☑ Network Dev	elopment	☐ Customer	r-Focused	Public Transport	☐ Traffic Safety
☐ Accessibility	-			low and Safety	☐ Environment
-			-	nental Impacts	☐ Urban Planning
☐ Coordination, Authorities and Funding ☐ Reducing Project Location			, Environni	Project Priority	☐ Institution/Funding
	NN to RD-IRR-WE (9	0.4 km)		•	Implementation Period
110111111111111111111111111111111111111	,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,)		☐ Urgent ☐ Short-term	_
					Total 10 years
				☑ Medium-term	
1. Project Object			_	eted Benefits	
		ransport to bear future		•	capacity to meet future traffic
traffic demand		f service for vehicle	demar		ice for vehicle operation
	h as speed and comfor			gs in travel time and ve	
3. Project Descr		.=		ed Projects/Sectors	
	tion (6-lane: 0.3 km)		· Railw	•	
· Upgrading from 2-lane (6-lane: 4.3 km)					RD-NS-W1, RD-NS-W2,
	m 2-lane (6-lane: 2.6 l				D-SR-W15, RD-EX-N1
5. Important As	ssumptions (Conditions	for the Project)	_	menting Agency	
			CI and C		
7. Financing Sc			8. Expected Operator (if any)		
☑ DRC Public S			OVD		
✓ International :✓ Public Private					
☐ Private Sector					
	(in 2017 Constant Pr	rice)	10. Special Considerations		
Initial Investmen	•	•	· Relocation of Kokolo Camp		
Recurring O&M		/year		•	
11. Environmen	ıtal Impact	[Legend]:	12. Loca	tion Map	
1) Pollution		A: Significant Impact		2	
- Air quality: B- - Water quality:	D	B: Moderate Impact C: Unknown at this			Die er to his
- Water quanty.	Б-	Time	1		
- Other pollution	impacts: B-	D: No Impact			
2) Natural enviro	onment	- : Negative Impact	56		sohass
- Ecosystem: B-	fl 4: D	+: Positive Impact			
Water systems,Geology: B-	nooding: D+	±: Mixed Impact	-		Nasaraja P
	onomic environment		>	4	The state of the s
•	settlement and/or loss	of properties: B-	4	197-11 Jan	RD-PR-W1
- Poverty: B±	1 1 ,	11' 1'1 1 D	Ngelenk	3	RD-PR-W1
	v such as employment & communal resource		-	T TE	The same of the sa
	facilities, infrastructur		1		Makala Ngaba
- Social institution	ons: B±				THE STATE OF THE S
- Dividing comn			Legend New (Construction (2-Lane)	Ortu Maleix
- Historical and c - Landscape: B+	cultural resources: B-		New (Construction (4-Lane)	
- Gender equality			100	Construction (6-Lane) astruction (2-Lane)	Lembe
	lic health conditions,	etc.: B+		astruction (4-Lane)	Kiserao
- Accidents, crin	ne: B±		Recon	nstruction (6-Lane)	
- Climate change	e, transboundary impa	cts: B±		eding (4-Lane)	1
			Wider	ning (4-Lane)	
				ning (6-Lane) ning (8-Lane)	

				Transport Sub-Sector
Project Code:	Project Name:	D 1 (2)	· ••.	☐ Railway and New Transit
RD-PR-W2	East-west Primary	Road (2) in Western D	olvision	☐ Bus Transport
Urban Transpo	rt Policy:	☑ Coordina	 ☑ Road	
☐ Managing Su		☐ Maintena	☐ Traffic Management	
☑ Network Dev		☐ Custome	☐ Traffic Safety	
☐ Accessibility	-		g Traffic Flow and Safety	☐ Environment
_	Coordination, Authorities and Funding Reducing Environmental Impact			☐ Urban Planning
Project Locatio			Project Priority	☐ Institution/Funding
	4 to RD-EW-W1 (12.	6 km)	☐ Urgent	Implementation Period
			☐ Short-term	Total 10 years
			✓ Medium-term	
1. Project Obje	ctives		2. Expected Benefits	1
		ransport to bear future	_	capacity to meet future traffic
traffic demand	d	-	demand	
	safety and level on as speed and comfor	f service for vehicle	· Improvement of level of serv	
		rı 	· Savings in travel time and ve	enicle operation cost
3. Project Desci	-		4. Related Projects/Sectors • RRT Line E1 and E2	
	tion (6-lane: 2.3 km) o 6-lane: 1.5 km, 6 to	8-lane: 3.0 km)	BRT Line E1 and E2RD-EW-W1, RD-NS-W1, R	D-NS-W2, RD-PR-W3.
	n of damaged section		RD-PR-W4, RD-PR-W5, RI	
	-		RD-SR-W11	
5. Important As	ssumptions (Conditions	for the Project)	6. Implementing Agency	
			CI and OVD	
7. Financing Sc			8. Expected Operator (if any)	
✓ DRC Public S✓ International			OVD	
☐ Public Private				
☐ Private Sector				
-	(in 2017 Constant Pr		10. Special Considerations	
Initial Investment Recurring O&M				
11. Environmen			12. Location Map	
1) Pollution	1	[Legend]: A: Significant Impact		
- Air quality: B-	_	B: Moderate Impact		annia (
- Water quality: - Waste: B±	В-	C: Unknown at this Time		the land
- Other pollution	impacts: B-	D: No Impact		reshase
2) Natural enviro		- : Negative Impact	Condolunged	
- Ecosystem: B-	floodings D	+: Positive Impact	Votables	
Water systems,Geology: B-	nooding. D +	±: Mixed Impact	T. (2) 1777	Kataru S
3) Social and eco	onomic environment			
	ettlement and/or loss	of properties: R-	Ngsienb	
- Poverty: B±		or properties. B		
- Local economy	v such as employment		W 1000	
- Land use, local	such as employment & communal resource	and livelihood: B+		Marin Najan
- Land use, local - Traffic/public f	& communal resource acilities, infrastructur	and livelihood: B+	20 1 1 1 1	ND-PR-W2
Land use, localTraffic/public fSocial institution	& communal resource acilities, infrastructur ons: B±	and livelihood: B+	Legend	RD-PR-W2
- Land use, local - Traffic/public f - Social institution - Dividing comm	& communal resource acilities, infrastructur ons: B±	and livelihood: B+	Legend New Construction (2-Lane) New Construction (4-Lane)	RD-PR-W2
- Land use, local - Traffic/public f - Social institution - Dividing comn - Historical and - Landscape: B+	& communal resource acilities, infrastructurons: B± nunities: B-cultural resources: B-	and livelihood: B+	Legend New Construction (2-Lane)	RD-PR-W2 Lenton Kneros Kneros
- Land use, local - Traffic/public f - Social institution - Dividing comn - Historical and - Landscape: B+ - Gender equalit	& communal resource acilities, infrastructurens: B± nunities: B-cultural resources: B-y: B+	and livelihood: B+ te use rights: B+ te, social services: B+	Legend New Construction (2-Lane) New Construction (4-Lane) New Construction (6-Lane)	RD-PR-W2 O 7 to Union Marin
- Land use, local - Traffic/public f - Social institution - Dividing comn - Historical and - Landscape: B+ - Gender equalit	& communal resource acilities, infrastructurens: B± nunities: B-cultural resources: B-y: B+ lic health conditions,	and livelihood: B+ te use rights: B+ te, social services: B+	Legend New Construction (2-Lane) New Construction (4-Lane) Reconstruction (5-Lane) Reconstruction (2-Lane) Reconstruction (6-Lane) Reconstruction (6-Lane) Reconstruction (8-Lane)	RD-PR-W2
- Land use, local - Traffic/public 1 - Social institution - Dividing community - Historical and 1 - Landscape: B+ - Gender equality - Sanitation, public - Accidents, crin	& communal resource acilities, infrastructurens: B± nunities: B-cultural resources: B-y: B+ lic health conditions,	and livelihood: B+ te use rights: B+ te, social services: B+ etc.: B+	Legend New Construction (2-Lane) New Construction (4-Lane) New Construction (6-Lane) Reconstruction (2-Lane) Reconstruction (4-Lane) Reconstruction (6-Lane) Upgrading (4-Lane) Upgrading (6-Lane)	RD-PR-WZ
- Land use, local - Traffic/public 1 - Social institution - Dividing community - Historical and 1 - Landscape: B+ - Gender equality - Sanitation, public - Accidents, crin	& communal resource acilities, infrastructurons: B± nunities: B-cultural resources: B-lic health conditions, ne: B±	and livelihood: B+ te use rights: B+ te, social services: B+ etc.: B+	Legend New Construction (2-Lane) New Construction (4-Lane) Reconstruction (6-Lane) Reconstruction (4-Lane) Reconstruction (4-Lane) Reconstruction (8-Lane) Upgrading (4-Lane)	RD-PR-W2 O roo Mains Manua

D 1 (G)	D				Transport Sub-Sector	
Project Code:	Project Name:	D 1 (2) * - W// 1	D .	☐ Railway and New Transit		
RD-PR-W3	East-west Primary	Road (3) in Western I	Jivision	☐ Bus Transport		
Urban Transpo	rt Policy:	✓ Coordinate	ating Trans	sport & Urban Dev.	☑ Road	
☐ Managing Sur			_	Operation Scheme	☐ Traffic Management	
✓ Network Dev				Public Transport	☐ Traffic Safety	
☐ Accessibility:	-			Flow and Safety	☐ Environment	
-	, Authorities and Fund		_	nental Impacts	☐ Urban Planning	
Project Location		ilig 🗀 Reducini	g Elivitoiii	Project Priority	· ·	
•	n VN to RD-NS-W1 (5.′	7 km)			☐ Institution/Funding Implementation Period	
Tiom RD II.C.	VIV 10 KD 1151 (5.	/ Kiiij		☐ Urgent	_	
				☐ Short-term	Total 10 years	
			1	☑ Medium-term		
1. Project Object			_	cted Benefits		
To increase the traffic demand		ransport to bear future	· Increa		capacity to meet future traffic	
		f service for vehicle			ice for vehicle operation	
	h as speed and comfor			gs in travel time and vel		
3. Project Descr	ription		4. Relat	ed Projects/Sectors	-	
· New construc	tion (4-lane: 0.6 km, 6				RD-PR-W2, RD-PR-W5,	
 Widening from 	m 2-lane (4-lane: 2.8 k	km)	RD-S	R-W11	·	
5. Important As	ssumptions (Conditions	for the Project)	_	ementing Agency		
			CI and C			
7. Financing Sci			8. Expected Operator (if any)			
☑ DRC Public S			OVD			
✓ International I✓ Public Private						
☐ Public Private						
	(in 2017 Constant Pr	rice)	10. Special Considerations			
Initial Investmen	•	•				
Recurring O&M	: USD 1.9 M/y					
11. Environmen	ital Impact	[Legend]:	12. Loca	ation Map		
1) Pollution		A: Significant Impact B: Moderate Impact		and the same of th		
- Air quality: B- - Water quality:	\mathbf{R}	C: Unknown at this		RD-PR-W3	and The same	
- Water quality.	Б-	Time			Burnis .	
- Other pollution	impacts: B-	D: No Impact				
2) Natural enviro	onment	- : Negative Impact	56		Tools 1	
- Ecosystem: B-	fl 4: D	+: Positive Impact				
Water systems,Geology: B-	Hooding: B+	±: Mixed Impact	-	Kirtando	TITLE IN	
	onomic environment		>-	2/2		
- Involuntary res	settlement and/or loss	of properties: B-	1	134	Commu	
- Poverty: B±		111 111 1 5	-			
	v such as employment & communal resourc		1	XY H		
	acilities, infrastructure		/	and the same of th		
- Social institution		2, 500 mil 501 (1005) 2 /	1		Malada	
- Dividing comm			Legend			
	cultural resources: B-			Construction (2-Lane) Construction (4-Lane)	Mateix	
Landscape: B+Gender equality			New (Construction (6-Lane)		
	lic health conditions,	etc.: B+		nstruction (2-Lane) nstruction (4-Lane)	Kisenso	
- Accidents, crim			war and the second seco	nstruction (6-Lane) nstruction (8-Lane)		
- Climate change	e, transboundary impa	cts: B±		ading (4-Lane)		
				ading (6-Lane)		
			Wider	ning (6-Lane)		
			Witte	ming (8-Lane)	- John Mills	

D : (C)	D . AM				Transport Sub-Sector		
Project Code: RD-PR-W4	Project Name:	☐ Railway and New Transit					
KD-FK-W4	North-South Frima	North-South Primary Road (1) in Western Division					
Urban Transpo	rt Policy:	☑ Coordina	ting Trans	port & Urban Dev.	☑ Road		
☐ Managing Su	rging Demand	☐ Maintena	ince and O	peration Scheme	☐ Traffic Management		
☑ Network Dev	elopment	☐ Custome:	r-Focused	Public Transport	☐ Traffic Safety		
☐ Accessibility	for All	☐ Managing	g Traffic F	low and Safety	☐ Environment		
☐ Coordination,	Authorities and Fund	ling	g Environn	nental Impacts	☐ Urban Planning		
Project Locatio	n			Project Priority	☐ Institution/Funding		
From RD-IRR-V	VN to RD-IRR-WW (5.5 km)		□ Urgent	Implementation Period		
				☐ Short-term	Total 10 years		
				☑ Medium-term	•		
1. Project Object	ctives		2. Exped	cted Benefits			
		ransport to bear future	_		capacity to meet future traffic		
traffic demand			demar				
	safety and level or has speed and comfor	f service for vehicle		vement of level of servi gs in travel time and vel	ce for vehicle operation		
•		·		-	ncie operation cost		
3. Project Descri	tion (4-lane: 2.5 km, 6	5-lane: 2 8 km)		ed Projects/Sectors Line E2			
	to 4-lane: 0.7 km, 2 to				RD-NS-W1, RD-EW-W1,		
	m 2-lane (4-lane: 2.1 l		RD-P	R-W2, RD-SR-W3	, , , , , , , , , , , , , , , , , , ,		
5. Important As	sumptions (Conditions	for the Project)	_	menting Agency			
			CI and OVD				
7. Financing Sc			_	cted Operator (if any)			
☑ DRC Public S☑ International			OVD				
☐ Public Private							
☐ Private Sector							
9. Project Cost	(in 2017 Constant Pr		10. Special Considerations				
Initial Investmen							
Recurring O&M	: USD <u>1.6 M/</u>	<u>year</u>					
11. Environmen	ital Impact	[Legend]:	12. Loca	tion Map			
1) Pollution		A: Significant Impact		/ ~ ~	The state of the s		
- Air quality: B-	D	B: Moderate Impact C: Unknown at this		RD-PR-W4	We also		
Water quality :Waste: B±	В-	Time			Lundo		
- Other pollution	impacts: B-	D: No Impact					
2) Natural enviro	onment	- : Negative Impact	1		fortuna .		
Ecosystem: B-Water systems,	flooding: D±	+: Positive Impact	1	Gendalungue			
- Water systems, - Geology: B-	nooding. D	±: Mixed Impact		A PARTY OF THE PAR			
3) Social and eco	onomic environment		7	(3)	Kolomu Lincole		
	ettlement and/or loss	of properties: B-	Ngslend				
- Poverty: B±	such as employment	and livelihood: B+					
	& communal resource				Makala Nagatia		
	acilities, infrastructur	e, social services: B+	1		Legend		
 Social institution Dividing comm 			61		New Construction (2-Lane)		
•	cultural resources: B-		Fred	Selembao	New Construction (4-Lane) New Construction (6-Lane)		
- Landscape: B+			1 1	The state of the s	Reconstruction (2-Lane) Reconstruction (4-Lane)		
- Gender equality		, D.	1) d d / 1	Reconstruction (6-Lane) Reconstruction (8-Lane)		
- Sanitation, pub - Accidents, crim	lic health conditions, ne: B±	eic.: B+	1		Upgrading (4-Lane) Upgrading (6-Lane)		
	e, transboundary impa	ects: B±		7/	Widening (4-Lane) Widening (6-Lane)		
	, i		17-0	A C	Widening (S-Lane)		

Duringt Code	Desired Names				Transport Sub-Sector	
Project Code:	Project Name:	wy Dood (2) in Western	☐ Railway and New Transit			
RD-PR-W5	North-South Prima	ry Road (2) in Westeri	☐ Bus Transport			
Urban Transpo	rt Policy:	✓ Coordina	ting Trans	port & Urban Dev.	✓ Road	
☐ Managing Sur			-	peration Scheme	☐ Traffic Management	
☑ Network Dev				Public Transport	☐ Traffic Safety	
☐ Accessibility	-			low and Safety	□ Environment	
-	Authorities and Fund		-	nental Impacts	☐ Urban Planning	
Project Location		ing — Reducing	Environi	Project Priority	☐ Institution/Funding	
	VN to RD-IRR-WW (13.0 km)		☐ Urgent	Implementation Period	
				☐ Short-term	-	
					Total 10 years	
1 B : (O):			Lan	✓ Medium-term		
1. Project Object			_	eted Benefits		
traffic demand		ransport to bear future	demai	-	capacity to meet future traffic	
		service for vehicle			ice for vehicle operation	
	n as speed and comfor			gs in travel time and vel		
3. Project Descr	-		4. Relate	ed Projects/Sectors		
	to 4-lane: 0.1 km, 4 to			Line W1 and E2		
	o 4-lane: 4.7 km, 4 to				RD-EW-W1, RD-EW-W2,	
Reconstructio	n of damaged sections	(6-lane: 0.2 km)		R-W1, RD-PR-W2, RD R-W6, RD-SR-W11, R		
5. Important As	sumptions (Conditions	for the Project)	1	menting Agency		
•	•		CI and C			
7. Financing Sc	heme		8. Exped	eted Operator (if any)		
☑ DRC Public S			OVD			
☑ International						
☐ Public Private ☐ Private Sector						
	(in 2017 Constant Pr	ice)	10. Special Considerations			
Initial Investmen	•					
Recurring O&M	: USD 3.6 M/y	<u>'ear</u>				
11. Environmen	tal Impact	[Legend]:	12. Loca	tion Map		
1) Pollution		A: Significant Impact		-		
- Air quality: B- - Water quality:	D	B: Moderate Impact C: Unknown at this		The state of the s		
- Water quality .	D-	Time		THE XXXX	WO THE STATE OF TH	
- Other pollution		Tille	RD	.PR.W5		
2) Natural enviro	impacts: B-	D: No Impact	RD	-PR-W5		
		D: No Impact	RD	-PR-W5		
- Ecosystem: B-	onment	D: No Impact - : Negative Impact +: Positive Impact	RD	-PR-W5		
- Ecosystem: B- - Water systems,	onment	D: No Impact - : Negative Impact	RD	-PR-W5		
Ecosystem: B-Water systems,Geology: B-	onment	D: No Impact - : Negative Impact +: Positive Impact	RD	-PR-W5	Nasous Marian	
- Ecosystem: B- - Water systems, - Geology: B- 3) Social and eco - Involuntary res	onment flooding: B+	D: No Impact - : Negative Impact +: Positive Impact ±: Mixed Impact	RD	-PR-WS	Today.	
- Ecosystem: B- - Water systems, - Geology: B- 3) Social and eco - Involuntary res - Poverty: B±	flooding: B+ conomic environment ettlement and/or loss of	D: No Impact -: Negative Impact +: Positive Impact ±: Mixed Impact	RD	-PR-W5	Today Samuel Control of the Control	
- Ecosystem: B- - Water systems, - Geology: B- 3) Social and eco - Involuntary res - Poverty: B± - Local economy	flooding: B+ conomic environment ettlement and/or loss or such as employment	D: No Impact -: Negative Impact +: Positive Impact ±: Mixed Impact of properties: B- and livelihood: B+	RD	-PR-W5	Name of the second of the seco	
- Ecosystem: B- Water systems, - Geology: B- 3) Social and eco- Involuntary res - Poverty: B± - Local economy - Land use, local	flooding: B+ commic environment ettlement and/or loss or such as employment & communal resource	D: No Impact -: Negative Impact +: Positive Impact ±: Mixed Impact of properties: B- and livelihood: B+ e use rights: B+	RD	-PR-W5	Name of the second of the seco	
- Ecosystem: B Water systems, - Geology: B- 3) Social and eco - Involuntary res - Poverty: B± - Local economy - Land use, local - Traffic/public f - Social institution	flooding: B+ commic environment ettlement and/or loss or such as employment & communal resource facilities, infrastructure ons: B±	D: No Impact -: Negative Impact +: Positive Impact ±: Mixed Impact of properties: B- and livelihood: B+ e use rights: B+	RD	-PR-W5	Valent Vigina	
- Ecosystem: B Water systems, - Geology: B- 3) Social and eco - Involuntary res - Poverty: B± - Local economy - Land use, local - Traffic/public f - Social institution	onment flooding: B+ commic environment ettlement and/or loss of such as employment & communal resource facilities, infrastructure ons: B± nunities: B-	D: No Impact -: Negative Impact +: Positive Impact ±: Mixed Impact of properties: B- and livelihood: B+ e use rights: B+	RD	-PR-WS	Massa Legend	
- Ecosystem: B Water systems, - Geology: B- 3) Social and eco - Involuntary res - Poverty: B± - Local economy - Land use, local - Traffic/public f - Social institution - Dividing comm - Historical and of	ponment flooding: B+ ponomic environment ettlement and/or loss of a such as employment & communal resource facilities, infrastructure ons: B± nunities: B- cultural resources: B-	D: No Impact -: Negative Impact +: Positive Impact ±: Mixed Impact of properties: B- and livelihood: B+ e use rights: B+	RD	-PR-W5	Katowak Kolema Legend New Construction (2-Lane) New Construction (4-Lane)	
- Ecosystem: B- Water systems, Geology: B- 3) Social and eco Involuntary res Poverty: B± Local economy Land use, local Traffic/public f Social institutio Dividing comm Historical and c Landscape: B+	flooding: B+ commic environment ettlement and/or loss of such as employment & communal resource facilities, infrastructure ons: B± nunities: B- cultural resources: B-	D: No Impact -: Negative Impact +: Positive Impact ±: Mixed Impact of properties: B- and livelihood: B+ e use rights: B+	RD	-PR-W5	New Construction (2-Lane)	
- Ecosystem: B- Water systems, Geology: B- 3) Social and eco Involuntary res Poverty: B± Local economy Land use, local Traffic/public f Social institution Dividing comm Historical and co Landscape: B+ Gender equality Sanitation, pub	flooding: B+ conomic environment ettlement and/or loss of such as employment & communal resource facilities, infrastructure cons: B± nunities: B- cultural resources: B- y: B+ lic health conditions, of	D: No Impact -: Negative Impact +: Positive Impact +: Mixed Impact of properties: B- and livelihood: B+ e use rights: B+ e, social services: B+	RD	PR-W5 Containing of the Conta	New Construction (2-Lane) New Construction (4-Lane) New Construction (6-Lane) Reconstruction (2-Lane) Reconstruction (4-Lane)	
- Ecosystem: B- Water systems, Geology: B- 3) Social and eco Involuntary res Poverty: B± Local economy Land use, local Traffic/public f Social institution Dividing comm Historical and co Landscape: B+ Gender equality Sanitation, pub	flooding: B+ ponomic environment ettlement and/or loss of a such as employment & communal resource facilities, infrastructure fons: B± funities: B- cultural resources: B- y: B+ lic health conditions, one: B±	D: No Impact -: Negative Impact +: Positive Impact +: Mixed Impact of properties: B- and livelihood: B+ e use rights: B+ e, social services: B+	RD	PR-WS Contrary	New Construction (2-Lane) New Construction (4-Lane) New Construction (6-Lane) Reconstruction (2-Lane) Reconstruction (4-Lane) Reconstruction (6-Lane) Reconstruction (6-Lane)	
- Ecosystem: B- Water systems, Geology: B- 3) Social and eco Involuntary res Poverty: B± Local economy Land use, local Traffic/public f Social institution Dividing comm Historical and co Landscape: B+ Gender equality Sanitation, pub	flooding: B+ conomic environment ettlement and/or loss of such as employment & communal resource facilities, infrastructure cons: B± nunities: B- cultural resources: B- y: B+ lic health conditions, of	D: No Impact -: Negative Impact +: Positive Impact +: Mixed Impact of properties: B- and livelihood: B+ e use rights: B+ e, social services: B+	RD	PR-W5 Industryee Selentas Selentas	New Construction (2-Lane) New Construction (4-Lane) New Construction (6-Lane) Reconstruction (2-Lane) Reconstruction (4-Lane) Reconstruction (6-Lane)	
- Ecosystem: B- Water systems, Geology: B- 3) Social and eco Involuntary res Poverty: B± Local economy Land use, local Traffic/public f Social institution Dividing comm Historical and co Landscape: B+ Gender equality Sanitation, pub	flooding: B+ ponomic environment ettlement and/or loss of a such as employment & communal resource facilities, infrastructure fons: B± funities: B- cultural resources: B- y: B+ lic health conditions, one: B±	D: No Impact -: Negative Impact +: Positive Impact +: Mixed Impact of properties: B- and livelihood: B+ e use rights: B+ e, social services: B+	RD	PR-W5 Servidae Described	New Construction (2-Lane) New Construction (4-Lane) New Construction (6-Lane) Reconstruction (2-Lane) Reconstruction (4-Lane) Reconstruction (6-Lane) Reconstruction (6-Lane) Upgrading (4-Lane)	

Project Code:	Project Name:				Transport Sub-Sector	
RD-PR-W6	North-South Primary Road (3) in Western Division				☐ Railway and New Transit	
TED THE TYPE	Troitin South Tilling	iry roud (e) in vvesterr	☐ Bus Transport			
Urban Transpo	rt Policy:	☑ Coordina	ting Trans	port & Urban Dev.	☑ Road	
☐ Managing Su	rging Demand	☐ Maintena	ince and O	peration Scheme	☐ Traffic Management	
☑ Network Dev	elopment	☐ Custome:	r-Focused	Public Transport	☐ Traffic Safety	
☐ Accessibility	for All	☐ Managing	g Traffic F	low and Safety	☐ Environment	
☐ Coordination,	Authorities and Fund	ling Reducing	g Environn	nental Impacts	☐ Urban Planning	
Project Locatio	n			Project Priority	☐ Institution/Funding	
From RD-EW-W	/1 to RD-EW-W2 (2.8	8 km)		☐ Urgent	Implementation Period	
				☐ Short-term	Total 10 years	
				☑ Medium-term		
1. Project Obje	ctives		2. Exped	ted Benefits	-	
		ransport to bear future		_	capacity to meet future traffic	
traffic demand		f service for vehicle	demar		rice for vehicle operation	
	h as speed and comfor			gs in travel time and ve		
3. Project Descr				ed Projects/Sectors	.	
		n, 6-lane: 0.7 km) No		_	D-PR-W2, RD-SR-W13	
work						
· Reconstructio	n of damaged section	s (4-lane: 0.1 km)				
5. Important As	sumptions (Conditions	for the Project)	6. Imple	menting Agency		
	, (,	CI and C			
7. Financing Sc	heme		8. Exped	cted Operator (if any)		
☑ DRC Public S			OVD	• • • • • • • • • • • • • • • • • • • •		
☑ International						
☐ Public Private ☐ Private Sector						
	(in 2017 Constant Pi	rice)	10. Special Considerations			
Initial Investmen		·	10. Special Considerations			
Recurring O&M	: USD <u>1.0 M/ye</u>	<u>ear</u>				
11 Environmen	utal Impaat		12 L age	tion Map		
11. Environmen 1) Pollution	itai impact	[Legend]: A: Significant Impact	12. Luca	ition Map	of the continue	
- Air quality: B-		B: Moderate Impact			wash.	
- Water quality :	B-	C: Unknown at this				
- Waste: B±	·	Time D: No Impact			Pariso	
- Other pollution 2) Natural environment			-6		Ethanis Balanci	
- Ecosystem: B-	omnent .	- : Negative Impact +: Positive Impact	1		RD-PR-W6	
- Water systems,	flooding: B+	±: Mixed Impact		Gendalungse	KDFK-WO	
- Geology: B-	onomic environment			2/2/		
	ettlement and/or loss	of properties: B-	7	13-1	Kelenu	
- Poverty: B±		• •	Novier	1		
	such as employment					
	& communal resource acilities, infrastructure	e, social services: B+		Burton	Madeila Ngilia	
- Social institution		-,	1			
- Dividing comn			Legend New (Construction (2-Lane)	new Malele	
- Historical and - Landscape: B+	cultural resources: B-		New C	Construction (4-Lane)		
- Gender equalit				Construction (6-Lane) struction (2-Lane)	Lends	
- Sanitation, pub	lic health conditions,	etc.: B+		struction (4-Lane)	Kserso	
- Accidents, crin		(D)	Recon	struction (8-Lane) ding (4-Lane)	A VARIAN	
- Climate change	e, transboundary impa	icis: B±		ding (6-Lane)	The state of the s	
			Wider	ting (4-Lane)		
Ī			Wider	ning (8-Lane)	1 Sterna	

Descionat Codes	D				Transport Sub-Sector	
Project Code: RD-SR-W1	Project Name:	☐ Railway and New Transit				
KD-SK-W1	East-West Seconda	☐ Bus Transport				
Urban Transpo	rt Policy:	☑ Coordinating Transport & Urban Dev.			☑ Road	
☐ Managing Sun			-	peration Scheme	☐ Traffic Management	
☑ Network Dev				Public Transport	☐ Traffic Safety	
☐ Accessibility:	-			low and Safety	☐ Environment	
•	, Authorities and Fund		_	nental Impacts	☐ Urban Planning	
Project Location			, Environi	Project Priority	☐ Institution/Funding	
•	 VN to RD-IRR-WN (6.0 km)		☐ Urgent	Implementation Period	
				☐ Short-term	Total 10 years	
				✓ Medium-term	Total To years	
1. Project Object	ctivos		2 Evner	eted Benefits		
		ransport to bear future			capacity to meet future traffic	
traffic demand		ransperv to our rater	demar		cupacity to most runnic manne	
		f service for vehicle			rice for vehicle operation	
	h as speed and comfor	rt		gs in travel time and ve	hicle operation cost	
3. Project Descr	tion (4-lane: 1.0 km)			ed Projects/Sectors	DD MC W2 DD DD W5	
	om 2-lane (4-lane: 2.1	km)		R-W11, RD-N3-W1, F	RD-NS-W2, RD-PR-W5,	
· Widening from	m 2-lane (4-lane: 1.01	km)	100 0			
	n of damaged section					
5. Important As	ssumptions (Conditions	for the Project)		menting Agency		
			CI and C			
7. Financing Sci			8. Expected Operator (if any)			
☑ DRC Public S☑ International I			OVD			
☐ Public Private						
☐ Private Sector						
9. Project Cost	(in 2017 Constant Pr	rice)	10. Special Considerations			
Initial Investmen			· RD-ST-SR1 [Short term]			
Recurring O&M		<u>year</u>	12 T	Gar Man		
11. Environmen 1) Pollution	itai impact	[Legend]:	12. Loca	tion Map	at VEST contra	
- Air quality: B-		A: Significant Impact B: Moderate Impact		/ m		
- Water quality:	B-	C: Unknown at this				
- Waste: B±	_	Time D: No Impact	RD-SR	·W1	hunsu	
- Other pollution	•	D. 10 Impact			about 1	
2) Natural environmentEcosystem: B-	Jiiiieiii	- : Negative Impact	1		Politica	
- Water systems,	flooding: B+	+: Positive Impact ±: Mixed Impact	1	Gendalungwei		
- Geology: B-		mined impuer	-	3	X Sarry	
	onomic environment settlement and/or loss	of properties: R-		CENTY H	Name (Salaria	
- Poverty: B±	settlement and/of 1033	or properties. D-			Timete Limete	
- Local economy	such as employment		Ngalend			
	& communal resource		/	Summer Summer		
- Traffic/public i		e, social services: B+			Molado Ngiba	
- Dividing comm			Legend			
	cultural resources: B-			Construction (2-Lane)	O're Siddle	
- Landscape: B+				Construction (4-Lane) Construction (6-Lane)		
- Gender equality	y: B+ lic health conditions,	etc · R+		astruction (2-Lane)	Ksenso 1	
- Accidents, crim		cic D	Recor	astruction (6-Lane)		
	e, transboundary impa	ects: B±		astruction (8-Lane) ading (4-Lane)		
				nding (6-Lane)	X	
			Wider	ning (6-Lane)		
			Wider	ning (8-Lane)		

Duciant Cada	Duciaat Namas				Transport Sub-Sector
Project Code: RD-SR-W2	Project Name:	East-West Secondary Road (2) in Western Division			
KD-SK-W2	East-West Seconda	iry Koau (2) iii weste	☐ Bus Transport		
Urban Transpo	rt Policy:	☑ Coordi	nating Trans	sport & Urban Dev.	☑ Road
☐ Managing Sur			_	Operation Scheme	☐ Traffic Management
☑ Network Dev				Public Transport	☐ Traffic Safety
☐ Accessibility:	-			Flow and Safety	☐ Environment
_	Authorities and Fund	_	_	nental Impacts	☐ Urban Planning
Project Location				Project Priority	☐ Institution/Funding
•	WN to RD-SR-W3 (7	'.9 km)		☐ Urgent	Implementation Period
	`	,		☐ Short-term	Total 10 years
				✓ Medium-term	Total 10 years
1. Project Object	ntivos		2 Evno	cted Benefits	
		ransport to bear future	_		capacity to meet future traffic
traffic demand		ransport to ocar rutur	dema	_	capacity to inect future traine
		f service for vehicle			ice for vehicle operation
operation such	n as speed and comfor	rt	· Savin	gs in travel time and ve	hicle operation cost
3. Project Descr	ription		4. Relat	ed Projects/Sectors	
	tion (4-lane: 0.6 km)		· RD-C	ORR-WN, RD-SR-W3,	RD-SR-W9
· Upgrading fro	m 2-lane (4-lane: 7.3	km)			
5. Important As	sumptions (Conditions	for the Project)	6. Imple	ementing Agency	
o. Important 11s	sumptions (conditions	for the Project)	CI and C		
7. Financing Sci	heme		8. Expe	cted Operator (if any)	
☑ DRC Public S			OVD		
☑ International l	Donors				
☐ Public Private	Partnershin				
☐ Private Sector	Initiative 1	rina)	10 Sno	vial Considerations	
☐ Private Sector 9. Project Cost	Initiative (in 2017 Constant Pr	*	10. Spec	cial Considerations	
☐ Private Sector 9. Project Cost (Initial Investment	Initiative (in 2017 Constant Protest: USD 94.8 Mil	lion_	10. Spec	cial Considerations	
☐ Private Sector 9. Project Cost	Initiative (in 2017 Constant Prat: USD 94.8 Mil : USD 1.9 M/	lion year		cial Considerations	
Private Sector 9. Project Cost (Initial Investment Recurring O&M 11. Environment 1) Pollution	Initiative (in 2017 Constant Prat: USD 94.8 Mil : USD 1.9 M/	lion year [Legend]: A: Significant Impact			
Private Sector 9. Project Cost (Initial Investment Recurring O&M 11. Environment 1) Pollution - Air quality: B-	Initiative (in 2017 Constant Property) (it: USD 94.8 Millow) (it: USD 1.9 M/li) (ital Impact	lion year [Legend]: A: Significant Impact B: Moderate Impact			
Private Sector 9. Project Cost (Initial Investment Recurring O&M 11. Environment 1) Pollution - Air quality: B Water quality:	Initiative (in 2017 Constant Property) (it: USD 94.8 Millow) (it: USD 1.9 M/li) (ital Impact	lion year [Legend]: A: Significant Impact		ation Map	
Private Sector 9. Project Cost (Initial Investment Recurring O&M 11. Environment 1) Pollution - Air quality: B Water quality: - Waste: B±	Initiative (in 2017 Constant Property) (in 2018 Mills: USD 94.8 Mills: USD 1.9 M/ltal Impact	lion year [Legend]: A: Significant Impact B: Moderate Impact C: Unknown at this		ation Map	
Private Sector 9. Project Cost (Initial Investment Recurring O&M 11. Environment 1) Pollution - Air quality: B Water quality:	Initiative (in 2017 Constant Property of the USD 94.8 Miles USD 1.9 M/letal Impact B- impacts: B-	[Legend]: A: Significant Impact B: Moderate Impact C: Unknown at this Time D: No Impact		ation Map	Kir
Private Sector 9. Project Cost (Initial Investment Recurring O&M 11. Environment 1) Pollution - Air quality: B- Water quality: - Waste: B± Other pollution 2) Natural environer Ecosystem: B-	initiative (in 2017 Constant Property of the C	lion year [Legend]: A: Significant Impact B: Moderate Impact C: Unknown at this Time		ation Map	Kir
Private Sector 9. Project Cost (Initial Investment Recurring O&M 11. Environment 1) Pollution - Air quality: B- - Water quality: - Waste: B± - Other pollution 2) Natural environet Ecosystem: B- - Water systems,	initiative (in 2017 Constant Property of the C	Legend : A: Significant Impact B: Moderate Impact C: Unknown at this Time D: No Impact -: Negative Impact		ation Map	Kir
Private Sector 9. Project Cost (Initial Investment Recurring O&M 11. Environment 1) Pollution - Air quality: B- - Water quality: - Waste: B± - Other pollution 2) Natural enviror - Ecosystem: B- - Water systems, - Geology: B-	r Initiative (in 2017 Constant Property of the	Legend : A: Significant Impact B: Moderate Impact C: Unknown at this Time D: No Impact -: Negative Impact +: Positive Impact		ation Map	Kir
Private Sector 9. Project Cost (Initial Investment Recurring O&M 11. Environment 1) Pollution - Air quality: B- - Water quality: - Waste: B± - Other pollution 2) Natural enviror - Ecosystem: B- - Water systems, - Geology: B- 3) Social and eco	initiative (in 2017 Constant Property of the C	Lion year		ation Map	Ngaliema Ngaliema
Private Sector 9. Project Cost (Initial Investment Recurring O&M 11. Environment 1) Pollution - Air quality: B- - Water quality: - Waste: B± - Other pollution 2) Natural enviror - Ecosystem: B- - Water systems, - Geology: B- 3) Social and ecological and ecological proverty: B±	r Initiative (in 2017 Constant Properties: USD 94.8 Miles: USD 1.9 M/letal Impact B-limpacts: B-limpa	Lion year		ation Map	Ngaliema
☐ Private Sector 9. Project Cost (Initial Investment Recurring O&M 11. Environment 1) Pollution - Air quality: B- - Water quality: - Waste: B± - Other pollution 2) Natural enviror - Ecosystem: B- - Water systems, - Geology: B- 3) Social and ecolor involuntary results - Poverty: B± - Local economy	r Initiative (in 2017 Constant Property of the	Lion year		ation Map	Ngaliema
☐ Private Sector 9. Project Cost (Initial Investment Recurring O&M 11. Environment 1) Pollution - Air quality: B- - Water quality: - Waste: B± - Other pollution 2) Natural enviror - Ecosystem: B- - Water systems, - Geology: B- 3) Social and ecolomy: B- Involuntary resession - Poverty: B± - Local economy - Land use, local	r Initiative (in 2017 Constant Properties: USD 94.8 Miles: USD 1.9 M/letal Impact B-limpacts: B-limpa	Lion year		ation Map	Ngaliema
☐ Private Sector 9. Project Cost (Initial Investment Recurring O&M 11. Environment 1) Pollution - Air quality: B- - Water quality: - Waste: B± - Other pollution 2) Natural enviror - Ecosystem: B- - Water systems, - Geology: B- 3) Social and ecolomy: B- Involuntary resession - Poverty: B± - Local economy - Land use, local	r Initiative (in 2017 Constant Properties: USD 94.8 Miles: USD 1.9 M/letal Impact B-limpacts: B-lonment environment ettlement and/or loss as such as employment & communal resource accilities, infrastructure	Lion year		ation Map	Ngaliema
☐ Private Sector 9. Project Cost (Initial Investment Recurring O&M 11. Environment (1) Pollution - Air quality: B Water quality: B Water quality: - Waste: B± - Other pollution (2) Natural enviror - Ecosystem: B Water systems, - Geology: B- 3) Social and ecory - Involuntary resident proverty: B± - Local economy - Land use, local - Traffic/public for Social institution - Dividing communications of the state of the sta	r Initiative (in 2017 Constant Properties: USD 94.8 Miles: USD 1.9 M/letal Impact B-limpacts: B-londing: B+londing: B-londing: B+londing: B-londing: B+londing: B-londing: B+londing: B-londing: B-lo	Lion year		ation Map	Ngaliema
Private Sector 9. Project Cost (Initial Investment Recurring O&M 11. Environment 1) Pollution - Air quality: B- - Water quality: - Waste: B± - Other pollution 2) Natural enviror - Ecosystem: B- - Water systems, - Geology: B- 3) Social and ecory in the system of the syste	r Initiative (in 2017 Constant Properties: USD 94.8 Miles: USD 1.9 M/lest Impact B-limpacts: B-lonment flooding: B+lonomic environment ettlement and/or loss a such as employment & communal resource accilities, infrastructurons: B+	Lion year		ation Map	Legend New Construction (2-Lane)
Private Sector 9. Project Cost (Initial Investment Recurring O&M 11. Environment 1) Pollution - Air quality: B- - Water quality: - Waste: B± - Other pollution 2) Natural enviror - Ecosystem: B- - Water systems, - Geology: B- 3) Social and ecory in the system of the syste	r Initiative (in 2017 Constant Properties: USD 94.8 Miles: USD 1.9 M/lest Impact B-limpacts: B-londing: B+londing: B-londing: B-lo	Lion year		ation Map	Legend
Private Sector 9. Project Cost (Initial Investment Recurring O&M 11. Environment 1) Pollution - Air quality: B- - Water quality: - Waste: B± - Other pollution 2) Natural enviror - Ecosystem: B- - Water systems, - Geology: B- 3) Social and ecory in the system of the syste	r Initiative (in 2017 Constant Properties: USD 94.8 Miles: USD 1.9 M/lest Impact B-limpacts: B-londing: B+londing: B-londing: B-lo	Lion year		ation Map	Legend New Construction (2-Lane) New Construction (4-Lane)
☐ Private Sector 9. Project Cost (Initial Investment Recurring O&M 11. Environment 1) Pollution - Air quality: B Water quality: - Waste: B± - Other pollution 2) Natural enviror - Ecosystem: B Water systems, - Geology: B- 3) Social and ecorology: B- 3) Social and ecorology: B± - Local economy - Land use, local - Traffic/public for Social institution - Dividing common - Historical and control - Landscape: B+ - Gender equality - Sanitation, pub - Accidents, crimeters - Recurrence - Position - Publication - P	initiative (in 2017 Constant Property of the C	Lion year		ation Map	Legend New Construction (2-Lane) New Construction (4-Lane) New Construction (5-Lane) Reconstruction (2-Lane) Reconstruction (4-Lane) Reconstruction (6-Lane)
☐ Private Sector 9. Project Cost (Initial Investment Recurring O&M 11. Environment 1) Pollution - Air quality: B Water quality: - Waste: B± - Other pollution 2) Natural enviror - Ecosystem: B Water systems, - Geology: B- 3) Social and ecorology: B- 3) Social and ecorology: B± - Local economy - Land use, local - Traffic/public for Social institution - Dividing common - Historical and control - Landscape: B+ - Gender equality - Sanitation, pub - Accidents, crimeters - Recurrence - Position - Publication - P	r Initiative (in 2017 Constant Properties: USD 94.8 Miles: USD 1.9 M/lest Impact B-limpacts: B-londing: B+londing: B+londing: B+londing: B+londing: B+londing: B+londing: B+londing: B-londing: B+londing: B-londing: B-lo	Lion year		ation Map	Legend New Construction (2-Lane) New Construction (4-Lane) New Construction (5-Lane) Reconstruction (2-Lane) Reconstruction (4-Lane)
☐ Private Sector 9. Project Cost (Initial Investment Recurring O&M 11. Environment 1) Pollution - Air quality: B Water quality: - Waste: B± - Other pollution 2) Natural enviror - Ecosystem: B Water systems, - Geology: B- 3) Social and ecorology: B- 3) Social and ecorology: B± - Local economy - Land use, local - Traffic/public for Social institution - Dividing common - Historical and control - Landscape: B+ - Gender equality - Sanitation, pub - Accidents, crimeters - Recurrence - Position - Publication - P	initiative (in 2017 Constant Property of the C	Lion year		ation Map	Legend New Construction (2-Lane) New Construction (4-Lane) New Construction (6-Lane) Reconstruction (4-Lane) Reconstruction (6-Lane) Reconstruction (6-Lane) Reconstruction (8-Lane)
☐ Private Sector 9. Project Cost (Initial Investment Recurring O&M 11. Environment 1) Pollution - Air quality: B Water quality: - Waste: B± - Other pollution 2) Natural enviror - Ecosystem: B Water systems, - Geology: B- 3) Social and ecorology: B- 3) Social and ecorology: B± - Local economy - Land use, local - Traffic/public for Social institution - Dividing common - Historical and control - Landscape: B+ - Gender equality - Sanitation, pub - Accidents, crimeters - Recurrence - Position - Publication - P	initiative (in 2017 Constant Property of the C	Lion year		ation Map	Legend New Construction (2-Lane) New Construction (4-Lane) New Construction (6-Lane) Reconstruction (2-Lane) Reconstruction (6-Lane) Reconstruction (8-Lane) Upgrading (4-Lane) Upgrading (6-Lane)

D : (C)	D · AN				Transport Sub-Sector		
Project Code: RD-SR-W3	Project Name:	wy Dood (2) in Western	Division	☐ Railway and New Transit			
KD-SK-W3	East-west Seconda	ry Road (3) in Western	Division	☐ Bus Transport			
Urban Transpo	port Policy: ☐ Coordinating Transport & Urban Dev.				☑ Road		
☐ Managing Su	rging Demand			peration Scheme	☐ Traffic Management		
☑ Network Dev			-	Public Transport	☐ Traffic Safety		
☐ Accessibility	-			ow and Safety	☐ Environment		
1	, Authorities and Fund	-	_	ental Impacts	☐ Urban Planning		
Project Locatio		8 —		Project Priority	☐ Institution/Funding		
	 WN to RD-PR-W4 (4	.6 km)		☐ Urgent	Implementation Period		
	`	,		☐ Short-term	Total 10 years		
				✓ Medium-term	Total 10 years		
1. Project Obje	ativos			ted Benefits	L		
		ransport to bear future	_		ort capacity to meet future traffic		
traffic demand		ransport to bear ruture	demand		or capacity to meet rature traine		
		f service for vehicle			service for vehicle operation		
operation such	h as speed and comfor	rt	· Saving	s in travel time and	l vehicle operation cost		
3. Project Desci	-			d Projects/Sectors			
	tion (4-lane: 0.9 km)	1 \			WN, RD-PR-W2, RD-PR-W4,		
	om 2-lane (4-lane: 1.9 m 2-lane (4-lane: 1.8 l		RD-SR	R-W2			
	ssumptions (Conditions		6. Implen	nenting Agency			
,	, , , , , , , , , , , , , , , , , , , 		CI and O'	0 0 .			
7. Financing Sc	heme		8. Expect	ted Operator (if a	nv)		
☑ DRC Public S			OVD				
☑ International							
☐ Public Private							
Private Sector	r initiative (in 2017 Constant Pi	rica)	10. Special Considerations				
Initial Investmen	•		10. Special Considerations				
Recurring O&M							
11. Environmen	ital Impact	[Legend]:	12. Locat	tion Map			
1) Pollution - Air quality: B-		A: Significant Impact B: Moderate Impact		RD-SR-W3			
- Water quality:	B-	C: Unknown at this					
- Waste: B±	-	Time			log.		
- Other pollution		D: No Impact		June 1			
2) Natural environment - Ecosystem: B-	onment	- : Negative Impact	1	3	Bandalungwa		
- Water systems,	flooding: B+	+: Positive Impact			Kintarobo		
- Geology: B-	_	±: Mixed Impact	1 2		150 B		
	onomic environment		18/		Agiri-rig		
- Involuntary res	settlement and/or loss	of properties: B-			Ngakiema		
	such as employment	and livelihood: B+	113	7 12	Bumpu		
- Land use, local	& communal resource	e use rights: B+	Legend				
- Traffic/public f	facilities, infrastructur	e, social services: B+		onstruction (2-Lane) onstruction (4-Lane)	5/5		
- Dividing comn			New Co	onstruction (6-Lane)			
				struction (2-Lane)	Selembao		
- Historical and cultural resources: B-							
- Landscape: B+			A House and A	struction (6-Lane)			
Landscape: B+Gender equalit	y: B+	ato · R⊥	Reconst Upgrad	struction (8-Lane) ling (4-Lane)			
Landscape: B+Gender equalit	y: B+ lic health conditions,	etc.: B+	Reconsi Upgrad	struction (8-Lane)	Maningal		

Duois et Code	Duoingt Names					Transport Sub-Sector
Project Code: RD-SR-W4	Project Name:	ry Dood (1) in Western		☐ Railway and New Transit		
KD-5K-W4	East-West Seconda	Secondary Road (4) in Western Division				☐ Bus Transport
Urban Transport Policy: ☑ Coordinating Transport & Urban Dev.			☑ Road			
☐ Managing Surging Demand ☐ Maintenance and Operation Scheme			☐ Traffic Management			
☑ Network Dev	elopment	☐ Custome	r-Focused	Public Transp	ort	☐ Traffic Safety
☐ Accessibility	•			low and Safet		☐ Environment
1	Authorities and Fund		-	nental Impacts	-	☐ Urban Planning
Project Locatio			,	Project Prio		☐ Institution/Funding
	'2 to RD-SR-W11 (2.5	5 km)		☐ Urgent	3	Implementation Period
		,		☐ Short-terr	n	Total 10 years
				✓ Medium-1		Total 10 years
1. Project Obje	otivos		2 Evno	cted Benefits	CIIII	
		ransport to bear future	_		ransnort	capacity to meet future traffic
traffic demand		ransport to bear ruture	dema		ransport	capacity to meet future traine
		f service for vehicle				ice for vehicle operation
operation such	h as speed and comfor	rt	· Savin	gs in travel tin	ne and vel	hicle operation cost
3. Project Descr	ription		4. Relat	ed Projects/So	ectors	
	n of damaged section			S-W1, RD-NS		-SR-W11
5. Important As	ssumptions (Conditions	for the Project)	_	ementing Age	ncy	
			CI and C	OVD		
7. Financing Sc			_	cted Operator	(if any)	
☑ DRC Public S			OVD			
☐ International ☐ Public Private						
☐ Private Sector						
	(in 2017 Constant Pi	rice)	10. Special Considerations			
Initial Investmen		<u>lion</u>	· RD-ST-SR2 [Short term]			
Recurring O&M	: USD <u>0.5 M/</u>	<u>year</u>				
11. Environmer	atal Impact	Γ 1	12 Logs	ntion Map		
1) Pollution	itai iiipact	[Legend]:	12. Luca	tuon wap		pt 15.50 med on.
- Air quality: B-		A: Significant Impact B: Moderate Impact		/ /		RD-SR-W4
- Water quality :	B-	C: Unknown at this				A Show
- Waste: B±		Time D: No Impact				and the second
- Other pollution		D. No Impact		1	Liquela	
2) Natural environment - Ecosystem: B-	mment	- : Negative Impact				- frotan
- Water systems,	flooding: B+	+: Positive Impact ±: Mixed Impact		Condel	argue .	
- Geology: B-	-	±. Whited impact	7 5			
	onomic environment	C t' D	1	> 11 / A	Linear	Kelamu
- Involuntary res	settlement and/or loss	of properties: B-	A X	7-1-1	ligir rigin	Constr
	such as employment	and livelihood: B+	Ngslema	13	10	
- Land use, local	& communal resource	ce use rights: B+	2	}	Family 1	1
•		e, social services: B+	P. /	V	THE	Makale Ngiba
Social institutionDividing comm			Legend		1	
_	cultural resources: B-			Construction (2-Lane)	1	area Matrix
- Landscape: B+	•			Construction (4-Lane) Construction (6-Lane)	1	
- Gender equalit			Reco	nstruction (2-Lane)	X	Lerote
- Sanitation, pub - Accidents, crin	lic health conditions,	etc.: B+		nstruction (4-Lane) nstruction (6-Lane)	/ 1	
	ie. в± e, transboundary impa	icts: B±		nstruction (8-Lane) ading (4-Lane)	/ 1	
				ading (6-Lane)	Morrowski	
				ning (4-Lane) ning (6-Lane)	-	
				ning (8-Lane)	_	The state of the s

Project Code:	Dusingt Names				Transport Sub-Sector		
RD-SR-W5	Project Name:	wy Dood (5) in Western	☐ Railway and New Transit				
KD-SK-W5	East-west Seconda	ry Road (5) in Western	i Division	☐ Bus Transport			
Urban Transpo	rt Policy:	☑ Coordina	ating Trans	port & Urban Dev	. ☑ Road		
☐ Managing Sur	rging Demand	☐ Mainten	ance and C	peration Scheme	☐ Traffic Management		
☑ Network Dev		☐ Custome	r-Focused	Public Transport	☐ Traffic Safety		
☐ Accessibility:	•			low and Safety	☐ Environment		
	Authorities and Fund		-	nental Impacts	☐ Urban Planning		
Project Location		g	5 211 11 0111	Project Priority			
•	 WW [Y2040] to RD-1	RR-WW (6.5 km)		☐ Urgent	Implementation Period		
	[]	(0.0)		☐ Short-term	Total 10 years		
1.0.1.4.011			Lan	✓ Medium-term	1		
1. Project Object			_	cted Benefits			
traffic demand		ransport to bear future	dema		port capacity to meet future traffic		
		f service for vehicle			f service for vehicle operation		
	n as speed and comfor				nd vehicle operation cost		
3. Project Descr	ription		4. Relat	ed Projects/Secto	rs		
	tion (2-lane: 2.2 km, 4		· RD-II	RR-WW, RD-PR-V	W5, RD-SR-W9, RD-SR-W10		
	om 2-lane (4-lane: 1.4						
	m 2-lane (4-lane: 0.3 lesumptions (Conditions		(]				
5. Important As	Sumptions (Conditions	for the Project)	CI and C	ementing Agency			
7. Financing Sc	heme			cted Operator (if	any)		
✓ DRC Public S			OVD				
☑ International			0,5				
☐ Public Private							
☐ Private Sector			10.0				
-	(in 2017 Constant Pr		10. Special Considerations				
Initial Investment Recurring O&M							
Recuiring Section	. CDD 1.0 W	<u>y cur</u>					
11. Environmen	tal Impact	[Legend]:	12. Loca	tion Map			
1) Pollution		A: Significant Impact	Legend	0 1451 ASSESSED DO			
- Air quality: B-	D	B: Moderate Impact C: Unknown at this		Construction (2-Lane) Construction (4-Lane)			
Water quality :Waste: B±	В-	Time		Construction (6-Lane)			
- Other pollution	impacts: B-	D: No Impact	Reco	nstruction (4-Lane)	Ling		
2) Natural enviro		- : Negative Impact		nstruction (6-Lane) nstruction (8-Lane)			
- Ecosystem: B-	a r D	+: Positive Impact		ading (4-Lane)	Bandalungwa Kintarobi		
Water systems,Geology: B-	flooding: B+	±: Mixed Impact	Wide	ning (4-Lane)	2/2		
	onomic environment			ning (6-Lane) ning (8-Lane)	Ngiri-ng		
	ettlement and/or loss	of properties: B-			Ngalijema		
- Poverty: B±		111 111 1 5			Bumbu		
	such as employment & communal resource			1			
		e, social services: B+	4/				
- Social institution	ons: B±	,	(V)				
- Dividing comm				RD-SR-W5	Selembao		
	cultural resources: B-			700			
 Landscape: B+ Gender equality 				19 1			
	lic health conditions,	etc.: B+	,		To the state of th		
- Accidents, crim			1	1	Mentingal		
	e, transboundary impa	cts: B±	- 1				

Project Code:	Project Name:				Transport Sub-Sector
RD-SR-W6	East-West Seconda	ry Road (6) in Western	Division	☐ Railway and New Transit	
Haban Tuanana	4 Dalia	P C 1'	☐ Bus Transport		
Urban Transpo				oort & Urban Dev.	☑ Road
☐ Managing Sur				peration Scheme	☐ Traffic Management
☑ Network Dev	-			Public Transport	☐ Traffic Safety
☐ Accessibility		-	_	ow and Safety	□ Environment
	Authorities and Fund	ling	g Environm	ental Impacts	☐ Urban Planning
Project Location		5.2.1		Project Priority	☐ Institution/Funding
From RD-IRR-V	VW to RD-SR-W12 (5.3 km)		☐ Urgent	Implementation Period
				☐ Short-term	Total 10 years
				☑ Medium-term	
1. Project Object	ctives		_	ted Benefits	
		ransport to bear future			capacity to meet future traffic
traffic demand		f service for vehicle	deman		rice for vehicle operation
	h as speed and comfor			s in travel time and ve	
3. Project Descr				d Projects/Sectors	1
_	tion (2-lane: 5.3 km)			-	RD-PR-W5, RD-SR-W12
	,			,	- /
5. Important As	ssumptions (Conditions	s for the Project)	_	nenting Agency	
			CI and O		
7. Financing Sci			_	ted Operator (if any)	
☑ DRC Public S☑ International I			OVD		
☐ Public Private					
☐ Private Sector					
9. Project Cost	(in 2017 Constant Pr	rice)	10. Speci	al Considerations	
Initial Investmen					
Recurring O&M	: USD <u>1.3 M/</u>	<u>year</u>			
11. Environmen	utal Impact		12. Loca	tion Man	
1) Pollution	itai impact	[Legend]: A: Significant Impact	~/	Kintambo /	
- Air quality: B-		B: Moderate Impact	1	1	
- Water quality:	В-	C: Unknown at this		No.	Limete
- Waste: B±	·	Time D: No Impact	Ngelena	RD-SR-W6	
- Other pollution 2) Natural enviro					
- Ecosystem: B-	mient	- : Negative Impact		Burthe	Malain Ngaba
- Water systems,	flooding: B+	+: Positive Impact ±: Mixed Impact	1		
- Geology: B-			. \		North Malcie
	onomic environment ettlement and/or loss	of properties: B-	E		
- Poverty: B±		FF	14	Selembao	Lembe
	such as employment			1	Noenso Noenso
	& communal resource	ce use rights: B+ re, social services: B+	Book	1	
- Social institution		e, social services: b+	Legend	Morrogale	
- Dividing comm				onstruction (2-Lane) onstruction (4-Lane)	
	cultural resources: B-			onstruction (6-Lane) truction (2-Lane)	
- Landscape: B+			Recons	truction (4-Lane)	
- Gender equality	y: B+ lic health conditions,	etc · B+		truction (6-Lane)	
- Accidents, crim	ne: B±			ing (4-Lane) ing (6-Lane)	
- Climate change	e, transboundary impa	acts: B±	Wideni	ng (4-Lane) ng (6-Lane)	
				ng (8-Lane)	TO THE REAL PROPERTY.
ī			1		

					Transport Sub-Sector	
Project Code:	Project Name:	☐ Railway and New Transit				
RD-SR-W7	East-West Seconda	East-West Secondary Road (7) in Western Division				
Urban Transpo	n Transport Policy: ☑ Coordinating Transport & Urban Dev.				☐ Bus Transport ☑ Road	
☐ Managing Sur			_	Operation Scheme	☐ Traffic Management	
✓ Network Dev				Public Transport	☐ Traffic Safety	
☐ Accessibility:	-				☐ Environment	
_		_	-	Flow and Safety		
	Authorities and Fund	ing \square Reducii	ig Environi	nental Impacts	☐ Urban Planning	
Project Location		- 1 \		Project Priority	☐ Institution/Funding	
From KD-IKK-V	VE to RD-NS-W2 (4.5	o km)		□ Urgent	Implementation Period	
				☐ Short-term	Total 10 years	
				☑ Medium-term		
1. Project Object	etives		2. Expe	cted Benefits		
		ransport to bear future		_	capacity to meet future traffic	
traffic demand		c · c 1·1	dema			
	safety and level of as speed and comfor	f service for vehicle		gs in travel time and v	vice for vehicle operation	
3. Project Descr				ed Projects/Sectors	entere operation cost	
•	tion (4-lane: 2.4 km)		· Railw	•		
	om 2-lane (4-lane: 2.6	km)		•	RD-SR-W13, RD-SR-W14	
	m 2-lane (4-lane: 0.2 l			, ,	- /	
5. Important As	sumptions (Conditions	for the Project)	_	6. Implementing Agency		
			CI and C	OVD		
7. Financing Sci	heme		8. Expe	cted Operator (if any)	
☑ DRC Public S			OVD			
☑ International l						
☐ Public Private ☐ Private Sector						
	(in 2017 Constant Pr	rice)	10. Special Considerations			
Initial Investmen			10. Spec	ciai considerations		
Recurring O&M						
11. Environmen	tal Impact	[Legend]:	12. Loca	ation Map		
1) Pollution		A: Significant Impact	\sim	Kintambo	Kasaruh	
- Air quality: B-	D.	B: Moderate Impact C: Unknown at this	1	7	Notariu V	
Water quality :Waste: B±	В-	Time	200	Agring	Limete	
- Other pollution	impacts: B-	D: No Impact	Ngalemo	1 1/3	RD-SR-W7	
2) Natural enviro			~		The state of the s	
- Ecosystem: B-		- : Negative Impact +: Positive Impact		Curtos	Makala Ngaba	
- Water systems,	flooding: B+	±: Mixed Impact	5			
- Geology: B-	onomic environment			1	Oran Miles	
	ettlement and/or loss	of properties: R-	E /	1		
- Poverty: B±	ettiement und/or 1033	or properties. B	1	Selembso	Lerbs	
•	such as employment	and livelihood: B+		1	Carao	
	& communal resource) = M /		
- Traffic/public f - Social institution		e, social services: B+	Legend			
- Dividing comm				Construction (2-Lane) Construction (4-Lane)		
•	cultural resources: B-		New	Construction (6-Lane)		
- Landscape: B+				nstruction (2-Lane) nstruction (4-Lane)	The Control of the Co	
- Gender equality		_		nstruction (6-Lane)		
- Sanitation, pub	lic health conditions,	etc.: B+		nstruction (8-Lane) ading (4-Lane)		
- Accidents, crim	ie: в± e, transboundary impa	cts: B+		ading (6-Lane) ning (4-Lane)		

Project Code:	Project Name:				Transport Sub-Sector	
RD-SR-W8	•	ıry Road (8) in Westeri	Division		☐ Railway and New Transit	
KD-SK-W0	East- West Seconda	iry Road (6) iii westeri	Division		☐ Bus Transport	
Urban Transpo	an Transport Policy: ☑ Coordinating Transport & Urban Dev.				☑ Road	
☐ Managing Su	rging Demand	☐ Maintena	ance and C	peration Scheme	☐ Traffic Management	
☑ Network Dev	elopment	☐ Custome	r-Focused	Public Transport	☐ Traffic Safety	
☐ Accessibility	for All	☐ Managin	g Traffic F	Flow and Safety	☐ Environment	
_	Authorities and Fund	-	-	nental Impacts	☐ Urban Planning	
Project Locatio				Project Priority	☐ Institution/Funding	
From RD-NS-W	1 to RD-SR-W13 (5.	3 km)		☐ Urgent	Implementation Period	
				☐ Short-term	Total 10 years	
				✓ Medium-term		
1. Project Object	ctives		2. Expe	cted Benefits		
		transport to bear future	_		capacity to meet future traffic	
traffic demand	d	•	dema	nd		
		f service for vehicle			ice for vehicle operation	
	n as speed and comfo	rt —————		gs in travel time and ve	hicle operation cost	
3. Project Descr	-			ed Projects/Sectors		
· New construc	tion (2-lane: 5.3 km)		· RD-N	IS-W1, RD-NS-W2, RD	D-SR-W13	
5. Important As	sumptions (Conditions	s for the Project)	6. Imple	ementing Agency		
	-		CI and C	OVD		
7. Financing Sc	heme		8. Expected Operator (if any)			
☑ DRC Public S	Sector		OVD			
☑ International						
☐ Public Private ☐ Private Sector						
	(in 2017 Constant P	rice)	10. Special Considerations			
Initial Investmen		*				
Recurring O&M	: USD <u>1.2 M/</u>					
11. Environmen	ital Impact	[Legend]:		ation Map		
1) Pollution		A: Significant Impact	Legend New	Construction (2-Lane)	Carry	
- Air quality: B- - Water quality:	R-	B: Moderate Impact C: Unknown at this	New	Construction (4-Lane)		
- Waste: B±	Б	Time		Construction (6-Lane)	Limite	
- Other pollution		D: No Impact	Recor	nstruction (4-Lane)		
2) Natural enviro	onment	- : Negative Impact		nstruction (8-Lane)		
- Ecosystem: B- - Water systems,	flooding: B+	+: Positive Impact	── Upgra	ading (6-Lane)	Makala Ngaba	
- Geology: B-	needing. D	±: Mixed Impact		ning (4-Lane) ning (6-Lane)	18/18/1	
	onomic environment		Wide	ning (8-Lane)	No No Motels	
- Involuntary res	ettlement and/or loss	of properties: B-	ma	Selembao	inter a second	
	such as employment	and livelihood: B+	13	RD-SR-W8	Kisenso	
	& communal resource					
		e, social services: B+	F		Y	
Social institutionDividing comm			-			
	cultural resources: B-		1			
- Landscape: B+			Top of		La Company	
- Gender equalit		_	V(3 1 3		
- Sanitation, pub - Accidents, crin	lic health conditions,	etc.: B+				
	ie. b± e, transboundary impa	acts: B±	-			
a minute on ang	, umiseeminai jimpe		LA		EVEN TO CO	
					LOWER AND	

Desciona Codo	Date : and Marrier				Transport Sub-Sector
Project Code:					☐ Railway and New Transit
RD-SR-W9	North-South Secon	n-South Secondary Road (1) in Western Division			☐ Bus Transport
Urban Transpo	rt Policy:	☑ Coordin	ating Trans	port & Urban Dev.	☑ Road
☐ Managing Su	rging Demand		_	peration Scheme	☐ Traffic Management
✓ Network Dev				Public Transport	☐ Traffic Safety
☐ Accessibility	-			Tow and Safety	☐ Environment
_			_		
	Authorities and Fund	ing \square Reducin	g Environr	nental Impacts	☐ Urban Planning
Project Locatio		2 (1)		Project Priority	☐ Institution/Funding
From RD-ORR-	WN to RD-NS-W1 (1	3.6 km)		☐ Urgent	Implementation Period
				☐ Short-term	Total 10 years
				☑ Medium-term	
1. Project Object	ctives		2. Exped	cted Benefits	
		ransport to bear future	· Increa	ase of road transport	capacity to meet future traffic
traffic demand			demai		
		f service for vehicle			ice for vehicle operation
_	n as speed and comfor	t 		gs in travel time and ve	hicle operation cost
3. Project Desci				ed Projects/Sectors	
· New construc	tion (2-lane: 8.4 km)	1 \ \ \ \ \ 1			RD-EW-W3, RD-NS-W1,
	om 2-lane (4-lane: 0.2 n of damaged section		RD-S	R-W2, RD-SR-W5	
	Ssumptions (Conditions		6 Imple	ementing Agency	
5. Important 71	sumptions (conditions	for the Project)	CI and C		
7 Financias Ca	L				
7. Financing Sc ☑ DRC Public S			OVD	cted Operator (if any)	
✓ International			LOAD		
☐ Public Private					
☐ Private Sector					
9. Project Cost	(in 2017 Constant Pr	rice)	10. Spec	rial Considerations	
Initial Investmen					
Recurring O&M		<u>/year</u>			
11. Environmen	ıtal Impact	[Legend]:	12. Loca	ntion Map	
1) Pollution		A: Significant Impact			- Ong
- Air quality: B-- Water quality:	D	B: Moderate Impact C: Unknown at this		1 Jan 1	
- Water quality:	D-	Time		5	Bandalungwa
- Other pollution	impacts: B-	D: No Impact	-4	The state of the s	Kintambi
2) Natural enviro	-	NI di I			100 MAJA
- Ecosystem: B-		- : Negative Impact+: Positive Impact	/ []		Ngiri-ng
- Water systems,	flooding: B+	±: Mixed Impact			Ngaliema RD-SR-W9
- Geology: B-			- 17	7	Bumbu
	onomic environment	of proportion D	V.	1/2	
- Poverty: B±	ettlement and/or loss	of properties. B-	4		
	such as employment	and livelihood: B+	1	The second second	
	& communal resource			2.X- 1+	Selembao
	acilities, infrastructur	e, social services: B+		77/8	Golembau
- Social institution				7 F. K	Legend
- Dividing comn			1	2	New Construction (2-Lane) New Construction (4-Lane)
- Landscape: B+	cultural resources: B-		3		New Construction (6-Lane)
- Gender equality			1		Reconstruction (2-Lane) Reconstruction (4-Lane)
	lic health conditions,	etc.: B+	1	X	Reconstruction (6-Lane)
- Accidents, crim	ne: B±			1 ste	Reconstruction (8-Lane) Upgrading (4-Lane)
- Climate change	e, transboundary impa	cts: B±	1	Ye. M	Upgrading (6-Lane)
			1.0		Wildening CA Town
			1	I work	Widening (4-Lane) Widening (6-Lane)

Dueinet Code	Desirat Name				Transport Sub-Sector
Project Code: RD-SR-W10	Project Name: North-South Secondary Road (2) in Western Division				☐ Railway and New Transit
KD-3K- W 10	Not the South Secondary Road (2) in Western Division			☐ Bus Transport	
Urban Transpo	rt Policy:	☑ Coordina	ting Trans	port & Urban Dev.	☑ Road
☐ Managing Su	rging Demand	☐ Maintena	nce and O	peration Scheme	☐ Traffic Management
☑ Network Dev	elopment	☐ Custome	r-Focused	Public Transport	☐ Traffic Safety
☐ Accessibility	for All	☐ Managing	g Traffic F	low and Safety	☐ Environment
☐ Coordination,	, Authorities and Fund	ling	Environn	nental Impacts	☐ Urban Planning
Project Locatio	n			Project Priority	☐ Institution/Funding
From RD-EW-W	V1 to RD-SR-W5 (4.1	km)		☐ Urgent	Implementation Period
				☐ Short-term	Total 10 years
				☑ Medium-term	
1. Project Obje	ctives		2. Expec	ted Benefits	
		transport to bear future		_	capacity to meet future traffic
traffic demand		of service for vehicle	demar		vice for vehicle exercics
	h as speed and comfor			gs in travel time and v	vice for vehicle operation ehicle operation cost
3. Project Descr				ed Projects/Sectors	
-	etion (2-lane: 0.1 km)			W-W1, RD-SR-W5	
 Upgrading from 	om 2-lane (4-lane: 1.0			,	
	on of damaged section	•	() 1		
5. Important As	ssumptions (Conditions	s for the Project)	-	menting Agency	
7 E' ' C			CI and OVD		
7. Financing Sc ☑ DRC Public S			8. Expected Operator (if any) OVD		
☑ International			OVD		
☐ Public Private					
☐ Private Sector		• `	10.0	. 1.6 . 1	
Initial Investmen	(in 2017 Constant Pant: USD 45.8 Mil		10. Special Considerations		
Recurring O&M					
11. Environmen	ıtal Impact	[Legend]:		tion Map	
1) Pollution - Air quality: B-		A: Significant Impact B: Moderate Impact	Legend New	Construction (2-Lane)	
- Water quality:	B-	C: Unknown at this	-New	Construction (4-Lane) Construction (6-Lane)	
- Waste: B±		Time	Recor	nstruction (2-Lane)	ang
- Other pollution		D: No Impact		astruction (4-Lane) astruction (6-Lane)	
2) Natural environment - Ecosystem: B-		- : Negative Impact		nstruction (8-Lane)	Bandalungwa
- Water systems,		+: Positive Impact ±: Mixed Impact	Upgra	nding (6-Lane)	Kintarobio
- Geology: B-		1	Wider	ning (6-Lane)	RD-SR-W10
	onomic environment settlement and/or loss	of properties: B-	Wider	ning (8-Lane)	Ngiri-ng Ngiri-ng
- Poverty: B±			1		
	y such as employment		1 3		Bumpu
- Land use, local & communal resource use rights: B+ - Traffic/public facilities, infrastructure, social services: B+		11/		3	
- Social institution		e, social services. B	N	10	1
- Dividing comn				1	Selembao
- Historical and - Landscape: B+	cultural resources: B-			700	
- Gender equalit				7	
- Sanitation, pub	olic health conditions,	etc.: B+	\		3
- Accidents, crin	ne: B± e, transboundary impa	acte: R+	i		Moderida
- Climate change	c, transboundary impa	icts. D±			
			1	see of	FR
			64		(63.) X

					Transport Sub-Sector
Project Code:	Project Name:				☐ Railway and New Transit
RD-SR-W11	North-South Secondary Road (3) in Western Division				☐ Bus Transport
Urban Transpo	rt Policy:	☑ Coord	nating Trans	sport & Urban Dev.	☑ Road
☐ Managing Su	rging Demand	☐ Mainte	nance and C	peration Scheme	☐ Traffic Management
☑ Network Dev	elopment	☐ Custor	ner-Focused	Public Transport	☐ Traffic Safety
☐ Accessibility	-			Flow and Safety	☐ Environment
-	Authorities and Fund	-	_	mental Impacts	☐ Urban Planning
Project Locatio				Project Priority	☐ Institution/Funding
-	 VN to RD-PR-W5 (9.	1 km)		☐ Urgent	Implementation Period
)		☐ Short-term	Total 10 years
				✓ Medium-term	Total 10 years
1. Project Object	ctives		2. Expe	cted Benefits	
		ransport to bear futur			capacity to meet future traffic
traffic demand		f service for vehicl	dema		vice for vehicle operation
	h as speed and comfor			gs in travel time and ve	
3. Project Descr				ed Projects/Sectors	The special control of
•	om 2-lane (4-lane: 1.3	km)		· ·	RD-PR-W1, RD-PR-W2,
	m 2-lane (4-lane: 0.6 l			R-W3, RD-PR-W5, RD	D-SR-W1, RD-SR-W4
		ons (2-lane: 2.0 km	1,		
4-lane: 2.2 km	1 <u>)</u> S sumptions (Conditions	for the Ducient	6 Imple	ementing Agency	
3. Important As	sumptions (Conditions	for the Project)	CI and C		
7. Financing Sc	heme		_	cted Operator (if any)	
☑ DRC Public S			OVD	cteu operator (ir any)	
☑ International					
☐ Public Private	Partnership				
☐ Private Sector					
9. Project Cost	(in 2017 Constant Pr		_	cial Considerations	
Initial Investmen			· RD-S	T-SR3 [Short term]	
Recurring O&M 11. Environment			12 Loo	ation Map	
1) Pollution	itai iiipaci	[Legend]:	12. Loca	шоп мар	pt 1820 construction
- Air quality: B-		A: Significant Impact B: Moderate Impact		man and a second	RD-SR-W11
- Water quality :	B-	C: Unknown at this			
- Waste: B±		Time			
- Other pollution		D: No Impact		and Squad	
2) Natural enviro	onment	- : Negative Impact			1
Ecosystem: B-Water systems,	flooding: B+	+: Positive Impact		Candalungurd	
- Geology: B-	nooding. D	±: Mixed Impact	1	Virture Xear	
	onomic environment		1-0		Kolemu
-	ettlement and/or loss	of properties: B-	H J	The springs	Linete
- Poverty: B±		111 111 1 1 1	Ngalema		
	such as employment & communal resource		V 18/10		1
	acilities, infrastructur			1-11	Makala Ngéta
- Social institution		-, 2001M1 201 (1002) B	Legend		A DEL STORY
- Dividing comn	nunities: B-			Construction (2-Lane)	Or Fan Mildele
	cultural resources: B-			Construction (4-Lane) Construction (6-Lane)	
- Landscape: B+			Reco	nstruction (2-Lane)	Lembs
- Gender equality	lic health conditions,	etc · B+		nstruction (4-Lane) nstruction (6-Lane)	Koenso
- Accidents, crim		си Б	Reco	nstruction (8-Lane)	TX (V)
	e, transboundary impa	cts: B±		ading (4-Lane) ading (6-Lane)	1
	•			ning (4-Lane) ning (6-Lane)	
				ning (8-Lane)	U

	"				Transport Sub-Sector
Project Code:	Project Name:				☐ Railway and New Transit
RD-SR-W12	North-South Secon	dary Road (4) in W	estern Divisi	on	☐ Bus Transport
Haban Tarana	4 Dali	7 C	l' ' TD	. 0 III D	⊣
Urban Transpo	-		_	sport & Urban Dev.	☑ Road
☐ Managing Su				Operation Scheme	☐ Traffic Management
☑ Network Dev	-			Public Transport	☐ Traffic Safety
☐ Accessibility				Flow and Safety	☐ Environment
	Authorities and Fund	ling □ Redu	ing Environ	nental Impacts	☐ Urban Planning
Project Locatio				Project Priority	☐ Institution/Funding
From RD-NS-W	2 to RD-PR-W7 (3.6	km)		☐ Urgent	Implementation Period
				☐ Short-term	Total 10 years
				☑ Medium-term	
1. Project Object	ctives		2. Expe	cted Benefits	
To increase the traffic demands	ne capacity for road t	ransport to bear futu	re · Incre dema	_	capacity to meet future traffic
	safety and level o				vice for vehicle operation
•	h as speed and comfo	1t 		gs in travel time and v	enicle operation cost
3. Project Descr	•	1)		ed Projects/Sectors	D CD W/
	om 2-lane (4-lane: 2.6 m 2-lane (4-lane: 1.1)		· KD-N	IS-W2, RD-PR-W7, R	D-SR-W6
5. Important As	ssumptions (Conditions	for the Project)	6. Impl	ementing Agency	
1			CI and 0		
7. Financing Sc	heme		8. Expe	cted Operator (if any)
☑ DRC Public S			OVD		,
☑ International					
☐ Public Private					
Private Sector	in 2017 Constant P	ica)	10 Sno	cial Considerations	
Initial Investmen	•		10. Spc	ciai Considei ations	
Recurring O&M					
11. Environmen	ıtal Impact	[Legend]:		ation Map	N.L.
1) Pollution - Air quality: B-		A: Significant Impact B: Moderate Impact			Totas
- Water quality:	B-	C: Unknown at this		Cendelunguel	
- Waste: B±		Time	1		
- Other pollution		D: No Impact	1		Kelsmu
2) Natural enviro	onment	- : Negative Impact	16 J	grings	Linete
- Ecosystem: B- - Water systems,	flooding: B+	+: Positive Impact	Ngalena		
- Geology: B-	nooung. D	±: Mixed Impact	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	13 24	The same of the sa
	onomic environment				Malala Ngaba
	settlement and/or loss	of properties: B-			
- Poverty: B±	such as employment	and livelihood: B+	1	1	RD-SR-W12
	& communal resource				
	acilities, infrastructur	e, social services: B+	Legend	X	direct Superior Super
- Social institution				Construction (2-Lane) Construction (4-Lane)	
- Dividing comn	cultural resources: B-			Construction (6-Lane)	THE THE STATE OF T
- Landscape: B+				nstruction (2-Lane) nstruction (4-Lane)	
- Gender equalit	y: B+			nstruction (6-Lane) nstruction (8-Lane)	
	lic health conditions,	etc.: B+		rading (4-Lane)	
- Accidents, crin	ne: B± e, transboundary impa	ets: R+		ading (6-Lane) ming (4-Lane)	TO THE XX
- Cimian Charle	, aansooundary mipe	D⊥	Wide	ening (6-Lane)	
			Wide	ming (8-Lane)	
			Wide	ening (8-Lane)	

	D N				Transport Sub-Sector	
roject Code:	Project Name:	da Daad (5) in 1	V4 Di-i-i	·	☐ Railway and New Transit	
RD-SR-W13	North-South Secon	dary Koad (5) in	western Divisi	☐ Bus Transport		
Urban Transpo	rt Policy:	☑ Coo	rdinating Tran	sport & Urban Dev.	☐ Road	
☐ Managing Su			_	Operation Scheme	☐ Traffic Management	
☑ Network Dev				l Public Transport	☐ Traffic Safety	
☐ Accessibility	-			Flow and Safety	☐ Environment	
-	Authorities and Fund			mental Impacts	☐ Urban Planning	
Project Locatio		ing 🗀 Kee	ucing Environ	Project Priority	–	
	WS to RD-EW-W2 (9.	3 km)			☐ Institution/Funding	
Trom teb fiet v	75 to RD E 11 112 (5.	S Kill)		□ Urgent	Implementation Period	
				☐ Short-term	Total 10 years	
				☑ Medium-term		
1. Project Object			_	cted Benefits		
	ne capacity for road to	ransport to bear fu		-	t capacity to meet future traffic	
traffic demand	a safety and level of	f carving for val	dema		rvice for vehicle operation	
	as speed and comfor			ngs in travel time and v		
3. Project Descr		-		ted Projects/Sectors	-Francisco	
-	tion (2-lane: 4.6 km, 4	1-lane: 8 5 km)		-	RD-EW-W3, RD-PR-W6,	
	om 2-lane (4-lane: 0.2			SR-W7, RD-SR-W8	TE EW W3, TE TR W0,	
	n 2-lane (4-lane: 0.6 l			•		
5. Important As	sumptions (Conditions	for the Project)		ementing Agency		
			CI and	OVD		
7. Financing Sc	heme		8. Expe	8. Expected Operator (if any)		
☑ DRC Public S			OVD			
☑ International						
☐ Public Private ☐ Private Sector						
	(in 2017 Constant Pr	rice)	10. Spe	10. Special Considerations		
Initial Investmen						
Recurring O&M						
11. Environmen	tal Impact	[Legend]:	12. Loc	ation Map		
1) Pollution		A: Significant Impa		Kintonibo	Macros	
- Air quality: B-	D	B: Moderate Impac C: Unknown at this	1			
- Water quality:	D-	Time		James .	Circle	
- Other pollution	impacts: B-	D: No Impact	Ngallerra			
2) Natural enviro	onment	- : Negative Impact	1	0000		
- Ecosystem: B-	fl - 4: D :	+: Positive Impact			Majola Ngiba	
Water systems,Geology: B-	nooding: b+	±: Mixed Impact		RD-SR-W13		
	onomic environment			ND-SR-W15	On Page Middle	
	ettlement and/or loss	of properties: B-	ment !	The state of the s		
- Poverty: B±		111 111 1 5	1. 3		Ksenso	
	such as employment			1977		
- Land use, local & communal resource use rights: B+ - Traffic/public facilities, infrastructure, social services: B+			3+	1 1 8		
- Social institution		-,	Legend	Monage Long		
- Dividing comn			1000	Construction (2-Lane) Construction (4-Lane)	The state of the s	
	cultural resources: B-			Construction (6-Lane)	50.59	
Landscape: B+Gender equality			Rec	onstruction (4-Lane)		
	lic health conditions,	etc.: B+		onstruction (6-Lane) onstruction (8-Lane)		
- Accidents, crin	ne: B±			rading (4-Lane) rading (6-Lane)	A STATE OF THE STA	
- Climate change	e, transboundary impa	cts: B±		ening (4-Lane)		
				ening (6-Lane) ening (8-Lane)		

Duoingt Code	Duoi aat Namas			Transport Sub-Sector
Project Code: RD-SR-W14	Project Name: North-South Secon	☐ Railway and New Transit		
KD-5K-W14	North-South Secon	dai y Road (0) iii west	☐ Bus Transport	
Urban Transpo	rt Policy:	☑ Coordina	ting Transport & Urban Dev.	☑ Road
☐ Managing Su	rging Demand	☐ Maintena	nce and Operation Scheme	☐ Traffic Management
☑ Network Dev	elopment	☐ Custome:	r-Focused Public Transport	☐ Traffic Safety
☐ Accessibility	for All	☐ Managin	g Traffic Flow and Safety	☐ Environment
☐ Coordination,	Authorities and Fund	ling Reducing	Environmental Impacts	☐ Urban Planning
Project Locatio	n		Project Priority	☐ Institution/Funding
From RD-EW-W	/2 to RD-EW-W3 (3.7	7 km)	☐ Urgent	Implementation Period
			☐ Short-term	Total 10 years
			✓ Medium-term	
1. Project Object	ctives		2. Expected Benefits	
		ransport to bear future	_	capacity to meet future traffic
traffic demand			demand	
	safety and level on as speed and comfor	f service for vehicle	Improvement of level of servSavings in travel time and ve	
-	-	. .	<u>-</u>	mere operation cost
3. Project Desci	tion (4-lane: 3.5 km)		4. Related Projects/Sectors · RD-EW-W2, RD-EW-W3, R	D SP W7
	om 2-lane (4-lane: 0.2	km)	KD-E W-W 2, KD-E W-W 3, K	ID-3K- W /
10 0	`	,		
5. Important As	sumptions (Conditions	for the Project)	6. Implementing Agency	
			CI and OVD	
7. Financing Sc			8. Expected Operator (if any)	
✓ DRC Public S✓ International			OVD	
☐ Public Private				
☐ Private Sector				
9. Project Cost	(in 2017 Constant Pi		10. Special Considerations	
Initial Investmen				
Recurring O&M	: USD <u>1.3 M/</u>	<u>year</u>		
11. Environmen	ital Impact	[Legend]:	12. Location Map	
1) Pollution	•	A: Significant Impact		Topics 1
- Air quality: B-	D	B: Moderate Impact C: Unknown at this		The state of the s
- Water quality: - Waste: B±	В-	Time	Mindal angles (Mindal angles)	
- Other pollution	impacts: B-	D: No Impact		Kalamu
2) Natural enviro		- : Negative Impact	A springs	Inch
Ecosystem: B-Water systems,	flooding: D±	+: Positive Impact	Ngdem	
- Water systems, - Geology: B-	nooding. B+	±: Mixed Impact		
3) Social and eco	onomic environment			Melala de Nglaa
	ettlement and/or loss	of properties: B-		
- Poverty: B±	such as employment	and livelihood: B+	RD-SR-W	Oras Marie
	& communal resource			
		e, social services: B+	Selembeo	Name I
Social institutionDividing comm			Legend New Construction (2-Lane)	
	cultural resources: B-		New Construction (4-Lane) New Construction (6-Lane)	
- Landscape: B+			Reconstruction (2-Lane)	
- Gender equality	y: B+ lic health conditions,	ato · P+	Reconstruction (4-Lane) Reconstruction (6-Lane)	
- Sanitation, pub - Accidents, crim		cic D⊤	Reconstruction (8-Lane) Upgrading (4-Lane)	Contract of the
,	e, transboundary impa	icts: B±	Upgrading (6-Lane) Widening (4-Lane)	
			Widening (6-Lane)	
1			Widening (8-Lane)	

Desirat Cada	Desired Names				Transport Sub-Sector
Project Code:	Project Name:	. D d (1) : W	D::.:	☐ Railway and New Transit	
RD-SR-W15	Circular Secondary	Road (1) in Wester	n Division	☐ Bus Transport	
Urban Transpo	rt Policy:	☑ Coord	inating Trans	sport & Urban Dev.	☑ Road
☐ Managing Su	rging Demand	☐ Maint	enance and C	peration Scheme	☐ Traffic Management
☑ Network Dev				Public Transport	☐ Traffic Safety
☐ Accessibility	-			Flow and Safety	☐ Environment
-	Authorities and Fund			nental Impacts	☐ Urban Planning
Project Locatio			ing Environi	Project Priority	☐ Institution/Funding
-	 VN to RD-IRR-WN (4	4.1 km)		1	Implementation Period
Trom to have	vivio ita inde vivi	1.1 Kili)		□ Urgent	
				☐ Short-term	Total 10 years
				☑ Medium-term	
1. Project Object			_	cted Benefits	
	ne capacity for road t	ransport to bear futu		_	rt capacity to meet future traffic
traffic demand	a safety and level o	f service for vehic	dema		ervice for vehicle operation
	h as speed and comfor				vehicle operation cost
3. Project Descr				ed Projects/Sectors	•
-	om 2-lane (4-lane: 1.8	km)		Line W1	
	m 2-lane (4-lane: 0.6 l			RR-WN, RD-PR-W5	
5. Important As	sumptions (Conditions	for the Project)	_	ementing Agency	
			CI and (OVD	
7. Financing Sc	heme		8. Expe	cted Operator (if an	y)
☑ DRC Public S			OVD		
☑ International					
☐ Public Private ☐ Private Sector					
	(in 2017 Constant Pr	rice)	10. Spec	cial Considerations	
Initial Investmen	•				
Recurring O&M					
11. Environmen	ital Impact	[Legend]:	12. Loca	ation Map	
1) Pollution		A: Significant Impact		/	All Marian
- Air quality: B-	D	B: Moderate Impact C: Unknown at this	RD-	SR-W15	us a she
Water quality :Waste: B±	В-	Time			
- Other pollution	impacts: B-	D: No Impact			E Surrou
2) Natural enviro		- : Negative Impact	-		Traines April 150
- Ecosystem: B-	a 1 5	+: Positive Impact			
Water systems,Geology: B-	flooding: B+	±: Mixed Impact	~	Endslingwe	THE No.
	onomic environment			THE WAY	And the second s
	ettlement and/or loss	of properties: B-		1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	
- Poverty: B±					
	such as employment		Agalema	4 14 14	
	& communal resource acilities, infrastructur		~	0,000	
- Social institution		c, social scrvices. D	Legend		Mokele
- Dividing comn				Construction (2-Lane)	
	cultural resources: B-			Construction (4-Lane) Construction (6-Lane)	West Malei
- Landscape: B+				nstruction (2-Lane)	
- Gender equality	y: B+ lic health conditions,	etc · B+		nstruction (4-Lane) nstruction (6-Lane)	Koeroo
- Accidents, crim	ne: B±	-: D	Reco	nstruction (8-Lane)	
	e, transboundary impa	cts: B±	Upgr	ading (4-Lane) ading (6-Lane)	
	_			ning (4-Lane) ning (6-Lane)	
				ning (8-Lane)	

Dusingt Code	Dania of Name				Transport Sub-Sector	
Project Code:	Project Name:	f Ding Dood in Contro	l Division		☐ Railway and New Transit	
RD-RR-CN	Northern Section o	f Ring Road in Centra	I Division	☐ Bus Transport		
Urban Transpo	rt Policy:	☑ Coordina	ating Trans	sport & Urban Dev.	☑ Road	
☐ Managing Su	rging Demand		-	Operation Scheme	☐ Traffic Management	
☑ Network Dev				Public Transport	☐ Traffic Safety	
☐ Accessibility	•			Flow and Safety	☐ Environment	
-	Authorities and Fund		-	nental Impacts	☐ Urban Planning	
Project Locatio		ing Direction,	5 Environ	Project Priority	☐ Institution/Funding	
	W to RD-EW-IB1 (25	.8 km)		☐ Urgent	Implementation Period	
	(☐ Short-term		
					Total 10 years	
			T	☑ Medium-term		
1. Project Object			_	cted Benefits		
To increase the traffic demand		ransport to bear future	· Increa	_	capacity to meet future traffic	
		f service for vehicle			ice for vehicle operation	
	h as speed and comfor			gs in travel time and ve		
3. Project Descr			4. Relat	ed Projects/Sectors	.	
-	_	ons (6-lane: 7.2 km,		Line E1 and E2, Railwa	v, Airport	
8-lane: 0.1 km	•	,	· RD-R	R-CW, RD-EW-IA1, R	D-EW-IB1, RD-NS-C1,	
					NS-C4, RD-PR-C1, RD-PR-C2,	
				R-C4, RD-SR-C6, RD-		
5 Important As	ssumptions (Conditions	for the Ducient	RD-SR-C11, RD-SR-C12, RD-EX-AA 6. Implementing Agency			
3. Important As	ssumptions (Conditions	for the Project)	_	O and OR		
7 Financias Ca	h					
7. Financing Sc ☑ DRC Public S			8. Expected Operator (if any) OVD			
✓ International			OVD			
☐ Public Private						
☐ Private Sector						
-	(in 2017 Constant Pi		10. Special Considerations			
Initial Investmen						
Recurring O&M	: USD <u>9.6 M</u>	<u>/year</u>				
11. Environmen	ıtal Impact	[Legend]:	12. Loca	ation Map		
1) Pollution		A: Significant Impact			i ell	
- Air quality: B-	-	B: Moderate Impact			0 0	
- Water quality: - Waste: B±	В-	C: Unknown at this Time	200			
- Waste: B± - Other pollution	impacts: B-	D: No Impact	20	RD-RR-CN		
2) Natural enviro		. N	No.		X	
- Ecosystem: B-		- : Negative Impact +: Positive Impact	K.			
- Water systems,	flooding: B+	±: Mixed Impact			Nisele	
- Geology: B-	onomic environment		S			
Social and economic environment Involuntary resettlement and/or loss of properties: B-			Masi	na hirport		
- Poverty: B±			21			
- Local economy such as employment and livelihood: B+			Nym			
	& communal resource				Legend	
- Social institution		e, social services: B+	[7]	Kimbanseke	New Construction (2-Lane) New Construction (4-Lane)	
- Dividing comn			R	The state of the s	New Construction (6-Lane)	
- Historical and	cultural resources: B-		File		Reconstruction (2-Lane) Reconstruction (4-Lane)	
- Landscape: B+			6,40	82017 3	Reconstruction (6-Lane)	
- Gender equality		etc · R+		EN THE K	Upgrading (4-Lane) Upgrading (6-Lane)	
- Sanitation, pub - Accidents, crin	olic health conditions, ne: B±	cic D ⊤	178 a	extra 2	Widening (4-Lane)	
	e, transboundary impa	cts: B±	-		Widening (6-Lane) Widening (8-Lane)	

Project Codes	Drainat Namas				Transport Sub-Sector	
Project Code: RD-RR-CW	Project Name:	Ring Road in Central	Division		☐ Railway and New Transit	
KD-KK-C W	Western Section of	King Koau iii Centi ai	☐ Bus Transport			
Urban Transpo	rt Policy:	✓ Coordina	ating Trans	sport & Urban Dev.	☑ Road	
☐ Managing Sun	rging Demand	☐ Maintena	ance and C	Operation Scheme	☐ Traffic Management	
☑ Network Dev	elopment	☐ Custome	r-Focused	Public Transport	☐ Traffic Safety	
☐ Accessibility	for All	☐ Managin	g Traffic F	Flow and Safety	☐ Environment	
☐ Coordination,	, Authorities and Fund	ling	g Environr	nental Impacts	☐ Urban Planning	
Project Location	n			Project Priority	☐ Institution/Funding	
From RD-RR-C	N to RD-SR-C13 (12.	3 km)		□ Urgent	Implementation Period	
				☐ Short-term	Total 10 years	
				☑ Medium-term		
1. Project Object			2. Exped	cted Benefits		
traffic demand	d	ransport to bear future	demai	nd	capacity to meet future traffic	
	safety and level o h as speed and comfor	f service for vehicle		ovement of level of servi gs in travel time and vel	ice for vehicle operation	
3. Project Descr		.1		ed Projects/Sectors	incle operation cost	
· New construc	etion (4-lane: 0.4 km)		· BRT I	Line E1 and E2		
	om 2-lane (4-lane: 10.				D-EW-IA2, RD-EW-C2,	
· Widening from	m 2-lane (4-lane: 2.0 l	cm)		W-IA3, RD-EW-C3, RI R-C3, RD-SR-C13	D-NS-C1, RD-SR-IA1,	
5. Important As	ssumptions (Conditions	for the Project)	6. Imple	ementing Agency		
				CI and OVD		
7. Financing Sci			_	cted Operator (if any)		
☑ DRC Public S☑ International I			OVD			
☐ Public Private						
☐ Private Sector						
-	(in 2017 Constant Pr		10. Spec	cial Considerations		
Initial Investmen						
Recurring O&M 11. Environment			12 Locs	ation Map		
1) Pollution	пат ішрасі	[Legend]: A: Significant Impact	12. Luca	шоп мар	\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\	
- Air quality: B-		B: Moderate Impact			C o	
- Water quality:	B-	C: Unknown at this	The same of the sa			
- Waste: B±	' D	Time D: No Impact	Pres.	11/11/11		
Other pollution2) Natural environ	*		1	2		
- Ecosystem: B-		- : Negative Impact +: Positive Impact		5	X	
- Water systems,	, flooding: B+	±: Mixed Impact	A	RD-	-RR-CW	
- Geology: B-	onomic environment		A	S		
	settlement and/or loss	of properties: B-	1	Masina	Airport	
- Poverty: B±			Matete		12	
	y such as employment		Gserse			
- Land use, local & communal resource use rights: B+ - Traffic/public facilities, infrastructure, social services: B+			XTS	XHSY	3	
- Social institutions: B±			1	Kimbanseke	Legend	
- Dividing comm			7/1	The state of the s	New Construction (2-Lane) New Construction (4-Lane)	
	cultural resources: B-			(4) 人人)	New Construction (4-Lane) New Construction (6-Lane)	
 Landscape: B+ Gender equality 			~		Reconstruction (2-Lane) Reconstruction (4-Lane)	
	olic health conditions,	etc.: B+	Y	Store of	Reconstruction (6-Lane)	
- Accidents, crim		_	SP (IN THE PARTY	Reconstruction (8-Lane) Upgrading (4-Lane)	
- Climate change	e, transboundary impa	icts: B±	3	Total Total	Upgrading (6-Lane) Widening (4-Lane)	
				1	Widening (6-Lane) Widening (8-Lane)	

				Transport Sub-Sector			
Project Code:	Project Name:			☐ Railway and New Transit			
RD-EW-C2	Second East-West	Axis Road in Central D	☐ Bus Transport				
Urban Transpo	rt Policy:	✓ Coordina	ating Transport & Urban Dev.	I Road			
☐ Managing Su	•		ance and Operation Scheme	☐ Traffic Management			
✓ Network Dev			r-Focused Public Transport	☐ Traffic Safety			
☐ Accessibility	•		g Traffic Flow and Safety	☐ Environment			
	, Authorities and Fund		g Environmental Impacts	☐ Urban Planning			
Project Locatio		inig 🗀 Reducing	Project Priority	1			
-	W to RD-SR-C12 (26	3 km)	,	☐ Institution/Funding			
Trom RD RR C	W 10 KD 5K C12 (20	.5 Km)	□ Urgent	Implementation Period			
			☐ Short-term	Total 10 years			
			✓ Medium-term				
1. Project Object		1	2. Expected Benefits				
traffic deman		ransport to bear future	Increase of road transport demand	capacity to meet future traffic			
		f service for vehicle	Improvement of level of services.	ice for vehicle operation			
	h as speed and comfor		· Savings in travel time and ve				
3. Project Desci	ription		4. Related Projects/Sectors				
	tion (4-lane: 20.4 km)		· RD-RR-CW, RD-EW-IA2, R				
	om 2-lane (4-lane: 3.6			PR-C2, RD-SR-C2, RD-SR-C4,			
· Widening from	m 2-lane (4-lane: 2.3 l	km)	RD-SR-C7, RD-SR-C9, RD- RD-SR-C12	SR-C10, RD-SR-C11,			
5. Important As	ssumptions (Conditions	for the Project)	6. Implementing Agency				
	osamperons (conuntons	, for the froject,	CI and OVD				
7. Financing Sc	heme		8. Expected Operator (if any)				
☑ DRC Public S			OVD				
☑ International							
☐ Public Private							
Private Sector	r Initiative (in 2017 Constant Pi	*iaa\	10. Special Considerations				
Initial Investmen			10. Special Considerations				
Recurring O&M							
11. Environmer	ital Impact	[Legend]:	12. Location Map				
1) Pollution		A: Significant Impact		* (2)			
- Air quality: B- - Water quality:	R-	B: Moderate Impact C: Unknown at this	*	c °			
- Waste: B±	Б	Time					
- Other pollution		D: No Impact	RD-EW-C2				
2) Natural enviro		- : Negative Impact	\$				
- Ecosystem: B- - Water systems,		+: Positive Impact	D				
- Geology: B-	nooding. D	±: Mixed Impact	7	N'sele			
3) Social and eco	onomic environment		3				
	settlement and/or loss	of properties: B-	Masina				
- Poverty: B±	such as employment	and livelihood: R+	1500	The state of the s			
	l & communal resource						
		e, social services: B+	4	Legend New Construction (2-Lane)			
- Social institution			Kimbanseke	New Construction (4-Lane)			
- Dividing comn	nunities: B- cultural resources: B-		KE TX STANCE	New Construction (6-Lane) Reconstruction (2-Lane)			
- Landscape: B+				Reconstruction (4-Lane) Reconstruction (6-Lane)			
- Gender equalit			Stee Sin V	Reconstruction (8-Lane)			
- Sanitation, pub	lic health conditions,	etc.: B+	an Tital III of	Upgrading (4-Lane) Upgrading (6-Lane)			
- Accidents, crin	ne: B± e, transboundary impa	uete: R+	A STATE OF THE STA	Widening (4-Lane) Widening (6-Lane)			
- Chimate change	e, aansooundary iiilpa	.c D⊥		Widening (8-Lane)			

Darie de Carlos	Daring No.				Transport Sub-Sector
Project Code:	Project Name:	-i- Daadin Cantual Di			☐ Railway and New Transit
RD-EW-C3	I nira East-west A	xis Road in Central Di	vision		☐ Bus Transport
Urban Transpo	rt Policy:	☑ Coordina	☑ Road		
☐ Managing Su			-	peration Scheme	☐ Traffic Management
☑ Network Dev				Public Transport	☐ Traffic Safety
☐ Accessibility	-			Flow and Safety	☐ Environment
	Authorities and Fund		-	nental Impacts	☐ Urban Planning
Project Locatio		inig 🗀 Keducing	z Environi.	_	ŭ
	u W to RD-PR-C2 (21.6	(km)		Project Priority	☐ Institution/Funding
From KD-KK-C	W to RD-1 R-C2 (21.0	, KIII)		□ Urgent	Implementation Period
				☐ Short-term	Total 10 years
				☑ Medium-term	
1. Project Object			_	cted Benefits	
		ransport to bear future		_	capacity to meet future traffic
traffic demand		f service for vehicle	demai		ica for vahiala arrantian
operation sucl	h as speed and comfor	t service for venicle		gs in travel time and vel	ice for vehicle operation
3. Project Descr				ed Projects/Sectors	nere operation cost
-	tion (4-lane: 21.6 km)			R-CW, RD-EW-IA3, R	D-NS-C2_RD-NS-C3
new construc	tion (4-lane. 21.0 km)				SR-C5, RD-SR-C7, RD-SR-C8,
				R-C9, RD-SR-C10	,,
5. Important As	sumptions (Conditions	for the Project)	6. Imple	ementing Agency	
			CI and OVD		
7. Financing Sc	heme		8. Exped	cted Operator (if any)	
☑ DRC Public S			OVD		
☑ International					
☐ Public Private ☐ Private Sector					
	(in 2017 Constant Pr	rice)	10 Spec	ial Considerations	
Initial Investmen	•	•	10. Spec	iai Considerations	
Recurring O&M					
11. Environmen	ital Impact	[Legend]:	12. Loca	ntion Map	
1) Pollution		A: Significant Impact			Legend New Construction (2-Lane)
- Air quality: B- - Water quality:	D	B: Moderate Impact C: Unknown at this			C New Construction (4-Lane)
- Water quanty.	D-	Time	I Samuel		New Construction (6-Lane) Reconstruction (2-Lane)
- Other pollution	impacts: B-	D: No Impact	C.	N. A.	Reconstruction (4-Lane) Reconstruction (6-Lane)
2) Natural enviro	onment	- : Negative Impact	1 Si		Reconstruction (8-Lane)
- Ecosystem: B-	(l 1: D)	+: Positive Impact	AD	-	Upgrading (4-Lane) Upgrading (6-Lane)
Water systems,Geology: B-	flooding: B+	±: Mixed Impact	1 3	RD-EW-C3	Widening (4-Lane) Widening (6-Lane)
3) Social and eco	onomic environment		7 5		Widening (8-Lane)
	ettlement and/or loss	of properties: B-	te	Masina Alipo	
- Poverty: B±			7		
- Local economy such as employment and livelihood: B+			11		
 Land use, local & communal resource use rights: B+ Traffic/public facilities, infrastructure, social services: B+ 			127		
- Social institutions: B±			M	Kimbanseke	
- Dividing comn	nunities: B-		1218		
	cultural resources: B-			A DAME	
- Landscape: B+			1.5	D/20 (2) 7 3	The state of the s
- Gender equality	y: B+ lic health conditions,	etc · B+	Jan .	THE DIE	161
- Accidents, crim		C.C., D	13	Ma Cold	
	e, transboundary impa	cts: B±	1	1	y

	- 11 J			
Project Code:	Project Name:			Transport Sub-Sector
RD-NS-C1	-	Axis Road in Central I	☐ Railway and New Transit	
			☐ Bus Transport	
Urban Transpo	rt Policy:	☑ Coordina	nting Transport & Urban Dev.	☑ Road
☐ Managing Su	rging Demand	☐ Maintena	ance and Operation Scheme	☐ Traffic Management
☑ Network Dev	elopment	☐ Custome	r-Focused Public Transport	☐ Traffic Safety
☐ Accessibility	for All	☐ Managin	g Traffic Flow and Safety	☐ Environment
☐ Coordination,	, Authorities and Fund	ling 🗆 Reducing	g Environmental Impacts	☐ Urban Planning
Project Locatio	n		Project Priority	☐ Institution/Funding
From RD-RR-C	N to RD-EX-N1 (2.6	km)	□ Urgent	Implementation Period
			☐ Short-term	Total 10 years
			☑ Medium-term	
1. Project Obje	ctives		2. Expected Benefits	L
		ransport to bear future	_	capacity to meet future traffic
traffic demand	d		demand	•
		f service for vehicle	Improvement of level of servi	
	h as speed and comfor	rt —————	Savings in travel time and vel	hicle operation cost
3. Project Desci			4. Related Projects/Sectors	
	etion (4-lane: 0.3 km)	1	BRT Line E1 and E2, Railwa	
	om 2-lane (4-lane: 0.2 m 2-lane (4-lane: 2.1 l		· RD-RR-CN, RD-RR-CW, RI	J-EW-IAI, KD-EA-NI
	ssumptions (Conditions		6. Implementing Agency	-
_			CI and OVD	
7. Financing Sc	heme		8. Expected Operator (if any)	-
☑ DRC Public S			OVD	
☑ International				
☐ Public Private				
☐ Private Sector		······	10 Consist Considerations	
Initial Investmen	(in 2017 Constant Pant: USD 16.1 Mil		10. Special Considerations	
Recurring O&M				
		,		
11. Environmen	ıtal Impact	[Legend]:	12. Location Map	
1) Pollution		A: Significant Impact		C 0 15
- Air quality: B-		B: Moderate Impact C: Unknown at this		C
 Water quality : Waste: B± 	В-	Time	The second second	A VX
- Other pollution	impacts: B-	D: No Impact		
2) Natural enviro	onment	- : Negative Impact	2	
- Ecosystem: B-		+: Positive Impact	RD-NS-0	
Water systems,Geology: B-	Hooding: B+	±: Mixed Impact		
	onomic environment			
- Involuntary res	settlement and/or loss	of properties: B-	Masina Masina	Milhou
- Poverty: B±		111 111 1 5	Marcia	
	y such as employment l & communal resource		(iseles	
	facilities, infrastructur		X	The sales
- Social institution		,	Kimbanseke	Legend
- Dividing comn				New Construction (2-Lane)
	cultural resources: B-		NACE OF ALL AND	New Construction (4-Lane) New Construction (6-Lane)
Landscape: B+Gender equalit				Reconstruction (2-Lane) Reconstruction (4-Lane)
	blic health conditions,	etc.: B+	The Contract of	Reconstruction (6-Lane)
- Accidents, crin	ne: B±		The Texas I had	Reconstruction (8-Lane) Upgrading (4-Lane)
- Climate change	e, transboundary impa	acts: B±	353 m	Upgrading (6-Lane) Widening (4-Lane)
			The second	Widening (6-Lane)
I				Widening (8-Lane)

B : (C)	D · AN				Transport Sub-Sector	
Project Code: RD-NS-C2	Project Name: Second North-Sout	☐ Railway and New Transit				
KD-NS-C2	Second North-Sout	ii Axis Roau iii Ceii	☐ Bus Transport			
Urban Transpo	rt Policy:	☑ Road				
☐ Managing Su	rging Demand	☐ Main	enance and (Operation Scheme	☐ Traffic Management	
☑ Network Dev	elopment	□ Custo	mer-Focused	Public Transport	☐ Traffic Safety	
☐ Accessibility	for All	☐ Mana	ging Traffic l	Flow and Safety	☐ Environment	
-	Authorities and Fund			nental Impacts	☐ Urban Planning	
Project Locatio			<u> </u>	Project Priority	☐ Institution/Funding	
-	N to RD-RR-CS [Y20	40] (9.7 km)		☐ Urgent	Implementation Period	
				☐ Short-term	Total 10 years	
				✓ Medium-term	Total To yours	
1. Project Object	ctivos		2 Evne	cted Benefits		
	ne capacity for road t	ransport to bear futi	_		capacity to meet future traffic	
traffic demand		runsport to ocur rutt	dema		capacity to inect fature traine	
	safety and level of				ice for vehicle operation	
operation sucl	h as speed and comfor	t	· Savir	gs in travel time and ve	hicle operation cost	
3. Project Descr	•			ed Projects/Sectors		
	om 2-lane (4-lane: 7.8			Line E1 and E2, Airport		
· Widening from	m 2-lane (4-lane: 1.9 l	cm)		R-CN, RD-EW-C2, RD		
			KD-S	R-C3, RD-SR-C8, RD-	EA-AA	
5. Important As	ssumptions (Conditions	for the Project)	6. Impl	ementing Agency		
-			CI and 0	OVD		
7. Financing Sc	heme		8. Expe	cted Operator (if any)		
☑ DRC Public S	Sector		OVD	OVD		
☑ International						
☐ Public Private ☐ Private Sector						
	in 2017 Constant Pr	rice)	10. Spe	cial Considerations		
Initial Investmen	•	*	10. Spc			
Recurring O&M	: USD <u>2.8 M</u>					
11. Environmen	ıtal Impact	[Legend]:	12. Loc	ation Map		
1) Pollution		A: Significant Impac			Legend	
- Air quality: B-	D	B: Moderate Impact C: Unknown at this			New Construction (2-Lane) New Construction (4-Lane)	
- Water quality: - Waste: B±	В-	Time	Marine	Page 1	New Construction (6-Lane) Reconstruction (2-Lane)	
- Other pollution	impacts: B-	D: No Impact	Ch.	NO THE REAL PROPERTY.	Reconstruction (4-Lane)	
2) Natural enviro		- : Negative Impact	6-		Reconstruction (6-Lane) Reconstruction (8-Lane)	
- Ecosystem: B-	a	+: Positive Impact	AK		Upgrading (4-Lane) Upgrading (6-Lane)	
Water systems,Geology: B-	flooding: B+	±: Mixed Impact			Widening (4-Lane)	
	onomic environment		- 51	\sim	Widening (6-Lane) Widening (8-Lane)	
	settlement and/or loss	of properties: B-	1	Masina Airport		
- Poverty: B±					2	
- Local economy such as employment and livelihood: B+ - Land use, local & communal resource use rights: B+			SIN			
- Traffic/public facilities, infrastructure, social services: B+			153	XXX	123	
- Social institution		o, 5001m; 501 (1005) 2	1517	Kimbanseke		
- Dividing comn			1110	AH	RD-NS-C2	
	cultural resources: B-		2	1X 1/1	75 44	
 Landscape: B+ Gender equality 			4	JAN THE	12 21	
	y. B+ lic health conditions,	etc.: B+	A STATE OF THE PARTY OF THE PAR	Le mil	The state of the s	
- Accidents, crin	ne: B±		Alex	THE LINE		
- Climate change	e, transboundary impa	cts: B±	19 02	a de la companya de l	8	
				1	Ţ.	

Duoingt Code	Duainat Namas			Transport Sub-Sector	
Project Code: RD-NS-C3	Project Name: Third North-South	☐ Railway and New Transit			
KD-115-C5	Timu North-South	Third Profess South Plans Road in Contrast Division			
Urban Transpo	rt Policy:	☑ Coordina	☑ Road		
☐ Managing Su	☐ Managing Surging Demand ☐ Maintenance and Operation Scheme			☐ Traffic Management	
☑ Network Dev	elopment	☐ Custome	r-Focused Public Transport	☐ Traffic Safety	
☐ Accessibility	for All	☐ Managin	g Traffic Flow and Safety	☐ Environment	
☐ Coordination,	Authorities and Fund	ling Reducing	g Environmental Impacts	☐ Urban Planning	
Project Locatio	n		Project Priority	☐ Institution/Funding	
From RD-EW-C	3 to RD-SR-C1 (7.3 l	cm)	□ Urgent	Implementation Period	
			☐ Short-term	Total 10 years	
			✓ Medium-term	,	
1. Project Object	ctives		2. Expected Benefits		
		ransport to bear future	_	capacity to meet future traffic	
traffic demand	1	•	demand		
		f service for vehicle	· Improvement of level of serv		
	n as speed and comfor	rt	· Savings in travel time and ve	chicle operation cost	
3. Project Descr	•		4. Related Projects/Sectors		
	tion (4-lane: 4.9 km) om 2-lane (4-lane: 2.5	km)	· Railway · RD-RR-CN, RD-EW-C2, RI	D-FW-C3_RD-SR-C1	
opgrading no	711 2 Tane (1 Tane: 2.3	Kiii)	RD-SR-C2, RD-SR-C3	DEW CS, RD SR C1,	
5. Important As	ssumptions (Conditions	for the Project)	6. Implementing Agency		
			CI and OVD		
7. Financing Sc			8. Expected Operator (if any)		
☑ DRC Public S☑ International			OVD		
☐ Public Private					
☐ Private Sector					
	(in 2017 Constant Pi	·	10. Special Considerations		
Initial Investmen					
Recurring O&M	: USD 2.1 M/	<u>year</u>			
11. Environmen	ital Impact	[Legend]:	12. Location Map		
1) Pollution	•	A: Significant Impact		Legend	
- Air quality: B-		B: Moderate Impact		New Construction (2-Lane) New Construction (4-Lane)	
- Water quality: - Waste: B±	В-	C: Unknown at this Time	7	New Construction (6-Lane)	
- Other pollution	impacts: B-	D: No Impact	SK-7	Reconstruction (2-Lane) Reconstruction (4-Lane)	
2) Natural enviro		- : Negative Impact		Reconstruction (6-Lane) Reconstruction (8-Lane)	
- Ecosystem: B-	a r D	+: Positive Impact	RD-NS-C3	Upgrading (4-Lane) Upgrading (6-Lane)	
Water systems,Geology: B-	flooding: B+	±: Mixed Impact	Harry State of the	Widening (4-Lane)	
	onomic environment			Widening (6-Lane) Widening (8-Lane)	
	ettlement and/or loss	of properties: B-	Masina Airport		
- Poverty: B±	z such as amployment	and livelihood: R+		200	
- Local economy such as employment and livelihood: B+ - Land use, local & communal resource use rights: B+					
- Traffic/public facilities, infrastructure, social services: B+					
- Social institution			Kimbanseke		
- Dividing comn - Historical and	cultural resources: B-				
- Landscape: B+				The Party of the P	
- Gender equalit			A SEPLECT A	a last the sales	
 Sanitation, pub Accidents, crin 	lic health conditions,	etc.: B+	Cart of March	C.	
	ie. в± e, transboundary impa	icts: B±	3/20/		
	,		[Francisco	/	

Duciant Cada	Duciant Names					Transport Sub-Sector
Project Code: RD-NS-C4	Project Name:	outh Axis Road in Central Division				☐ Railway and New Transit
KD-N5-C4	FOI th North-South	th Axis Road in Central Division			☐ Bus Transport	
Urban Transpo	rt Policy:	☑ Co	ordinating T	rans	sport & Urban Dev.	☑ Road
☐ Managing Sur	rging Demand		_		peration Scheme	☐ Traffic Management
☑ Network Dev					Public Transport	☐ Traffic Safety
☐ Accessibility	-				Flow and Safety	☐ Environment
-	Authorities and Fund				nental Impacts	☐ Urban Planning
Project Location		8	8		Project Priority	☐ Institution/Funding
-	 2 to Riverside of Kinl	cole Industrial Zoi	ne (4.7 km)		☐ Urgent	Implementation Period
			,		☐ Short-term	Total 10 years
					☑ Medium-term	Total 10 years
1 During Obia	-4 :		I a E			
1. Project Object	ctives ne capacity for road to	ranspart to boor f		_	cted Benefits	capacity to meet future traffic
traffic demand		ransport to bear 1		emai	_	capacity to meet future traffic
	safety and level of	f service for ve				ice for vehicle operation
operation sucl	n as speed and comfor	t	· Sa	avin	gs in travel time and vel	hicle operation cost
3. Project Descr	ription		4. R	elat	ed Projects/Sectors	
	tion (4-lane: 3.4 km)				ray, Kinkole River Port	
	om 2-lane (4-lane: 0.6		· R	D-R	R-CN, RD-EW-C2, RD	9-SR-C1, RD-SR-C2
	n 2-lane (4-lane: 0.7 ksumptions (Conditions		6 In	nnla	ementing Agency	
3. Important As	sumptions (Conditions	for the Project)	CI a	_		
7 Financing Co	homo					
7. Financing Sci ☑ DRC Public S				8. Expected Operator (if any) OVD		
☑ International			OVI	,		
☐ Public Private						
☐ Private Sector						
	(in 2017 Constant Pr		10. 8	10. Special Considerations		
Initial Investmen						
Recurring O&M 11. Environment			12 I	ഫാ	ation Map	
1) Pollution	tai impact	[Legend]: A: Significant Imp		2000	tton wap	()
- Air quality: B-		B: Moderate Impa			RD-NS-C4	
- Water quality :	В-	C: Unknown at thi	is			
- Waste: B±	· D	Time D: No Impact	Vic.	5		
Other pollution2) Natural environ		1		1		
- Ecosystem: B-	omnent .	- : Negative Impact +: Positive Impact		2	·	
- Water systems,	flooding: B+	±: Mixed Impact	UT.	2		
- Geology: B-				5		n'scie
	onomic environment ettlement and/or loss	of properties: R-		56	Masina	X
- Poverty: B±	ettlement and/or 1033	or properties. B-	te	3		
- Local economy such as employment and livelihood: B+			+	Ny		
- Land use, local & communal resource use rights: B+				1	YALL	
- Traffic/public facilities, infrastructure, social services: B+ - Social institutions: B±			B+	4.		Legend New Construction (2-Lane)
- Dividing communities: B-			1		Kimbanseke	New Construction (4-Lane)
- Historical and cultural resources: B-			51	Te	TX MAN	New Construction (6-Lane) Reconstruction (2-Lane)
- Landscape: B+			1	8 m		Reconstruction (4-Lane) Reconstruction (6-Lane)
- Gender equality		-4 D.I	1	et	1/20 (S A 2	Reconstruction (8-Lane)
- Sanitation, pub - Accidents, crim	lic health conditions, one: B±	::c.: D⊤	Me de	or !	THE SUIT	Upgrading (4-Lane) Upgrading (6-Lane)
,	e, transboundary impa	cts: B±	3	200	Pro Contraction of the Contracti	Widening (4-Lane) Widening (6-Lane)
C	- 1		-	1	\	Widening (8-Lane)

Project Code:	Project Name:	Transport Sub-Sector			
RD-PR-C1	North-South Prima	orth-South Primary Road (1) in Central Division			☐ Railway and New Transit☐ Bus Transport
Huban Tuansna	TO U.S. T. COMIN.			1	
_	Urban Transport Policy: ☑ Coordinating Transport & Urban Dev. ☐ Managing Surging Demand ☐ Maintenance and Operation Scheme			☑ Road	
				-	☐ Traffic Management
☑ Network Dev	-			Public Transport	☐ Traffic Safety ☐ Environment
☐ Accessibility		- ·	_	low and Safety	
Project Location	Authorities and Fund	ing Reducing	Environn	nental Impacts Project Priority	☐ Urban Planning
	n S [Y204] to RD-EX-N	V1 (12 6 km)		·	☐ Institution/Funding Implementation Period
Trom RD RR C		(1 (12.0 Km)		☐ Urgent ☐ Short-term	1 -
				☑ Snort-term ☑ Medium-term	Total 10 years
1. Project Object	ctives		2. Expec	cted Benefits	
		ransport to bear future	_		capacity to meet future traffic
traffic demand	1	•	demai	nd	•
	safety and level on as speed and comfor	f service for vehicle		vement of level of serv gs in travel time and ve	ice for vehicle operation
•		rı		-	nicle operation cost
3. Project Descr	tion (4-lane: 7.3 km)			ed Projects/Sectors Line E1 and E2, Railwa	**
	om 2-lane (4-lane: 2.4	km)		R-CN, RD-EW-C2, RD	
	m 2-lane (4-lane: 2.9 l		RD-E		,
5. Important As	sumptions (Conditions	for the Project)	6. Imple	menting Agency	
			CI and OVD		
7. Financing Sc	heme		8. Exped	cted Operator (if any)	
☑ DRC Public S			OVD		
✓ International I✓ Public Private					
☐ Private Sector					
9. Project Cost	(in 2017 Constant Pr	rice)	10. Spec	ial Considerations	
Initial Investmen					
Recurring O&M	: USD 3.9 M/	<u>year</u>			
11. Environmen	ital Impact	[Legend]:	12. Loca	ntion Map	
1) Pollution	•	A: Significant Impact			
- Air quality: B-	D	B: Moderate Impact C: Unknown at this		RD-PR-C1	CO
- Water quality: - Waste: B±	В-	Time	N. Com		
- Other pollution	impacts: B-	D: No Impact	C.		
2) Natural enviro	onment	- : Negative Impact	30-		
Ecosystem: B-Water systems,	flooding: B+	+: Positive Impact	AB		
- Geology: B-	nooding. D	±: Mixed Impact	1	<u> </u>	N'sele
	onomic environment		130	Masina Airport	
- Involuntary res - Poverty: B±	ettlement and/or loss	of properties: B-	10	Masinal AITP	
	such as employment	and livelihood: B+	T E N		TO STATE OF THE PARTY OF THE PA
- Land use, local	& communal resource	ce use rights: B+	111	YAVA	
- Traffic/public f - Social institution		e, social services: B+	15/-		Legend New Construction (2-Lane)
- Dividing comm			LIVE	Kimban eke	New Construction (4-Lane)
- Historical and	cultural resources: B-		3	X MA	New Construction (6-Lane) Reconstruction (2-Lane)
- Landscape: B+			4	JAN TO ACT	Reconstruction (4-Lane) Reconstruction (6-Lane)
 Gender equality Sanitation, pub 	y: B+ lic health conditions,	etc.: B+	1 Sept	Les Mill	Reconstruction (8-Lane) Upgrading (4-Lane)
- Accidents, crim	ne: B±		Blen	text III	Upgrading (6-Lane) Widening (4-Lane)
- Climate change	e, transboundary impa	icts: B±	7		Widening (6-Lane) Widening (8-Lane)

Dwainat Cada	Droinat Names				Transport Sub-Sector	
Project Code: RD-PR-C2	Project Name: North-South Primary Road (2) in Central Division				☐ Railway and New Transit	
KD-1 K-C2	Total South Frimary Road (2) in Schiral Division				☐ Bus Transport	
Urban Transpo	rt Policy:	☑ Coordin	ating Trans	port & Urban Dev.	☑ Road	
☐ Managing Su	rging Demand	☐ Mainter	nance and C	peration Scheme	☐ Traffic Management	
☑ Network Dev	elopment	☐ Custom	er-Focused	Public Transport	☐ Traffic Safety	
☐ Accessibility	for All	☐ Managi	ng Traffic F	low and Safety	☐ Environment	
-	, Authorities and Fund	-	-	nental Impacts	☐ Urban Planning	
Project Locatio				Project Priority	☐ Institution/Funding	
-	3 to RD-SR-C1 (7.1 k	cm)		☐ Urgent	Implementation Period	
				☐ Short-term	Total 10 years	
				✓ Medium-term	2 2 5 5	
1. Project Object			2. Expe	cted Benefits		
		ransport to bear future	_		capacity to meet future traffic	
traffic demand			demai			
		f service for vehicle			ice for vehicle operation	
•	h as speed and comfor	t		gs in travel time and vel	hicle operation cost	
3. Project Descr	_			ed Projects/Sectors		
· New construc	tion (4-lane: 7.1 km)		· Railw		FW C2	
			RD-S	R-C2, RD-EW-C2, RD	D-EW-C3, RD-SR-C1,	
			I KD-5	K-02		
5. Important As	ssumptions (Conditions	for the Project)	6. Imple	ementing Agency		
			CI and C	CI and OVD		
7. Financing Sc	heme		8. Exped	cted Operator (if any)		
☑ DRC Public S			OVD			
☑ International						
☐ Public Private ☐ Private Sector						
	(in 2017 Constant Pr	rice)	10. Special Considerations			
Initial Investmen	•	-				
Recurring O&M		year				
11. Environmen	ıtal Impact	[Legend]:	12. Loca	ntion Map		
1) Pollution		A: Significant Impact			n (4)	
- Air quality: B- - Water quality:	R-	B: Moderate Impact C: Unknown at this			CO	
- Waste: B±	Д-	Time	Crawler C			
- Other pollution	impacts: B-	D: No Impact	C.	A STATE OF THE STA		
2) Natural enviro	onment	- : Negative Impact	130-	RD-PR-C2		
Ecosystem: B-Water systems,	flooding: R+	+: Positive Impact	AB	100 000		
- Water systems, - Geology: B-	nooding. D	±: Mixed Impact	1 63	. }	N'sele	
3) Social and eco	onomic environment		50			
	settlement and/or loss	of properties: B-	THE	Masina Nirpor		
 Poverty: B± Local economy such as employment and livelihood: B+ 			+3			
- Land use, local & communal resource use rights: B+			111	TANT		
- Traffic/public facilities, infrastructure, social services: B+			137		Legend	
- Social institutions: B±				Kimbanseke	New Construction (2-Lane) New Construction (4-Lane)	
- Dividing communities: B Historical and cultural resources: B-			HR	PHI AND	New Construction (6-Lane)	
- Landscape: B+			X h	ALI	Reconstruction (2-Lane) Reconstruction (4-Lane)	
- Gender equality			1 64	2377	Reconstruction (6-Lane)	
- Sanitation, pub	lic health conditions,	etc.: B+	1357	AL STORY	Reconstruction (8-Lane) Upgrading (4-Lane)	
- Accidents, crim		. D.	3	text 11 to	Upgrading (6-Lane) Widening (4-Lane)	
- Climate change	e, transboundary impa	cts: B±	1	i	Widening (6-Lane) Widening (8-Lane)	
				· Y	widehing (a-Lane)	
			1			

During Code	Daring Manage			Transport Sub-Sector		
Project Code: RD-SR-C1	Project Name: East-West Seconda	☐ Railway and New Transit				
KD-SK-C1	East-west Seconda	☐ Bus Transport				
Urban Transpo	rt Policy:	☑ Coordina	ting Transport & Urban Dev.	☑ Road		
☐ Managing Su			ance and Operation Scheme	☐ Traffic Management		
☑ Network Dev			r-Focused Public Transport	☐ Traffic Safety		
☐ Accessibility	-		g Traffic Flow and Safety	☐ Environment		
· · · · · · · · · · · · · · · · · · ·	Authorities and Fund	- ·	Environmental Impacts	☐ Urban Planning		
Project Locatio			Project Priority	☐ Institution/Funding		
	3 to RD-SR-C12 (8.5	km)	☐ Urgent	Implementation Period		
		,	□ Short-term	Total 10 years		
			✓ Medium-term	Total To years		
1 Project Object	nti-vas					
1. Project Object		ransport to bear future	2. Expected Benefits	capacity to meet future traffic		
traffic demand		ransport to bear future	demand	capacity to meet future traffic		
		f service for vehicle	Improvement of level of services.	ice for vehicle operation		
operation sucl	h as speed and comfor	rt	· Savings in travel time and vel	hicle operation cost		
3. Project Desci	ription		4. Related Projects/Sectors			
	tion (2-lane: 5.4 km)		· RD-NS-C3, RD-NS-C4, RD-	PR-C2, RD-SR-W10,		
 Upgrading from 	om 2-lane (4-lane: 3.1	km) No work	RD-SR-W11, RD-SR-W12			
5. Important As	ssumptions (Conditions	for the Project)	6. Implementing Agency			
•	1	• ,	CI and OVD			
7. Financing Sc	heme		8. Expected Operator (if any)			
☑ DRC Public S			OVD			
☑ International						
☐ Public Private						
Private Sector	r initiative (in 2017 Constant Pi	rica)	10. Special Considerations			
Initial Investmen			10. Special Considerations			
Recurring O&M						
11. Environmen	ital Impact	[Legend]:	12. Location Map	* **		
1) Pollution		A: Significant Impact B: Moderate Impact		N (3)		
- Air quality: B- - Water quality:	R-	C: Unknown at this	RD-SR-C1			
- Waste: B±	D	Time				
- Other pollution		D: No Impact	1			
2) Natural enviro	onment	- : Negative Impact				
- Ecosystem: B- - Water systems,	flooding: R+	+: Positive Impact				
- Geology: B-	nooding. D	±: Mixed Impact		Nacle		
3) Social and eco	onomic environment		Masina Airport			
	ettlement and/or loss	of properties: B-		12		
- Poverty: B±	z such as amplazzment	and livelihood, D±	N/A			
- Local economy such as employment and livelihood: B+ - Land use, local & communal resource use rights: B+			1115	Legend		
		e, social services: B+	Kimbaneke	New Construction (2-Lane) New Construction (4-Lane)		
- Social institution				New Construction (6-Lane) Reconstruction (2-Lane)		
- Dividing comn			A A A A	Reconstruction (4-Lane)		
- Historical and c	cultural resources: B-		48 8 3 7 7 7 5 6 19	Reconstruction (6-Lane)		
- Gender equality			KEN MALYON	Upgrading (4-Lane) Upgrading (6-Lane)		
- Sanitation, pub	lic health conditions,	etc.: B+	Mark The State of	Widening (4-Lane)		
- Accidents, crim		4 D		Widening (6-Lane) Widening (8-Lane)		
- Climate change	e, transboundary impa	icis: B±				

B : (C)	D . AM				Transport Sub-Sector	
Project Code: RD-SR-C2	Project Name: East-West Secondary Road (2) in Central Division				☐ Railway and New Transit	
KD-SK-C2	East-West Seconda	ry Roau (2) iii Centra	☐ Bus Transport			
Urban Transpo	rt Policy:	☑ Coordin	ating Trans	sport & Urban Dev.	☑ Road	
☐ Managing Su	rging Demand	☐ Mainter	ance and C	peration Scheme	☐ Traffic Management	
☑ Network Dev	elopment	☐ Custom	er-Focused	Public Transport	☐ Traffic Safety	
☐ Accessibility	for All	☐ Managir	ng Traffic F	Flow and Safety	☐ Environment	
☐ Coordination,	Authorities and Fund	-	_	nental Impacts	☐ Urban Planning	
Project Locatio				Project Priority	☐ Institution/Funding	
From RD-EW-C	2 to RD-SR-C12 (17.	8 km)		□ Urgent	Implementation Period	
				☐ Short-term	Total 10 years	
				☑ Medium-term	. 3	
1. Project Object	rtives		2. Expe	cted Benefits		
		ransport to bear future	_		capacity to meet future traffic	
traffic demand	1	-	dema	nd	•	
		f service for vehicle			ice for vehicle operation	
-	n as speed and comfor	t		gs in travel time and vel	nicle operation cost	
3. Project Desci	•			ed Projects/Sectors		
	tion (2-lane: 13.6 km,				NS-C3, RD-NS-C4, RD-PR-C2,	
· Opgrading ire	om 2-lane (4-lane: 4.2	KIII) NO WOIK		R-C6, RD-SR-C9, RD-S R-C12	5K-C10, KD-5K-C11,	
			1000	1012		
5. Important As	sumptions (Conditions	for the Project)	6. Imple	ementing Agency		
			CI and OVD			
7. Financing Sc	heme		8. Expe	8. Expected Operator (if any)		
☑ DRC Public S			OVD			
✓ International✓ Public Private						
☐ Private Sector						
	(in 2017 Constant Pr	rice)	10. Spec	cial Considerations		
Initial Investmen						
Recurring O&M		<u>/year</u>	10.7			
11. Environmen	ital Impact	[Legend]:	12. Loca	ntion Map		
1) Pollution - Air quality: B-		A: Significant Impact B: Moderate Impact			* 59	
- Water quality:	B-	C: Unknown at this		RD-SR-C2		
- Waste: B±		Time D: No Impost	5			
- Other pollution		D: No Impact		1		
2) Natural environmentEcosystem: B-	onment	- : Negative Impact				
- Water systems,	flooding: B+	+: Positive Impact ±: Mixed Impact	- }		N'sele	
- Geology: B-					3	
	onomic environment	of properties: P	Masina	Airport		
- Involuntary resettlement and/or loss of properties: B Poverty: B±			13			
- Local economy such as employment and livelihood: B+					Legend	
- Land use, local & communal resource use rights: B+ - Traffic/public facilities, infrastructure, social services: B+			731		New Construction (2-Lane)	
- Social institution		e, social services: B+	Kim	banseke	New Construction (4-Lane) New Construction (6-Lane)	
- Dividing comn			3	XIM	Reconstruction (2-Lane) Reconstruction (4-Lane)	
	cultural resources: B-		100	TO THE TOTAL	Reconstruction (6-Lane)	
- Landscape: B+			Reg.	12 19-1	Reconstruction (8-Lane) Upgrading (4-Lane)	
 Gender equality Sanitation, pub 	y: B+ lic health conditions,	etc.: B+	1 大天	KII LEVE	Upgrading (6-Lane) Widening (4-Lane)	
- Accidents, crim				1	Widening (6-Lane)	
- Climate change	e, transboundary impa	cts: B±	. 3		Widening (8-Lane)	

Project Code:	Project Name:			Transport Sub-Sector
RD-SR-C3	East-West Secondar	☐ Railway and New Transit		
	Euse West Secondar	☐ Bus Transport		
Urban Transpo	nsport Policy: ☑ Coordinating Transport & Urban Dev.			☑ Road
☐ Managing Su	rging Demand	☐ Maintena	nce and Operation Scheme	☐ Traffic Management
☑ Network Dev	elopment	☐ Customer	r-Focused Public Transport	☐ Traffic Safety
☐ Accessibility	for All	☐ Managing	g Traffic Flow and Safety	☐ Environment
	Authorities and Fund	ing ☐ Reducing	Environmental Impacts	☐ Urban Planning
Project Locatio	n		Project Priority	☐ Institution/Funding
From RD-RR-C	W to RD-NS-C3 (14.8	km)	☐ Urgent	Implementation Period
			□ Short-term	Total 10 years
			✓ Medium-term	
1. Project Object	rtives		2. Expected Benefits	
		ransport to bear future	_	capacity to meet future traffic
traffic demand		unispers to com russia.	demand	capacity to incor intuitio
		service for vehicle	· Improvement of level of serv	
operation suc	n as speed and comfor	t	· Savings in travel time and vel	hicle operation cost
3. Project Desci	ription		4. Related Projects/Sectors	
	tion (4-lane: 13.0 km)		· RD-RR-CW, RD-NS-C2, RD	
· Upgrading fro	om 2-lane (4-lane: 1.7	km) No work	RD-SR-IA1, RD-SR-C5, RD-	-SR-C7, RD-SR-C9
5 Important As	ssumptions (Conditions	for the Project)	6. Implementing Agency	
3. Important 13.	sumptions (conditions	for the Project)	CI and OVD	
7. Financing Sc	heme		8. Expected Operator (if any)	
✓ DRC Public S			OVD	
☑ International			0.12	
☐ Public Private				
☐ Private Sector		• `	10.6	
Initial Investmen	(in 2017 Constant Pr nt: USD 250.2 Mi		10. Special Considerations	
Recurring O&M				
recouring occivi	. OSD <u>3.0 NE</u>	- Cui		
11. Environmen	ital Impact	[Legend]:	12. Location Map	
1) Pollution		A: Significant Impact	Legend	
- Air quality: B-	-	B: Moderate Impact	New Construction (2-Lane) New Construction (4-Lane)	C 0
- Water quality: - Waste: B±	В-	C: Unknown at this Time	New Construction (6-Lane)	RD-SR-C3
- Waste: B± - Other pollution	impacts: R-	D: No Impact	Reconstruction (2-Lane) Reconstruction (4-Lane)	
2) Natural enviro			Reconstruction (6-Lane) Reconstruction (8-Lane)	X
- Ecosystem: B-		- : Negative Impact +: Positive Impact	Upgrading (4-Lane)	
- Water systems,	flooding: B+	±: Mixed Impact	Upgrading (6-Lane) Widening (4-Lane)	N'sele
- Geology: B-	onomic environment		Widening (6-Lane) Widening (8-Lane)	
	ettlement and/or loss	of properties: B-	Masina Airport	
- Poverty: B±				
	such as employment		The state of the s	
	& communal resource		TITAL	
- Traffic/public i	acilities, infrastructure	e, social services: B+	Kimbanseke	
- Dividing comn			Rainballsete	Mark San
	cultural resources: B-		SKE X AVA	E ye
- Landscape: B+				The state of the s
- Gender equality		ato · R+	ARGO SAN	A 3
- Sanitation, pub - Accidents, crin	lic health conditions, one: B±	D⊤	for THE	
/	e, transboundary impa	cts: B±	3	
			I Rivi	7

D : 4 C 1	D				Transport Sub-Sector
Project Code: RD-SR-C4	Project Name:	☐ Railway and New Transit			
KD-SK-C4	North-South Secondary Road (1) in Central Division			☐ Bus Transport	
Urban Transpo	Urban Transport Policy: ☑ Coordinating Transport & Urban Dev.			☑ Road	
☐ Managing Su	•		-	peration Scheme	☐ Traffic Management
☑ Network Dev				Public Transport	☐ Traffic Safety
☐ Accessibility	-			Flow and Safety	☐ Environment
1	, Authorities and Fund	- ·	_	nental Impacts	☐ Urban Planning
Project Locatio		ing 🗀 Reddenig	, Environi	Project Priority	☐ Institution/Funding
	N to RD-EW-C2 (1.9	km)		☐ Urgent	Implementation Period
)		☐ Short-term	_
					Total 10 years
1.5			1 A E	☑ Medium-term	
1. Project Obje		6.4	_	cted Benefits	
traffic deman		transport to bear future	dema		capacity to meet future traffic
		f service for vehicle			ice for vehicle operation
	h as speed and comfor			gs in travel time and ve	
3. Project Descr	ription		4. Relat	ed Projects/Sectors	
· Widening from	m 2-lane (4-lane: 0.8	km)	· RD-R	R-CN, RD-EW-C2	
5. Important As	ssumptions (Conditions	s for the Project)	_	ementing Agency	
			CI and C	OVD	
7. Financing Sc	heme		8. Expe	cted Operator (if any)	
☑ DRC Public S			OVD		
☑ International					
☐ Public Private ☐ Private Sector					
	(in 2017 Constant Pr	rice)	10. Spec	cial Considerations	
Initial Investmen		•	•		
Recurring O&M	: USD <u>0.2 M/ye</u>	ear_			
44.77			10.7		
11. Environmer	ital Impact	[Legend]:	12. Loca	ntion Map	
1) Pollution - Air quality: B-		A: Significant Impact B: Moderate Impact			n Su
- Water quality: B	B-	C: Unknown at this		RD-SR-C4	C °
- Waste: B±		Time	Comes Co		
- Other pollution		D: No Impact	a.		
2) Natural environment - Ecosystem: B-		- : Negative Impact	1200		
- Water systems.		+: Positive Impact ±: Mixed Impact	#P		
- Geology: B-	C	±: Mixed Impact	5		N'sele
	onomic environment		136	Vasina Airport	X
- Involuntary res	settlement and/or loss	of properties: B-	te T	All P	
	z such as employment	and livelihood: B+	75	-	The state of the s
- Local economy such as employment and livelihood: B+ - Land use, local & communal resource use rights: B+			3740		
- Traffic/public facilities, infrastructure, social services: B+			13/7		Legend
- Social institutions: B± - Dividing communities: B-			M	Kimbanseke	New Construction (2-Lane) New Construction (4-Lane)
- Dividing communities: B- - Historical and cultural resources: B-			3	THE WAY	New Construction (6-Lane) Reconstruction (2-Lane)
- Landscape: B+			1 2. 6		Reconstruction (4-Lane)
- Gender equalit	y: B+		A St	P2. (1) (3) }	Reconstruction (6-Lane) Reconstruction (8-Lane)
	olic health conditions,	etc.: B+	(The	SKA ME	Upgrading (4-Lane)
- Accidents, crin	ne: B± e, transboundary impa	acts: R+	18/20	PAN TO THE	Upgrading (6-Lane) Widening (4-Lane)
- Chinate change	c, nansooundary impe	icis. D±	1-1-	1	Widening (6-Lane) Widening (8-Lane)
1					
1			Ī		

Duningt Code	Desirat Names				Transport Sub-Sector	
Project Code: RD-SR-C5	Project Name:	damy Dood (2) in Cont	☐ Railway and New Transit			
KD-SK-CS	North-South Secon	lary Road (2) in Central Division			☐ Bus Transport	
Urban Transpo	rt Policy:	☑ Coordina	iting Transport & Urb	oan Dev.	☑ Road	
☐ Managing Su	rging Demand	☐ Mainten	ance and Operation So	cheme	☐ Traffic Management	
☑ Network Dev			r-Focused Public Tra		☐ Traffic Safety	
☐ Accessibility	•		g Traffic Flow and Sa	-	☐ Environment	
_	Authorities and Fund		g Environmental Impa	•	☐ Urban Planning	
Project Locatio			Project F		☐ Institution/Funding	
· ·	3 to RD-SR-C3 (2.0 k	cm)	☐ Urgent	•	Implementation Period	
	•	,	□ Short-1		Total 10 years	
			✓ Mediu		Total To years	
1. Project Object	otivos		2. Expected Benefit			
		ransport to bear future	_		capacity to meet future traffic	
traffic demand		ransport to ocar ruture	demand	a transport	capacity to meet future traffic	
		f service for vehicle			ice for vehicle operation	
operation sucl	n as speed and comfor	t	· Savings in travel	time and ve	hicle operation cost	
3. Project Descr	ription		4. Related Projects	s/Sectors		
· New construc	tion (2-lane: 2.0 km)		· RD-EW-C3, RD-	-SR-C3		
5 Important As	ssumptions (Conditions	for the Project)	6. Implementing A	gency		
3. Important As	sumptions (conditions	for the Project)	CI and OVD	igency		
7. Financing Sc	heme		8. Expected Operator (if any)			
✓ DRC Public S			OVD	itor (ir any)		
☑ International						
☐ Public Private						
☐ Private Sector		• `	10.0 110 11			
-	(in 2017 Constant Pr		10. Special Considerations			
Initial Investmer Recurring O&M						
recouring occivi	. CSD 0.1112	<u>, our</u>				
11. Environmen	ital Impact	[Legend]:	12. Location Map			
1) Pollution		A: Significant Impact				
- Air quality: B-	D	B: Moderate Impact C: Unknown at this			C 0	
- Water quality: - Waste: B±	В-	Time	Maria			
- Other pollution	impacts: B-	D: No Impact	OK 1			
2) Natural enviro		. N	6		XX	
- Ecosystem: B-		- : Negative Impact +: Positive Impact	DK T			
- Water systems,	flooding: B+	±: Mixed Impact			N'sele	
- Geology: B-	onomic environment		1 5			
	ettlement and/or loss	of properties: B-	Masina	Airport		
- Poverty: B±		1 1		1		
- Local economy such as employment and livelihood: B+			Name of the second			
	& communal resource acilities, infrastructur		TOXAS	1	Legend	
- Social institution		e, social services: D+	Kimbanseke		New Construction (2-Lane)	
- Dividing comn			HICH	P	New Construction (4-Lane) New Construction (6-Lane)	
	cultural resources: B-		26	一个人	Reconstruction (2-Lane)	
- Landscape: B+				STICE	Reconstruction (4-Lane) Reconstruction (6-Lane)	
- Gender equality	y: B+ lic health conditions,	etc.: B+	JAKES 1	RD-SR-C5	Reconstruction (8-Lane) Upgrading (4-Lane)	
- Accidents, crim		·· -	Have LEXX	RD-SR-CS	Upgrading (6-Lane)	
- Climate change	e, transboundary impa	cts: B±	19/22	A.	Widening (4-Lane) Widening (6-Lane)	
			1		Widening (8-Lane)	

D	D. I. AM				Transport Sub-Sector
Project Code: RD-SR-C6	Project Name:	☐ Railway and New Transit			
KD-SK-C0	North-South Secon	dary Road (3) in Centr	ai Divisio	ON	☐ Bus Transport
Urban Transpo	rban Transport Policy: ☑ Coordinating Transport & Urban Dev.			☑ Road	
☐ Managing Su			_	peration Scheme	☐ Traffic Management
✓ Network Dev				Public Transport	☐ Traffic Safety
☐ Accessibility	-			Tow and Safety	☐ Environment
-	, Authorities and Fund	- ·	_	nental Impacts	☐ Urban Planning
Project Locatio		ing 🗀 Keducing	Elivirolii	Project Priority	ŭ
-	n N to RD-SR-C2 (2.2 k	cm)			☐ Institution/Funding
Prom RD-RR-C	N to RD-SR-C2 (2.2 K	.111)		□ Urgent	Implementation Period
				☐ Short-term	Total 10 years
				☑ Medium-term	
1. Project Object			_	cted Benefits	
		ransport to bear future		_	capacity to meet future traffic
traffic demand		f service for vehicle	demai		rice for vehicle operation
	h as speed and comfor			gs in travel time and ve	
3. Project Descr				ed Projects/Sectors	1
~	om 2-lane (4-lane: 2.2	km) No work		Line E1 and E2	
~ PB	/III Z Taile (KIII) 110 110111		R-CN, RD-SR-C2	
5. Important As	ssumptions (Conditions	for the Project)	6. Imple	ementing Agency	
			CI and C	OVD	
7. Financing Sc	heme		8. Exped	cted Operator (if any)	
☑ DRC Public S	Sector		OVD		
☑ International					
☐ Public Private					
☐ Private Sector	(in 2017 Constant Pr	·ica)	10 Spec	ial Considerations	
Initial Investmen			10. Spec	iai Consider ations	
Recurring O&M					
11. Environmen		[Legend]:	12. Loca	ntion Map	
1) Pollution		A: Significant Impact			
- Air quality: B-	_	B: Moderate Impact C: Unknown at this			C 0
Water quality :Waste: B±	В-	Time	Marine	_	1
- Other pollution	impacts: B-	D: No Impact	Change .		
2) Natural enviro		. No potivo Immost	6-		
- Ecosystem: B-		- : Negative Impact +: Positive Impact	AK		XXX
- Water systems,	flooding: B+	±: Mixed Impact	1		N'sele
- Geology: B-	onomic environment		1 5/		
	settlement and/or loss	of properties: B-	1-50	Masina Airport	
- Poverty: B±			te		
- Local economy such as employment and livelihood: B+			N		
- Land use, local & communal resource use rights: B+ - Traffic/public facilities, infrastructure, social services: B+			75	XXXXX	Legend
- Social institutions: B±			15/	Kimbanseke	New Construction (2-Lane)
- Dividing comn			110	AHA	New Construction (4-Lane) New Construction (6-Lane)
	cultural resources: B-		3	XXXX	Reconstruction (2-Lane)
- Landscape: B+				A STATE	Reconstruction (4-Lane) Reconstruction (6-Lane)
- Gender equality	y: B+ blic health conditions,	etc · R+	RD-	SR-C6	Reconstruction (8-Lane)
- Accidents, crin		cic D	Here	TOXP MER	Upgrading (4-Lane) Upgrading (6-Lane)
	e, transboundary impa	cts: B±	15 02		Widening (4-Lane) Widening (6-Lane)
			1	į	Widening (8-Lane)

Project Code:	Project Name:			Transport Sub-Sector ☐ Railway and New Transit		
RD-SR-C7	•	North-South Secondary Road (4) in Central Division				
				☐ Bus Transport		
Urban Transpo			ting Transport & Urban Dev.	☑ Road		
☐ Managing Sur	rging Demand	☐ Maintena	ance and Operation Scheme	☐ Traffic Management		
☑ Network Dev	-	☐ Custome	r-Focused Public Transport	☐ Traffic Safety		
☐ Accessibility	for All	☐ Managin	g Traffic Flow and Safety	☐ Environment		
☐ Coordination,	Authorities and Fund	ling 🗆 Reducing	g Environmental Impacts	☐ Urban Planning		
Project Location			Project Priority	☐ Institution/Funding		
From RD-EW-C	2 to RD-EW-C3 (2.6	km)	☐ Urgent	Implementation Period		
			☐ Short-term	Total 10 years		
			☑ Medium-term			
1. Project Object	ctives		2. Expected Benefits			
		ransport to bear future		capacity to meet future traffic		
traffic demand		0 111	demand			
	safety and level on as speed and comform	f service for vehicle	Improvement of level of serveSavings in travel time and vel			
_	-		7	mele operation cost		
3. Project Descr	tion (4-lane: 0.5 km)		4. Related Projects/Sectors RD-EW-C2, RD-EW-C3, RD	SP C3		
	om 2-lane (4-lane: 2.1	km) No work	KD-EW-C2, KD-EW-C3, KD	-5K-C3		
- 188	(
5. Important As	ssumptions (Conditions	for the Project)	6. Implementing Agency			
			CI and OVD			
7. Financing Sci			8. Expected Operator (if any)			
☑ DRC Public S			OVD			
✓ International I✓ Public Private						
☐ Private Sector						
9. Project Cost	(in 2017 Constant Pi	rice)	10. Special Considerations			
Initial Investmen			•			
Recurring O&M	: USD <u>0.7 M/</u>	<u>year</u>				
11. Environmen	ital Impact	ry 13	12. Location Map			
1) Pollution		[Legend]: A: Significant Impact		6.8		
- Air quality: B-		B: Moderate Impact		C O " Isa		
- Water quality:	В-	C: Unknown at this Time	The same			
Waste: B±Other pollution	impacte: B	D: No Impact	EK-13			
2) Natural enviro		_	S.A. Company	X		
- Ecosystem: B-		- : Negative Impact +: Positive Impact	1			
- Water systems,	flooding: B+	±: Mixed Impact	IL .	N'as le		
- Geology: B-	onomic environment		H B			
	ettlement and/or loss	of properties: B-	Masina, hirport			
- Poverty: B±				2		
	such as employment		RD-SR-C7			
	& communal resource acilities, infrastructur		7377	Legend		
- Social institution		c, social scivices. D	Kimbanseke	New Construction (2-Lane)		
- Dividing comm	nunities: B-		A A A A A A A A A A A A A A A A A A A	New Construction (4-Lane) New Construction (6-Lane)		
	cultural resources: B-		The Market Marke	Reconstruction (2-Lane)		
- Landscape: B+			A TEN OF ACT	Reconstruction (4-Lane) Reconstruction (6-Lane)		
- Gender equality	lic health conditions,	etc.: B+	THE THE	Reconstruction (8-Lane) Upgrading (4-Lane)		
- Accidents, crim	ne: B±		The title of	Upgrading (6-Lane)		
- Climate change	e, transboundary impa	ects: B±		Widening (4-Lane) Widening (6-Lane)		
			IN!	Widening (8-Lane)		

D	B 1 (N				Transport Sub-Sector	
Project Code:	Project Name:				☐ Railway and New Transit	
RD-SR-C8	North-South Secondary Road (5) in Central Division				☐ Bus Transport	
Urban Transpo	rt Policy:	☑ Coordina	ting Trans	port & Urban Dev.	☑ Road	
☐ Managing Su			_	peration Scheme	☐ Traffic Management	
☑ Network Dev				Public Transport	☐ Traffic Safety	
☐ Accessibility	-			Tow and Safety	☐ Environment	
-	, Authorities and Fund		_	nental Impacts	☐ Urban Planning	
Project Locatio		illg 🗀 Keduenig	EHVHOLL	Project Priority	ŭ	
-	'13 to RD-NS-C2 (2.5 k	rm)		l	☐ Institution/Funding Implementation Period	
Trom RD L C	3 to RD 113 C2 (2.0 .)		☐ Urgent	_	
				☐ Short-term	Total 10 years	
				☑ Medium-term		
1. Project Object		1	_	cted Benefits		
traffic demand		ransport to bear future	· Increa	_	capacity to meet future traffic	
		f service for vehicle			rice for vehicle operation	
	h as speed and comfor			gs in travel time and ve		
3. Project Descr				ed Projects/Sectors	^	
~	etion (4-lane: 2.5 km)			W-C3, RD-NS-C2		
<u> </u>						
5. Important As	ssumptions (Conditions	for the Project)	_	ementing Agency		
			CI and C	OVD		
7. Financing Sc			_	cted Operator (if any)		
☑ DRC Public S			OVD			
☑ International						
☐ Public Private ☐ Private Sector						
	(in 2017 Constant Pr	rice)	10. Special Considerations			
Initial Investmen			•			
Recurring O&M		<u>year</u>				
11. Environmen	ıtal Impact	[Legend]:	12. Loca	ntion Map		
1) Pollution		A: Significant Impact			* (2)	
- Air quality: B- - Water quality:	\mathbf{R}_{-}	B: Moderate Impact C: Unknown at this			C º	
- Waste: B±	D-	Time	Company &			
- Other pollution	impacts: B-	D: No Impact	C.			
2) Natural enviro	onment	- : Negative Impact	130-			
Ecosystem: B-Water systems,	flooding: D±	+: Positive Impact	AB			
- Water systems, - Geology: B-	nooding. D	±: Mixed Impact	1	. }	N'sele	
	onomic environment		131			
	settlement and/or loss	of properties: B-		Masina Airpon		
- Poverty: B±	such as employment	and livelihaads D	7-3			
	l & communal resourc		The second second			
	facilities, infrastructure			RD-SR-C8	Legend	
- Social institution	ons: B±		X	Kimbanseke	New Construction (2-Lane) New Construction (4-Lane)	
- Dividing comn			HR		New Construction (6-Lane)	
- Historical and c	cultural resources: B-		2 5 m	MA	Reconstruction (2-Lane) Reconstruction (4-Lane)	
- Gender equality			1 6.1	20 5T 7 5	Reconstruction (6-Lane)	
	olic health conditions,	etc.: B+	755	EL TOUS	Reconstruction (8-Lane) Upgrading (4-Lane)	
- Accidents, crin	ne: B±		Black	AXXIII V	Upgrading (6-Lane) Widening (4-Lane)	
- Climate change	e, transboundary impa	cts: B±	7		Widening (6-Lane)	
				}	Widening (8-Lane)	

				Transport Sub-Sector
Project Code:	Project Name:			_
RD-SR-C9	North-South Secon	dary Road (6) in Centr	al Division	☐ Railway and New Transit
				☐ Bus Transport
Urban Transpo	rt Policy:	☑ Coordina	ting Transport & Urban Dev.	☑ Road
☐ Managing Su	rging Demand	☐ Maintena	ance and Operation Scheme	☐ Traffic Management
☑ Network Dev	elopment	☐ Customer	r-Focused Public Transport	☐ Traffic Safety
☐ Accessibility	for All	☐ Managing	g Traffic Flow and Safety	☐ Environment
☐ Coordination.	, Authorities and Fund	ling Reducing	g Environmental Impacts	☐ Urban Planning
Project Locatio			Project Priority	☐ Institution/Funding
-	N to RD-EW-C3 (4.7	km)	☐ Urgent	Implementation Period
	•	,	□ Short-term	Total 10 years
			✓ Medium-term	Total 10 years
4.5. (01)				
1. Project Obje		1 6 .	2. Expected Benefits	
traffic deman		ransport to bear future	demand	capacity to meet future traffic
		f service for vehicle	Improvement of level of serv	ice for vehicle operation
	h as speed and comfor		· Savings in travel time and ve	
3. Project Descr	-		4. Related Projects/Sectors	·
•	on of damaged section	s (2-lane: 4.7 km)	BRT Line E1 and E2, Railwa	v, Airport
	8		· RD-RR-CN, RD-EW-C2, RD	
			RD-SR-C3	
5. Important As	ssumptions (Conditions	for the Project)	6. Implementing Agency	
			CI and OVD	
7. Financing Sc			8. Expected Operator (if any)	
☑ DRC Public S			OVD	
☑ International				
☐ Public Private ☐ Private Sector				
	(in 2017 Constant Pi	rice)	10. Special Considerations	
Initial Investmen			perm consucrations	
Recurring O&M				
11. Environmen	ıtal Impact	[Legend]:	12. Location Map	
1) Pollution		A: Significant Impact		
- Air quality: B-		B: Moderate Impact		0
- Water quality:	B-	C: Unknown at this Time	C.	
Waste: B±Other pollution	immo otas D	D: No Impact	5	
2) Natural envir		_	De Company	
- Ecosystem: B-		- : Negative Impact		
- Water systems,		+: Positive Impact ±: Mixed Impact		
- Geology: B-		=. Wilked Impact	\rightarrow	N'sele
	onomic environment	C	Masina Nirport	X
- Involuntary res	settlement and/or loss	of properties: B-	Masina Wift	
	such as employment	and livelihood: B+		
	& communal resource			
	facilities, infrastructur		TO THE STATE OF TH	Legend
- Social institution			Kimbanseke	New Construction (2-Lane)
- Dividing comm				New Construction (4-Lane) New Construction (6-Lane)
- Historical and - Landscape: B+	cultural resources: B-		The state of the s	Reconstruction (2-Lane)
- Gender equalit			THE STATE OF THE S	Reconstruction (4-Lane) Reconstruction (6-Lane)
	olic health conditions,	etc.: B+	RD-SR-C9	Reconstruction (8-Lane) Upgrading (4-Lane)
- Accidents, crin	ne: B±		CAN TO THE REAL PROPERTY.	Upgrading (6-Lane)
- Climate change	e, transboundary impa	icts: B±	Sia di	Widening (4-Lane) Widening (6-Lane)
			\	Widening (8-Lane)

Darie de Cala	D A N				Transport Sub-Sector	
Project Code:	Project Name:	□ Railway and New Transit				
RD-SR-C10	North-South Secon	dary Road (7) in Centr	'al Divisio	n	☐ Bus Transport	
Urban Transpo	rt Policy:	☑ Coordina	ting Trans	port & Urban Dev.	✓ Road	
☐ Managing Sur			-	peration Scheme	☐ Traffic Management	
✓ Network Dev				Public Transport	☐ Traffic Safety	
☐ Accessibility	-			low and Safety	☐ Environment	
· ·	Authorities and Fund		_	nental Impacts	☐ Urban Planning	
Project Location		ing Reducing	gEnvironi		_	
•	n 3 to RD-SR-C1 (7.6 k	·m)		Project Priority	☐ Institution/Funding	
FIOIII KD-EW-C	3 to KD-3K-C1 (7.0 k	XIII)		☐ Urgent	Implementation Period	
				☐ Short-term	Total 10 years	
				☑ Medium-term		
1. Project Object			_	cted Benefits		
		ransport to bear future		_	capacity to meet future traffic	
traffic demand		f comice for relaids	demai		iaa fan yahiala ananatian	
	as speed and comfor	f service for vehicle		gs in travel time and ve	rice for vehicle operation	
3. Project Descr				ed Projects/Sectors	mere operation cost	
-	tion (2-lane: 5.4 km)		· Railw	-		
	n of damaged sections	s (2-lane: 2.2 km)		ay R-CN, RD-EW-C2, RI	D-EW-C3, RD-SR-C1.	
	8	,	RD-S		-,	
5. Important As	sumptions (Conditions	for the Project)	6. Imple	menting Agency		
			CI and C	OVD		
7. Financing Sci	heme		8. Exped	cted Operator (if any)		
☑ DRC Public S			OVD			
✓ International Donors						
☐ Public Private	Partnership					
☐ Public Private ☐ Private Sector	Partnership Initiative	rice)	10 Snec	ial Considerations		
☐ Public Private ☐ Private Sector 9. Project Cost (Partnership Initiative (in 2017 Constant Pr	•	10. Spec	ial Considerations		
☐ Public Private ☐ Private Sector	Partnership Initiative (in 2017 Constant Pr tt: USD 78.5 Mil	lion_	10. Spec	ial Considerations		
☐ Public Private ☐ Private Sector 9. Project Cost (Initial Investment	Partnership Initiative (in 2017 Constant Protest: USD 78.5 Mil.: USD 1.6 M/r	lion_ year_		ial Considerations		
☐ Public Private ☐ Private Sector 9. Project Cost (Initial Investment Recurring O&M 11. Environment 1) Pollution	Partnership Initiative (in 2017 Constant Protest: USD 78.5 Mil.: USD 1.6 M/r	lion year [Legend]: A: Significant Impact	12. Loca	ntion Map		
☐ Public Private ☐ Private Sector 9. Project Cost (Initial Investment Recurring O&M 11. Environment 1) Pollution - Air quality: B-	Partnership Initiative (in 2017 Constant Prat: USD 78.5 Mil) : USD 1.6 M/ tal Impact	lion year [Legend]: A: Significant Impact B: Moderate Impact	12. Loca			
☐ Public Private ☐ Private Sector 9. Project Cost (Initial Investment Recurring O&M 11. Environment 1) Pollution - Air quality: B Water quality:	Partnership Initiative (in 2017 Constant Prat: USD 78.5 Mil) : USD 1.6 M/ tal Impact	lion year [Legend]: A: Significant Impact	12. Loca Legend New New New	Construction (2-Lane) Construction (4-Lane) Construction (6-Lane)	127	
☐ Public Private ☐ Private Sector 9. Project Cost (Initial Investment Recurring O&M 11. Environment 1) Pollution - Air quality: B Water quality: - Waste: B±	Partnership Initiative (in 2017 Constant Prat: USD 78.5 Mill: USD 1.6 M/stal Impact	lion year [Legend]: A: Significant Impact B: Moderate Impact C: Unknown at this	12. Loca Legend New New Reco	Construction (2-Lane) Construction (4-Lane)	127	
☐ Public Private ☐ Private Sector 9. Project Cost (Initial Investment Recurring O&M 11. Environment 1) Pollution - Air quality: B Water quality: - Waste: B± - Other pollution	Partnership Initiative (in 2017 Constant Pract: USD 78.5 Mill: USD 1.6 M/stal Impact B- impacts: B-	Lion year [Legend]: A: Significant Impact B: Moderate Impact C: Unknown at this Time D: No Impact	12. Loca Legend New New Reco Reco	Construction (2-Lane) Construction (4-Lane) Construction (6-Lane) astruction (2-Lane) astruction (4-Lane) astruction (4-Lane) astruction (6-Lane)	127	
☐ Public Private ☐ Private Sector 9. Project Cost (Initial Investment Recurring O&M 11. Environment 1) Pollution - Air quality: B Water quality: - Waste: B± - Other pollution 2) Natural environer - Ecosystem: B-	Partnership Initiative (in 2017 Constant Pr at: USD 78.5 Mil : USD 1.6 M/s tal Impact B- impacts: B- onment	Lion year Legend]: A: Significant Impact B: Moderate Impact C: Unknown at this Time D: No Impact -: Negative Impact	12. Loca Legend New New Recoil Recoil	Construction (2-Lane) Construction (4-Lane) Construction (6-Lane) astruction (2-Lane) astruction (4-Lane)	127	
☐ Public Private ☐ Private Sector 9. Project Cost (Initial Investment Recurring O&M 11. Environment 1) Pollution - Air quality: B Water quality: - Waste: B± - Other pollution 2) Natural environing - Ecosystem: B Water systems,	Partnership Initiative (in 2017 Constant Pr at: USD 78.5 Mil : USD 1.6 M/s tal Impact B- impacts: B- onment	Lion year [Legend]: A: Significant Impact B: Moderate Impact C: Unknown at this Time D: No Impact	12. Loca Legend New New Reco Reco Reco Upgr	Construction (2-Lane) Construction (4-Lane) Construction (6-Lane) astruction (4-Lane) astruction (6-Lane) astruction (6-Lane) astruction (8-Lane)		
□ Public Private □ Private Sector 9. Project Cost (Initial Investment Recurring O&M 11. Environment 1) Pollution - Air quality: B Water quality: - Waste: B± - Other pollution 2) Natural enviro - Ecosystem: B Water systems, - Geology: B-	Partnership Initiative (in 2017 Constant Pr tt: USD 78.5 Mil : USD 1.6 M/ tal Impact B- impacts: B- onment flooding: B+	Legend : A: Significant Impact B: Moderate Impact C: Unknown at this Time D: No Impact -: Negative Impact +: Positive Impact	12. Locz Legend New New Reco Reco Reco Upgr Upgr Wide	Construction (2-Lane) Construction (4-Lane) Construction (4-Lane) astruction (6-Lane) astruction (6-Lane) astruction (6-Lane) astruction (8-Lane) diding (4-Lane) diding (4-Lane) ding (4-Lane) ding (4-Lane) ding (6-Lane)	127	
□ Public Private □ Private Sector 9. Project Cost (Initial Investment Recurring O&M 11. Environment 1) Pollution - Air quality: B Water quality: - Waste: B± - Other pollution 2) Natural enviror - Ecosystem: B Water systems, - Geology: B- 3) Social and eco	Partnership Initiative (in 2017 Constant Pr tt: USD 78.5 Mil : USD 1.6 M/ tal Impact B- impacts: B- onment flooding: B+	Legend]: A: Significant Impact B: Moderate Impact C: Unknown at this Time D: No Impact -: Negative Impact +: Positive Impact ±: Mixed Impact	12. Locz Legend New New Recoi Recoi Recoi Wide Wide	Construction (2-Lane) Construction (4-Lane) Construction (4-Lane) astruction (6-Lane) astruction (6-Lane) astruction (6-Lane) astruction (6-Lane) astruction (8-Lane) duling (4-Lane) ming (4-Lane) ming (4-Lane) ming (6-Lane)		
□ Public Private □ Private Sector 9. Project Cost (Initial Investment Recurring O&M 11. Environment 1) Pollution - Air quality: B Water quality: - Waste: B± - Other pollution 2) Natural enviror - Ecosystem: B Water systems, - Geology: B- 3) Social and eco	Partnership Initiative (in 2017 Constant Pr tt: USD 78.5 Mil : USD 1.6 M/ tal Impact B- impacts: B- onment flooding: B+	Legend]: A: Significant Impact B: Moderate Impact C: Unknown at this Time D: No Impact -: Negative Impact +: Positive Impact ±: Mixed Impact	12. Locz Legend New New Reco Reco Reco Upgr Upgr Wide	Construction (2-Lane) Construction (4-Lane) Construction (4-Lane) astruction (6-Lane) astruction (6-Lane) astruction (6-Lane) astruction (8-Lane) diding (4-Lane) diding (4-Lane) ding (4-Lane) ding (4-Lane) ding (6-Lane)		
□ Public Private □ Private Sector 9. Project Cost (Initial Investment Recurring O&M 11. Environment 1) Pollution - Air quality: B Water quality: - Waste: B± - Other pollution 2) Natural enviror - Ecosystem: B Water systems, - Geology: B- 3) Social and eco Involuntary res - Poverty: B± - Local economy	Partnership Initiative (in 2017 Constant Pr tt: USD 78.5 Mil : USD 1.6 M/ tal Impact B- impacts: B- onment flooding: B+ onomic environment ettlement and/or loss s such as employment	Lion year	12. Locz Legend New New Recoi Recoi Recoi Wide Wide	Construction (2-Lane) Construction (4-Lane) Construction (4-Lane) astruction (6-Lane) astruction (6-Lane) astruction (6-Lane) astruction (6-Lane) astruction (8-Lane) duling (4-Lane) ming (4-Lane) ming (4-Lane) ming (6-Lane)		
□ Public Private □ Private Sector 9. Project Cost (Initial Investment Recurring O&M 11. Environment 1) Pollution - Air quality: B Water quality: - Waste: B± - Other pollution 2) Natural enviro - Ecosystem: B Water systems, - Geology: B- 3) Social and eco Involuntary res - Poverty: B± - Local economy - Land use, local	Partnership Initiative (in 2017 Constant Pr tt: USD 78.5 Mil : USD 1.6 M/ tal Impact B- impacts: B- impacts: B- impacts: B- onomic environment ettlement and/or loss such as employment & communal resource	Lion year	12. Locz Legend New New Recoi Recoi Recoi Wide Wide	Construction (2-Lane) Construction (4-Lane) Construction (4-Lane) astruction (6-Lane) astruction (6-Lane) astruction (6-Lane) astruction (6-Lane) astruction (8-Lane) duling (4-Lane) ming (4-Lane) ming (4-Lane) ming (6-Lane)		
□ Public Private □ Private Sector 9. Project Cost (Initial Investment Recurring O&M 11. Environment 1) Pollution - Air quality: B Water quality: B Other pollution 2) Natural enviro - Ecosystem: B Water systems, - Geology: B- 3) Social and ecolomy: B- 1) Social and ecolomy: B Local economy - Land use, local - Traffic/public for	Partnership Initiative (in 2017 Constant Properties USD 78.5 Mills: USD 1.6 M/stal Impact B- impacts: B- impacts	Lion year	12. Locs Legend New New Recoi Recoi Recoi Recoi Recoi Recoi Redoi Wide Wide	Construction (2-Lane) Construction (4-Lane) Construction (4-Lane) astruction (5-Lane) astruction (2-Lane) astruction (6-Lane) astruction (6-Lane) astruction (6-Lane) astruction (4-Lane) ining (4-Lane) ining (4-Lane) ining (6-Lane)		
□ Public Private □ Private Sector 9. Project Cost (Initial Investment Recurring O&M 11. Environment 1) Pollution - Air quality: B Water quality: B Other pollution 2) Natural enviro - Ecosystem: B Water systems, - Geology: B- 3) Social and ecolor - Involuntary res - Poverty: B± - Local economy - Land use, local - Traffic/public f - Social institution	Partnership Initiative (in 2017 Constant Property of the USD 78.5 Mills: USD 1.6 M/stal Impact B- impacts: B- im	Lion year	12. Locs Legend New New Recoi Recoi Recoi Recoi Recoi Recoi Redoi Wide Wide	Construction (2-Lane) Construction (4-Lane) Construction (4-Lane) astruction (6-Lane) astruction (6-Lane) astruction (6-Lane) astruction (6-Lane) astruction (8-Lane) duling (4-Lane) ming (4-Lane) ming (4-Lane) ming (6-Lane)		
□ Public Private □ Private Sector 9. Project Cost (Initial Investment Recurring O&M 11. Environment 1) Pollution - Air quality: B Water quality: B Other pollution 2) Natural enviro - Ecosystem: B Water systems, - Geology: B- 3) Social and ecolor - Involuntary res - Poverty: B± - Local economy - Land use, local - Traffic/public for - Social institution - Dividing communications.	Partnership Initiative (in 2017 Constant Property of the USD 78.5 Mills: USD 1.6 M/stal Impact B- impacts: B- im	Lion year	12. Locs Legend New New Recoi Recoi Recoi Recoi Recoi Recoi Redoi Wide Wide	Construction (2-Lane) Construction (4-Lane) Construction (4-Lane) astruction (5-Lane) astruction (2-Lane) astruction (6-Lane) astruction (6-Lane) astruction (6-Lane) astruction (4-Lane) ining (4-Lane) ining (4-Lane) ining (6-Lane)		
□ Public Private □ Private Sector 9. Project Cost (Initial Investment Recurring O&M 11. Environment 1) Pollution - Air quality: B Water quality: B Water quality: - Waste: B± - Other pollution 2) Natural enviro - Ecosystem: B Water systems, - Geology: B- 3) Social and ecolor involuntary resection in the pollution - Involuntary resection in the pollution in the pollu	Partnership Initiative (in 2017 Constant Property of the USD 78.5 Mills: USD 1.6 M/stal Impact B- Impacts: B- Impacts: B- Impact as employment ettlement and/or loss of such as employment & communal resource accilities, infrastructurens: B- Impacts: B- Impa	Lion year	12. Locs Legend New New Recoi Recoi Recoi Recoi Recoi Recoi Redoi Wide Wide	Construction (2-Lane) Construction (4-Lane) Construction (4-Lane) astruction (5-Lane) astruction (2-Lane) astruction (6-Lane) astruction (6-Lane) astruction (6-Lane) astruction (4-Lane) ining (4-Lane) ining (4-Lane) ining (6-Lane)		
□ Public Private □ Private Sector 9. Project Cost (Initial Investment Recurring O&M 11. Environment 1) Pollution - Air quality: B Water quality: - Waste: B± - Other pollution 2) Natural enviro - Ecosystem: B Water systems, - Geology: B- 3) Social and eco - Involuntary res - Poverty: B± - Local economy - Land use, local - Traffic/public f - Social institution - Dividing community - Historical and collination - Landscape: B+ - Gender equality	Partnership Initiative (in 2017 Constant Property of the USD 78.5 Mills: USD 1.6 M/stal Impact B- Impacts: B- Impacts: B- Impact of the environment of the environm	[Legend]: A: Significant Impact B: Moderate Impact C: Unknown at this Time D: No Impact -: Negative Impact +: Positive Impact ±: Mixed Impact of properties: B- and livelihood: B+ be use rights: B+ e, social services: B+	12. Locs Legend New New Recoi Recoi Recoi Recoi Recoi Recoi Redoi Wide Wide	Construction (2-Lane) Construction (4-Lane) Construction (4-Lane) astruction (5-Lane) astruction (2-Lane) astruction (6-Lane) astruction (6-Lane) astruction (6-Lane) astruction (4-Lane) ining (4-Lane) ining (4-Lane) ining (6-Lane)	N'sele	
□ Public Private □ Private Sector 9. Project Cost (Initial Investment Recurring O&M 11. Environment 1) Pollution - Air quality: B Water quality: - Waste: B± - Other pollution 2) Natural enviro - Ecosystem: B Water systems, - Geology: B- 3) Social and eco - Involuntary res - Poverty: B± - Local economy - Land use, local - Traffic/public f - Social institution - Dividing community - Historical and collination - Landscape: B+ - Gender equality - Sanitation, pub	Partnership Initiative (in 2017 Constant Properties USD 78.5 Mills: USD 1.6 M/stal Impact B- Impacts: B- Impacts: B- Impact as employment ettlement and/or loss of such as employment ettlement and resource accilities, infrastructurents: B- Impacts: B- Impac	[Legend]: A: Significant Impact B: Moderate Impact C: Unknown at this Time D: No Impact -: Negative Impact +: Positive Impact ±: Mixed Impact of properties: B- and livelihood: B+ be use rights: B+ e, social services: B+	12. Locs Legend New New Recoi Recoi Recoi Recoi Recoi Recoi Redoi Wide Wide	Construction (2-Lane) Construction (4-Lane) Construction (4-Lane) astruction (5-Lane) astruction (2-Lane) astruction (6-Lane) astruction (6-Lane) astruction (6-Lane) astruction (4-Lane) ining (4-Lane) ining (4-Lane) ining (6-Lane)		
□ Public Private □ Private Sector 9. Project Cost (Initial Investment Recurring O&M 11. Environment 1) Pollution - Air quality: B Water quality: - Waste: B± - Other pollution 2) Natural enviro - Ecosystem: B Water systems, - Geology: B- 3) Social and eco - Involuntary res - Poverty: B± - Local economy - Land use, local - Traffic/public f - Social institution - Dividing community - Historical and of - Landscape: B+ - Gender equality - Sanitation, pub - Accidents, crim	Partnership Initiative (in 2017 Constant Properties USD 78.5 Mills: USD 1.6 M/stal Impact B- Impacts: B- Impacts: B- Impact as employment ettlement and/or loss of such as employment ettlement and resource accilities, infrastructurents: B- Impacts: B- Impac	[Legend]: A: Significant Impact B: Moderate Impact C: Unknown at this Time D: No Impact -: Negative Impact +: Positive Impact +: Mixed Impact bof properties: B- and livelihood: B+ be use rights: B+ e, social services: B+	12. Locs Legend New New Recoi Recoi Recoi Recoi Recoi Recoi Redoi Wide Wide	Construction (2-Lane) Construction (4-Lane) Construction (4-Lane) astruction (5-Lane) astruction (2-Lane) astruction (6-Lane) astruction (6-Lane) astruction (6-Lane) astruction (4-Lane) ining (4-Lane) ining (4-Lane) ining (6-Lane)	N'sele	

Project Code:	Duciast Names				Transport Sub-Sector
RD-SR-C11	Project Name: North-South Secondary Road (8) in Central Division				☐ Railway and New Transit
KD-5K-C11	North-South Secon	Note South Secondary Road (6) in Central Division			☐ Bus Transport
Urban Transpo	Urban Transport Policy: ☑ Coordinating Transport & Urban Dev.			☑ Road	
☐ Managing Su	rging Demand	☐ Maintena	nce and C	peration Scheme	☐ Traffic Management
✓ Network Dev	elopment	☐ Customer	r-Focused	Public Transport	☐ Traffic Safety
☐ Accessibility	for All	☐ Managing	g Traffic F	Flow and Safety	☐ Environment
	, Authorities and Fund	-	-	mental Impacts	☐ Urban Planning
Project Locatio			,	Project Priority	☐ Institution/Funding
From RD-EW-C	2 to RD-SR-C1 (3.81	cm)		☐ Urgent	Implementation Period
				☐ Short-term	Total 10 years
				✓ Medium-term	
1. Project Obje	ctives		2 Expe	cted Benefits	
		ransport to bear future	_		capacity to meet future traffic
traffic deman		ranspert to com rates?	dema	nd	
		f service for vehicle			ice for vehicle operation
	h as speed and comfor	rt		gs in travel time and ve	hicle operation cost
3. Project Descr	-			ed Projects/Sectors	
· New construc	tion (2-lane: 3.8 km)		Railw	•	O CD C1 DD CD C2
			· KD-K	R-CN, RD-EW-C2, RD	J-SR-C1, KD-SR-C2,
5. Important As	ssumptions (Conditions	for the Project)	6. Imple	ementing Agency	
	• `	• ,	CI and C		
7. Financing Sc	heme		8. Expe	cted Operator (if any)	
☑ DRC Public S			OVD	• • • • • • • • • • • • • • • • • • • •	
☑ International					
☐ Public Private ☐ Private Sector					
	(in 2017 Constant Pr	rice)	10. Spec	cial Considerations	
Initial Investmen			- 0. op 0.		
Recurring O&M					
44.77			10.7		
11. Environmer	ital Impact	[Legend]:		ntion Map	
1) Pollution - Air quality: B-		A: Significant Impact B: Moderate Impact	Legend New	Construction (2-Lane)	1
- Water quality: B-	B-	C: Unknown at this		Construction (4-Lane) Construction (6-Lane)	0
- Waste: B±		Time	Reco	nstruction (2-Lane)	
- Other pollution		D: No Impact		nstruction (4-Lane) nstruction (6-Lane)	
2) Natural environment - Ecosystem: B-		- : Negative Impact		nstruction (8-Lane) ading (4-Lane)	
- Water systems,		+: Positive Impact ±: Mixed Impact		ading (6-Lane)	
- Geology: B-		±. Whited impact		ning (4-Lane) ning (6-Lane)	N'sele
	onomic environment settlement and/or loss	of mananting, D	_ \}	ning (8-Lane)	X
- Poverty: B±	settlement and/or loss	of properties: b-	Masina	Ann	
	such as employment	and livelihood: B+	Notifi 3		
	& communal resource		YA		
- Traffic/public i	facilities, infrastructur	e, social services: B+	45	1	
- Dividing comm			Kim	banseke	
- Historical and	cultural resources: B-		6	1X MAN	7 1 2 2
- Landscape: B+			7	1	RD-SR-C11
- Gender equalit	y: B+ lic health conditions,	etc.: B+	Fre	(3)	A 330
- Accidents, crin		D	八大	Blick K.	9
	e, transboundary impa	icts: B±	EN.	1007	
			- 1		<i>y</i>

D : (C)	D . AN				Transport Sub-Sector	
Project Code: RD-SR-C12	Project Name:	☐ Railway and New Transit				
KD-5K-C12	North-South Secon	dary Road (9) in Centr	ai Divisio	П	☐ Bus Transport	
Urban Transpo	rt Policy:	☑ Coordina	ting Trans	port & Urban Dev.	☑ Road	
☐ Managing Sur			-	peration Scheme	☐ Traffic Management	
☑ Network Dev				Public Transport	☐ Traffic Safety	
☐ Accessibility	-			low and Safety	□ Environment	
-	Authorities and Fund		_	nental Impacts	☐ Urban Planning	
Project Location		ing 🗆 Reddenig	, Environi	Project Priority	☐ Institution/Funding	
•	2 to RD-SR-C1 (3.5 l	cm)		· ·	Implementation Period	
Trom to Evi e	2 to 112 51t 01 (5.5 1)		☐ Urgent☐ Short-term	•	
					Total 10 years	
				☑ Medium-term		
1. Project Object		1	_	cted Benefits		
traffic demand		ransport to bear future	· Increa	_	capacity to meet future traffic	
		f service for vehicle			ice for vehicle operation	
	h as speed and comfor			gs in travel time and ve		
3. Project Descr			4. Relat	ed Projects/Sectors		
~	tion (2-lane: 3.5 km)			R-CN, RD-EW-C2, RE	0-SR-C1, RD-SR-C2,	
	,			,	,	
5. Important As	sumptions (Conditions	for the Project)	6. Imple	menting Agency		
			CI and C	OVD		
7. Financing Sc	heme		8. Exped	cted Operator (if any)		
☑ DRC Public S			OVD			
☑ International						
☐ Public Private ☐ Private Sector						
	(in 2017 Constant Pi	rice)	10. Spec	ial Considerations		
Initial Investmen			10. Special Constact attons			
Recurring O&M						
11. Environmen	ital Impact	[Legend]:	12. Loca	tion Map		
1) Pollution		A: Significant Impact	Legend			
- Air quality: B-	D	B: Moderate Impact C: Unknown at this		Construction (2-Lane) Construction (4-Lane)	0	
- Water quality: - Waste: B±	В-	Time		Construction (6-Lane) astruction (2-Lane)		
- Other pollution	impacts: B-	D: No Impact	Reco	nstruction (4-Lane)		
2) Natural enviro		- : Negative Impact		nstruction (6-Lane)		
- Ecosystem: B-	a t p	+: Positive Impact		ading (4-Lane)	X	
Water systems,Geology: B-	flooding: B+	±: Mixed Impact		ning (4-Lane)	N'sele	
	onomic environment		The second secon	ning (6-Lane) ning (8-Lane)		
	ettlement and/or loss	of properties: B-	Masina	Nirport Nirport		
- Poverty: B±			1		2	
	such as employment		Nati			
- Land use, local & communal resource use rights: B+ - Traffic/public facilities, infrastructure, social services: B+			7	15	3	
- Social institution		o, scom sor (100s) B	7-5 Kim	banseke	RD-SR-C12	
- Dividing comm			MA	1	The same of the sa	
	cultural resources: B-		2	1X M	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	
Landscape: B+Gender equality				TO TO	12 33 6 3	
	lic health conditions,	etc.: B+	Roc	(8/14)	A	
- Accidents, crim	ne: B±		1. 万兴	To like the		
- Climate change	e, transboundary impa	cts: B±	Lin		8	
			1		y	

Project Code:	Droiget Names				Transport Sub-Sector	
RD-SR-C13	Project Name: North-South Secon	☐ Railway and New Transit				
KD-SK-C13	North-South Secon	dai y Road (10) iii Cent	ii ai Divisi	OII	☐ Bus Transport	
Urban Transpo	rt Policy:	☑ Coordina	ting Trans	port & Urban Dev.	☑ Road	
☐ Managing Su	rging Demand	☐ Maintena	ince and O	peration Scheme	☐ Traffic Management	
☑ Network Dev	elopment	☐ Customer	r-Focused	Public Transport	☐ Traffic Safety	
☐ Accessibility	for All	☐ Managing	g Traffic F	low and Safety	☐ Environment	
☐ Coordination,	Authorities and Fund	ling	g Environn	nental Impacts	☐ Urban Planning	
Project Locatio	n			Project Priority	☐ Institution/Funding	
From RD-RR-C	CW to Study Area	Boundary along N'dji	ili River	□ Urgent	Implementation Period	
through Sanda to	oward Matadi (0.8 km	1)		☐ Short-term	Total 10 years	
				☑ Medium-term		
1. Project Object	ctives		2. Expec	eted Benefits		
		ransport to bear future	_		capacity to meet future traffic	
traffic demand	d	-	demai	nd	•	
		f service for vehicle			ice for vehicle operation	
	h as speed and comfor	rt 		gs in travel time and vel	nicle operation cost	
3. Project Descr	-	(2.1 0.0.1)		ed Projects/Sectors		
· Reconstructio	n of damaged section	s (2-lane: 0.8 km)	· RD-R	R-CW		
5. Important As	ssumptions (Conditions	for the Project)	6. Imple	menting Agency		
			CI and C	OVD		
7. Financing Sc	heme		8. Expected Operator (if any)			
☑ DRC Public S			OVD			
☐ International						
☐ Public Private ☐ Private Sector						
	(in 2017 Constant Pi	rice)	10. Spec	ial Considerations		
Initial Investmen						
Recurring O&M	: USD <u>0.2 M/ye</u>	<u>ear</u>				
11. Environmen	atal Impaat	-	12 L age	tion Map		
1) Pollution	itai iiipact	[Legend]: A: Significant Impact	12. Luca	шоп мар	Legend	
- Air quality: B-		B: Moderate Impact			New Construction (2-Lane)	
- Water quality :	B-	C: Unknown at this		200	New Construction (4-Lane) New Construction (6-Lane)	
- Waste: B±	:	Time D: No Impact	PLU.	J. S.	Reconstruction (2-Lane) Reconstruction (4-Lane)	
- Other pollution 2) Natural enviro		_	1	·	Reconstruction (6-Lane)	
- Ecosystem: B-		- : Negative Impact +: Positive Impact		5	— Upgrading (4-Lane)	
- Water systems,	flooding: B+	±: Mixed Impact	A		Upgrading (6-Lane) Widening (4-Lane)	
- Geology: B-	onomic environment		A	5	Widening (6-Lane) Widening (8-Lane)	
	settlement and/or loss	of properties: B-	10	Masina	Airport Widening (8-Lane)	
- Poverty: B±			Matete		12 2	
	such as employment		Gserbse			
	& communal resource		XTI	11151	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	
- Traffic/public facilities, infrastructure, social services: B+ - Social institutions: B±			1	Kimbanseke		
- Dividing comn			7	A HIV	The state of the s	
- Historical and c - Landscape: B+	cultural resources: B-		No.	经人人人		
- Gender equality			-da		The state of the s	
- Sanitation, pub	lic health conditions,	etc.: B+	M	RD-SR-	C13	
- Accidents, crin		vote: D⊥	23	ne It is	Ele	
- Cililiate change	e, transboundary impa	icis. D±			6	
			35	1	3	

Project Code:	Project Name:					Transport Sub-Sector
RD-RR-EW	Western Section of Ring Road in Eastern Division					☐ Railway and New Transit
KD-KK-EW	Western Section of	King Koau in Las	tti ii D	11151011		☐ Bus Transport
Urban Transpo	rt Policy:	☑ Coc	rdinati	ng Trans	port & Urban Dev.	☑ Road
☐ Managing Su	rging Demand	☐ Mai	ntenan	ce and O	peration Scheme	☐ Traffic Management
☑ Network Dev		□ Cus	tomer-	Focused	Public Transport	☐ Traffic Safety
☐ Accessibility	-				low and Safety	☐ Environment
	Authorities and Fund				nental Impacts	☐ Urban Planning
Project Locatio		g _ 1100			Project Priority	☐ Institution/Funding
•	S to RD-EW-E1 (13.5	km)			☐ Urgent	Implementation Period
		,			☐ Short-term	Total 10 years
					✓ Medium-term	Total 10 years
1 Duoingt Ohio	nti-vaa			2 Evnes		
1. Project Object	ne capacity for road t	ransport to bear fu		_	eted Benefits	rt capacity to meet future traffic
traffic demand		ransport to ocar ru	tuic	demar	_	it capacity to meet future traffic
	safety and level of		icle			ervice for vehicle operation
operation sucl	n as speed and comfor	t		· Saving	gs in travel time and	vehicle operation cost
3. Project Descr	iption			4. Relate	ed Projects/Sectors	
· Widening from	n 2-lane (6-lane: 13.5	km)		· Railw		
						RD-EW-IB1, RD-NS-E1,
5 Important As	ssumptions (Conditions	for the Project)			R-E1, RD-PR-E2 menting Agency	
3. Important 11.	sumptions (conditions	for the Project)		CI, OVD		
7. Financing Sc	heme				ted Operator (if an	v)
☑ DRC Public S				OVD		
☑ International						
☐ Public Private						
☐ Private Sector		•>		10 0	: 1 C	
Initial Investmen	(in 2017 Constant Pr nt: USD_92.5 Mill			10. Spec	ial Considerations	
Recurring O&M						
11. Environmen		[Legend]:	一	12. Loca	tion Map	
1) Pollution	•	A: Significant Impa	ict		A.	Legend
- Air quality: B-		B: Moderate Impac	t			New Construction (2-Lane) New Construction (4-Lane)
- Water quality:	В-	C: Unknown at this Time				New Construction (6-Lane)
Waste: B±Other pollution	impacts: B-	D: No Impact		/		Reconstruction (2-Lane) Reconstruction (4-Lane)
2) Natural enviro	•	. N		1	12 P. 3. /	Reconstruction (6-Lane) Reconstruction (8-Lane)
- Ecosystem: B-		- : Negative Impact +: Positive Impact			3/ 3/	Upgrading (4-Lane)
- Water systems,	flooding: B+	±: Mixed Impact		115	100	Upgrading (6-Lane) Widening (4-Lane)
- Geology: B-	onomic environment			1	A Post of	Widening (6-Lane) Widening (8-Lane)
	ettlement and/or loss	of properties: B-		The state of the s		¥ . La . C.
- Poverty: B±				A		
	such as employment & communal resource		·		1 1 1	Maluku
	acilities, infrastructur		3+		150 / 7	RD-RR-EW
- Social institution		,		- 6		
- Dividing comn				li li		
- Historical and c - Landscape: B+	cultural resources: B-			0	The state of the s	To Kikwit
- Gender equality				7		
- Sanitation, pub	lic health conditions,	etc.: B+		173:	7 9	
- Accidents, crim		4. D.		- Jesse		JE X C
- Climate change	e, transboundary impa	cis: B±				G
				2	h de a	
						3

	11 3			
Project Code:	Project Name:			Transport Sub-Sector
RD-RR-ES	•	f Ring Road in Easte	☐ Railway and New Transit	
TED TELL ES	Southern Section o		☐ Bus Transport	
Urban Transpo	rt Policy:	☑ Coord	nating Transport & Urban Dev.	☑ Road
☐ Managing Sur	rging Demand	☐ Mainte	nance and Operation Scheme	☐ Traffic Management
☑ Network Dev	elopment	☐ Custor	ner-Focused Public Transport	☐ Traffic Safety
☐ Accessibility	for All	☐ Manag	ing Traffic Flow and Safety	☐ Environment
-	Authorities and Fund	_	ng Environmental Impacts	☐ Urban Planning
Project Location			Project Priority	☐ Institution/Funding
-	W to RD-RR-EE [Y20	040] (2.8 km)	☐ Urgent	Implementation Period
	Ľ	1 (/	☐ Short-term	Total 10 years
				Total 10 years
4.5. (01)			✓ Medium-term	
1. Project Object		1	2. Expected Benefits	
traffic demand		ransport to bear futur	e Increase of road transport demand	capacity to meet future traffic
		f service for vehicl		ice for vehicle operation
	h as speed and comfor		· Savings in travel time and ve	
3. Project Descr	ription		4. Related Projects/Sectors	
•	tion (4-lane: 2.8 km)		· RD-RR-EW, RD-EW-IB1	
	,		,	
5. Important As	ssumptions (Conditions	for the Project)	6. Implementing Agency	
			CI and OVD	
7. Financing Sci			8. Expected Operator (if any)	
☑ DRC Public S			OVD	
☑ International				
☐ Public Private ☐ Private Sector				
	(in 2017 Constant Pi	rice)	10. Special Considerations	
Initial Investmen			10. Special Considerations	
Recurring O&M				
11. Environmen		[Legend]:	12. Location Map	
1) Pollution		A: Significant Impact	1	Legend
- Air quality: B-		B: Moderate Impact		New Construction (2-Lane) New Construction (4-Lane)
- Water quality:	B-	C: Unknown at this Time		New Construction (6-Lane)
Waste: B±Other pollution	immo atas D	D: No Impact		Reconstruction (2-Lane) Reconstruction (4-Lane)
2) Natural enviro		•	J. Carrier !	Reconstruction (6-Lane)
- Ecosystem: B-		- : Negative Impact	1 34 3V	Reconstruction (8-Lane) Upgrading (4-Lane)
- Water systems,	flooding: B+	+: Positive Impact ±: Mixed Impact	A Paris To	Upgrading (6-Lane) Widening (4-Lane)
- Geology: B-		1		Widening (6-Lane)
	onomic environment	of muomoution, D		Widening (8-Lane)
- Poverty: B±	ettlement and/or loss	of properties: b-		
	such as employment	and livelihood: B+	V AT 3	Maluku
	& communal resource		166 153	RD-RR-ES
	acilities, infrastructur	e, social services: B+		
- Social institution			-	1/25 j
- Dividing comm	nunnies: B- cultural resources: B-			To Kikwit
- Landscape: B+				10 KIKWII
- Gender equality	y: B+		> 1	
	lic health conditions,	etc.: B+		
- Accidents, crim		ota, D		25 2.9
- Climate change	e, transboundary impa	cis: B±	~	C.
			To do and	
				(S)

Project Code:	Project Name:					Transport Sub-Sector
· ·	First East-West Axis Road in Eastern Division				☐ Railway and New Transit	
RD-EW-E1	First East-west Axi	is Road in East	ern Divi	sion		☐ Bus Transport
Urban Transpo	rt Policy:	☑ (Coordina	ting Trans	port & Urban Dev.	☑ Road
☐ Managing Sur	rging Demand		/ //aintena	nce and O	peration Scheme	☐ Traffic Management
☑ Network Dev	elopment		Customer	-Focused	Public Transport	☐ Traffic Safety
☐ Accessibility	-				Tlow and Safety	☐ Environment
•	Authorities and Fund			-	nental Impacts	☐ Urban Planning
Project Location				<u> </u>	Project Priority	☐ Institution/Funding
· ·	 W to Road cum Railw	vay Bridge over	Congo	River to	☐ Urgent	Implementation Period
Brazzaville (11.7		, .	C		☐ Short-term	Total 10 years
					☑ Medium-term	Total 10 years
1. Project Object	rtivas			2 Evne	cted Benefits	
	ne capacity for road to	ransport to bear	future	_		capacity to meet future traffic
traffic demand		unsport to ocur	ratare	demai	_	capacity to inject fature traine
	safety and level of		vehicle			ice for vehicle operation
operation sucl	n as speed and comfor	t		Savin	gs in travel time and vel	hicle operation cost
3. Project Descr	•				ed Projects/Sectors	
	om 2-lane (6-lane: 1.4)				ay, Maluku River Port	GD F2
· Widening from	m 2-lane (6-lane: 10.3	km)			R-EW, RD-SR-E2, RD- cum Railway Bridge ov	
5. Important As	sumptions (Conditions	for the Project)			ementing Agency	rei Coligo Rivei
o. Important 11	ssumptions (conditions	ior the Project)		_	and OR	
7. Financing Sc	heme				cted Operator (if any)	
☑ DRC Public S				OVD		
☑ International						
☐ Public Private						
☐ Private Sector				10.0		
-	(in 2017 Constant Pr	•		10. Spec	ial Considerations	
Initial Investment Recurring O&M						
11. Environmen		[Legend]:		12. Loca	ntion Map	
1) Pollution	-	A: Significant Ir	npact			
- Air quality: B-		B: Moderate Imp	pact		75.	Legend
- Water quality:	В-	C: Unknown at t	his			New Construction (2-Lane) New Construction (4-Lane)
- Waste. B± - Other pollution	impacts: B-	D: No Impact		-		New Construction (6-Lane) Reconstruction (2-Lane)
2) Natural enviro	-	. N I	4		RD-EW	Reconstruction (4-Lane) Reconstruction (6-Lane)
- Ecosystem: B-		- : Negative Impa +: Positive Impa			24 20	Reconstruction (8-Lane)
Water systems,Geology: B-	flooding: B+	±: Mixed Impact	t	12/	and when	Upgrading (4-Lane) Upgrading (6-Lane)
	onomic environment		-			Widening (4-Lane) Widening (6-Lane)
	ettlement and/or loss of	of properties: B-		The second	Le A Wi D	Widening (8-Lane)
- Poverty: B±				1		
	such as employment & communal resource				A STATE OF THE STA	Maluku
	acilities, infrastructure				198 / 3	
- Social institution		,		1		1
- Dividing comm				- (
- Historical and c - Landscape: B+	cultural resources: B-			9	The same of the sa	To Kikwit
- Gender equality						~~~
	lic health conditions, o	etc.: B+				
- Accidents, crim		. D:		- trans		EX 3
- Climate change	e, transboundary impac	cts: B±				Co. Land
				R	han and	
					1000	Tegi.

					Transport Sub-Sector
Project Code:	Project Name:				☐ Railway and New Transit
RD-NS-E1	First North-South	Axis Road in Eastern	Division		•
Huban Tuanana	ut Daliava	5 7 C 1	4: T	4 0 III D	☐ Bus Transport
Urban Transpo	•		_	sport & Urban Dev.	☑ Road
☐ Managing Su				Operation Scheme	☐ Traffic Management
☑ Network Dev	-			Public Transport	☐ Traffic Safety
☐ Accessibility		-	_	Flow and Safety	☐ Environment
	, Authorities and Fund	ling ☐ Reduci	ng Environ	nental Impacts	☐ Urban Planning
Project Locatio				Project Priority	☐ Institution/Funding
From RD-RR-E	W to Study Area Bour	ndary toward Kikwit (3.8 km)	☐ Urgent	Implementation Period
				☐ Short-term	Total 10 years
				☑ Medium-term	
1. Project Obje	ctives		2. Expe	cted Benefits	•
· To increase the	he capacity for road t	ransport to bear futur	e · Incre	ase of road transport	capacity to meet future traffic
traffic deman			dema		
		f service for vehicl			vice for vehicle operation
_	h as speed and comfor	าเ 		gs in travel time and ve	enicle operation cost
3. Project Descr	-			ed Projects/Sectors	
· Widening from	m 2-lane (6-lane: 11.5	km)	· RD-F	RR-EW, RD-SR-E1	
5. Important As	ssumptions (Conditions	for the Project)	6. Impl	ementing Agency	
			CI, OVI	O and OR	
7. Financing Sc	heme		8. Expe	cted Operator (if any)	
☑ DRC Public S			OVD	• • • • • • • • • • • • • • • • • • • •	
☑ International					
☐ Public Private					
Private Sector	in 2017 Constant Pi	rica)	10 Spe	cial Considerations	
Initial Investmen			10. Spc	ciai Considei ations	
Recurring O&M					
11. Environmer	ıtal Impact	[Legend]:	12. Loc	ation Map	
1) Pollution		A: Significant Impact		18.	Legend
- Air quality: B-	D	B: Moderate Impact C: Unknown at this		1500	New Construction (2-Lane) New Construction (4-Lane)
- Water quality: - Waste: B±	В-	Time			New Construction (6-Lane) Reconstruction (2-Lane)
- Other pollution	impacts: B-	D: No Impact	/		Reconstruction (4-Lane)
2) Natural enviro		- : Negative Impact		18° 37° 3.11	Reconstruction (6-Lane) Reconstruction (8-Lane)
- Ecosystem: B-		+: Positive Impact		37 3	Upgrading (4-Lane)
- Water systems,	flooding: B+	±: Mixed Impact		100	Upgrading (6-Lane) Widening (4-Lane)
- Geology: B-	onomic environment		1	A CARLE !	Widening (6-Lane) Widening (8-Lane)
	settlement and/or loss	of properties: B-	The state of the s		
- Poverty: B±			12		
	y such as employment			V Jane	Maluku
	& communal resource		S. /	150 / 15	RD-NS-E1
- Social institution	facilities, infrastructur	e, social services: D+			A POWER
- Dividing comm			*		
- Historical and	cultural resources: B-		ಎ	The same of the sa	To Kikwit
- Landscape: B+			T-0.5		
- Gender equalit	y: B+ dic health conditions,	etc · R+	7		
- Accidents, crin		ск Б			200
	e, transboundary impa	cts: B±			B. J. B.
			~	L	
				My Sor	re:
				1 1 1	50.

Daring Calle	Danie d Name			Transport Sub-Sector
Project Code:	Project Name:	☐ Railway and New Transit		
RD-PR-E1	North-South Prima	ry Road (1) in Easter	☐ Bus Transport	
Urban Transpo	rt Policy:	☑ Coordin	nating Transport & Urban Dev.	. ☑ Road
☐ Managing Sun			nance and Operation Scheme	☐ Traffic Management
☑ Network Dev			er-Focused Public Transport	☐ Traffic Safety
☐ Accessibility:	-		ng Traffic Flow and Safety	☐ Environment
-	Authorities and Fund	_	ng Environmental Impacts	☐ Urban Planning
Project Location		ing	Project Priority	☐ Institution/Funding
-	 W to RD-RR-EE [Y20)401 (5.3 km)	☐ Urgent	Implementation Period
] ()	☐ Short-term	Total 10 years
				Total 10 years
1.0.1.4.011			✓ Medium-term	
1. Project Object		wan am ant to beau firture	2. Expected Benefits	composites to most fature traffic
traffic demand		ransport to bear future	demand	capacity to meet future traffic
		f service for vehicle		ice for vehicle operation
	h as speed and comfor		· Savings in travel time and vel	
3. Project Descr	ription		4. Related Projects/Sectors	
	tion (4-lane: 2.8 km)		· Railway	
	om 2-lane (4-lane: 2.5		· RD-RR-EW, RD-SR-E1	
5. Important As	ssumptions (Conditions	for the Project)	6. Implementing Agency	
			CI and OVD	
7. Financing Sci			8. Expected Operator (if any)	
☑ DRC Public S☑ International I			OVD	
☐ Public Private				
☐ Private Sector	•			
9. Project Cost	(in 2017 Constant Pr	rice)	10. Special Considerations	
Initial Investmen				
Recurring O&M		<u>year</u>		
11. Environmen	ital Impact	[Legend]:	12. Location Map	-
1) Pollution		A: Significant Impact B: Moderate Impact	T.	Legend New Construction (2-Lane)
- Air quality: B- - Water quality:	R-	C: Unknown at this	15	New Construction (4-Lane)
- Waste: B±	D-	Time		New Construction (6-Lane) Reconstruction (2-Lane)
- Other pollution		D: No Impact		Reconstruction (4-Lane)
2) Natural enviro	onment	- : Negative Impact		Reconstruction (6-Lane) Reconstruction (8-Lane)
- Ecosystem: B-	a 11 5	+: Positive Impact		Upgrading (4-Lane)
Water systems,Geology: B-	flooding: B+	±: Mixed Impact	(1)	Upgrading (6-Lane) Widening (4-Lane)
	onomic environment		CARLE !	Widening (6-Lane) Widening (8-Lane)
	ettlement and/or loss	of properties: B-		
- Poverty: B±			1 30 00	
	such as employment			Maluku
	& communal resource			
- Frame/public i	acilities, infrastructur	e, social services: B+	1000 1100	RD-PR-E1
- Dividing comm			-	J-PR-X
- Historical and	cultural resources: B-			To Kikwit
- Landscape: B+				~~~
- Gender equality		oto • D⊥	7	
- Accidents, crim	lic health conditions, ne: B±	ск В :		2 7 9
	e, transboundary impa	cts: B±		P. 2. 2. E.
	•		~	A.
			Con so	Le:
				9

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Project Code:	Project Name:				Transport Sub-Sector
RD-PR-E2	North-South Prima	rv Road (2) in E	astern	☐ Railway and New Transit	
					☐ Bus Transport
Urban Transpo	rt Policy:	☑ Co	ordina	ting Transport & Urban Dev.	☑ Road
☐ Managing Su	rging Demand	□ Ma	aintena	ance and Operation Scheme	☐ Traffic Management
☑ Network Dev	elopment	□ Cu	stome	r-Focused Public Transport	☐ Traffic Safety
☐ Accessibility	for All	□ Ma	anagin	g Traffic Flow and Safety	☐ Environment
	, Authorities and Fund			g Environmental Impacts	☐ Urban Planning
Project Locatio				Project Priority	☐ Institution/Funding
-	 W to RD-RR-EE [Y20	0401 (4.0 km)		☐ Urgent	Implementation Period
	Ĺ	1(.)		☐ Short-term	Total 10 years
					Total To years
				☑ Medium-term	
1. Project Obje				2. Expected Benefits	
To increase the traffic demand	he capacity for road t	ransport to bear f	uture	· Increase of road transport demand	capacity to meet future traffic
	u safety and level o	f service for ve	hicle	Improvement of level of serv	vice for vehicle operation
	h as speed and comfor		incic	Savings in travel time and ve	
3. Project Descr	•			4. Related Projects/Sectors	<u> </u>
•	etion (4-lane: 4.0 km)			· RD-RR-EW, RD-SR-E1	
Trem compared	(· · · · · · · · · · · · · · · · · · ·				
5. Important As	ssumptions (Conditions	for the Project)		6. Implementing Agency	
or important 1	ssumptions (conditions	for the Project)		CI and OVD	
7. Financing Sc	homo			8. Expected Operator (if any)	
✓ DRC Public S				OVD	
☑ International				OVB	
☐ Public Private					
☐ Private Sector					
9. Project Cost	(in 2017 Constant Pr	•		10. Special Considerations	
Initial Investmen					
Recurring O&M		<u>year</u>			
11. Environmer	ıtal İmpact	[Legend]:		12. Location Map	
1) Pollution		A: Significant Imp		The state of the s	Legend New Construction (2-Lane)
- Air quality: B-- Water quality :	D	B: Moderate Impa C: Unknown at thi		15	New Construction (4-Lane)
- Waste: B±	D-	Time			New Construction (6-Lane) Reconstruction (2-Lane)
- Other pollution	impacts: B-	D: No Impact			Reconstruction (4-Lane)
2) Natural enviro	onment	- : Negative Impac	\t		Reconstruction (6-Lane) Reconstruction (8-Lane)
- Ecosystem: B-		+: Positive Impact			Upgrading (4-Lane)
- Water systems,	flooding: B+	±: Mixed Impact		1	Upgrading (6-Lane) Widening (4-Lane)
- Geology: B-	onomic environment			The Part of the	Widening (6-Lane) Widening (8-Lane)
	settlement and/or loss	of properties: B-			Windling (O'Date)
- Poverty: B±		• •			
	such as employment		+	11/1/2	Maluku
	& communal resource		D.	150	
- Social institution	facilities, infrastructur	e, social services:	B+	I Carl is	A STATE OF THE STA
- Dividing comm				*	1-8-3
	cultural resources: B-			0 100	To Kikwit
- Landscape: B+					
- Gender equalit		-4 D !		7	5
- Sanitation, pur	olic health conditions,	eic.: B+			RD-PR-E2
	e, transboundary impa	cts: B±			25.1.5
	. , , , , , , , , , , , , , , , , , , ,			~	E.
				The co	no!
					Z.

						Transp	oort Sub-Sector	
Project Code:	Project Name: East-West Secondary Road (1) in Eastern Division					☐ Rail	way and New Transit	
RD-SR-E1	East-West Seconda	ry Road (1) in Ea	stern Divisio	on			Transport	
Urban Transpo	rt Policy:	☑ Coo	ordinating Tr	ansr	oort & Urban Dev.	☑ Roa	-	
☐ Managing Su	-		_	_	peration Scheme	☐ Traf	fic Management	
✓ Network Dev				-	Public Transport		fic Safety	
☐ Accessibility	-				ow and Safety		ironment	
-	Authorities and Fund				ental Impacts		an Planning	
Project Locatio		ing 🗀 Kec	ideing Envir		Project Priority	ł	· ·	
•	n l to RD-PR-E1 (2.6 kı	n)			· ·		itution/Funding	
TIOM RD-NS-L	1 to RD-1 R-L1 (2.0 Ki	11)			☐ Urgent	_	mentation Period	
					☐ Short-term	Total I	0 years	
					☑ Medium-term			
1. Project Object				_	ted Benefits			
To increase the traffic demand	ne capacity for road to	ransport to bear fi			_	capacity	to meet future traffic	
	a safety and level of	f service for ve		man prov	a vement of level of servi	ice for ve	ehicle operation	
	h as speed and comfor				s in travel time and vel			
3. Project Descr	ription		4. Re	late	d Projects/Sectors			
-	tion (2-lane: 4.2 km)				S-E1, RD-PR-E1, RD-F	PR-E2		
5. Important As	sumptions (Conditions	for the Project)		_	menting Agency			
			CI an	CI and OVD				
7. Financing Sc	heme		8. Ex	pec	ted Operator (if any)			
☑ DRC Public S			OVD					
☑ International								
☐ Public Private ☐ Private Sector								
	(in 2017 Constant Pr	rice)	10. S	neci	al Considerations			
Initial Investmen								
Recurring O&M								
11. Environmen	ital Impact	[Legend]:	12. L	ocat	tion Map			
1) Pollution		A: Significant Imp			A.		Legend	
- Air quality: B-	D	B: Moderate Impac C: Unknown at this			16		New Construction (2-Lane) New Construction (4-Lane)	
- Water quality:	В-	Time		1			New Construction (6-Lane)	
- Other pollution	impacts: B-	D: No Impact		1			Reconstruction (2-Lane) Reconstruction (4-Lane)	
2) Natural enviro		NT / T	6		3 7 3 /		Reconstruction (6-Lane) Reconstruction (8-Lane)	
- Ecosystem: B-		- : Negative Impac +: Positive Impact		A	31 3		Upgrading (4-Lane)	
- Water systems,	flooding: B+	±: Mixed Impact	1/4	1	Philadelphia The	200	Upgrading (6-Lane) Widening (4-Lane)	
- Geology: B-	onomic environment		-		2 7 A 10	1	Widening (6-Lane)	
,	ettlement and/or loss	of properties: R-		1			Widening (8-Lane)	
- Poverty: B±	ettiement und of 1033	or properties. B	A	1		1	70 \	
	such as employment		-		1 1 2	Maluku	MA A	
	& communal resourc			1	DD DD	-SR-E1	9 05	
- Traffic/public facilities, infrastructure, social services: B+ - Social institutions: B±			B+	1		-SK-E1	THE P.	
- Dividing communities: B-			*	(3 0		
- Historical and cultural resources: B-			6	1			To Kikwit	
- Landscape: B+							TO KIKWII	
- Gender equality		_		7				
 Sanitation, pub Accidents, crin 	lic health conditions,	etc.: B+	4			10	1000	
	ie: в± e, transboundary impa	cts: B±		# pend		المر	61.5	
	, : :	. –		B		(gr	2.10	
					The say	200		
						3		

T that Reports	ippenuix i oj votum	C 1		ī
Project Code:	Project Name:			Transport Sub-Sector
RD-SR-E2	-	y Road (1) in Eastern D	Division	☐ Railway and New Transit
				☐ Bus Transport
Urban Transpo	rt Policy:	☑ Coordina	ting Transport & Urban Dev.	☑ Road
☐ Managing Su	rging Demand	☐ Maintena	ince and Operation Scheme	☐ Traffic Management
☑ Network Dev	elopment	☐ Custome:	r-Focused Public Transport	☐ Traffic Safety
☐ Accessibility	for All	☐ Managing	g Traffic Flow and Safety	☐ Environment
☐ Coordination,	, Authorities and Fund	ling Reducing	g Environmental Impacts	☐ Urban Planning
Project Locatio	n		Project Priority	☐ Institution/Funding
From RD-EW-E	1 to RD-EW-E1 (5.4	km)	☐ Urgent	Implementation Period
			□ Short-term	Total 10 years
			✓ Medium-term	
1. Project Obje	ctives		2. Expected Benefits	
		ransport to bear future	_	capacity to meet future traffic
traffic demand		ransport to ocar ratare	demand	capacity to inject fature traffic
		f service for vehicle	· Improvement of level of serv	
operation such	h as speed and comfor	rt	· Savings in travel time and vel	hicle operation cost
3. Project Descr	ription		4. Related Projects/Sectors	
	tion (2-lane: 4.5 km)		· RD-EW-E1, RD-SR-E2	
· Reconstructio	on of damaged section	s (2-lane: 0.9 km)		
5 Important A	ssumptions (Conditions	for the Ducient	6. Implementing Agency	
3. Important As	ssumptions (Conditions	for the Project)	CI and OVD	
7 Financias Co	l			
7. Financing Sc ☑ DRC Public S			8. Expected Operator (if any) OVD	
☑ International			OVD	
☐ Public Private				
☐ Private Sector	r Initiative Î			
-	(in 2017 Constant Pr		10. Special Considerations	
Initial Investmen				
Recurring O&M		<u>year</u>	12 Landin Man	
11. Environmen 1) Pollution	itai impact	[Legend]:	12. Location Map	
- Air quality: B-		A: Significant Impact B: Moderate Impact		Legend
- Water quality :	B-	C: Unknown at this		New Construction (2-Lane) New Construction (4-Lane)
- Waste: B±		Time D: No Impact		New Construction (6-Lane) Reconstruction (2-Lane)
- Other pollution		D. No Impact		Reconstruction (4-Lane)
2) Natural environmentEcosystem: B-		- : Negative Impact	RD-SR-E	Reconstruction (6-Lane)
- Water systems,		+: Positive Impact ±: Mixed Impact	W xal	Upgrading (4-Lane)
- Geology: B-		±: Mixed Impact	4	Upgrading (6-Lane) Widening (4-Lane)
	onomic environment		A CARRY S	Widening (6-Lane) Widening (8-Lane)
-	settlement and/or loss	of properties: B-		
- Poverty: B±	z such as employment	and livelihood: B+	A 18 30 50	
- Local economy such as employment and livelihood: B+ - Land use, local & communal resource use rights: B+			VA TO SEE	Maluku
- Traffic/public facilities, infrastructure, social services: B+				-14
- Social institution				
- Dividing comn	nunities: B- cultural resources: B-			
- Landscape: B+			0 17	To Kikwit
- Gender equality: B+			· KX	~~~
- Sanitation, pub	lic health conditions,	etc.: B+		
- Accidents, crin		. D.	****	EX
- Climate change	e, transboundary impa	icts: B±		G. 3
			a b above	
				- Rei

					1 11 3	
Project Code:	Project Name:				Transport Sub-Sector	
RD-SR-E3	•	dary Road (1) in Easte	rn Divisio	n	☐ Railway and New Transit	
					☐ Bus Transport	
Urban Transpo	rt Policy:	☑ Coordina	ating Trans	sport & Urban Dev.	☑ Road	
☐ Managing Su	rging Demand	☐ Mainten	ance and C	peration Scheme	☐ Traffic Management	
☑ Network Dev	elopment	☐ Custome	r-Focused	Public Transport	☐ Traffic Safety	
☐ Accessibility	for All	☐ Managin	g Traffic F	Flow and Safety	☐ Environment	
☐ Coordination,	Authorities and Fund	ing □ Reducin	g Environr	nental Impacts	☐ Urban Planning	
Project Locatio	n			Project Priority	☐ Institution/Funding	
*	1 to RD-SR-E2 (1.2 k	m)		☐ Urgent	Implementation Period	
	`			☐ Short-term	Total 10 years	
				✓ Medium-term	Total 10 years	
1 Ducient Obio	ativas		2 Evmo			
1. Project Object		ransport to bear future	_	cted Benefits	capacity to meet future traffic	
traffic demand		ransport to bear future	dema	_	capacity to meet future traine	
		f service for vehicle			ice for vehicle operation	
operation sucl	h as speed and comfor	t	· Savin	gs in travel time and vel	nicle operation cost	
3. Project Descr	ription		4. Relat	ed Projects/Sectors		
· New construc	tion (2-lane: 1.2 km)		· Railw	ay		
				W-E1, RD-SR-E2		
5. Important As	ssumptions (Conditions	for the Project)		ementing Agency		
			CI and OVD			
7. Financing Sc	heme		8. Expe	cted Operator (if any)		
☑ DRC Public S			OVD			
☑ International						
☐ Public Private ☐ Private Sector						
	(in 2017 Constant Pr	rice)	10. Spec	cial Considerations		
Initial Investmen	•	•	- ** ** P * *			
Recurring O&M						
11. Environmen	ıtal Impact	[Legend]:	12. Loca	ation Map		
1) Pollution		A: Significant Impact	1	1.	Legend	
- Air quality: B-	D	B: Moderate Impact C: Unknown at this		RD-SI	New Construction (2-Lane) New Construction (4-Lane)	
- Water quality : - Waste: B±	В-	Time	-		New Construction (6-Lane) Reconstruction (2-Lane)	
- Other pollution	impacts: B-	D: No Impact			Reconstruction (4-Lane)	
2) Natural enviro		- · Nagotiva Impact			Reconstruction (6-Lane) Reconstruction (8-Lane)	
- Ecosystem: B-		- : Negative Impact +: Positive Impact		37 /	Upgrading (4-Lane)	
- Water systems,	flooding: B+	±: Mixed Impact		100	Upgrading (6-Lane) Widening (4-Lane)	
- Geology: B-	onomic environment		1	A ZARTE	Widening (6-Lane) Widening (8-Lane)	
	settlement and/or loss	of properties: B-	The state of the s		Wiscond (O'Line)	
- Poverty: B±			A			
	such as employment			V KAR Z	Maluku	
 Land use, local & communal resource use rights: B+ Traffic/public facilities, infrastructure, social services: B+ 				156 /57		
- Social institutions: B±				100/100	J. Signature	
- Dividing communities: B-			- (1-5-6	
- Historical and cultural resources: B-			٥	The same	To Kikwit	
- Landscape: B+					~~~	
- Gender equality	y: B+ lic health conditions,	etc · R+	7			
- Accidents, crim		O.C., D	4 100		200	
	e, transboundary impa	cts: B±	5,500		7. 7. 2	
			~		A.	
				Jan Da	Le:	
					30	

Darland Code	Daring No.				Transport Sub-Sector
Project Code: RD-EW-IA1	Project Name: First East-West Ax	☐ Railway and New Transit			
KD-EW-IAI	FIRST East-West Ax	☐ Bus Transport			
Urban Transpo	rt Policy:	☑ Coordina	ting Trans	sport & Urban Dev.	☑ Road
☐ Managing Su			_	peration Scheme	☐ Traffic Management
☑ Network Dev	relopment	☐ Customer	r-Focused	Public Transport	☐ Traffic Safety
☐ Accessibility	•			Flow and Safety	☐ Environment
1	, Authorities and Fund		_	mental Impacts	☐ Urban Planning
Project Locatio	•		,	Project Priority	☐ Institution/Funding
-	WE to RD-RR-CN (1.9	9 km)		☐ Urgent	Implementation Period
	`	,		☐ Short-term	Total 10 years
				✓ Medium-term	Total 10 years
1 Dusingt Ohio	ati-ros		2 Evmo	cted Benefits	
1. Project Object		transport to bear future	_		capacity to meet future traffic
traffic deman		ransport to bear future	demai		capacity to meet future traffic
		f service for vehicle			ice for vehicle operation
operation such	h as speed and comfor	rt	· Savin	gs in travel time and ve	hicle operation cost
3. Project Desci	ription		4. Relat	ed Projects/Sectors	
· Reconstructio	on of damaged section	s (8-lane: 0.1 km)		Line E1 and E2, Railwa	
					D-RR-CW, RD-EW-W1,
5 Important A	ssumptions (Conditions	for the Project)	RD-N	ementing Agency	
3. Important As	ssumptions (Conditions	for the Project)	_	and OR	
7. Financing Sc	homo	-	8. Expected Operator (if any)		
✓ DRC Public S			OVD	cteu Operator (II any)	
☑ International			OVD		
☐ Public Private					
☐ Private Sector			10.0		
*	(in 2017 Constant Pr	*	10. Spec	cial Considerations	
Initial Investment Recurring O&M					
Recuiring occivi	i. OSD <u>1:1 Wilye</u>	/////////////////////////////////////			
11. Environmen	ntal Impact	[Legend]:	12. Loca	ation Map	
1) Pollution		A: Significant Impact	Kasa vubu	Y ALL	5-1-1-1
- Air quality: B-	D	B: Moderate Impact C: Unknown at this		Kalamu, imate	7
- Water quality : - Waste: B±	D-	Time	ngun	THE STATE OF THE S	RD-EW-IA1
- Other pollution	n impacts: B-	D: No Impact	111000	A MAIN	~ ``
2) Natural enviro	onment	- : Negative Impact	Makala	Ngaba	
- Ecosystem: B-		+: Positive Impact	-	The state of the s	Masina M
Water systems,Geology: B-	, mooding: B+	±: Mixed Impact	17	Matete	
	onomic environment		1		
- Involuntary res	settlement and/or loss	of properties: B-		ernos Kiserise	Ni
- Poverty: B±					J X PA S L
- Local economy such as employment and livelihood: B+ - Land use, local & communal resource use rights: B+			Y	7-11	
- Traffic/public facilities, infrastructure, social services: B+			afula	ST V	Legend
- Social institutions: B±				7	New Construction (2-Lane) New Construction (4-Lane)
- Dividing communities: B-			10-1		New Construction (+-Lane) New Construction (6-Lane)
- Historical and cultural resources: B- - Landscape: B+			7	The State of the S	Reconstruction (2-Lane) Reconstruction (4-Lane)
- Gender equality			1	1	Reconstruction (6-Lane)
- Sanitation, pub	olic health conditions,	etc.: B+	3	V	Reconstruction (8-Lane) Upgrading (4-Lane)
- Accidents, crin		4 D.	73 A. V.		Upgrading (6-Lane) Widening (4-Lane)
- Climate change	e, transboundary impa	icis: B±	137		Widening (6-Lane) Widening (8-Lane)

Project Code:	Project Name:				Transport Sub-Sector	
RD-EW-IA2	Second East-West A	☐ Railway and New Transit				
KD-E W-IA2	Second East-West A	ixis ixuau between w	estern and	Centi ai Divisions	☐ Bus Transport	
Urban Transpo	rt Policy:	☑ Coordinating Transport & Urban Dev.			☑ Road	
☐ Managing Sur	rging Demand	☐ Mainter	nance and C	peration Scheme	☐ Traffic Management	
☑ Network Dev	elopment			Public Transport	☐ Traffic Safety	
☐ Accessibility	-			Tlow and Safety	☐ Environment	
☐ Coordination,	Authorities and Fund	_	_	nental Impacts	☐ Urban Planning	
Project Location				Project Priority	☐ Institution/Funding	
•	VE to RD-RR-CW (1.	4 km)		☐ Urgent	Implementation Period	
				☐ Short-term	Total 10 years	
				✓ Medium-term	15 15 96	
1. Project Object	rtives		2 Eyne	cted Benefits		
		ransport to bear future	_		capacity to meet future traffic	
traffic demand		ransport to ocar ratare	dema		capacity to meet fature traine	
		f service for vehicle			ice for vehicle operation	
	n as speed and comfor	t	· Savin	gs in travel time and vel	hicle operation cost	
3. Project Descr			4. Relat	ed Projects/Sectors		
· New construc	tion (4-lane: 1.4 km)		· Railw		D FW WA DD FW CA	
5 Immoutant As	sumptions (Conditions	6 4 D : 4		KR-WE, KD-KK-CW, K ementing Agency	LD-EW-W2, RD-EW-C2	
5. Important As	SSUMPTIONS (Conditions	for the Project)	CI and C			
7 Financias Cal	L		8. Expected Operator (if any)			
7. Financing Sci ☑ DRC Public S			_	OVD		
☑ International			TOVD			
☐ Public Private						
☐ Private Sector						
-	(in 2017 Constant Pr		10. Spec	10. Special Considerations		
Initial Investment Recurring O&M						
Recuiring Octivi	. OSD <u>0.0 M/</u>	<u>year</u>				
11. Environmen	ital Impact	[Legend]:	12. Loca	ntion Map		
1) Pollution	_	A: Significant Impact	Kasa-vubu	Y A L	V	
- Air quality: B-	-	B: Moderate Impact C: Unknown at this		Kalamu.		
- Water quality:	В-	Time	ngtri	Limpie	RD-EW-IA2	
- Other pollution	impacts: B-	D: No Impact	11/10/10	4 17		
2) Natural enviro	-	- : Negative Impact	WATE.	Ngaba		
- Ecosystem: B-	a r D	+: Positive Impact	Midikala	The same	Marina	
Water systems,Geology: B-	Hooding: B+	±: Mixed Impact		Matete		
	onomic environment			PALE		
	ettlement and/or loss	of properties: B-	1	emb	Najii Najii	
- Poverty: B±						
 Local economy such as employment and livelihood: B+ Land use, local & communal resource use rights: B+ 				HI W		
- Traffic/public facilities, infrastructure, social services: B+			gafula	of V	Legend	
- Social institution			1		New Construction (2-Lane)	
- Dividing communities: B- - Historical and cultural resources: B-			1	1	New Construction (4-Lane) New Construction (6-Lane)	
- Landscape: B+					Reconstruction (2-Lane)	
- Gender equality	y: B+		24	1	Reconstruction (4-Lane) Reconstruction (6-Lane)	
	lic health conditions,	etc.: B+	The said	1 M	Reconstruction (8-Lane) Upgrading (4-Lane)	
- Accidents, crim	ne: B± e, transboundary impa	cts· B+	1		Upgrading (6-Lane)	
Cimiate change	.,ansocandar j impa		13		Widening (4-Lane) Widening (6-Lane)	
			- 3	25 6 2 2 3	Widening (8-Lane)	

Project Code:	Project Name:			Transport Sub-Sector		
RD-EW-IA3	Third East-West A	xis Road between West	ern and Central Divisions	☐ Railway and New Transit		
II.b. T.	4 D.P.	5 6 1	.' T	☐ Bus Transport		
Urban Transpo			ting Transport & Urban Dev.	☑ Road		
☐ Managing Su			ance and Operation Scheme	☐ Traffic Management		
☑ Network Dev	-		r-Focused Public Transport	☐ Traffic Safety		
☐ Accessibility		-	g Traffic Flow and Safety	☐ Environment		
	Authorities and Fund	ling Reducing	Environmental Impacts	☐ Urban Planning		
Project Locatio			Project Priority	☐ Institution/Funding		
From RD-IRR-V	VE to RD-RR-CW (0.	9 km)	☐ Urgent	Implementation Period		
			☐ Short-term	Total 10 years		
			☑ Medium-term			
1. Project Obje	ctives		2. Expected Benefits			
		ransport to bear future	· Increase of road transport	capacity to meet future traffic		
traffic deman			demand			
	safety and level of has speed and comfor	f service for vehicle	Improvement of level of servSavings in travel time and ver			
			-	incle operation cost		
3. Project Desci	-		4. Related Projects/Sectors			
· New construc	tion (4-lane: 0.9 km)		· Railway · RD-IRR-WE, RD-RR-CW, R	D-FW-W3 RD-FW-C3		
			RD-IRR-WE, RD-RR-EW, R	.b-E w- w 3, Kb-E w-C3		
5. Important As	ssumptions (Conditions	for the Project)	6. Implementing Agency			
			CI and OVD			
7. Financing Sc	heme		8. Expected Operator (if any)			
☑ DRC Public S	Sector		OVD			
☑ International						
☐ Public Private ☐ Private Sector						
	(in 2017 Constant Pr	rice)	10. Special Considerations			
Initial Investmen	•		To special considerations			
Recurring O&M						
11. Environmen	ıtal Impact	[Legend]:	12. Location Map			
1) Pollution		A: Significant Impact		5		
Air quality: B-Water quality :	\mathbf{R}	B: Moderate Impact C: Unknown at this	Limete	3		
- Waste: B±	D-	Time		2		
- Other pollution	impacts: B-	D: No Impact		7		
2) Natural enviro		- : Negative Impact	Malcala Ngaba			
- Ecosystem: B-	a	+: Positive Impact		Masina		
Water systems,Geology: B-	flooding: B+	±: Mixed Impact	Matete			
	onomic environment					
	settlement and/or loss	of properties: B-	Lendo	Nyfili		
- Poverty: B±			The state of the s	TYALL		
	such as employment		No File X	13 11		
- Land use, local & communal resource use rights: B+ - Traffic/public facilities, infrastructure, social services: B+			gafula	7		
- Traffic/public i		e, social services: B+		Legend New Construction (2-Lane)		
- Dividing comn			RD-EW-IA3	— New Construction (4-Lane)		
- Historical and	cultural resources: B-			New Construction (6-Lane) Reconstruction (2-Lane)		
- Landscape: B+				Reconstruction (4-Lane) Reconstruction (6-Lane)		
- Gender equality	y: B+ lic health conditions,	etc · R+	5	Reconstruction (8-Lane)		
- Accidents, crin		ск В		Upgrading (4-Lane) Upgrading (6-Lane)		
,	e, transboundary impa	cts: B±		Widening (4-Lane)		
	<u> </u>		THE ALL AND A	Widening (6-Lane) Widening (8-Lane)		

Duoingt Codes	Duaiset Names				Transport Sub-Sector	
Project Code: RD-SR-IA1	Project Name:	☐ Railway and New Transit				
KD-SK-IAI	Last-west Seconda	ry Road (1) between W	estern an	a Central Divisions	☐ Bus Transport	
Urban Transpo	rt Policy:	☑ Coordina	ting Trans	port & Urban Dev.	☑ Road	
☐ Managing Sur	rging Demand	☐ Maintena	nce and O	peration Scheme	☐ Traffic Management	
☑ Network Dev	elopment	☐ Custome	r-Focused	Public Transport	☐ Traffic Safety	
☐ Accessibility	for All	☐ Managing	g Traffic F	low and Safety	☐ Environment	
☐ Coordination,	Authorities and Fund			nental Impacts	☐ Urban Planning	
Project Location			,	Project Priority	☐ Institution/Funding	
-	VE to RD-RR-CW (1.	2 km)		☐ Urgent	Implementation Period	
				☐ Short-term	Total 10 years	
				☑ Medium-term	Total 10 years	
1 Duoingt Obig	nti-vas		2 Erma			
1. Project Object		ransport to bear future	_	cted Benefits	capacity to meet future traffic	
traffic demand		ransport to bear ruture	demai	•	capacity to meet future traine	
		f service for vehicle			ice for vehicle operation	
operation sucl	n as speed and comfor	rt	· Savin	gs in travel time and vel	hicle operation cost	
3. Project Descr	ription		4. Relate	ed Projects/Sectors		
· New construc	tion (4-lane: 1.2 km)		· Railw			
				RR-WE, RD-RR-CW, R	D-SR-W7, RD-SR-C3	
5. Important As	ssumptions (Conditions	for the Project)	6. Imple	menting Agency		
7. Financing Sci	heme		8. Expected Operator (if any)			
☑ DRC Public S			OVD			
☑ International	Donors					
☐ Public Private						
☐ Private Sector			10.0			
-	(in 2017 Constant Pr	•	10. Special Considerations			
Initial Investment Recurring O&M						
recurring seem	. 055 0.5 111	, our				
11. Environmen	ital Impact	[Legend]:	12. Loca	tion Map		
1) Pollution		A: Significant Impact	Kasa vubu	THE	5	
- Air quality: B-	-	B: Moderate Impact		Kalamu	7	
- Water quality:	В-	C: Unknown at this Time	ngln		6	
- Other pollution	impacts: B-	D: No Impact	17/10/10		3	
2) Natural enviro	-	NT 41 T	2/10	Ngaba		
- Ecosystem: B-		- : Negative Impact +: Positive Impact	Midisala		Masina &	
- Water systems,	flooding: B+	±: Mixed Impact	17	Matete	Nidalila	
- Geology: B-	onomic environment	<u> </u>	1	77	RD-SR-IA1	
	ettlement and/or loss	of properties: B-	1	embe	Note	
- Poverty: B±				Nise S		
- Local economy such as employment and livelihood: B+				HI X	13 15	
- Land use, local & communal resource use rights: B+ - Traffic/public facilities, infrastructure, social services: B+			afula	and the same	Legend	
- Social institutions: B±				1	New Construction (2-Lane)	
- Dividing communities: B-			-	A September 1	New Construction (4-Lane)	
- Historical and cultural resources: B-			1		New Construction (6-Lane) Reconstruction (2-Lane)	
- Landscape: B+			PA		Reconstruction (4-Lane) Reconstruction (6-Lane)	
- Gender equality	y: B+ lic health conditions,	etc · R+	W OF	1	Reconstruction (8-Lane)	
- Accidents, crim		ск В			Upgrading (4-Lane) Upgrading (6-Lane)	
,	e, transboundary impa	cts: B±	7.49		Widening (4-Lane) Widening (6-Lane)	
	•		. 54	25/2	Widening (8-Lane)	

Dorton Code	D 4 NI				Transport Sub-Sector
Project Code: RD-EW-IB1	Project Name:	* Daad hatman Contu	·1 -nd Fo	Divisions	☐ Railway and New Transit
KD-EW-1D1	First East-west Ax	is Road between Centra	аі апа са	stern Divisions	☐ Bus Transport
Urban Transpo	rt Policy:	✓ Coordina	ting Trans	sport & Urban Dev.	☑ Road
☐ Managing Su			-	peration Scheme	☐ Traffic Management
✓ Network Dev				Public Transport	☐ Traffic Safety
☐ Accessibility	-			Tow and Safety	☐ Environment
1	, Authorities and Fund		-	nental Impacts	☐ Urban Planning
Project Locatio			3 Liivii Oiii.	Project Priority	☐ Institution/Funding
-	N to RD-RR-EW (10.	.4 km)		☐ Urgent	Implementation Period
1				☐ Short-term	Total 10 years
				☑ Medium-term	Total to years
1 Puriost Obio	4	-	I a E-mar		
1. Project Object To increase the		transport to bear future	_	cted Benefits	capacity to meet future traffic
traffic deman		ransport to bear ruture	demai		capacity to meet future traffic
· To improve	safety and level o	f service for vehicle	· Impro	evement of level of serv	ice for vehicle operation
operation such	h as speed and comfor	rt	· Savin	gs in travel time and ve	hicle operation cost
3. Project Descr	ription		4. Relate	ed Projects/Sectors	
· Reconstructio	on of damaged section	s (6-lane, 1.2 km)	· Railw		
			· RD-R	R-CN, RD-RR-EW, RI	O-RR-ES
5 Important As	ssumptions (Conditions	for the Project)	6 Imple	ementing Agency	
3. important	sumptions (conditions	for the Project,	CI, OVD and OR		
7. Financing Sc	heme			cted Operator (if any)	
✓ DRC Public S			OVD	cited Operator (ir ang)	
☑ International			0.2		
☐ Public Private					
☐ Private Sector		• \	10 C	. 10 114	
9. Project Cost Initial Investmen	(in 2017 Constant Pant: USD 18.3 Mil	•	10. Spec	ial Considerations	
Recurring O&M					
11. Environmen	ıtal Impact	[Legend]:	12. Loca	ntion Map	
1) Pollution		A: Significant Impact			Jelius I
- Air quality: B-	D	B: Moderate Impact C: Unknown at this		0	
- Water quality : - Waste: B±	В-	Time			
- Other pollution	n impacts: B-	D: No Impact		7 1	
2) Natural enviro		- : Negative Impact			
- Ecosystem: B-		+: Positive Impact	DD.	00.10	The Z
Water systems,Geology: B-	, mooding: D +	±: Mixed Impact	RD	-SR-IB1	PS 12. A
	onomic environment			2	
- Involuntary resettlement and/or loss of properties: B-			8		2 000
- Poverty: B±				X	(C)
- Local economy such as employment and livelihood: B+ - Land use, local & communal resource use rights: B+				/ / / / / / / / / / / / / / / / / / / /	
- Traffic/public facilities, infrastructure, social services: B+			0		Legend New Construction (2-Lane)
- Social institutions: B±				Are y	New Construction (4-Lane)
- Dividing communities: B- - Historical and cultural resources: B-			20	19 ×	New Construction (6-Lane) Reconstruction (2-Lane)
- Landscape: B+			()		Reconstruction (4-Lane) Reconstruction (6-Lane)
- Gender equality			10%		Reconstruction (8-Lane)
- Sanitation, pub	olic health conditions,	etc.: B+	18		Upgrading (4-Lane) Upgrading (6-Lane)
- Accidents, crin		D			Widening (4-Lane) Widening (6-Lane)
- Climate change	e, transboundary impa	icis: B±		1) Joseph !	Widening (8-Lane)

		11	oject jor Orban Transport Master Final R	Peport: Appendix 1 of Volume 1		
D	B			Transport Sub-Sector		
Project Code: RD-EX-N1	Project Name:	(D: E L: C	4: 1)	☐ Railway and New Transit		
KD-EA-NI	Orban Expressway	(River Front Line, Sec	11011-1)	☐ Bus Transport		
Urban Transpo	rt Policy:	☑ Coordina	ting Transport & Urban Dev.	☑ Road		
☐ Managing Su	rging Demand	☐ Maintena	nce and Operation Scheme	☐ Traffic Management		
☑ Network Dev	elopment	☐ Customer	r-Focused Public Transport	☐ Traffic Safety		
☐ Accessibility	for All	☐ Managing	g Traffic Flow and Safety	☐ Environment		
☐ Coordination,	, Authorities and Fund	ling Reducing	Environmental Impacts	☐ Urban Planning		
Project Locatio	n		Project Priority	☐ Institution/Funding		
From RD-IRR-V	WN to RD-EX-AA (12	2.6 km)	☐ Urgent	Implementation Period		
			☐ Short-term	Total 10 years		
			☑ Medium-term			
1. Project Object	ctives		2. Expected Benefits	•		
To increase the traffic demands		ransport to bear future	· Increase of road transport demand	capacity to meet future traffic		
		f service for vehicle	· Improvement of level of serv			
•	h as speed and comfor	rt —————	· Savings in travel time and ve	hicle operation cost		
3. Project Desci	-		4. Related Projects/Sectors			
· New construc	tion (6-lane: 12.5 km))	RailwayRD-IRR-WN, RD-IRR-WE,	RD-NS-C1_RD-PR-W1		
			RD-PR-C1, RD-EX-AA	RD 110 CI, RD I'R WI,		
5 Important As	ssumntions (Conditions	for the Project)	6. Implementing Agency			
5. Important Assumptions (Conditions for the Project)			CI and OVD			
7. Financing Sc	heme		8. Expected Operator (if any)			
☑ DRC Public Sector			OVD			
☑ International						
☐ Public Private ☐ Private Sector	-					
	(in 2017 Constant Pi	rice)	10. Special Considerations			
Initial Investmen			-			
Recurring O&M	: USD 4.3 M	<u>//year</u>				
11. Environmen	ntal Impact	[Legend]:	12. Location Map			
1) Pollution		A: Significant Impact		Legend		
- Air quality: B-	D	B: Moderate Impact C: Unknown at this	RD-EX-N1	New Construction (2-Lane) New Construction (4-Lane)		
Water quality :Waste: B±	D-	Time	arumbu	New Construction (6-Lane) Reconstruction (2-Lane)		
- Other pollution		D: No Impact	rala instala	Reconstruction (4-Lane) Reconstruction (6-Lane)		
2) Natural enviro	onment	- : Negative Impact	Z REVOLUTION	Reconstruction (8-Lane)		
 Ecosystem: B- Water systems, 	flooding: B+	+: Positive Impact	isz-vubu	Upgrading (4-Lane) Upgrading (6-Lane)		
- Geology: B-	-	±: Mixed Impact	Kalamu	Widening (4-Lane) Widening (6-Lane)		
	onomic environment	C t' D	Linke	Widening (8-Lane)		
- Involuntary res	settlement and/or loss	of properties: B-	1) 1			
- Local economy such as employment and livelihood: B+			Makala Ngaba			
- Land use, local & communal resource use rights: B+				Masina Airport		
- Traffic/public facilities, infrastructure, social services: B+ - Social institutions: B±			Matete			
- Social institutions: B± - Dividing communities: B-						
- Historical and	cultural resources: B-		Kiseren			
- Landscape: B+			VIII Y	1 A STA		
- Gender equality	y: B+ blic health conditions,	etc.: B+	3	Kimbanseke		
- Accidents, crin	ne: B±		The state of the s	Killiudilgeke		
- Climate change	e, transboundary impa	icts: B±				

Duningt Code	D 4 N	Transport Sub-Sector					
Project Code: RD-EX-AA	Project Name: Urban Expressway	☐ Railway and New Transit					
KD-EA-AA	Orban Expressway	(All port Access Line)		☐ Bus Transport			
Urban Transpo	rt Policy:	☑ Coordina	ting Transport & Urban Dev.	☑ Road			
☐ Managing Su	rging Demand	☐ Maintena	ance and Operation Scheme Traffic Management				
☑ Network Dev	elopment	☐ Custome:	r-Focused Public Transport	☐ Traffic Safety			
☐ Accessibility	for All	☐ Managin	g Traffic Flow and Safety	☐ Environment			
•	Authorities and Fund	•	g Environmental Impacts	☐ Urban Planning			
Project Locatio			Project Priority ☐ Institution/Funding				
•	1 to RD-RR-CN (2.0	km)	□ Urgent	Implementation Period			
			☐ Short-term	Total 10 years			
			✓ Medium-term	155 10 905			
1. Project Object	ctivos		2. Expected Benefits				
		ransport to bear future	_	capacity to meet future traffic			
traffic demand		ransport to ocar ratare	demand	capacity to meet fature traine			
		f service for vehicle	· Improvement of level of serv				
	n as speed and comfor	rt	· Savings in travel time and ve	hicle operation cost			
3. Project Desci	-		4. Related Projects/Sectors				
· New construc	tion (6-lane: 2.0 km)		· Airport	EV M			
			· RD-RR-CN, RD-NS-C2, RD	-EX-N1			
5. Important As	sumptions (Conditions	for the Project)	6. Implementing Agency				
			CI and OVD				
7. Financing Sc	heme		8. Expected Operator (if any)				
☑ DRC Public S			OVD				
☑ International							
☐ Public Private ☐ Private Sector							
	(in 2017 Constant Pi	rice)	10. Special Considerations				
Initial Investmen	•	· ·	P				
Recurring O&M	: USD <u>0.6 M/</u>	<u>year</u>					
44.5			40 T 17				
11. Environmen	ital Impact	[Legend]:	12. Location Map	Legend			
1) Pollution - Air quality: B-		A: Significant Impact B: Moderate Impact		New Construction (2-Lane)			
- Water quality:	B-	C: Unknown at this	TT D	New Construction (4-Lane) New Construction (6-Lane)			
- Waste: B±		Time D: No Impact	arumbu	Reconstruction (2-Lane)			
- Other pollution		D. No Impact	instasa Instasa	Reconstruction (4-Lane) Reconstruction (6-Lane)			
2) Natural environmentEcosystem: B-	mment	- : Negative Impact	7	Reconstruction (8-Lane) Upgrading (4-Lane)			
- Water systems,	flooding: B+	+: Positive Impact ±: Mixed Impact	is vubu	Upgrading (6-Lane) Widening (4-Lane)			
- Geology: B-			Kalamu	Widening (6-Lane)			
Social and economic environment Involuntary resettlement and/or loss of properties: B-			Limpte	Widening (8-Lane)			
- Poverty: B±				> }			
- Local economy such as employment and livelihood: B+			Makala Ngaba				
- Land use, local & communal resource use rights: B+				Masina pirport			
- Traffic/public facilities, infrastructure, social services: B+ - Social institutions: B±			Matete				
- Dividing communities: B-							
- Historical and cultural resources: B-			Kisers				
- Landscape: B+			N A R	D-EX-AA			
- Gender equality	y: B+ lic health conditions,	etc.: B+		Transaction 1			
- Accidents, crim			THE STATE OF THE S	Kimbanseke			
	e, transboundary impa	icts: B±					

D G . I						Transport Sub Sector
Project Code	Project Name					☐ Railway and New Transit
RD-FO	Installation of Fl	yover				☐ Bus Transport
Urban Transport	Policy:		☐ Synchro	onizing Tr	ansit and Urban Dev.	✓ Road
☐ Managing Surgi			-	-	Operation Scheme	☑ Traffic Management
☑ Network Develo	-				d Public Transport	☐Traffic Safety
☐ Accessibility for	-				Flow and Safety	□ Environment
_	Authorities and Fund		_	_	nmental Impacts	☐ Urban Planning
Project Location	dunornies and Func	ımg	- Reducii	ig Eliviro		ŭ
Kinshasa City Urb	an Area				Project Priority	☐ Institution/Funding
Kinshasa City 010	all Alca				□Urgent	Implementation Period
					□Short-term	Total 2 year /point
					☑ Medium-term	
1. Objectives of P	-			_	cted Benefits	
	fic capacity at inters	sections with	free flow	· Allev	iating traffic congestion	at each intersection.
conditions.						
3. Project Descrip					ges with Other Projec	
	lyover (6 intersections: 2 lanes for both d			· Impro	evement of Major Inters	ections and "Pole" (TM-1)
	umptions (Conditions			6. Imple	ementing Agency	
_	period should be det		'	_	tructure Unit, MITPR	
	traffic demand and		of road	· OR, 0		
	s. Coordination with	ı public transp	port			
service is also esse						
7. Financing Sche					cted Operator (if any)	
☑ Public Sector of				· OR, 0	OVD	
✓ International Do✓ Public Private P						
☐ Private Sector In						
	n 2017 Constant Pi	rice)		10. Spec	ial Considerations	
*	nt cost: USD 212 M			N/A		
	1: USD 4.2 Million/					
11. Environmenta	l Impact	[Legend]:		12. Loca	ntion Map	
1) Pollution		A: Significant			ATT-A	
- Air quality: B±		B: Moderate I				~2030
- Water quality: D		C: Unknown a timing	at this			O+: `` ~2040
- Waste: D		D: No Impact				U+;,.• ~2040
Other Pollution InNatural Environ		1		21	The The	The second second
- Ecosystem: D	ment	- : Negative in		*		MAS
- Water regime, flo	ood. inundation: D	+: Positive im		64	10 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	77 14/5
- Geology: D	ou, munumen B	±: Mixed impa	act	11 /		
3) Social and econ-	omic environment			/)		
	ettlement and/or Los	ss of Propertie	es: D		1	
- Poverty: D					7 / 1	2) BIX 1 X 1
	such as employment			1	1/84	~ BAI \
- Land use, Local & Communal resource use rights: D			1			
- Traffic/public facilities, infra, social services: A+ - Social institutions: D				7		
- Physical splits of communities: D			Λ.	Figure: Result of tra	iffic demand forecast	
- Historical and cultural resources: D				rigare. Result of the	inio delliana forecast	
- Landscape: D						
- Gender: D						
	c health condition e	tc.: D				
- Accidents, crime:		, D				
- Climate change,	transboundary impa	icis: D				

APP 1.5 Traffic Management Projects

Project Code:	Project Name:					Transport Sub Sector	
TM-1	Revision of Parking Facility Development Policy				☐ Railway and New Transit		
						☐ Bus Transport	
Urban Transpo	rt Policy:	□ Sy	nchro	onizing Tra	ansit and Urban Dev.		
✓ Managing Surging Demand ☐ Mainten			nance and	Operation Scheme	☑ Traffic Management		
☐ Network Dev	elopment	□ Cu	ıstom	er-Focuse	d Public Transport	☐Traffic Safety	
☐ Accessibility	for All	☑ Ma	anagi	ng Traffic	Flow and Safety	☐ Environment	
☐ Coordination,	Authorities and Fun	ding □ Re	ducir	ng Enviror	nmental Impacts	☐ Urban Planning	
Project Locatio	n				Project Priority	☐ Institution/Funding	
Central Business	District and around	markets in Kinshas	a City	У	☑Urgent	Implementation Period	
					□Short-term	Total 1 year	
					☐ Medium-term		
1. Objectives of	Project			2. Expec	ted Benefits		
· To ensure pro	per parking managen	nent.			ction of travel demand i		
				· Increa	se of traffic capacity or	n main roads.	
3. Project Descr	ription			4. Linka	ges with Other Projec	ts/Sectors	
	l classification of par				reet Parking Manageme		
parking facilit	of role between or	n-street and off-st	reet		Enforcement of Illegal	Parking (1M-6) acility Operated by PPP Model	
	gulations regarding th	e parking tax syster	m;	(TM-7		ientry Operated by 111 Wioder	
· Control and s	support of parking fa			· Parkir	ng Location Map and Pa	arking Guidance System (TM-8)	
the private sec							
	on-street parking ar ority lanes and the Bl		iary				
	sumptions (Condition			6. Imple	menting Agency		
N/A	• `	• ,		· Ministère des Transports, Sports Jeunesse, et Loisirs,			
				Kinshasa city			
7. Financing Sc				8. Expected Operator (if any)			
✓ Public Sector ☐ International				· Ministère des Transports, Sports Jeunesse, et Loisirs, Kinshasa city			
☐ Public Private				KIIISII	asa city		
☐ Private Sector	r Initiative						
-	(in 2017 Constant P	•		10. Special Considerations			
· Study Cost:	U	SD <u>0.7 Million</u>		N/A			
11. Environmen	ital Impact	[Legend]:		12. Loca	tion Map		
1) Pollution		A: Significant Impact B: Moderate Impact	ct	Legend of Land Use Tenne Development As		k.milharo-Mirazavellia Mirgida	
Air quality: B+Water quality: I		C: Unknown at this		Residented Busine Laborated Assa. Consequent Busine	REPUBLIC OF CON	co	
- Waste: D		time		Agenciani and E	academia Area Nile		
- Other Pollution		D: No Impact		Brainers Industries Commercial Area	_60	2) 22 2 1	
2) Natural Envir	onment	-: Negative impact		Beligious Facilities Saligious Facilities Martis		To Kilowir	
- Ecosystem: D - Water regime.	flood, inundation: D	+: Positive impact		Lage Facilities Military Memorated Jane	Fool Mai	V March	
- Geology: D		±: Mixed impact		Planted Residents Eight slave Resident Agrandment, Name	al Area ctal Area	= hand	
	onomic environment			Cyon Land River, Water Body Natural Space	- Common of the common of the	State of the same	
	settlement and/or Lo	ss of Properties: D			200		
Poverty: DLocal economy such as employment and livelihood: D		-					
- Land use, Local & Communal resource use rights: D			THE				
-	acilities, infra, social	services: D		A S	A A THINK A		
- Social institution	ons: D of communities: D				THE THE PERSON OF THE PERSON O		
	cultural resources: D				- Pure		
- Landscape: D				To Mand			
- Gender: D	11 1 1/1 11 11 11 11 11 11 11 11 11 11 1	. D		[
 Sanitation, pub Accidents, crim 	lic health condition e	etc.: D			(Future land use and t	ransport network 2030)	
	e, transboundary imp	acts: D					
			ı				

	ippenuix 1 oj votum					T			
Project Code:	Project Name:					Transport Sub Sector			
TM-2	Improvement of Major Intersections and "Pole"			☐ Railway and New Transit					
				☐ Bus Transport					
Urban Transport Policy: ☐ Synchronizing Transit and U			ansit and Urban Dev.	□ Road					
☐ Managing Su	rging Demand		Mainter	nance and	Operation Scheme	☑ Traffic Management			
☐ Network Dev					d Public Transport	☑ Traffic Safety			
☐ Accessibility	•				Flow and Safety	☐ Environment			
-			_	-					
	, Authorities and Fun	ding 🗀	Reducii	ig Enviro	nmental Impacts	☐ Urban Planning			
Project Location					Project Priority	☐ Institution/Funding			
Bottleneck poin	ts in Kinshasa Urban	Area			☐ Urgent	Implementation Period			
					☑ Short-term	Total 5 years			
					☐ Medium-term				
1. Objectives of	f Project			2. Exped	cted Benefits				
· To eliminate				· Allev	iation of traffic congesti	ion at bottleneck points;			
· To ensure sm	ooth traffic flow.			· Decre	ase of traffic accidents.	•			
3. Project Desc	ription			4. Linka	ges with Other Projec	ts/Sectors			
	of oversized interse	ctions by making	g them	· Introd	luction of Upgraded	Traffic Signal Control Systems			
more compac				(TM-	2)	-			
	of multiple intersec	tions by integrat	ting to	· Devel	opment of Regulations	for Proper Traffic Flow (TM-3)			
	intersections;	v ahamaina ta	tua ffi a						
	of roundabouts by the led cross intersection		trainc						
	ssumptions (Condition			6. Imple	ementing Agency				
N/A	ssumptions (condition	is for the Froject)		-	· CI, MITPR				
1,111				· OR, 0					
7. Financing Sc	heme			8. Expected Operator (if any)					
☑ Public Sector	of DRC			· OR, OVD					
☑ International									
☐ Public Privat									
☐ Private Secto				10 Special Considerations					
• Initial investr	(in 2017 Constant P	*		10. Special Considerations					
initial investi	ment cost: O	S \$ <u>26.9 Million</u>		N/A					
11. Environmen	ntal Impact	[I accord].		12. Loca	ntion Map				
1) Pollution	•	[Legend]: A: Significant Im	npact		_	Travel Speed			
- Air quality: B+	-	B: Moderate Imp			© O	Below 10 Km/h			
- Water quality:	D	C: Unknown at th	nis		Kitambo	20-30 Km/a 30-40 Km/a			
- Waste: D	I D	timing D: No Impact			and to diffe	40.50 Km/h Alove 50 Km/h			
- Other Pollution 2) Natural Envir		1		Sec	O New York	Impassable ■			
- Ecosystem: D	Official	- : Negative impa			VE TO THE T	Bad road surface Market			
	flood, inundation: D	+: Positive impact ±: Mixed impact		6/1		Mater			
- Geology: D		±. Whited impact			9 3)	Airport			
	onomic environment	25	-		UPN Sedembas Round-I	Point Ngaba			
	esettlement and/or Lo	ss of Properties:	D			Onerso Company			
- Poverty: D	y such as employmen	t and livelihood:	D		1 1/2	Intersections identified as bottleneck by Workshop participants			
	al & Communal resor				كالريم المستمر	Intersections where the study team found for improvement			
	facilities, infra, social			Source: The S	tudy Team				
- Social instituti									
	of communities: D								
- Historical and - Landscape: D	cultural resources: D								
- Candscape: D									
	olic health condition of	etc.: D							
- Accidents, crir	ne: B+								
- Climate chang	e, transboundary imp	acts: D							

						T (0.1.0.)	
Project Code:	Project Name:					Transport Sub Sector	
TM-3	-	n-street Parking Management			☐ Railway and New Transit		
	ů ů			☐ Bus Transport			
Urban Transpo	Urban Transport Policy: ☐ Synchronizing Transit and Urban Dev.			ansit and Urban Dev.	□ Road		
☑ Managing Sur	rging Demand		Mainter	nance and	Operation Scheme	☑ Traffic Management	
☐ Network Dev	elopment		Custom	er-Focuse	d Public Transport	☐Traffic Safety	
☐ Accessibility	for All		Managi	ng Traffic	Flow and Safety	☐ Environment	
☐ Coordination,	Authorities and Fun	ding 🗆	Reducir	ng Environ	nmental Impacts	☐ Urban Planning	
Project Location				<u> </u>	Project Priority	☐ Institution/Funding	
-	District and around	market in Kinsh	asa City		□Urgent	Implementation Period	
			•		☑Short-term	Total 1 year	
					✓ Medium-term	Total 1 year	
1 01 2 2 2	'D'			2 E			
1. Objectives of	*			_	eted Benefits etion of travel demand i		
· To realize pro	per on-street parking	management.			se of traffic capacity or		
3. Project Descr	intion				ges with Other Projec		
	lization of existin	ug off-street r	arkina		-	Development Policy (TM-4)	
facilities;	inzation of existin	ig on-sirect p	arking		Enforcement of Illegal		
,	of parking tax system	n for on-street p	arking			acility Operated by PPP Model	
in the designa				(TM-			
	f on-street parking	outside of desi	ignated	· Parkii	ng Location Map and Pa	arking Guidance System (TM-8)	
areas.	sumptions (Condition	a fou the Ducient		6 Imple	menting Agency		
N/A	sumptions (Condition	s for the Project)				Sports Jeunesse, et Loisirs,	
11/11					asa city	sports seallesse, et Loisiis,	
7. Financing Sci	heme				eted Operator (if any)		
☑ Public Sector				_		Sports Jeunesse, et Loisirs,	
☐ International				Kinshasa city			
☑ Public Private				· Private sector			
Private Sector	in 2017 Constant P	~ ioo)		10 Space	ial Considerations		
· Study Cost:		SD <u> 0.7 Million</u> -		N/A	iai Considerations		
11. Environmen					tion Map		
1) Pollution	itai iiipact	[Legend]: A: Significant In	nnact	Legend of Land Use	пион глар	kanikata-Birazzanda Birgda	
- Air quality: B+		B: Moderate Imp	-	Facus Development A		The second secon	
- Water quality: 1		C: Unknown at t	his	Enhanted Area Consumer All Res Aggregated Area Residental Area	Sudoesel Area	co	
- Waste: D	_	timing D: No Impact		Load Use in 2017 Government (for	mica)	7000	
Other Pollution2) Natural Environ		D. 110 Impact		Industries Commercial Are			
- Ecosystem: D	omment	- : Negative impa		Baligina Faciliti Mester Community	· Same	To Kikwir	
	flood, inundation: D	+: Positive impact ±: Mixed impact		Military Sensinatal Arm	Fool Male	abo	
- Geology: D		=. White impact		Planted Resident Histories Resident Agreement, Non Open Land		= h- single	
	onomic environment	aa af Duamantiaa.	D	Rive, Water Bod Natural Space		ATT -una	
- Poverty: D	settlement and/or Lo	ss of Properties:	ט				
	such as employmen	t and livelihood:	D	-			
	ıl & Communal resou)		A FILL		
	acilities, infra, social	services: D		of The	THE WARREN		
- Social institution	ons: D of communities: D				A THE STATE OF THE		
	cultural resources: D						
- Landscape: D				To Marada			
- Gender: D				1			
	lic health condition e	etc.: D		-	(Future land use and t	ransport network 2030)	
- Accidents, crim	ne: D e, transboundary imp	acts: D				•	
Cimiate change	, cansooundary imp	шею. Б					

	T	•					
Project Code:	Project Name:					Transport Sub Sector	
TM-4	Strict Enforcement of Illegal Parking			☐ Railway and New Transit			
					☐ Bus Transport		
Urban Transport	Policy:	□ Syı	nchr	onizing Tı	ansit and Urban Dev.	□ Road	
☑ Managing Surg	ging Demand	□ Ma	inte	nance and	Operation Scheme	☑ Traffic Management	
☐ Network Devel	opment	□ Cu	ston	ner-Focuse	ed Public Transport	☐Traffic Safety	
☐ Accessibility fo	-				Flow and Safety	☐ Environment	
	Authorities and Fundir		_	-	nmental Impacts	☐ Urban Planning	
Project Location		ig 🗆 KC	uucı.	ing Enviro.	Project Priority	~	
•	District and around ma	arkets in Kinshasa	. Cit	v	•	☐ Institution/Funding	
Central Business I	District and around me	arkets in Kinshase	ı Cıı	y	□Urgent	Implementation Period	
					☑Short-term	Total 2 years	
					☑ Medium-term		
1. Objectives of F					cted Benefits		
· To realize prop	er on-street parking m	anagement.				y private car into the city centre;	
					ase of traffic capacity on	· ·	
3. Project Descrip					ges with Other Projec		
	le indication of no par					Development Policy (TM-4)	
(on-street park roads);	ring should be prol	hibited on prim	ary		reet Parking Manageme	nt (TM-5) ucility Operated by PPP Model	
//	ers, clamps, or other	devices to illega	ally	(TM-		cliffy Operated by FFF Model	
parked vehicles		devices to mega	illy			arking Guidance System (TM-8)	
	nent of illegal parl	king using priv	ate			, ,	
companies.							
_	umptions (Conditions fo	or the Project)		_	ementing Agency		
N/A				· Ministère des Transports, Sports Jeunesse, et Loisirs,			
7 Financing Sch	om o				asa city		
7. Financing Scho ✓ Public Sector o				8. Expected Operator (if any) · Police de Circulation Routière (PCR)			
☐ International D				Ministère des Transports, Sports Jeunesse, et Loisirs,			
✓ Public Private I				Kinshasa city			
☐ Private Sector l				· Private sector			
	n 2017 Constant Pric	*		_	cial Considerations		
· Study Cost:	USE	0.7 Million		N/A			
11. Environmenta	al Impact	Legend]:		12. Loca	ntion Map		
1) Pollution		A: Significant Impac	t	Legrad of Land Use		Kanshara-Brazzavilla Brigida	
- Air quality: B+		B: Moderate Impact		Tenne Development & Residential Brail Industrial Ages	Date Area		
- Water quality: D		C: Unknown at this timing		Agnositusi sat (S) Residenti Area	Enradounal Area	60	
Waste: DOther Pollution 1	Impact: D	D: No Impact		Load Use in 2017 Government (In	Outres)		
2) Natural Environ	nment			Industries Commercial As Educational Face Ralasing Facility	liin liin	S MANU	
- Ecosystem: D	-	: Negative impact : Positive impact		Marin Facts Marin Consulary Lace Facility		To Kikwir	
	and initiadations III	: Mixed impact		Military Mendental Art Planted Residen	Fool Male	be	
- Geology: D		1		Highwan Reid Agnorithms, M Open Land	hatel Asse	- In-	
	nomic environment ettlement and/or Loss	of Proportion D		Rirae, Water Bo Natural Space		199 - vna	
- Poverty: D	ettlement and/of Loss	of Froperties. D		45			
	such as employment a	nd livelihood: B+		-			
	& Communal resourc				A FEBRUARY		
_	cilities, infra, social se	ervices: D		A TO	THE WAY		
Social institutionPhysical splits of					XXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXX		
	iltural resources: D			1/4	The state of the s		
- Landscape: D				To Market			
- Gender: D				1			
	c health condition etc.	.: D			(Future land use and to	ransport network 2030)	
- Accidents, crime		ta. D				•	
- Cililiate change,	transboundary impact	18. D					

D 1 (G 1	B				Transport Sub Sector		
Project Code:	Project Name:	D II E W O . II DDDM II			☐ Railway and New Transit		
TM-5	Development of	Parking Facility Operated by PPP Model			☐ Bus Transport		
Urban Transport	port Policy: Synchronizing Transit and Urban Dev.			□ Road			
			-	Operation Scheme	☑ Traffic Management		
□ Network Develo	_			ed Public Transport	☐Traffic Safety		
☐ Accessibility for	-			Flow and Safety	☐ Environment		
☐ Coordination, A		_	-	nmental Impacts	☐ Urban Planning		
Project Location	dunornies and run	unig 🗀 Reducii	ig Liiviio	Project Priority	☐ Institution/Funding		
-	District and around	markets in Kinshasa City	v		Implementation Period		
Central Business E	Pistrict and around	markets in remonasa en	,	□Urgent	· •		
				☑Short-term	Total 3 years		
				☐ Medium-term			
1. Objectives of P	-		_	cted Benefits			
	king facilities for	visitors in commercial			tion in nearby parking areas by		
areas.				tion of vehicles searchingse of traffic capacity on			
3. Project Descrip	ntion			ges with Other Projec			
•		street parking facilities		•	Development Policy (TM-4)		
		nodel (3 locations, 3		reet Parking Manageme			
stories).		·		Enforcement of Illegal			
					rking Guidance System (TM-8)		
5. Important Assu	imptions (Condition	s for the Project)	_	ementing Agency			
N/A			 Ministère des Transports, Sports Jeunesse, et Loisirs, Kinshasa city 				
			· Privat	•			
7. Financing Sche	eme			cted Operator (if any)			
☑ Public Sector of			_	tère des Transports,	Sports Jeunesse, et Loisirs,		
☐ International Do			Kinshasa city				
☑ Public Private P			· Private sector				
✓ Private Sector I9. Project Cost (in		(mino)	10 Space	cial Considerations	_		
-	nt cost: USD <u>13.9N</u>		N/A	iai Considerations			
11. Environmenta	·			ation Map			
1) Pollution	птирасс	[Legend]:	-		Kanaliars-Brazzavski Brogds		
- Air quality: B+		A: Significant Impact B: Moderate Impact	Legend of Land Use Takes Development & Residented Business	ere 2020			
- Water quality: D		C: Unknown at this	Laborated Assa. Consumeral But Agrandment and	Area REPUBLIC OF CON	co		
- Waste: D		timing D: No Impact	Land Use in 2017 Government (in	3-1			
- Other Pollution I		D. No Impact	Entirent Anderson Front Anderson Front Anderson Front Anderson And				
2) Natural Environ- Ecosystem: D	iment	- : Negative impact	Ballyine Facili		To Kilowar		
- Water regime, flo	ood, inundation: D	+: Positive impact ±: Mixed impact	Lage Facilities Military Mendental Am	Fool Male	bo		
- Geology: D	, i	±. Mixed impact	Planted Resides Highwales Resides Agrandonal, No.	hatel Asse	a series		
3) Social and econ		an . n	Cyon Land River, Wose Bo Note of Space		-Uma		
Involuntary ResePoverty: D	ttlement and/or Lo	ss of Properties: D		200			
	uch as employmen	t and livelihood: B+	-				
- Land use, Local				ATTEN S			
- Traffic/public fac		services: B+	and the	Jan Hill			
- Social institutions: D				XXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXX			
Physical splits ofHistorical and cu				P LUNG			
- Landscape: D	italai resources. D		To Marad				
- Gender: D			1				
- Sanitation, public		etc.: D		- American			
Accidents, crimesClimate change,		acts: D					
- Chinate change,	a ansooundary iifip	acis. D		(Future land use and to	ransport network 2030)		

					Tuesday Carl Carlan	
Project Code:	Project Name:			G	Transport Sub Sector	
TM-6	Shift Traffic Demand from Peak Hours in the City Centre (Peak Hour Shift)			☐ Railway and New Transit		
	<u>'</u>			☐ Bus Transport		
Urban Transpo	-	-	-	ansit and Urban Dev.	□ Road	
☐ Managing Su				Operation Scheme	☑ Traffic Management	
☐ Network Dev	-			ed Public Transport	☐Traffic Safety	
☐ Accessibility		_	-	Flow and Safety	☐ Environment	
	, Authorities and Fun	ding □ Reduci	ng Enviro	nmental Impacts	☐ Urban Planning	
Project Locatio				Project Priority	☐ Institution/Funding	
Kinshasa City U	rban Area			□Urgent	Implementation Period	
				☑Short-term	Total 1 year	
				☑ Medium-term		
1. Objectives of			_	cted Benefits		
		eak hours by shifting		iation of traffic congest		
		to off-peak hours in at, private sector and	· Short	ening travel time to des	fination in peak hours.	
schools.	among governmen	ii, private sector and				
3. Project Descr	ription		4. Linka	nges with Other Projec	ts/Sectors	
		ram or campaign in			Traffic Signal Control Systems	
government a	nd private companie	S.	(TM-		. f. D. d. Chain la Itiliain	
				C information Provision From Fig. (2)	n for Route Choice by Utilizing	
			· Introd	luction of Park and Ride		
			· Restriction of Vehicle Use in the City Centre (TM-12)			
5. Important As	ssumptions (Condition	ns for the Project)	6. Implementing Agency · Kinshasa city			
	h			·		
7. Financing Sc ☑ Public Sector			8. Expected Operator (if any) · Kinshasa city			
☐ International			Private sector			
☐ Public Private	e Partnership		111,000 00000			
☑ Private Secto			10 6 10 1			
	(in 2017 Constant P	rice)	10. Special Considerations N/A			
· Initial investm				3.5		
11. Environmen	ital Impact	[Legend]:		ation Map	To thousandle	
1) Pollution - Air quality: B+	-	A: Significant Impact B: Moderate Impact	Legend of Land Use Patter Development Area 2			
- Water quality:		C: Unknown at this	Madacated Area Communical Disease Agricultural and Res	REPUBLIC OF CO	NGO NGO	
- Waste: D		timing D: No Impact	Equal Control (Section 2) Land Control 2017 Ground Control (Section)			
- Other Pollution		D. No Impact	Entranger Entervier Communical Assa	The state of the s		
2) Natural Envir- Ecosystem: D	onment	- : Negative impact	Raligana Facilitae Health	Sample .		
	flood, inundation: D	+: Positive impact ±: Mixed impact	Large Facilities Stillney Breakstid Asso	Proc S	tales	
- Geology: D		•	Pleased Revidential High-clain Revidentia Agricultural, Monday	Non G Ann	* rich	
	onomic environment		Open Land Birer, Water (buly Notical Space	1	5 - 1 Se m	
- Involuntary Re - Poverty: D	esettlement and/or Lo	ss of Properties: D			C. T.	
- Local economy	y such as employmen			THE CO		
	al & Communal resor			X HA		
- Social institution	facilities, infra, social	i services: D		A TATAL		
- Physical splits	of communities: D			X XXXXXX		
	cultural resources: D		TE.	20 Al		
- Landscape: D - Gender: D				5		
	olic health condition	etc.: D	To Mandi			
- Accidents, crin	ne: D		()	(Future land use and t	ransport network 2030)	
- Climate change	e, transboundary imp	eacts: D		(1 uture fand use and t	ransport network 2030)	

Project Code:	Project Name:	Transport Sub Sector				
TM-7	Restriction of Veh	☐ Railway and New Transit				
				☐ Bus Transport		
Urban Transpo			_	ansit and Urban Dev.	☐ Road	
☑ Managing Sur	rging Demand	☐ Mainte	nance and	Operation Scheme	☑ Traffic Management	
☐ Network Dev	elopment	☐ Custom	er-Focuse	ed Public Transport	☐Traffic Safety	
☐ Accessibility	for All	☑ Managi	ng Traffic	Flow and Safety	☐ Environment	
☐ Coordination,	Authorities and Fun	ding	ng Enviro	nmental Impacts	☐ Urban Planning	
Project Location	n			Project Priority		
Kinshasa City U	rban Area			☐ Urgent	Implementation Period	
				☑ Short-term	Total 3 years	
				☑ Medium-term		
1. Objectives of	Project		2 Evne	cted Benefits		
_	-	in the city centre by	_	otion of utilization for p	uplic transport	
		private car to public		iation of traffic congest		
transport.					,	
3. Project Descr	ription		4. Linka	ges with Other Projec	ets/Sectors	
		n for on-street parking		reet Parking Manageme		
	ted areas (TM-5)		· Introd	luction of Park and Rid	e (TM-11)	
areas (TM-5)	on-street parking of	utside of the designated				
	of Park and Ride (TM	M-11)				
	sumptions (Condition		6. Imple	ementing Agency		
N/A			· Kinsh	asa city		
7. Financing Sci	heme		8. Expected Operator (if any)			
☑ Public Sector			· Kinshasa city			
☐ International 1			· Private sector			
☑ Public Private Partnership						
☐ Private Sector	Initiative		10.0			
☐ Private Sector 9. Project Cost	: Initiative (in 2017 Constant P	Price)	_	ial Considerations		
☐ Private Sector 9. Project Cost (· Initial investm	Initiative (in 2017 Constant Finent cost:	rice)	N/A	ial Considerations		
☐ Private Sector 9. Project Cost Initial investm 11. Environmen	Initiative (in 2017 Constant Finent cost:	[Legend]:	N/A			
☐ Private Sector 9. Project Cost (Initial investm 11. Environmen 1) Pollution	Initiative (in 2017 Constant Finent cost: - ital Impact	[Legend]: A: Significant Impact	N/A 12. Loca Legend of Land Use Prince Bendgment Aco.	cial Considerations	to Records	
☐ Private Sector 9. Project Cost (Initial investm 11. Environmen 1) Pollution - Air quality: B+	Initiative (in 2017 Constant Finent cost: - ital Impact	[Legend]: A: Significant Impact B: Moderate Impact	N/A 12. Loca Legend of Land Use Prince Beologoust Anno 2 My Instituted Benaries Marinest Anno My Consequent Benaries My Consequent Benaries My Consequent Benaries My Consequent Benaries	cial Considerations ation Map	In the control of the	
Private Sector 9. Project Cost Initial investm 11. Environmen 1) Pollution - Air quality: B+ - Water quality: 1	Initiative (in 2017 Constant Finent cost: - ital Impact	[Legend]: A: Significant Impact	N/A 12. Loca Legend of Land Use Patter Development Avers ** Travitional Phoneses ** National Avers ** Na	cial Considerations ation Map	In theoretis	
Private Sector 9. Project Cost Initial investm 11. Environmen 1) Pollution - Air quality: B+ - Water quality: 1 - Waste: D	initiative (in 2017 Constant Finent cost: - tal Impact	[Legend]: A: Significant Impact B: Moderate Impact C: Unknown at this	N/A 12. Loca Legrad of Land Use Pains Development Area; 20 20 to Notice of Beauting 100 20 t	cial Considerations ation Map	In the second to	
Private Sector 9. Project Cost Initial investm 11. Environmen 1) Pollution - Air quality: B+ - Water quality: 1	Initiative (in 2017 Constant Finent cost: - ital Impact Impact:	[Legend]: A: Significant Impact B: Moderate Impact C: Unknown at this timing D: No Impact	N/A 12. Loca Legrad of Land Use Pains Development Area; 20 20 to Notice of Beautiful States 20 to Notice	cial Considerations ation Map	In the control of the	
Private Sector 9. Project Cost (Initial investmost of the section of the sectio	initiative (in 2017 Constant Finent cost: - ital Impact Impact: D Onment	[Legend]: A: Significant Impact B: Moderate Impact C: Unknown at this timing D: No Impact -: Negative impact	N/A 12. Loca Legrad of Land Use Pains Development Area; 20 20 to Notice of Beautiful States 20 to Notice	cial Considerations ation Map	In Recording	
Private Sector 9. Project Cost (Initial investmonth of the sector of t	Initiative (in 2017 Constant Finent cost: - ital Impact Impact:	[Legend]: A: Significant Impact B: Moderate Impact C: Unknown at this timing D: No Impact	N/A 12. Loca Legrad of Land Use Pains Development Area; 20 20 to Notice of Beautiful States 20 to Notice	cial Considerations ation Map	is itemedia.	
Private Sector 9. Project Cost (Initial investmonth of the sector of t	continuitative (in 2017 Constant Finent cost: cos	[Legend]: A: Significant Impact B: Moderate Impact C: Unknown at this timing D: No Impact -: Negative impact +: Positive impact ±: Mixed impact	N/A 12. Loca Legand of Land Vie Trees Trees Trees Trees Legand of Land Vie Trees Trees Trees Land Vie Legand of Land Vie Legand of Land Vie Legand of Land Vie Legand of Land Vie Legand of Land Vie Legand of Land Vie Legand of Land Vie Legand of Land Vie Legand of Land Vie Legand of Land Vie Legand Committee Legand Co	cial Considerations ation Map	In Reservity To Kanasa	
Private Sector 9. Project Cost (Initial investmonth of the sector of t	comment displayed in the control of	[Legend]: A: Significant Impact B: Moderate Impact C: Unknown at this timing D: No Impact -: Negative impact +: Positive impact ±: Mixed impact	N/A 12. Loca Legrad of Land Use Pains Development Area; 20 20 to Notice of Beautiful States 20 to Notice	cial Considerations ation Map	In the state of th	
Private Sector 9. Project Cost (Initial investmonth of the sector of t	continuitative (in 2017 Constant Finent cost: cos	[Legend]: A: Significant Impact B: Moderate Impact C: Unknown at this timing D: No Impact -: Negative impact +: Positive impact ±: Mixed impact	N/A 12. Loca Legand of Land Vie Trees Trees Trees Trees Legand of Land Vie Trees Trees Trees Land Vie Legand of Land Vie Legand of Land Vie Legand of Land Vie Legand of Land Vie Legand of Land Vie Legand of Land Vie Legand of Land Vie Legand of Land Vie Legand of Land Vie Legand of Land Vie Legand Committee Legand Co	cial Considerations ation Map	In Recording to the Assertion of the Ass	
Private Sector 9. Project Cost (Initial investmonth of the sector of t	continuitative (in 2017 Constant Finent cost: cos	[Legend]: A: Significant Impact B: Moderate Impact C: Unknown at this timing D: No Impact -: Negative impact +: Positive impact ±: Mixed impact	N/A 12. Loca Legand of Land Vie Trees Trees Trees Trees Legand of Land Vie Trees Trees Trees Land Vie Legand of Land Vie Legand of Land Vie Legand of Land Vie Legand of Land Vie Legand of Land Vie Legand of Land Vie Legand of Land Vie Legand of Land Vie Legand of Land Vie Legand of Land Vie Legand Committee Legand Co	cial Considerations ation Map	IN C O	
☐ Private Sector 9. Project Cost (Initial investm 11. Environmen 1) Pollution - Air quality: B+ - Water quality: B - Other Pollution 2) Natural Enviro - Ecosystem: D - Water regime, B - Geology: D 3) Social and eco - Involuntary Re - Poverty: D - Local economy - Land use, Local	Initiative (in 2017 Constant Finent cost: Ital Impact Impact: D	[Legend]: A: Significant Impact B: Moderate Impact C: Unknown at this timing D: No Impact -: Negative impact +: Positive impact +: Mixed impact sess of Properties: D at and livelihood: B+ arce use rights: D	N/A 12. Loca Legand of Land Vie Trees Trees Trees Trees Legand of Land Vie Trees Trees Trees Land Vie Legand of Land Vie Legand of Land Vie Legand of Land Vie Legand of Land Vie Legand of Land Vie Legand of Land Vie Legand of Land Vie Legand of Land Vie Legand of Land Vie Legand of Land Vie Legand Committee Legand Co	cial Considerations ation Map	In Brazantia	
☐ Private Sector 9. Project Cost (Initial investmoder of the project Cost of the pr	Initiative (in 2017 Constant Finent cost: Intal Impact Impact: D [Legend]: A: Significant Impact B: Moderate Impact C: Unknown at this timing D: No Impact -: Negative impact +: Positive impact +: Mixed impact sess of Properties: D at and livelihood: B+ arce use rights: D	N/A 12. Loca Legand of Land Vie Trees Trees Trees Trees Legand of Land Vie Trees Trees Trees Land Vie Legand of Land Vie Legand of Land Vie Legand of Land Vie Legand of Land Vie Legand of Land Vie Legand of Land Vie Legand of Land Vie Legand of Land Vie Legand of Land Vie Legand of Land Vie Legand Committee Legand Co	cial Considerations ation Map	In Research Strategy Control of the Strategy Control o		
☐ Private Sector 9. Project Cost (Initiative (in 2017 Constant Finent cost: Intel Impact Impact: D [Legend]: A: Significant Impact B: Moderate Impact C: Unknown at this timing D: No Impact -: Negative impact +: Positive impact +: Mixed impact sess of Properties: D at and livelihood: B+ arce use rights: D	N/A 12. Loca Legand of Land Vie Trees Trees Trees Trees Legand of Land Vie Trees Trees Trees Land Vie Legand of Land Vie Legand of Land Vie Legand of Land Vie Legand of Land Vie Legand of Land Vie Legand of Land Vie Legand of Land Vie Legand of Land Vie Legand of Land Vie Legand of Land Vie Legand Committee Legand Co	cial Considerations ation Map	In theart is the state of the s		
☐ Private Sector 9. Project Cost (communities: D	[Legend]: A: Significant Impact B: Moderate Impact C: Unknown at this timing D: No Impact -: Negative impact +: Positive impact +: Mixed impact biss of Properties: D at and livelihood: B+turce use rights: D I services: B+	N/A 12. Loca Legand of Land Vie Trees Trees Trees Trees Legand of Land Vie Trees Trees Trees Land Vie Legand of Land Vie Legand of Land Vie Legand of Land Vie Legand of Land Vie Legand of Land Vie Legand of Land Vie Legand of Land Vie Legand of Land Vie Legand of Land Vie Legand of Land Vie Legand Committee Legand Co	cial Considerations ation Map	In Processing	
☐ Private Sector 9. Project Cost (Initiative (in 2017 Constant Finent cost: Intel Impact Impact: D [Legend]: A: Significant Impact B: Moderate Impact C: Unknown at this timing D: No Impact -: Negative impact +: Positive impact +: Mixed impact biss of Properties: D at and livelihood: B+turce use rights: D I services: B+	N/A 12. Loca Legand of Land Vie Trees Trees Trees Trees Legand of Land Vie Trees Trees Trees Land Vie Legand of Land Vie Legand of Land Vie Legand of Land Vie Legand of Land Vie Legand of Land Vie Legand of Land Vie Legand of Land Vie Legand of Land Vie Legand of Land Vie Legand of Land Vie Legand Committee Legand Co	cial Considerations ation Map	In the control of the		
Private Sector 9. Project Cost (Initial investmonth of the sector of t	communities: Deutlural resources: Deutlural resourc	[Legend]: A: Significant Impact B: Moderate Impact C: Unknown at this timing D: No Impact -: Negative impact +: Positive impact +: Mixed impact ses of Properties: D at and livelihood: B+ arce use rights: D I services: B+	N/A 12. Loca Legand of Land Vie Trees Trees Trees Trees Legand of Land Vie Trees Trees Trees Land Vie Legand of Land Vie Legand of Land Vie Legand of Land Vie Legand of Land Vie Legand of Land Vie Legand of Land Vie Legand of Land Vie Legand of Land Vie Legand of Land Vie Legand of Land Vie Legand Committee Legand Co	cial Considerations ation Map	IN C O	
Private Sector 9. Project Cost (Initial investmonth of the sector of t	cinitiative (in 2017 Constant Finent cost: cital Impact D Impact: D conment flood, inundation: D conomic environment settlement and/or Lo r such as employment acidities, infra, socia cons: B+ conomic communities: D cultural resources: D	[Legend]: A: Significant Impact B: Moderate Impact C: Unknown at this timing D: No Impact -: Negative impact +: Positive impact +: Mixed impact ses of Properties: D at and livelihood: B+ arce use rights: D I services: B+	N/A 12. Loca Legand of Land Vie Trees Trees Trees Trees Legand of Land Vie Trees Trees Trees Land Vie Legand of Land Vie Legand of Land Vie Legand of Land Vie Legand of Land Vie Legand of Land Vie Legand of Land Vie Legand of Land Vie Legand of Land Vie Legand of Land Vie Legand of Land Vie Legand Committee Legand Co	cial Considerations Ation Map REFUBLICOFCO Park 1999 In Reservity To		
Private Sector 9. Project Cost (Initial investmonth of the sector of t	Initiative (in 2017 Constant Finent cost: Intal Impact Impact: D [Legend]: A: Significant Impact B: Moderate Impact C: Unknown at this timing D: No Impact -: Negative impact +: Positive impact +: Mixed impact biss of Properties: D at and livelihood: B+ arce use rights: D I services: B+	N/A 12. Loca Legand of Land Vie Trees Trees Trees Trees Legand of Land Vie Trees Trees Trees Land Vie Legand of Land Vie Legand of Land Vie Legand of Land Vie Legand of Land Vie Legand of Land Vie Legand of Land Vie Legand of Land Vie Legand of Land Vie Legand of Land Vie Legand of Land Vie Legand Committee Legand Co	cial Considerations Ation Map REFUBLICOFCO Park 1999 ransport network 2030)			
Private Sector 9. Project Cost (Initial investmonth of the sector of t	cinitiative (in 2017 Constant Finent cost: cital Impact D Impact: D conment flood, inundation: D conomic environment settlement and/or Lo r such as employment acidities, infra, socia cons: B+ conomic communities: D cultural resources: D	[Legend]: A: Significant Impact B: Moderate Impact C: Unknown at this timing D: No Impact -: Negative impact +: Positive impact +: Mixed impact biss of Properties: D at and livelihood: B+ arce use rights: D I services: B+	N/A 12. Loca Legand of Land Vie Trees Trees Trees Trees Legand of Land Vie Trees Trees Trees Land Vie Legand of Land Vie Legand of Land Vie Legand of Land Vie Legand of Land Vie Legand of Land Vie Legand of Land Vie Legand of Land Vie Legand of Land Vie Legand of Land Vie Legand of Land Vie Legand Committee Legand Co	cial Considerations Ation Map REFUBLICOFCO Park 1999 ransport network 2030)		
Private Sector 9. Project Cost (Initial investmonth of the sector of t	Initiative (in 2017 Constant Finent cost: Intal Impact Impact: D [Legend]: A: Significant Impact B: Moderate Impact C: Unknown at this timing D: No Impact -: Negative impact +: Positive impact +: Mixed impact biss of Properties: D at and livelihood: B+ arce use rights: D I services: B+	N/A 12. Loca Legand of Land Vie Trees Trees Trees Trees Legand of Land Vie Trees Trees Trees Land Vie Legand of Land Vie Legand of Land Vie Legand of Land Vie Legand of Land Vie Legand of Land Vie Legand of Land Vie Legand of Land Vie Legand of Land Vie Legand of Land Vie Legand of Land Vie Legand Committee Legand Co	cial Considerations Ation Map REFUBLICOFCO Park 1999 ransport network 2030)			

Project Code:	Project Name:				Transport Sub Sector	
TM-8	_	Iap and Parking Guid	lance Syst	tem	☐ Railway and New Transit	
					☐ Bus Transport	
Urban Transpo	-	<u>-</u>	-	ansit and Urban Dev.	☐ Road	
☐ Managing Su	rging Demand			Operation Scheme	☑ Traffic Management	
☐ Network Dev	elopment	☐ Custom	er-Focuse	d Public Transport	☐Traffic Safety	
☐ Accessibility	for All	☑ Managi	ng Traffic	Flow and Safety	☐ Environment	
☐ Coordination	, Authorities and Fund	ing 🗆 Reducin	ng Enviro	nmental Impacts	☐ Urban Planning	
Project Locatio	n			Project Priority	☐ Institution/Funding	
Central Business	s District and around n	narkets in Kinshasa Cit	y	□Urgent	Implementation Period	
				☑Short-term	Total 1 year	
				☑ Medium-term		
1. Objectives of	Project		2. Expe	cted Benefits		
	vehicles searching fo		· Allev	iation of traffic conges	tion in nearby parking areas by	
	king information in co	mmercial areas.		tion of vehicles searching		
3. Project Descr	-			ges with Other Projec		
	rking location map] (S and provision of parking			ion of Parking Facility left reet Parking Manageme	Development Policy (TM-4)	
Data collection		ng iocation map.		Enforcement of Illegal		
	of a system for co	ollection of parking			acility Operated by PPP Model	
	out parking locations		(TM-	7)		
	each parking operator. rking guidance system					
	of a parking guidance					
information ut	ilizing parking informa					
and smartphon			(Invalous and a Account			
_	ssumptions (Conditions	for the Project)	_	menting Agency		
N/A				tere des Transports, asa city	Sports Jeunesse, et Loisirs,	
			· Private sector			
7. Financing Sc	heme		8. Expected Operator (if any)			
☑ Public Sector			Ministère des Transports, Sports Jeunesse, et Loisirs,			
☐ International			Kinshasa city			
☑ Public Private☑ Private Secto			· Private sector			
	(in 2017 Constant Pr	ice)	10. Special Considerations			
	nent cost: USD 13.9M	-	N/A			
11. Environmen	ıtal Impact	[Legend]:	12. Loca	ntion Map		
1) Pollution		A: Significant Impact B: Moderate Impact	Legend of Land Use		Kamelare-Brezzavello Brogdo	
- Air quality: D	D	C: Unknown at this	Residented Business Ases	ano Azes		
- Water quality: - Waste: D	D	timing D: No Impact	Agricultural and (1992) Residented Area Land Use in 2007	REPUBLIC OF CON		
- Other Pollution	n Impact: D	D. 140 Impact	Government (far Brainers Industries	(haises)		
2) Natural Envir	onment	-: Negative impact	Connected Are Educational Facility Religious Facility Parity	ii.	8	
- Ecosystem: D	flood, inundation: D	+: Positive impact ±: Mixed impact	Laps Facilities Military	Fool Male	To Kilwir	
- Water regime, - Geology: D	nood, mundation. D		Mendenhal Aras Planted Residen Historian Residen	ental flore		
3) Social and ec	onomic environment		Agricultural, N. a. Cook Land River, White Book Natural Street		- Jan Jan Jan Jan Jan Jan Jan Jan Jan Jan	
	settlement and/or Loss	s of Properties: D		2012		
- Poverty: D - Local economy	such as employment	and livelihood: B+	-			
- Land use, Loca	ıl & Communal resour	ce use rights: D		ATT NO		
	facilities, infra, social s	services: B+	and the	North All Andrews		
Social institutionPhysical splits	ons: D of communities: D			444		
- Historical and	cultural resources: D		1	- Long		
- Landscape: D			To Marsel			
- Gender: D - Sanitation, pub	olic health condition etc	e.: D	6			
- Accidents, crin	ne: D		•	(Future land use and t	ransport network 2030)	
- Climate change	e, transboundary impac	ets: D	(2 state table and dampere network 2000)			

Project Code:	Project Name:				Transport Sub Sector	
TM-9	_	Ungraded Traffic Signa	☐ Railway and New Transit			
1 141-9	Introduction of Upgraded Traffic Signal Control Systems				☐ Bus Transport	
Urban Transport	Policy:	☐ Synchro	onizing Tr	ansit and Urban Dev.	□ Road	
☐ Managing Surg		•	ance and Operation Scheme			
☐ Network Devel	-			er-Focused Public Transport		
☐ Accessibility fo	-			Flow and Safety	☐ Environment	
_		-	-	-	☐ Urban Planning	
☐ Coordination, A	dunornies and Fun	iding 🗀 Reducii	ng Enviroi	nmental Impacts	Ŭ	
Project Location		munoada in Vinahaaa Cita		Project Priority	☐ Institution/Funding	
intersections in pri	mary and seconda	ry roads in Kinshasa City	Y	☐ Urgent	Implementation Period	
				☑ Short-term	Total 5 years	
				☑ Medium-term		
1. Objectives of P	roject		2. Exped	cted Benefits		
· To alleviate traf					on at bottleneck points;	
	th traffic flow and	traffic safety.		ease of traffic accidents.		
3. Project Descrip				iges with Other Projec		
[Phase 1] around 6					ections and "Pole" (TM-1)	
		gnal control system at	· Devel	opment of Regulations	for Proper Traffic Flow (TM-3)	
intersections in Introduction of	primary roads; left turn lane and l	eft turn nhase				
[Phase 2] around 2		ert turn phase.				
		nal control systems in				
intersections of						
5. Important Assi	umptions (Condition	ns for the Project)	_	ementing Agency		
N/A			· CI, MITPR · OR, OVD			
7 Financing Coho				ovD cted Operator (if any)		
7. Financing Sche ✓ Public Sector of					Syrantian Dautièma (CNDD)	
✓ Public Sector of			Com	mission Nationale de Pro	évention Routière (CNPR)	
☐ Public Private I						
☐ Private Sector I						
9. Project Cost (ii	n 2017 Constant F	Price)	10. Special Considerations			
· Initial investme		SD 29.1Million	N/A			
	Controller, Vehicl					
· Recurrent O&N		D <u>0.04Million/year</u>	12 I	tion Man		
11. Environmenta	и ітраст	[Legend]:	-	ation Map	Kanalara-Brazzavalia Brogda	
1) Pollution - Air quality: B+		A: Significant Impact B: Moderate Impact	Legend of Land Use Tanne Development A		American de de action de que	
- Water quality: D		C: Unknown at this	Industrial Area Converse Agent Ann Agent Ann Agent Ann	Ingui Area REPUBLIC OF CON	co	
- Waste: D		timing	East Up in 2017	200 Contract		
- Other Pollution I		D: No Impact	Besident Industries Commercial Are	Actuated signal con		
2) Natural Enviror	nment	- : Negative impact	Educational Facility Radigion Facility Mariti	lin C. I'm to I	al control systems	
- Ecosystem: D - Water regime, flo	od inundation: D	+: Positive impact	Large Facilities Military	Fool Misle	To Kakwir	
- Geology: D	ou, mundation. D	±: Mixed impact	Planted Section Planted Section Highreless Residen	natel Aces		
3) Social and econ	omic environment		Agnormal, Na Open Land River, When Bot Notes of Space			
	ttlement and/or Lo	ss of Properties: D	Sellications			
- Poverty: D		. 11' 1'' 1 5	. 0			
- Local economy s		at and livelihood: D				
- Traffic/public fac				CARRY		
- Social institution			W 12			
- Physical splits of			1	STATE OF THE STATE		
- Historical and cu	ltural resources: D		T. A.	1		
- Landscape: D			To Marad			
- Gender: D - Sanitation, public	e health condition	etc · D	1			
- Accidents, crime		D		(Future transpor	rt network 2030)	
- Climate change,		eacts: D				

	l ·				Tuongnout Sub Soctor			
Project Code:	Project Name:				Transport Sub Sector			
TM-10	-	egulations for Proper	Fraffic Flo	w	☐ Railway and New Transit			
11/1-10	Development of regulations for 110per 11mine 110m			☐ Bus Transport				
Urban Transpo	rt Policy:	☐ Synchi	onizing Tr	ansit and Urban Dev.	□ Road			
☐ Managing Su	rging Demand	☐ Mainte	nance and	Operation Scheme	☑ Traffic Management			
☐ Network Dev				ed Public Transport	☑ Traffic Safety			
☐ Accessibility	-			Flow and Safety	☐ Environment			
		_	_					
	, Authorities and Fun	ding	ng Enviro	nmental Impacts	☐ Urban Planning			
Project Locatio				Project Priority	☐ Institution/Funding			
Intersections in	primary and secondar	ry roads in Kinshasa Cit	У	☐ Urgent	Implementation Period			
				☑ Short-term	Total 2 years			
				☑ Medium-term				
1. Objectives of	f Project		2. Expe	cted Benefits				
	raffic congestion;		· Allev	iation of traffic congesti	on at bottleneck points;			
	ooth traffic flow and	traffic safety.		ease of traffic accidents.	•			
3. Project Descr	ription	·	4. Linka	ages with Other Projec	ts/Sectors			
	of regulation for the	proper traffic flow			ections and "Pole" (TM-1)			
	rule, one-way streets)				Traffic Signal Control Systems			
	of improvement poin		(TM-		,			
	of medial strip or sign							
5. Important As	ssumptions (Condition	s for the Project)	6. Imple	ementing Agency				
N/A			· OR, 0	· OR, OVD				
7. Financing Sc	heme		8. Expected Operator (if any)					
☑ Public Sector	of DRC		· Comr	· Commission Nationale de Prévention Routière (CNPR)				
☑ International	Donors				,			
☐ Public Private								
☐ Private Secto								
-	(in 2017 Constant P	*	10. Special Considerations					
· Study Cost:	U	SD <u>0.7 Million</u>	N/A					
11. Environmen	ntal Impact	[Legend]:	12. Loca	ation Map				
1) Pollution	•	A: Significant Impact	Legend of Land Un	1 _ 1	K.MERINES-HTPEZIANNIO HTTgdo			
- Air quality: B+	-	B: Moderate Impact	Turne Development /					
- Water quality:		C: Unknown at this	Consumplification Agreement Notes and Agreemen	Laudental Area	co			
- Waste: D		timing	Land Use in 2017 Government (in	rénaissa)				
- Other Pollution		D: No Impact	Brainers Industries Commercial Ar	n.				
2) Natural Envir	ronment	- : Negative impact	Educational Fac Ballyines Facili					
- Ecosystem: D	0 1: 1 <i>:</i> D	+: Positive impact	Lage Facilities Military	Fool Malel	To Kilwir			
- water regime, - Geology: D	flood, inundation: D	±: Mixed impact	Neusciahal Am Planaed Resides Hadroles Resi	stal Area				
	onomic environment		Agnostical, Ma Open Land Birne, Wood Bo					
	esettlement and/or Lo	ss of Properties: D	Note al Sprov		A CANADA			
- Poverty: D		1	1					
	y such as employmen							
	al & Communal resor			THE STATE OF THE S				
	facilities, infra, social	services: B+	of Th	THAT WELL				
- Social institution				XXXXVIII				
	of communities: D cultural resources: D		1	- Line				
- Landscape: D	cultural resources. D		~					
- Gender: D			To Market					
	olic health condition of	etc.: D		(Finting trongers	et network 2020)			
- Accidents, crin	ne: B+			(Future transpor	rt network 2030)			
- Climate change	e, transboundary imp	acts: D						

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	[n				Lm (0.1.0.)
Project Code:	Project Name:				Transport Sub Sector
TM-11		tion Provision for Route Choice by Utilizing ITS			☐ Railway and New Transit
11/11	(Route Change)				☐ Bus Transport
Urban Transport	Policy:	☐ Synchronizi	ing Tr	ansit and Urban Dev.	☐ Road
☐ Managing Surg	ing Demand	☐ Maintenanc	e and	Operation Scheme	☑ Traffic Management
☐ Network Devel	opment	☐ Customer-F	ocuse	d Public Transport	☐Traffic Safety
☐ Accessibility fo	-			Flow and Safety	☐ Environment
1	Authorities and Fund			nmental Impacts	☐ Urban Planning
Project Location		g		Project Priority	☐ Institution/Funding
Primary roads in I					Implementation Period
111111111111111111111111111111111111111	imenaea eng			□Urgent □Short-term	
					Total 3 years
				☑ Medium-term	
1. Objectives of F	-			xpected Benefits	
		function by providing			to destination by selecting route
	driver to select an a	incident information;	a	epending on real-time t	rattic information.
To optimize tra		ippropriate route,			
3. Project Descrip			4. I	inkages with Other Pi	rojects/Sectors
Traffic data collec	•			-	d Traffic Signal Control Systems
_	_	traffic conditions (congestion,		ГМ-2)	a Traine Signar Control Systems
	ilizing image processi	ng program at 15 locations.	· S	hift Traffic Demand fro	om Peak Hours in the City Centre
[Data processing]				ΓM-10)	
	a processing system for an analysis system	n on accumulated accurate	Introduction of Park and Ride (TM-11)		
	nation, traffic control i		. k	Restriction of Vehicle Us	se in the City Centre (TM-12)
[Information provi					
		ovision system through the			
internet/smartpho		provide traffic information (8			
locations)	wis on the roads to	provide traffic information (o			
5. Important Ass	umptions (Conditions	for the Project)	6. I	mplementing Agency	
	ould be conducte	ed after construction of	. (CI, MITPR	
alternative route.			_	OR, OVD	
7. Financing Scho				expected Operator (if a	iny)
☑ Public Sector o				CNPR	
☑ International D			· OR		
☑ Public Private I☑ Private Sector I					
	n 2017 Constant Pi	rice)	10.	Special Consideration	<u> </u>
•	ent cost: USD 8.6 M	· ·	N/A	•	~
11. Environmenta				Location Map	
1) Pollution	ar impact	[Legend]: A: Significant Impact	12.	Escation Map	
- Air quality: B+		B: Moderate Impact			C ° Proposed location
- Water quality: D		C: Unknown at this		000	O VMS Camera sensor
Waste: DOther Pollution Im	nact: D	timing D. No Immost			Legend Legend
2) Natural Environm		D: No Impact		The state of the s	Expressway (f-Lane) Primary Road (8-Lane)
- Ecosystem: D		- : Negative impact			Primary Road (64 ane) Primary Road (44 ane) Primary Road (24 ane)
- Water regime, floo	d, inundation: D	+: Positive impact			Secondary Road (44 anc) — Secondary Road (24 anc) — Secondary Road (24 anc) Bundary
- Geology: D 3) Social and econor	nic environment	±: Mixed impact			National Boundary Study Area
	lement and/or Loss of	Properties: D	1		Commune Boundary Quartier Boundary
- Poverty: D					
	ch as employment and Communal resource u				
	ities, infra, social servi				
- Social institutions:		_			

- Physical splits of communities: D
- Historical and cultural resources: D
- Landscape: D
- Gender: D

- Gender: D
- Sanitation, public health condition etc.: D
- Accidents, crime: D
- Climate change, transboundary impacts: D

					Transport Sub Sector
Project Code:	Project Name:				1
TM-12	-	rk and Ride (Mode Ch	ange)	☐ Railway and New Transit	
			8-7		☐ Bus Transport
Urban Transpo	ort Policy:	☐ Synchr	onizing Tr	ansit and Urban Dev.	☐ Road
☑ Managing Su	rging Demand	☐ Mainte	nance and	Operation Scheme	☑ Traffic Management
☐ Network Dev	velopment			d Public Transport	☐Traffic Safety
☐ Accessibility	-			Flow and Safety	☐ Environment
_	-		-	nmental Impacts	☐ Urban Planning
Project Location		unig 🗀 Keduci	ng Enviroi		· ·
Kinshasa City U				Project Priority	☐ Institution/Funding
Kilishasa City C	Toan Area			□Urgent	Implementation Period
				□Short-term	Total 3 years
				☑ Medium-term	
1. Objectives of	f Project		_	eted Benefits	
		n the city centre by		otion of utilization for p	
	nodal shift from p	private car to public	· Allevi	ation of traffic congesti	ion in the city centre.
transport.	•		4 7 1 1	1/1 O/1 D 1	1.10
3. Project Desc	-			ges with Other Projec	
[Park and Ride		itias in the frince area	(TM-2		Traffic Signal Control Systems
	or Park and Ride facil mation provision]	ities in the fringe area.			n for Route Choice by Utilizing
		ation provision system	ITS (, ,
	gh smartphones apps				Peak Hour in the City Centre
			(TM-1	,	1. C'. C . (TM 12)
5 Important A	ssummtions (C. P.)	6 d D : 0		menting Agency	the City Centre (TM-12)
_	ssumptions (Condition	fter implementation of	_	asa city	
	es and BRT projects.	ner implementation of	Kilisii	asa City	
7. Financing So			8. Exped	ted Operator (if any)	
☑ Public Sector			_	asa city	
☑ International	Donors			e sector	
☑ Public Privat					
☐ Private Secto					
-	(in 2017 Constant P		_	ial Considerations	
	nent cost: USD 24.2N	<u>/Iillion</u>	N/A		
11. Environme	ntal Impact	[Legend]:	12. Loca	tion Map	
1) Pollution		A: Significant Impact			
- Air quality: B		B: Moderate Impact C: Unknown at this			
- Water quality: - Waste: D	D	timing	Bow		
- Other Pollution	n Impact: D	D: No Impact	MA		Proposal location
2) Natural Envir		. N i			of Fringe Parking
- Ecosystem: D		- : Negative impact +: Positive impact	NE (6)	A APPLIA	Railway BRI Line E1
	flood, inundation: D	±: Mixed impact	1		BRT Line E2 BRT Line S1 BRT Line S2
- Geology: D	ا onomic environment		KELY		BRT Line S3 BRT Line W1 Feeder Service for Est Lines
	esettlement and/or Lo	ss of Properties: D	13/12		Feeder Service for South Lines Feeder Service for West Lines
- Poverty: D	bettienient und et Eo	os of Froperices. B	K)		• Ferry © Transport Hub
- Local econom	y such as employmen			(Future public tran	sport network 2030)
	al & Communal resou				
Traffic/publicSocial instituti	facilities, infra, social	services: B+			
	of communities: D				
	cultural resources: D				
- Landscape: D					
- Gender: D					
	olic health condition e	etc.: D			
- Accidents, crir	ne: D e, transboundary imp	note: D			
- Cimiate chang	e, dansooundary imp	acis. D			

Project Code:	reject Codes During No.				Transport Sub Sector		
TM-13	Project Name:	Installation of Bus Location System to Provid			.formation	☐ Railway and New Transit	
1 141-13	installation of Bus	Location System	to Prov	iae ii	Hormation	☐ Bus Transport	
Urban Transport	Policy:	□ Svn	chronizi	ng Tr	ansit and Urban Dev.	□ Road	
☐ Managing Surgi	•			-	Operation Scheme	☑ Traffic Management	
☐ Network Develo	-				ed Public Transport	☐Traffic Safety	
	-				-	•	
☐ Accessibility for					Flow and Safety	□ Environment	
			ucing E	nviro	nmental Impacts	☐ Urban Planning	
Project Location				Project Priority ☐ Institution/Funding			
Kinshasa City Urb	an Area				□Urgent	Implementation Period	
					□Short-term	Total 2 years	
					☑ Medium-term	•	
1. Objectives of P	roiect			2. Expected Benefits			
[Bus operator]	Toject				romotion of utilization	of public transport	
	rrent operational situat	tion of each bus (le	ocation,	1	Tomotion of atmization	or public transport.	
status, travel speed	d);						
	ropriate bus routes and	d instruct its route	by an				
operation manage [Bus user]	r.						
	ervice quality such as di	ssemination of real-t	ime bus				
arrival information	n;						
	ft from private car to pu	blic transport.					
3. Project Descrip	otion				inkages with Other Proj		
[Data collection]	uipment for transmitti	na location informa	tion on	Implementation of BRT and bus priority lane projects			
each bus (about 6		ng location informa	tion on	· Introduction of Park and Ride (TM-11)			
[Data processing]	•						
	a processing system	for the collection d	latabase				
(location, status, t							
-	bus location informa	tion system for pr	oviding				
	ebsites and smartphone						
_	ımptions (Conditions fo			6. Implementing Agency			
	ld be conducted afte	r implementation	of bus	· TRANSCO, New TransKin			
priority lanes and l				9 Famoutal Onemator (if ann)			
7. Financing Sche	e me f DRC ☑ Internationa	-1 D		8. Expected Operator (if any)			
	artnership ☐ Private			· TRANSCO, New TransKin			
	2017 Constant Price			10. Special Considerations			
•	nt cost: USD <u>1.8Milli</u>	*		N/A			
11. Environmenta				12. Location Map			
1) Pollution	puev	[Legend]: A: Significant Impa	act	120			
- Air quality: B+		B: Moderate Impac			1		
- Water quality: D		C: Unknown at this	s				
Waste: DOther Pollution Imp	pact: D	timing			Tomas de la contraction de la		
2) Natural Environm		D: No Impact			Age not longs	1	
- Ecosystem: D		- : Negative impact	t		Moses Roys Zu	(cura Ntel)	
- Water regime, flood	l, inundation: D	+: Positive impact			Starba		
- Geology: D 3) Social and economic environment ±: Mixed impact				tent coips			
- Involuntary Resettlement and/or Loss of Properties: D					Legend		
- Poverty: D					Raiwry SRT Line E1 BRT Line E2		
- Local economy such as employment and livelihood: D					= SRT Line S1 = SRT Line S2 = SRT Line S3		
 Land use, Local & Communal resource use rights: D Traffic/public facilities, infra, social services: B+ 					DRT Line W Predic Service for Soft Lines Feder Service for south Lines		
- Iraffic/public facilities, infra, social services: B+ - Social institutions: D						Forder Service for West Lines Forder Service for West Lines Transport Hub Transport Hub	
- Physical splits of co					(E , 11')		
Historical and cultuLandscape: D	ral resources: D				(Future public tra	ansport network 2030)	
- Gender: D							
- Sanitation, public h	ealth condition etc.: D						
- Accidents, crime: D)						
- Climate change, tra	nsboundary impacts: D			Ī			

APP 1.6 Road Safety Projects

Project Code: TS-1	_	ic Accident Database	Transport Sub Sector ☐ Railway and New Transit ☐ Bus Transport					
	System	•						
Urban Transpor	-		-	-	ansit and Urban Dev.	☐ Road		
				ntenance and Operation Scheme Traffic Management				
-					ed Public Transport	☑ Traffic Safety		
☐ Accessibility					Flow and Safety	☐ Environment		
	Authorities and Fun	ding [☐ Reducii	ng Enviro	nmental Impacts	☐ Urban Planning		
Project Location					Project Priority	☐ Institution/Funding		
	Province-wide) as a be a nationwide syst				☑ Urgent	Implementation Period		
Database should	be a nationwide syst	em			☐ Short-term	Total 1.5 years		
					☐ Medium-term			
1. Objectives of	•			_	cted Benefits			
	ematic data collection				nce transparency of mor			
· Enables accide	ent analysis (e.g. blac	ekspots).		· Decre	ease of traffic accidents,	fatalities and injured persons.		
3. Project Descr	ription			4. Linka	nges with Other Projec	ts/Sectors		
	ent data collection sy			· N/A				
	ollection reporting for	rm;						
 Develop a date Implement a 	database system	in Kinshasa	as pilot					
project.								
	sumptions (Condition	s for the Project)		6. Implementing Agency				
N/A					inistère de Transport ITVC), Police nationale	et Vies de Communications		
7. Financing Sci	heme				cted Operator (if any)	congolaise (114c)		
☑ Public Sector				_		évention Routière (CNPR)		
☑ International l								
☐ Public Private ☐ Private Sector								
	(in 2017 Constant P	rice)		10. Special Considerations				
· USD 2.0 Milli	ion	ŕ		· Accident data collection from PCR, CNPR and hospitals				
				needs to be integrated.				
11. Environmen	tal Impact	FT 41.		12. Location Map				
1) Pollution		[Legend]: A: Significant	Impact	7/3		nsport Network		
- Air quality: D		B: Moderate Ir	mpact		Au	Major Aterial Road		
- Water quality: I - Waste: D	D	C: Unknown a timing	t this		Kin shasa City	OtherRoad		
- Waste. D - Other Pollution	Impact: D	D: No Impact		J 3	- NO 1 - NO 1	Railway		
2) Natural Enviro		- : Negative im	moot			41 111 /11		
- Ecosystem: D	~	+: Positive imp		1	STY of			
- Water regime, f - Geology: D	flood, inundation: D	±: Mixed impa	ict	to B				
	onomic environment				Service Service			
	settlement and/or Los	ss of Propertie	s: D	30° June Port				
- Poverty: D	1 1	. 11: 1:1	1.0	Di	Elergesa			
	such as employment			1	Kikwit	Apor		
 Land use, Local & Communal resource use rights: D Traffic/public facilities, infra, social services: D 		24º Novemi		t a Randrau				
- Social institutions: D			Bippass					
	of communities: D			10	A STATE OF			
- Historical and G - Landscape: D	cultural resources: D			Mata d Goodes Date: MOS 64				
- Gender: D						Universal Transverse Mercator zone 33 S		
	lic health condition e	etc.: D		17		10 4 8 1 16 Km		
- Accidents, crim	ne: A+ e, transboundary impa	acts: D						
- Chimate change	, dansooundary imp	acis. D						

- ······	appendix 1 of voiun							
Project Code:	Project Name:		Transport Sub Sector					
TS-2	-	lementation of Road Safety Education and Awareness				☐ Railway and New Transit		
1~ -						☐ Bus Transport		
Urban Transpo	ort Policy:		☐ Synchre	onizing Tı	ansit and Urban Dev.	☐ Road		
☐ Managing Su	rging Demand		☐ Mainte	nance and	Operation Scheme	☐ Traffic Management		
☐ Network Dev					ed Public Transport	☑ Traffic Safety		
☐ Accessibility	-				Flow and Safety	☐ Environment		
_	, Authorities and Fun		_	-	nmental Impacts	☐ Urban Planning		
		ding	□ Reduci	ng Enviro				
Project Location Kinshasa City	011				Project Priority	☐ Institution/Funding		
Kilishasa City					☑ Urgent	Implementation Period		
					☑ Short-term	Every year		
					☑ Medium-term			
1. Objectives of	f Project			2. Expe	cted Benefits			
	argets for awareness			· Redu	ce fatal and serious traff	fic accidents.		
	of programs as scho							
· Implementati	on of activities contin	nuously.						
2 Duais of Danie	wintion.			4 1 :1	agag with Oth D '	tale actors		
3. Project Desc	ription cation program for sc	بسمساء الماء المما			ages with Other Projec stère de l'Education	ets/Sectors		
	ation program for sc build campaign prog		vear.	· Minis	stere de l'Education			
	on of a campaign for		ycar,					
	ssumptions (Condition		1	6. Imple	ementing Agency			
· N/A	•	• ,		_		es de Communications (MTVC)		
				· Ministère de l'Education				
7. Financing Sc				_	cted Operator (if any)			
☑ Public Sector						évention Routière (CNPR)		
☑ International				· NGO	S			
☐ Public Private ☐ Private Secto								
	(in 2017 Constant F	Price)		10 Spe	cial Considerations			
-	lion/year (yearly bud			· N/A				
1.0 Willi	non year (yearry out	<u>501)</u>		11/11				
11. Environmen	ntal Impact	[Legend]:		12. Loc	ation Map			
1) Pollution		A: Significant				~~~		
- Air quality: D	_	B: Moderate In	1		1	The same		
- Water quality:	D	C: Unknown a timing	it this)	5		
- Waste: D - Other Pollution	Impact: D	D: No Impact				حـر		
2) Natural Envir					{) may		
- Ecosystem: D		- : Negative in +: Positive im			}	2 20		
- Water regime,	flood, inundation: D	±: Mixed impa			/ N	~ } ? }		
- Geology: D		_			(The state of the	ante my		
	onomic environment		Ъ	Kins	hasa DR	Congo		
•	esettlement and/or Lo	ss of Propertie	es: D	~	2/2	Congo		
- Poverty: D			7		> }			
- Local economy such as employment and livelihood: D - Land use, Local & Communal resource use rights: D					3 250			
- Traffic/public	facilities, infra, socia					July)		
- Social instituti						1		
	of communities: D					1		
	cultural resources: D					Lung /		
- Landscape: D - Gender: D						ment of the		
	olic health condition	etc.: D				Edward .		
- Accidents, crin								
	e, transboundary imp	acts: D						

					1 thut I	eport. Appendix 1 of volume 1	
Project Code:	Project Name:			Transport Sub Sector			
TS-3	•	oad Safety Acti	nd Safety Action Plan for Kinshasa			☐ Railway and New Transit	
					☐ Bus Transport		
Urban Transpo	rt Policy:] Synchro	onizing Tr	ansit and Urban Dev.	☐ Road	
☐ Managing Sur	rging Demand	d □ Mainter			Operation Scheme	☑ Traffic Management	
☐ Network Dev	elopment		Custom	er-Focuse	ed Public Transport	☑ Traffic Safety	
☐ Accessibility	for All	✓	I Managi	ng Traffic	Flow and Safety	☐ Environment	
-	Authorities and Fun		-	-	nmental Impacts	☐ Urban Planning	
Project Locatio				<u>c</u>			
Kinshasa City							
				☐ Urgent ☐ Short-term	Total 1 year		
						Total I year	
					☐ Medium-term		
1. Objectives of	-			_	cted Benefits		
	affic safety in Kinsha					fatalities and injured persons;	
	ely with the nation	al road safety s	strategy			safety activities with relevant	
and relevant of	organizations.			organ	izations in a coherent m	anner.	
2 Dwainat Dagar	·intian			4 Links	ges with Other Projec	ta/Caatawa	
3. Project Descr	of a road safety action	n nlone			Road Safety Strategy (
	on of the action plan;			INational	Road Salety Strategy (dranted in 1 Divi1)	
	f activities and organic		lination				
	levant stakeholders.						
5. Important As	sumptions (Condition	s for the Project)		6. Imple	ementing Agency		
National Road S	afety Strategy					ment, Ministère de Transport et	
- Fi . G					le Communications (M	ΓVC)	
7. Financing Sc				_	cted Operator (if any)		
✓ Public Sector ✓ International				· N/A			
☐ Public Private							
☐ Private Sector							
	(in 2017 Constant P	rice)		10. Special Considerations			
· Study Cost:		SD 0.7 Million	_	· The road safety action plan for Kinshasa should be			
· Monitoring/as	ssessment: U	SD 0.1 Mill	ion /3	implemented in line with the national road safety strategy.			
<u>years</u>							
11. Environmen	ital Impact	[Legend]:		12. Loca	ation Map		
1) Pollution		A: Significant In B: Moderate Im		Z-A	Dra Ma	nsport Network	
- Air quality: D - Water quality: 1	n	C: Unknown at	<u>.</u> .	3	=	Major Arterial Road Arterial Road	
- Water quanty:	D	time		1	Kin shasa City	Other Road Railway	
- Other Pollution	Impact: D	D: No Impact			3 7 7	Ebretaning	
2) Natural Envir	onment	- : Negative imp	act		in in	41 111 /11	
- Ecosystem: D	a	+: Positive impa		1 /2	XXX 60	Anteno	
	flood, inundation: D	±: Mixed impac	t	12		The same of the sa	
- Geology: D	onomic Environmen	<u> </u>		63	Towns I		
3) Social and Economic Environment - Involuntary resettlement and/or loss of properties: D		30° June Post					
- Poverty: D		Elergesa					
- Local economy such as employment and livelihood: D			Kikwt				
	& communal resour		1	24º Novem		t a Banaras A Table	
	acilities, infra, social	services: D		TO STATE OF THE PARTY OF THE PA	THE R	Lumumba	
- Social institution	ons: D of communities: D				Bypass		
	cultural resources: D			1			
- Landscape: D					Matad	Geodetic Daham WGS 54 Projection Uniquest Transcript about 2 and 33 5	
- Gender: D							
	lic health condition,	etc.: D		1		0 4 8 16 Km	
- Accidents, crim		t D					
- Climate change	e, transboundary imp	acts: D					

	l				Transport Sub Sector	
Project Code:	Project Name:			☐ Railway and New Transit		
TS-4	Identification	and Improvement Plan	spots	☐ Bus Transport		
Urban Transport P	Poliove	□ C1	:-: Т.		☐ Road	
_	-		-	ransit and Urban Dev.		
☐ Managing Surgin	-			Operation Scheme	☑ Traffic Management	
□ Network Develop				ed Public Transport	☑ Traffic Safety	
☐ Accessibility for A		-	-	Flow and Safety	□ Environment	
☐ Coordination, Au	thorities and Fun	ding	ng Enviro	nmental Impacts	☐ Urban Planning	
Project Location				Project Priority	☐ Institution/Funding	
Primary and secon	ndary roads in	Kinshasa City, espec	cially at	☐ Urgent	Implementation Period	
intersections				☑ Short-term	Total 1 year (analysis)	
				☐ Medium-term		
1. Objectives of Pro	oject		2. Expe	cted Benefits		
	vement of po	tential accident-prone		lizing road accident-pro		
locations.			· Decre	ease of traffic accidents,	fatalities and injured persons.	
2 Duningt Danswingt	•		4 T : l	o and anith Other Decine	4	
3. Project DescriptionDevelopment of of		em:		ages with Other Project	tation of Road Traffic Accident	
· Identification and				pase System (TS-2)	tation of Road Traine Accident	
		at plan at each location;		()		
· Implementation o						
5. Important Assur	nptions (Condition	ns for the Project)	_	ementing Agency		
· N/A					s de Communications (MTVC),	
				stère des Infrastructures, nstruction (MITPR)/OV		
7. Financing Schen	ne			cted Operator (if any)	<i>D</i> , 310	
☑ Public Sector of I			_		t: Commission Nationale de	
☑ International Dor			Préve	ention Routière (CNPR)		
☐ Public Private Pa	1					
☐ Private Sector Ini 9. Project Cost (in 2)		Price)	10 Spec	cial Considerations		
· Study Cost: USD		1100)	· N/A			
	_					
11. Environmental	Impact	[Legend]:	12. Loca	ation Map		
1) Pollution		A: Significant Impact				
- Air quality: D - Water quality: D		B: Moderate Impact C: Unknown at this		REPURLIC OF CO.	(60	
- Waste: D		timing		Primary Road		
- Other Pollution Im		D: No Impact		Secondary Road		
2) Natural Environn	nent	- : Negative impact			To Kilawa	
- Ecosystem: D - Water regime, floo	d inundation: D	+: Positive impact		Poul Mi	debu	
- Geology: D	a,a	±: Mixed impact			* francisco	
3) Social and econor						
- Involuntary Resett	lement and/or Lo	ss of Properties: D				
- Poverty: D - Local economy such as employment and livelihood: D			12			
- Land use, Local & Communal resource use rights: D				TELAN		
- Traffic/public facilities, infra, social services: D			A Park		PRESENT DOS DEST	
- Social institutions:			- /55	3		
- Physical splits of c			N N			
- Landscape: D	arai resources. D		To Mandi	Y AA	and the state of t	
- Gender: D						
- Sanitation, public l		etc.: D		-		
Accidents, crime: IClimate change, tra		acts: D				
Cinnaic change, th	ansooundary imp	ucio. D				

D : (C)	D . (N					Transport Sub Sector		
Project Code:	Project Name:	Dard Ciarra	J Daadi	M1		☐ Railway and New Transit		
TS-5	Improvement of	Road Signs and	a Koaa	warkings	!	☐ Bus Transport		
Urban Transport	ansport Policy: ☐ Synchronizing Transit and Urban Dev.					□ Road		
☐ Managing Surgi			-	-	Operation Scheme	☑ Traffic Management		
□ Network Develo	-				ed Public Transport	☑ Traffic Safety		
☐ Accessibility fo	-				Flow and Safety	☐ Environment		
☐ Coordination, A			-	-		☐ Urban Planning		
Project Location	authorities and I un	unig 🗆	Reducii					
Roads in Kinshasa	City particularly	at intersections			· ·	☐ Institution/Funding		
Rouds in Rinshasa	city, particularly t	it intersections			☐ Urgent	Implementation Period		
					☑ Short-term	Total 3 years (current roads)		
					☐ Medium-term			
1. Objectives of P	-			_	cted Benefits			
· Improving road	infrastructure for r	oad safety.				traffic rules by road users;		
				· Fair a	nd equitable law enforce	ement of traffic rules.		
3. Project Descrip	otion			4. Linka	ges with Other Projec	ets/Sectors		
	nd prioritization o	f road signs an	d road	· Other	road rehabilitation proj	ects.		
markings;								
	of road signs and			(Il.				
5. Important Assu N/A	IMPTIONS (Condition	s for the Project)		6. Implementing Agency Ministère de Transport et Vies de Communications (MTVC)				
7. Financing Sche					cted Operator (if any)	s de Communications (WT VC)		
✓ Public Sector of				_		évention Routière (CNPR)		
☑ International Do						Office des Voiries et Drainages		
☐ Public Private P	Partnership			(OVE	, ,			
☐ Private Sector I				·				
9. Project Cost (in		*		10. Special Considerations				
· Road sign (5,00		SD 2.0 Million		· N/A				
 Road marking (Traffic lane marking (king (30,000 km):	SD <u>2.1 Million</u> USD 0.75 Milli	on					
Traffic lane mai	King (50,000 kin)	(Source:						
11. Environmenta	l Impact	[Legend]:		12. Loca	ntion Map			
1) Pollution		A: Significant In						
Air quality: DWater quality: D		B: Moderate Imp C: Unknown at t			REPUBLIC OF CO	NC a		
- Waste: D		timing			Primary Road	3		
- Other Pollution I	mpact: D	D: No Impact			Secondary Road			
2) Natural Environ	ment	- : Negative imp	act			To Kidan		
- Ecosystem: D	ad immedation. D	+: Positive impa	ct		Foot M	alebo		
Water regime, floGeology: D	ood, mundation. D	±: Mixed impact		2		- from		
3) Social and econ	omic environment					Comment of the second		
- Involuntary Resettlement and/or Loss of Properties: D								
- Poverty: D			5					
 Local economy such as employment and livelihood: B+ Land use, Local & Communal resource use rights: D 				STERME				
- Traffic/public facilities, infra, social services: D				A PERMIT				
- Social institutions: D								
- Physical splits of communities: D			1					
Historical and cuLandscape: D	nurai resources: D			To Mandi				
- Gender: D				Y				
- Sanitation, public		etc.: D		L	T. Y	V		
- Accidents, crime:		, D						
- Climate change, 1	transboundary imn	acts: D						

Dariest Cala	D. C. A. N.				Transport Sub Sector			
Project Code: TS-6	Project Name:	andatory Road Safety	Andit	☐ Railway and New Transit				
15-0	introduction of M	andatory Road Safety	Audit		☐ Bus Transport			
Urban Transpo	rt Policy:	☐ Synch	ronizing T	ransit and Urban Dev.	☐ Road			
☐ Managing Su	rging Demand		_	Operation Scheme	☐ Traffic Management			
☐ Network Dev				ed Public Transport	☑ Traffic Safety			
☐ Accessibility	-			Flow and Safety	☐ Environment			
-	, Authorities and Fun			nmental Impacts	☐ Urban Planning			
Project Locatio		_ 11000	mg zm me	Project Priority	☐ Institution/Funding			
	ent projects in Kinsh	asa City		☐ Urgent	Implementation Period			
•	1 3	Ž		☑ Short-term	Total 1 years (guideline)			
				☐ Medium-term	Total 1 years (guideline)			
1 Ohioatinas at	P. D		1 2 E					
1. Objectives of		of safety for road		cted Benefits	lities and injured persons.			
development		of safety for foac	Redu	ce traffic accidents, fata	nites and injured persons.			
· Reduce the	risk of road acci-	dents through design	,					
construction a	and maintenance stag	es.						
3. Project Descri	ription		4. Link	ages with Other Projec	ets/Sectors			
	eline of Road Safety		· N/A					
		for road developmen	t					
projects as rec	quirement. Ssumptions (Condition	es for the Project)	6 Impl	ementing Agency				
· N/A	ssumptions (Condition	is for the Project)	_	6. Implementing Agency Ministère de Transport et Vies de Communications (MTVC)				
1,111				· Ministère des Infrastructures, Travaux Publics et				
				nstruction (MITPR)				
7. Financing Sc			_	cted Operator (if any)				
☑ Public Sector☑ International			· CNP					
☐ Public Private			, OK,	OVD, ACGT, CI				
☐ Private Secto	1							
9. Project Cost	(in 2017 Constant F	Price)	10. Special Considerations					
· USD <u>0.7 Mill</u>			· N/A					
· Allocate ten p	percent of project cos	t to road safety.						
11. Environmen	ntal Impact	[Legend]:	12. Loc	ation Map				
1) Pollution	•	A: Significant Impact	Legend of Load U	ie .	kmikato-Krazzevilo Krydo			
- Air quality: D		B: Moderate Impact	Facuse Development Color Residented But Industrial Agent					
- Water quality:	D	C: Unknown at this timing	Conversation Agencies and Agenc					
- Waste: D - Other Pollution	ı Imnact: D	D: No Impact	Government (I	ar Sharines, i	7			
2) Natural Envir		NT 41 1	Commercal A Educational Fa	ellés	\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\			
- Ecosystem: D		- : Negative impact +: Positive impact	Community Large Facilities	Fool Mai	To Kikwir			
	flood, inundation: D	±: Mixed impact	Military Securiosis As Planted Rende Eddreless Ren	na natal Area				
- Geology: D	onomic environment		Agnosboot, k Oper Land Rive, Woor B	my .				
	esettlement and/or Lo		Natural Space					
- Poverty: D								
	y such as employmen			PA-ALL				
- Land use, Local & Communal resource use rights: D - Traffic/public facilities, infra, social services: D			ANA					
- Social institution		i services. B	W 10	THAT WE				
	of communities: D		TO THE	2 THE				
	cultural resources: D			5				
- Landscape: D - Gender: D			To Marad					
	olic health condition	etc.: D			(Future transport network 2020)			
- Accidents, crin	ne: B+				(Future transport network 2030)			
- Climate change	e, transboundary imp	acts: D	1					

Final Report:	Appendix 1 o	f Volume 1

Project Code: TS-7	Project Name: Update of Road Safety Re	gulations	Transport Sub Sector ☐ Railway and New Transit ☐ Bus Transport		
Urban Transport	Policy:	☐ Synchro	onizing Tr	ansit and Urban Dev.	☐ Road
☐ Managing Surg	ing Demand	☐ Mainter	nance and	Operation Scheme	☑ Traffic Management
☐ Network Devel	Network Development Customer-Focus			ed Public Transport	☑ Traffic Safety
☐ Accessibility for All ☐ Managi			Managing Traffic Flow and Safety		☐ Environment
☐ Coordination, A	Authorities and Funding	☐ Reducii	Reducing Environmental Impacts		☐ Urban Planning
Project Location				Project Priority	☐ Institution/Funding
National level and	provincial level			☐ Urgent	Implementation Period
				☑ Short-term	Total 2 years
☐ Medium-term				☐ Medium-term	
1. Objectives of I	Project		2. Expe	cted Benefits	
· Adoption of the	revised Highway Code draft	ed in 2014	Proper law enforcement by the undated Highway Code		

3. Project Description 4. Linkages with Other Projects/Sectors

- Set up working group for this action;
 Revise draft of Highway Code;
 N/A
- Submit bill of Highway Code to National Assembly.
 Important Assumptions (Conditions for the Project)
 Implementing Agency

N/A Ministère de Transport et Vies de Communications (MTVC) Financing Scheme Expected Operator (if any)

7. Financing Scheme ☑ Public Sector of DRC □ International Donors 8. Expected Operator (if any) · N/A

□ Public Private Partnership
 □ Private Sector Initiative
 9. Project Cost (in 2017 Constant Price)
 10. Special Considerations

· Revising Study Cost: USD <u>0.35 Million</u> · N/A

A: Significant Impact

B: Moderate Impact C: Unknown at this

- : Negative impact

+: Positive impact

±: Mixed impact

[Legend]:

timing

D: No Impact

11. Environmental Impact

- 1) Pollution
- Air quality: D
- Water quality: D
- Waste: D
- Other Pollution Impact: D
- 2) Natural Environment
- Ecosystem: D
- Water regime, flood, inundation: D
- Geology: D
- 3) Social and economic environment
- Involuntary Resettlement and/or Loss of Properties: D
- Poverty: D
- Local economy such as employment and livelihood: D
- Land use, Local & Communal resource use rights: D
- Traffic/public facilities, infra, social services: D
- Social institutions: B±
- Physical splits of communities: D
- Historical and cultural resources: D
- Landscape: D
- Gender: D
- Sanitation, public health condition etc.: D
- Accidents, crime: A+
- Climate change, transboundary impacts: D

12. Location Map



F -	1							
Project Code:	Project Name:					Transport Sub Sector		
TS-8	Improvement of E	auinment for	Low Enf	☐ Railway and New Transit				
13-0	improvement of E	quipment for	Law Elli	orcement		☐ Bus Transport		
Urban Transpo	rt Policy:		☐ Synchro	onizing Tr	ansit and Urban Dev.	□ Road		
☐ Managing Surging Demand ☐ Mainte				enance and Operation Scheme		☑ Traffic Management		
☐ Network Dev					d Public Transport	☑ Traffic Safety		
☐ Accessibility	-				Flow and Safety	□ Environment		
	, Authorities and Fun		-	-	nmental Impacts	☐ Urban Planning		
Project Locatio		ding		ing Environ	Project Priority	☐ Institution/Funding		
-	Provincial roads; Pri	mary roads in I	Cinshasa (City	· ·	Implementation Period		
rational roads,	i iovinciai ioaas, i in	nary roads in r	Ymsnusu (Sity	☐ Urgent	_		
					☑ Short-term	Total 1 years		
				•	☐ Medium-term			
1. Objectives of				_	cted Benefits			
· Strict and fair	law enforcement for	speeding.		· Redu	ce fatal and serious traf	fic accidents.		
3. Project Descr	ription			4. Linka	ges with Other Projec	ets/Sectors		
	f automated speed en	forcement cam	ieras;	· N/A	•			
· Procure vehic	eles for enforcement;							
	PCR officers (capacit							
•	ssumptions (Condition	s for the Project)		6. Implementing Agency				
· N/A				· Police nationale congolaise (PNC)				
7. Financing Sc				_	cted Operator (if any)			
☑ Public Sector				· PNC				
☐ International								
☐ Public Private ☐ Private Sector								
	(in 2017 Constant P	Prica)		10 Spec	ial Considerations			
-	a (10 cameras) : USE	*		· N/A				
	forcement (10 cars):		llion					
		1 USD <u>1.2 M</u>						
11. Environmen	ıtal Impact	[Legend]:		12. Loca	tion Map			
1) Pollution		A: Significant	Impact					
- Air quality: D		B: Moderate In	1		BEREIT OF CO	× × × × × × × × × × × × × × × × × × ×		
- Water quality:	D	C: Unknown a timing	t this		Primary Road			
- Waste: D	T D	D: No Impact			Secondary Road			
- Other Pollution 2) Natural Envir		1			63	136		
- Ecosystem: D	Official	- : Negative in				To Kiloni		
	flood, inundation: D	+: Positive imp	pact		Pout M	alebo		
- Geology: D	need, mandament B	±: Mixed impa	ict			* from		
	onomic environment					1-11mm		
- Involuntary Re	esettlement and/or Lo	ss of Propertie	s: D					
- Poverty: D		K						
- Local economy such as employment and livelihood: D								
- Land use, Local & Communal resource use rights: D		: D	1	A STATE OF THE STA				
- Traffic/public facilities, infra, social services: D				7	DEPOSITOR OF STREET			
- Social institution	ons: D of communities: D			10/ 100	JAY A			
	cultural resources: D			M	To the second			
- Landscape: D	canarai resources. D			To Matedi				
- Gender: D				7				
	olic health condition of	etc.: D			- Y	\		
- Accidents, crin	ne: B+							
- Climate change	e, transboundary imp	acts: D						

	Final	Report	· Anner	div 1	of Vol	lumo 1
	1 mui	κερυτι	. лүүсн	iiix 1	טן זטו	ume 1

Project Code:	Project Name:					Transport Sub Sector
TS-9	-	Madal Tuainin	a Cabaal	for Drivi	na I ioonoo	☐ Railway and New Transit
18-9	Construction of a	Model Trainin	ig School	ior Drivi	ng Licence	☐ Bus Transport
Urban Transpo	rt Policy:	Г	Synchr	onizing Tr	ansit and Urban Dev.	□ Road
_				-	Operation Scheme	☐ Traffic Management
☐ Network Dev					ed Public Transport	☐ Traffic Safety
	•				•	•
☐ Accessibility			_	-	Flow and Safety	☐ Environment
	Authorities and Fun	ding [☐ Reduci	ng Enviro	nmental Impacts	☐ Urban Planning
Project Locatio	n				Project Priority	☐ Institution/Funding
Kinshasa City					☐ Urgent	Implementation Period
					☑ Short-term	Total 4 years
					☐ Medium-term	
1 Ohioativas af	Duainet			2 Evra		
1. Objectives of	-			_	cted Benefits	
· improvement	of the driving test er	ivironment.		· Impro	evement of drivers' man	iners.
3. Project Descr	ription			4. Links	ges with Other Projec	ets/Sectors
-	esign and select a loc	ation:		· N/A	,	
	ing school / land acc					
· Construct buil	lding and facility;	•				
 Training of sta 	aff.					
5 I A A				(Ila		
S. Important As	ssumptions (Condition	is for the Project)		6. Implementing AgencyMinistère de Transport et Vies de Communications (MTVC)		
· IN/A				· Willis	tere de Transport et vie	es de Communications (WT vC)
7. Financing Sc	heme			8. Expe	cted Operator (if any)	
☑ Public Sector				· Commission Nationale de Prévention Routière (CNPR),		
☑ International	Donors				ADEP	
☐ Public Private						
☐ Private Sector						
-	(in 2017 Constant P			10. Special Considerations		
· USD <u>10.0 Mil</u>	llion (exclude land a	equisition)		· N/A		
11. Environmen	ıtal Impact	[Legend]:		12. Loca	ntion Map	
1) Pollution	•	A: Significant	Impact		•	~ -
- Air quality: D		B: Moderate In	-			- many
- Water quality:	D	C: Unknown at	t this		}	3
- Waste: D		timing D: No Impact				~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~
- Other Pollution		D. No Impact			}	3
2) Natural Envir	onment	- : Negative im	pact		}	- The
- Ecosystem: D	flood, inundation: D	+: Positive imp			2~1	£ }}
- Geology: D	nood, mundation. D	±: Mixed impa	ct		to hy	Ent when
	onomic environment			Kinc	hasa DD	
- Involuntary Re	settlement and/or Lo	ss of Properties	s: D	KIIIS	DR	Congo <
- Poverty: D			~	1	3 5	
	such as employmen			2		5 -5-)
- Land use, Local & Communal resource use rights: D				1 5-2	2.7	
- Traffic/public facilities, infra, social services: B±						
- Social institutions: D - Physical splits of communities: D					{	
	cultural resources: D					}
- Landscape: D						mer (
- Gender: D						- my
	lic health condition of	etc.: D				
- Accidents, crim	ie: B+ - transboundary imn	actor D				
- Ullmate chance	- iranshoundary imn	acts: 11				

	Tippenuix 1 oj voiun					T
Project Code:	Project Name:					Transport Sub Sector
TS-10	Introduction of Demerit Point System for			r Driving Licence		☐ Railway and New Transit
				☐ Bus Transport		
Urban Transpo	ort Policy:		☐ Synchro	onizing Tr	ansit and Urban Dev.	□ Road
☐ Managing Su	rging Demand		☐ Mainte	nance and	Operation Scheme	☐ Traffic Management
☐ Network Dev	elopment	[☐ Custom	ner-Focuse	d Public Transport	☑ Traffic Safety
☐ Accessibility	-				Flow and Safety	☐ Environment
•	, Authorities and Fun		_	-	nmental Impacts	☐ Urban Planning
Project Location					Project Priority	☐ Institution/Funding
Primary roads in					☐ Urgent	Implementation Period
	•				☑ Short-term	Total 3 years
					☐ Medium-term	Total 3 years
1.01.	f D			1 2 E		
1. Objectives of		u anaadina		_	cted Benefits the fatal and serious traf	Ti a a a aidanta
· Strict and fair	r law enforcement for	r speeding.		· Reduc	ce fatal and serious trai	ne accidents.
3. Project Desc	ription			4. Linka	ges with Other Proje	cts/Sectors
· Study of dem	erit point system;			· N/A		
· Law amendm	ent of the Highway (Code.				
_	ssumptions (Condition	ns for the Project)		6. Implementing Agency		
· N/A				· Ministère de Transport et Vies de Communications (MTVC)		
7. Financing So	heme			8. Expe	cted Operator (if any)	<u> </u>
☑ Public Sector				· Law enforcement: Police de Circulation Routière (PCR)		
☑ International						
☐ Public Privat						
☐ Private Secto						
	(in 2017 Constant I	Price)		_	ial Considerations	
· Study cost: U	ISD <u>0.35 Million</u>			· N/A		
11. Environme	ntal Impact	[Y 4].	1	12. Loca	ntion Map	
1) Pollution	F	[Legend]: A: Significant	Impact			~ -
- Air quality: D		B: Moderate In				and the same
- Water quality:	D	C: Unknown at	t this		}	Z.
- Waste: D		timing D: No Impact			1	~~ 5
- Other Pollutio		B. No Impact			1	3
2) Natural Envir - Ecosystem: D	ronment	- : Negative im			}	
	flood, inundation: D	+: Positive imp			2~1	2 77
- Geology: D	need, mundavien 2	±: Mixed impac	ct		lo hy	ant his
3) Social and ec	onomic environment			Kins	hasa	
	esettlement and/or Lo	oss of Properties	s: D	2 0	DF	R Congo
- Poverty: D - Local economy such as employment and livelihood: D			1		\$ 1	
					5	المحمر إ
- Land use, Local & Communal resource use rights: D - Traffic/public facilities, infra, social services: D				1	7-15	
- Social institutions: D						
- Physical splits of communities: D					5	
	cultural resources: D	•				Lung /
- Landscape: D - Gender: D						- harry la
	olic health condition	etc.: D				and the same of th
- Accidents, crit						
	e, transboundary imp	acts: D				

Duniant Cada	Duciaat Nama					Transport Sub Sector
Project Code:	Project Name:	[_].::::4	16.		A said and Danser	☐ Railway and New Transit
TS-11	Improvement of M	lobility and Medic	ai Se	ervice for	Accident Rescue	☐ Bus Transport
Urban Transpo	rt Policy:	□ Sy	nchr	onizing Tr	ansit and Urban Dev	. □ Road
☐ Managing Sur	rging Demand	□М	ainte	nance and	Operation Scheme	☐ Traffic Management
☐ Network Dev	elopment	□ C:	ıston	ner-Focuse	ed Public Transport	
☐ Accessibility	-				Flow and Safety	☐ Environment
-	Authorities and Fun				nmental Impacts	☐ Urban Planning
Project Location				8	Project Priority	☐ Institution/Funding
Kinshasa City	-				☐ Urgent	Implementation Period
					_	_
					☑ Short-term	Total 3 years
				r	☐ Medium-term	
1. Objectives of	-			_	cted Benefits	
	of post-crash care of		L		victim's life as much na care of victims.	as possible;
providing hun	the technical plati	orms of nospitals	Бу	· 1raun	na care of victims.	
providing num	idii resourees.					
3. Project Descr	ription			4. Linka	ges with Other Pro	jects/Sectors
•	ility (emergency vo	ehicle, ambulance) to		_	congolaise (PNC), Red Cross
rescue teams;						<i>5</i> (),
	city of hospital staff.					
•	sumptions (Condition	s for the Project)		_	ementing Agency	
· N/A					tère de la Santé Publ	*
7. Financing Sci				8. Expected Operator (if any)		
☑ Public Sector				Red Cross Fire department		
✓ International I				· Fire d	epartment	
☐ Private Sector						
	(in 2017 Constant P	rice)		10. Spec	cial Considerations	
· Vehicle procu	rement: USD <u>0.7 Mi</u>	llion		N/A		
· Training:	USD <u>3.5 Mi</u>	<u>llion</u>				
11. Environmen	ital Impact	FY 13	_	12. Locs	ntion Map	
1) Pollution	······································	[Legend]: A: Significant Impa	ct		1 1	
- Air quality: D		B: Moderate Impac				
- Water quality: 1	D	C: Unknown at this		l	Primary Road	CONCO
- Waste: D		timing D: No Impact			Secondary Road	3
- Other Pollution		D. No Impact			Secondary reduc	3 -
2) Natural EnvironmentEcosystem: D	onment	- : Negative impact				To Kidani
	flood, inundation: D	+: Positive impact				Pout Matebu
- Geology: D	,	±: Mixed impact				then
	onomic environment				The state of the s	
	settlement and/or Lo	ss of Properties: D				STATE OF THE STATE
- Poverty: D - Local economy such as employment and livelihood: D			12		TE SE TO SE	
- Local economy such as employment and inventiond: D - Land use, Local & Communal resource use rights: D				STILL		
- Traffic/public facilities, infra, social services: D			A TO	A TELL		
- Social institutions: D				24 III		
- Physical splits of communities: D			1	1	A A Charles	
	cultural resources: D			To Matedi		
- Landscape: D- Gender: D				7		
	lic health condition e	etc.: D		<u></u>	Comment	Υ
- Accidents, crim	ne: B+					
- Climate change	e, transboundary imp	acts: D				

APP 1.7 Waterborne Transport Project

					1 111111	Report. Appendix 1 of volume 1
Project Code:	Project Name:	D. 21	10 77			Transport Sub Sector ☑ Railway and New Transit
TW-1	Ferry Service: CB	D (Ngobila Be	each) – Ki	nkole Po	rt	☐ Bus Transport
Urban Transpo	rt Policy:	Г	☐ Synchro	nizing Tr	ransit and Urban Dev.	☐ Road
✓ Managing Su			-	_	Operation Scheme	☐ Traffic Management
✓ Network Dev					ed Public Transport	☐ Traffic Safety
	-				-	☐ Environment
☐ Accessibility			-	-	Flow and Safety	
	Authorities and Fun	ding L	☐ Reducir	ng Enviro	nmental Impacts	☐ Urban Planning
Project Locatio	n				Project Priority	☐ Institution/Funding
Kinshasa City					☐ Urgent	Implementation Period
					☑ Short-term	1 year for preparation
					☐ Medium-term	9 year for operation
1. Objectives of	Project			2. Expe	cted Benefits	•
	transport demar				otion of utilization of p	
	d Lumumba by prom		nift from			d vehicle operation cost between
private vehicl	es to public transport			CBD	and Kinkole	
3. Project Desci	ription			4. Linka	ges with Other Proje	ects/Sector
· Preparation of	f ferry boats (6 boats))		· Road	network development	and BRT service to Kinkole Port
Operation of Port (20 km)	ferry services: Ngo	bila Beach –	Kinkole		•	
5. Important As	ssumptions (Condition	s for the Project)		6. Imple	ementing Agency	
· Ngobila Beac	h is available for this	new ferry serv	rice	· Kinsh	asa Provinchal Gover	rnment, Ministère de Transport et
				Vies de Communications (MTVC)		
						s Transports et des Ports /
7. Financing Sc	homo				cted Operator (if any	nsport and Ports (SCTP)
✓ Public Sector				_		s Transports et des Ports /
☐ International				Commercial Society of Transport and Ports (SCTP)		
☑ Public Private					,	
☐ Private Sector						
-	(in 2017 Constant P			10. Special Considerations		
USD	tment cost (procu	irement of	vessels):	· None		
	3.00 Million/year					
11. Environmen	ital Impact	[Legend]:	_		ation Map	Kindsmo-Brazen III- Brigsle
 Pollution Air quality: B+ 		A: Significant I B: Moderate In		Legend of Land Up Future Development		
- Water quality:		C: Unknown at		Bottamsi Area Crumescial/Bu Agni ultur d ani	sizess Area REPUBLIC O	FCONGO
- Waste: D		timing		Land Use in 2017	9 to 2020	
- Other Pollution	n Impact: D	D: No Impact		Business Business	state out)	
2) Natural Envir	onment	- : Negative im	nact	Commercial An Emicational Fac Bellgians Facility	utes	
- Ecosystem: D	g 1 : 1-4: D	+: Positive imp		Health Connectory Large Facilities	6.6	To Eas
- Water regime, 1 - Geology: D	flood, inundation: D	±: Mixed impac	ct	Miney Paridenid A.s Pinned Paride	4	Maleho
	onomic environment			High-cless Ress Again altered, Mo	destial Area	or Justine
- Involuntary Resettlement and/or Loss of Properties: D			Open Land River, When Be Settemi Space	or	to Rebo	
- Poor: D						
- Local economy such as employment and livelihood: B+						
 Land use, Local & Communal resource use rights: D Traffic/public facilities, infra, social services: B+ 			2	Control of the second		
- Social institution		services: B+			RUGGE	
	of communities: B+			80	THE THE PARTY OF T	A A A SA S
	cultural resources: D			- 50		
- Landscape: D				1 3	The state of the s	
- Gender: D		_		Take	J. Market	
	lic health condition of	etc.: D		To Manadi		
- Accidents, crin		nots: B⊥		ſ	/ /	
- Chimate change	e, transboundary imp	acis. D⊤				

Project Code:	Project Name:				Transport Sub Sector
TW-2	Development of Kinkole Passenger Port				☑ Railway and New Transit
					☐ Bus Transport
Urban Transpo	•		_	ansit and Urban Dev.	Road
✓ Managing Su				Operation Scheme	☐ Traffic Management
☑ Network Dev	-			d Public Transport	☐ Traffic Safety
☐ Accessibility	for All	☐ Managi	ing Traffic	Flow and Safety	☐ Environment
☐ Coordination,	, Authorities and Fun	nding	ng Enviro	nmental Impacts	☐ Urban Planning
Project Locatio				Project Priority	☐ Institution/Funding
Kinkole, Kinsha	sa City			☐ Urgent	Implementation Period
				☑ Short-term	Total 3 years
			_	☐ Medium-term	
1. Objectives of	-		_	cted Benefits	
To operate fe and Kinkole I		CBD (Ngobila Beach)	· Promo	otion of utilization of p	ublic transport
and Kinkole i	on				
3. Project Desci	ription		4. Linka	ges with Other Projec	ets/Sectors
		for passenger terminal	· Road	network development a	and BRT service to Kinkole Port
and parking lo					
	of mooring facility for sumptions (Condition		6 Imple	monting Agonas	
· N/A	ssumptions (Condition	ns for the Project)	_	ementing Agency	nment, Ministère de Transport et
IV/A				le Communications (M	
			· Société Commerciale des Transports et des Ports /		
				nercial Society of Trans	sport and Ports (SCTP)
7. Financing Sc			_	cted Operator (if any)	
✓ Public Sector ☐ International			· Société Commerciale des Transports et des Ports / Commercial Society of Transport and Ports (SCTP)		
☐ Public Private			Comm	nercial Society of Trans	sport and 1 orts (SC11)
☐ Private Sector					
	(in 2017 Constant F	Price)	10. Special Considerations		
· Initial investn		JSD 45.15 Million	• Minimum Resettlement may be needed in the development of		
· O &M:	Ĺ	JSD <u>1.81 Million/year</u>	the Kinkole port		
11. Environmen	ıtal İmpact	[T 1].	12. Loca	ntion Map	
1) Pollution	•	[Legend]: A: Significant Impact	Legend of Land Use		Kindowe-Beneau IIIe Brigale
- Air quality: D		B: Moderate Impact	Future Development A Parishmid Busi Bultarial Area	area Atuse	
- Water quality:	B-	C: Unknown at this timing	Commercial Dur Agricultural and DAY Rustifernal Area	Resident of Associ	C 0 N G 0
Waste: DOther Pollution	Impact: D	D: No Impact	Land Use in N17 Government (Inc.) Resiness	intutions)	A TOP TO SERVICE OF THE PROPERTY OF THE PROPER
2) Natural Envir			Commercial Are Erucational Pac	ite	anti-
- Ecosystem: D		- : Negative impact +: Positive impact	Beligion Facilit Bodis Concatory		To Ed.
	flood, inundation: D	±: Mixed impact	Large Facilities Military Residential A. or	Pool M	alebo
- Geology: D	onomic environment		Planned Facides High-class Resol Against and Mo	Instial Area	- Jonatha - C
			Open Land River, When Bed Senant Space		To Rebo
- Involuntary Resettlement and/or Loss of Properties: C- - Poor: D					
- Local economy such as employment and livelihood: D					
- Land use, Local & Communal resource use rights: D - Traffic/public facilities, infra, social services: D					
- Social institution		i services. B		() XXX	
- Physical splits of communities: D			6 . 3	XXXX	on the same of the
	cultural resources: D	1	1/8	A Section of the sect	THE REAL PROPERTY.
- Landscape: D - Gender: D			1.3	J. See	The Contract of the Contract o
- Sanitation, pub	lic health condition	etc.: D	To Matadi		
- Accidents, crin	ne: D		1	/ / / / / / / / / / / / / / / / / / /	M
- Climate change	e, transboundary imp	oacts: D			

APP 1.8 Project of Institutional and Financial Arrangement

Project for Urban Transport Master Plan in Kinshasa City / PDTK

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Drainat Cada	Droinat Names			Transport Sub Sector	
Project Code: IF-01	Project Name:	Operation of the Instit	tutional Framowark	☐ Railway and New Transit	
1101	Establishment and	Operation of the insti-	tutional Flamework	☐ Bus Transport	
Urban Transpo	rt Policy:	☐ Synchro	onizing Transit and Urban Dev.	□ Road	
☐ Managing Sur		·	nance and Operation Scheme	☐ Traffic Management	
☐ Network Dev	elopment		ner-Focused Public Transport	☐ Traffic Safety	
☐ Accessibility	-		ing Traffic Flow and Safety	☐ Environment	
-	Human Resources an	nd _	ng Environmental Impacts	☐ Urban Planning	
Funding		LI Reducii	,	_	
Project Location			Project Priority	☑ Institution/Funding	
Gombe/Kinshasa	a City		☑ Urgent (Establishment)	Implementation Period	
			☐ Short-term	Total 10 years	
			☑ Medium-term (Operation)		
1. Objectives of	-		2. Expected Benefits		
	the institutional fran	nework as a council	· Coordination among all stake		
method. To fulfil all	roles expected to be	e carried out by the	Periodic and continuous moniTimely and feasible update of		
institutional fr		s carried out of the		er to a succeeding institutional	
		preparation for a	framework.		
3. Project Descr	stitutional framework.		4. Linkages with Other Project	ts/Sactors	
-	-	ramework (including	· ·	implementation progress to the	
necessary lega	al process, set up of a	ctivity procedures and	institutional framework.	implementation progress to	
		supporting staff, and			
	of activity space) [Urg	gent] ng of each project in			
	ith a set condition [Me				
· The M/P upda	ite [Medium-Term]	-			
		of a succeeding			
institutional [Medium-Teri		adual transfer to it			
-	ssumptions (Conditions	for the Project)	6. Implementing Agency		
О		••••••••••••••••••••••••••••••••••••••		on of transport master plan in	
			Kinshasa (tentative)		
7. Financing Sci			8. Expected Operator (if any)		
☑ Public Sector☑ International 1			Council for the implementation of transport master plan in Kinshasa (tentative)		
☐ Public Private			Kinsnasa (tentative)		
☐ Private Sector	r Initiative				
-	(in 2017 Constant Pr	*	10. Special Considerations		
Initial Cost for e		SD <u>20,500</u>			
Annual running	cost: USD <u>110,000/y</u>	ear			
11. Environmen	tal Impact	[1 1].	12. Location Map		
1) Pollution	•	[Legend]: A: Significant Impact	•		
- N/A		B: Moderate Impact			
2) Natural Environ- N/A	onment	C: Unknown at this time			
	onomic Environment	D: No Impact			
- N/A		- : Negative impact			
		+: Positive impact			
		±: Mixed impact			

					Transport Sub Sector	
Project Code:	Project Name:				☐ Railway and New Transit	
IF-02	Capacity Building				☐ Bus Transport	
Urban Transpo	rt Policy:	Пѕ	znehre	onizing Transit and Urban Dev.	□ Road	
☐ Managing Su		-		nance and Operation Scheme	☐ Traffic Management	
☐ Network Dev				ner-Focused Public Transport	☐ Traffic Safety	
	-			•	☐ Environment	
☐ Accessibility	ior All , Human Resources and		anagi	ing Traffic Flow and Safety		
Funding	, Human Resources and	□ Re	educi	ng Environmental Impacts	☐ Urban Planning	
Project Locatio	n			Project Priority	☑ Institution/Funding	
Kinshasa city				☐ Urgent	Implementation Period	
				☑ Short-term	Total 10 years	
				☑ Medium-term		
1. Objectives of	Project			2. Expected Benefits		
~	organizational and pers	onnel canabilitie	s in		t skills related to the following;	
	ibute to smooth impler			- Coordination - Monit		
	•			1	nunication	
				- IT - Equipr	ment operation and maintenance	
3. Project Descri	_			4. Linkages with Other Projec		
	trainings/workshops of				and personnel engaged in other	
	or core members of the beginning of the			projects, thus implementation w	all be enhanced.	
	kshops' program inclu					
standard form	ats to be applied to the	M/P implementa	tion			
and monitoring	ng [Short-term]					
	trainings on comm					
	operation and maintone M/P implementation		sons			
	trainings/workshops		date			
	ter half to the year 203					
5. Important A	ssumptions (Conditions	for the Project)		6. Implementing Agency		
				Planned by Council for the implementation of transport master		
				plan in Kinshasa (tentative) Provided by external experts/org	ranizations	
7. Financing Sc	heme			8. Expected Operator (if any)	gamzations	
☑ Public Sector					on of transport master plan in	
✓ International				Kinshasa (tentative), and extern		
☐ Public Private	1					
☐ Private Secto		()		10 Constal Courts of		
-	(in 2017 Constant Pri	*		10. Special Considerations		
Annual cost: - Coordination training	USD <u>25,500/yea</u> ng/workshop (3 days for 10-1		.)			
- Monitoring training	workshop (3 days for 10-15	persons, 1 time/year)	,			
	g/workshop (3 days for 10-15 ill training (3 days for 10-15 p					
- IT skill training (3	days for 10-15 persons, 1 time	e/year)	2			
times/year)	on and maintenance training (3 days for 10-13 perso	ons, z			
11. Environmer	ntal Impact	[Legend]:		12. Location Map		
1) Pollution		A: Significant Imp				
- N/A		B: Moderate Impa C: Unknown at thi				
2) Natural Envir	ronment	time	5			
	conomic Environment	D: No Impact				
- N/A		- : Negative impac	·t			
		+: Positive impact				
		±: Mixed impact				
	L					

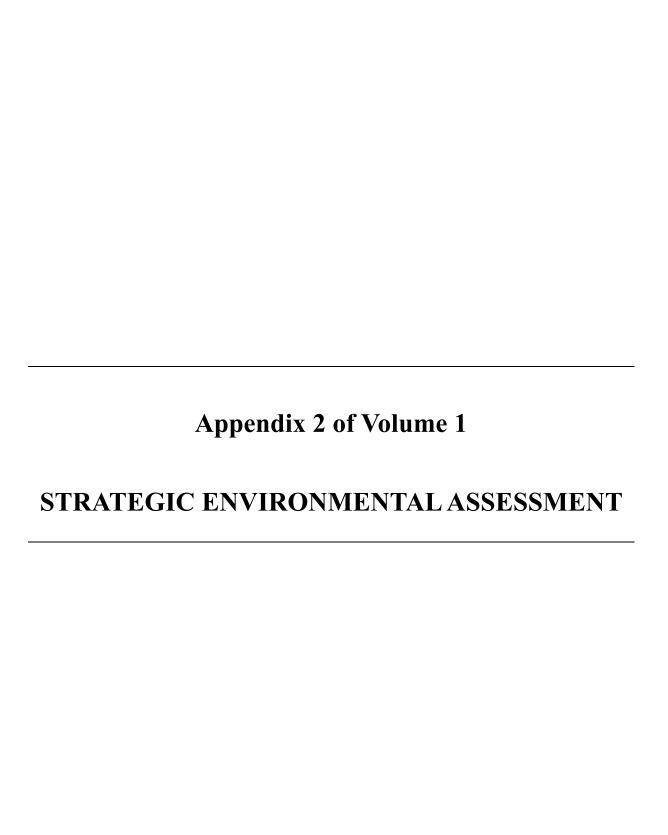
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Project Code:	Project Name:			Transport Sub Sector	
IF-03		cceeding Institutional	Framework	☐ Railway and New Transit	
				☐ Bus Transport	
Urban Transpo	rt Policy:	☐ Synchr	onizing Transit and Urban Dev.	□ Road	
_		-	_		
☐ Managing Su			nance and Operation Scheme	☐ Traffic Management	
□ Network Dev	-		ner-Focused Public Transport	☐ Traffic Safety	
☐ Accessibility		_	ing Traffic Flow and Safety	☐ Environment	
Funding	, Human Resources as	nd □ Reduci	ng Environmental Impacts	☐ Urban Planning	
Project Locatio	n		Project Priority	☑ Institution/Funding	
Kinshasa City			☐ Urgent	Implementation Period	
			☐ Short-term	Total 5 years	
			☑ Medium-term		
1. Objectives of	f Project		2. Expected Benefits		
-	-	of an authority as a	A gradual transfer plan will b	e developed.	
		ork, to officially and		ng obtaining legal status will be	
	with all transport affa		taken.		
		ecceeding institutional		hed as a succeeding institutional	
		s from the institutional	framework, and roles and to smoothly transferred to it.	functions will be gradually and	
framework u	mili 2030 to this st	acceeding institutional		ramework will be dissolved in	
Hamework.			 The original institutional framework will be dissolved in 2030. 		
3. Project Descr	ription		4. Linkages with Other Projec	ts/Sectors	
· In order to co	ontribute to smooth a	nd gradual takeover of	Each project team will start reporting implementation progress		
		establishing authority	_	ramework, and be supervised by	
		ramework; necessary	it.		
		will have been carried			
[Medium-Ter		to the year 2030.			
	ssumptions (Condition	s for the Project)	6. Implementing Agency		
	P • • • • • • • • • • • • • • • • • • •			he implementation of transport	
			master plan in Kinshasa (tentati	ve)	
			Provided by external experts/org	ganizations	
7. Financing Sc			8. Expected Operator (if any)		
☑ Public Sector			Council for the implementation of transport master plan in		
✓ International✓ Public Private			Kinshasa (tentative) and external experts/organizations		
☐ Private Sector					
	(in 2017 Constant P	rice)	10. Special Considerations		
Annual cost:	USD144,000/	,			
* Estimate based on	this starting from the last	five years to 2030, and does			
0 1	ayment for office set and s ding institutional framewor	o on for establishment of an k.			
11. Environmen	ntal Impact	[Legend]:	12. Location Map		
1) Pollution		A: Significant Impact	_		
- N/A		B: Moderate Impact			
2) Natural Envir	ronment	C: Unknown at this time			
- N/A	conomic Environment	D. N. I			
3) Social and Ec	onomic Environment				
1,771		-: Negative impact			
		+: Positive impact ±: Mixed impact			
		-T			

Project	Duoi aat Nama				Transport Sub Sector	
Code	Project Name Capacity Building				☐ Railway and New Transit	
IF-02	Capacity Dunuing				☐ Bus Transport	
Urban Tra	ansport Policy:	□ Sy	nchr	onizing Transit and Urban Dev.	☐ Road	
☐ Managi	ng Surging Demand	□М	ainte	nance and Operation Scheme	☐ Traffic Management	
☐ Networl	k Development	□ C	ıston	ner-Focused Public Transport	☐ Traffic Safety	
	bility for All			ing Traffic Flow and Safety	☐ Environment	
	nation, Human Resources ar	nd	_	-	Dula Diania	
Funding	·	□R	auci	ng Environmental Impacts	☐ Urban Planning	
Project Lo				Project Priority	☑ Institution/Funding	
Kinshasa c	ity			☐ Urgent	Implementation Period	
				☑ Short-term	Total 10 years	
				☑ Medium-term		
1. Objecti	ves of Project			2. Expected Benefits		
	nce organizational and per			· Acquisition and enhancement	t skills related to the following;	
order to	contribute to smooth imple	mentation of the N	1/P.	- Coordination		
				MonitoringM/P update		
				- Communication		
				- IT		
				- Equipment operation and r		
-	Description			4. Linkages with Other Projec		
	ting trainings/workshops				and personnel engaged in other	
	ing for core members of ork at the beginning of the			projects, thus implementation w	iii be ennanced.	
	s/workshops' program incl					
standard	I formats to be applied to th					
	nitoring [Short-term]		1			
	ting trainings on comment operation and main		and			
	l in the M/P implementation		0113			
	ting trainings/workshops		date			
	he latter half to the year 203					
5. Importa	ant Assumptions (Conditions	for the Project)		6. Implementing Agency		
				Planned by Council for the implemental plan in Kinshasa (tentative)	plementation of transport master	
				Provided by external experts/org	ganizations	
7. Financi	ng Scheme			8. Expected Operator (if any)	2	
☑ Public S	Sector of DRC			Council for the implementation of transport master plan in		
	ional Donors			Kinshasa (tentative), and external experts/organizations		
	Private Partnership					
	Sector Initiative Cost (in 2017 Constant Pr	rice)		10. Special Considerations		
Annual cos	`	*		10. Special Considerations		
	n training/workshop (3 days for 10-)			
	training/workshop (3 days for 10-1; training/workshop (3 days for 10-1;					
- Communication skill training (3 days for 10-15 persons, 1 time/year)						
	ing (3 days for 10-15 persons, 1 tin operation and maintenance training		ns, 2			
times/year)		<u> </u>		10.1 (1.35		
	nmental Impact	[Legend]:		12. Location Map		
1) Pollutio - N/A	n	A: Significant Imp B: Moderate Impa				
	Environment	C: Unknown at thi				
- N/A		time				
	nd Economic Environment	D: No Impact				
- N/A		- : Negative impac	t			
		+: Positive impact				
		±: Mixed impact				
				•		

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Project	Desired News			Transport Sub Sector	
Code	Project Name Preparation for Succeeding	o Institutional Fram	ework	☐ Railway and New Transit	
IF-03	Treparation for Succeeding	g mstitutional Fram	CWOIR	☐ Bus Transport	
Urban Tra	ansport Policy:	☐ Synchro	onizing Transit and Urban Dev.	□ Road	
☐ Managi	ng Surging Demand	☐ Mainter	nance and Operation Scheme	☐ Traffic Management	
□ Networ	k Development	☐ Custom	er-Focused Public Transport	☐ Traffic Safety	
☐ Accessi	bility for All	☐ Managi	ng Traffic Flow and Safety	☐ Environment	
	nation, Human Resources and	□ Reducii	ng Environmental Impacts	☐ Urban Planning	
Funding					
Project Lo Kinshasa (Project Priority	☑ Institution/Funding	
Kiiisiiasa	. Ity		□ Urgent	Implementation Period	
			☐ Short-term	Total 5 years	
			☑ Medium-term		
To prepare for establishment of an authority as a succeeding institutional framework, to officially and unitarily deal with all transport affairs. To gradually establish a succeeding institutional framework, and to hand over roles from the institutional framework until 2030 to this succeeding institutional framework.			 2. Expected Benefits A gradual transfer plan will be developed. Necessary processes including obtaining legal status will be taken. An authority will be established as a succeeding institutional framework, and roles and functions will be gradually and smoothly transferred to it. The original institutional framework will be dissolved in 2030. 		
-	Description		4. Linkages with Other Projec		
In order to contribute to smooth and gradual takeover of all roles and functions to a newly establishing authority as a succeeding institutional framework; necessary activities from schedule planning will have been carried out during last five years to the year 2030. [Medium-Term]		Each project team will start reporting implementation progress to the succeeding institutional framework, and be supervised by it.			
5. Importa	ant Assumptions (Conditions fo	r the Project)	6. Implementing Agency		
			Planned by the Council for the master plan in Kinshasa (tentative Provided by external experts/org		
7. Financi	ng Scheme		8. Expected Operator (if any)		
	Sector of DRC			on of transport master plan in	
	ional Donors Private Partnership		Kinshasa (tentative) and external experts/organizations		
	Sector Initiative				
9. Project	Cost (in 2017 Constant Pric	e)	10. Special Considerations		
not include s	st: USD144,000/yea ased on this starting from the last five ingle payment for office set and so o succeeding institutional framework.	years to 2030, and does			
1) Pollutio - N/A 2) Natural - N/A	Environment Ind Economic Environment	Legend]: A: Significant Impact B: Moderate Impact C: Unknown at this time D: No Impact T: Negative impact T: Positive impact T: Mixed impact	12. Location Map		



Résumé

L'étude vise à contribuer et à résoudre les problèmes de transport urbain à Kinshasa selon l'élaboration du Plan Directeur de Transports Urbains, avec un programme de développement des infrastructures de transports à moyen terme vers 2030, en fonction d'une prévision de la demande de transport dans une vision de développement à long terme à l'horizon 2040.

Le PDTK comporte quatre (4) composantes illustrées dans le tableau suivant. Cette EES a examiné les trois (3) premières composantes du plan directeur. D'autres analyses et évaluations ont été réalisées sur des scénarios de développement spatial (section 6.2), puis sur des scénarios de développement des transports (section 6.3).

Tableau 1 Composantes du Projet

Composantes	Phase et résultat de l'Etude	Examen environnemental		
Scenarios de développement alternatif à l'horizon 2040	a. Plan d'occupation du sol b.Projection du développement économique c. Projection de la population			
2. Enquêtes et analyses de transport	d. Plan de transport en commun			
3. Plan de mise en œuvre du projet	g. Identification des projets h. Strucutre de réalisation			
4. Étude préliminaire sur les projets prioritaires	i. Sélection des projets prioritaires j. Etude préliminaire de faisabilité	EEI (pour examen par la JICA) (À préparer d'ici mars 2019)		

Source: The Study Team

Comme le PDTK est un projet d'élaboration du plan directeur, il a été classé dans la catégorie C selon les normes de la JICA. Un projet d'élaboration d'un plan directeur est requis par les directives de la JICA 2010 pour l'EES. Ce document est préparé pour répondre aux exigences des cadres juridiques congolais et de la JICA.

Parmi les trois alternatives de scénario de développement spatial pour Kinshasa en 2040, celle avec un placement stratégique des fonctions urbaines sur une zone relativement plate à Kinshasa, montrée et expliquée dans le tableau suivant, a reçu la note la plus élevée comme scénario préféré.

Tableau 2 Scénario préférentiel de développement spatial

Scénario	Référentiel Spatial	Description
3. Construction du corridor de croissance sud de Kinshasa et répartition des fonctions urbaines		Un nouveau corridor de croissance offre une nouvelle valeur de développement sur l'ensemble du réseau routier et réduit le volume de trafic dans la zone urbaine actuelle. La répartition prévue des centres urbains, des lieux de travail et des zones résidentielles le long du réseau routier de type échelle améliorera les potentiels de développement dans le sud pour le secteur formel et permettra d'améliorer le trafic et l'environnement urbain. Il convient toutefois d'envisager une méthode de collecte de fonds pour investir dans le scénario. Le nouveau corridor offre une nouvelle valeur de développement tout au long du réseau routier et réduit le volume de trafic dans la zone urbaine actuelle. Il convient toutefois d'envisager une méthode de collecte de fonds pour investir dans le scénario.

Source: L'Equipe d'étude

Sur la base du scénario spatial ci-dessus, trois (3) alternatives de développement des transports ont été développées. Parmi les scénarios Faire le minimum, Route Intensive et Transport Public Intensif, c'est le scénario Transport Public Intensif qui a obtenu le score le plus élevé comme scénario préféré.

Dans le scénario Transport Public Intensif, trois (3) plans, le Plan de Transport Public, le Plan d'Aménagement Routier et le Plan de Sécurité, Contrôle et Gestion du Trafic, ont été proposés. Chaque plan comporte un nombre de projets pour atteindre l'objectif du PDTK.

Tableau 3 Plans and Projects Proposed in the PDTK

Plans	Projects	Major construction works involved	Number of projects
1 Plan de	1.1 Modernisation du chemin de fer	Y	
transport en	1.2 Développement du système du BRT	Y	10
commun	1.3 Bus et Paratransit Y		
2 Plan	2.1 Projets de routes stratégiques	Y	
d'aménageme	2.2 Routes primaires	Y	
nt routier	2.3 Routes secondaires	Y	76
	2.4 Voies express urbaines	Y	
	2.5 Schéme d'entretien routier	N	
3 Plan de	3.1 Projets de gestion de la sécurité routière		
gestion de circulation	3.2 Routes plus sécurisées et projets de mobilité	N	
	3.3 Projets de sécurisation des usagers de la route	N	
	3.4 Projets de sécurisation des usagers de la route	N	
	3.5 Projets de prise en charge après accident	N	24
	3.6 Projets d'amélioration de goulot d'étranglement	Y	
	3.7 Projets de programme de gestion du Parking	N	
	3.8 Projets de gestion de la demande en transport	N	
	3.9 Fonctionnement harmonieux des projets de transport en commun	N	

Source: The Study Team

Les impacts positifs attendus de la mise en œuvre du Plan directeur des transports (transports publics intensifs) sont énumérés ci-dessous.

- 1. L'augmentation de la vitesse de circulation et l'amélioration de service de transport en commun réduisent les émissions des gaz d'échappement des véhicules.,
- 2. La répartition des causes d'eaux usées domestiques et industrielles va s'étendre et le volume total va augmenter.,
- 3. Le plan de réalisation peut clarifier les procédures de prise de décision dans la mise en œuvre du plan directeur, y compris la participation publique et le mécanisme de résolution des différends.,
- 4. En réalisantle plan de transport urbain et le plan de transport en commun, la population profitera d'un meilleur accès aux lieux de travail, marchés, écoles, hôpitaux, etc...
- 5. En réalisant le plan routier, les entreprises profiteront d'un meilleur accès aux fournisseurs et aux consommateurs.,
- 6. En réalisant le plan de voirie, le réseau routier toute saison sera élargie et amélioré.,
- 7. Avec la révision de la conception de l'espace routier autour des marchés, la congestion devant

les marchés sera atténuée, et

8. En réalisant letransport urbain, la sécurité routière et du trafic pourrait améliorer et le nombre d'accidents de trafic pourrait diminuer par unité de population.

Les impacts positifs de la mise en œuvre des travaux de construction d'un projet spécifique proposé dans le PDTK comprendront les impacts économiques suivants.

- Création d'emploi
- Développement des services pour les travailleurs
- Achat de matériaux de construction, location de véhicules et de machines

En ce qui concerne les aspects négatifs, l'élargissement d'une route existante ou la construction d'une nouvelle route peut entraîner la réinstallation des résidents, la division physique de la collectivité existante et la perte de ressources naturelles, historiques et culturelles.

Dans la phase d'exploitation et d'entretien, les impacts positifs de la mise en œuvre des travaux de construction d'un projet spécifique proposé dans le PDTK comprendront les impacts sociaux et économiques suivants.

- Une circulation routière plus rapide et plus fluide permettra de réduire la consommation totale de carburant et les émissions totales de gaz à effet de serre.
- Des routes praticables toute l'année, à l'échelle régionale, qui facilitent l'accès à l'école, à l'emploi et à d'autres services sociaux et de santé.
- Avantage à l'échelle régionale et nationale de la stimulation des activités économiques par un transport de marchandises meilleur, plus sûr et plus rapide.
- Les impacts négatifs de la phase d'exploitation et d'entretien seront les suivants.
- Dégagement de gaz d'échappement et de bruit le long des nouvelles routes
- Fréquence des accidents de la route.
- Difficulté de traverser la route (division potentielle de la communauté)

Les projets proposés dans le cadre du PDTK feront l'objet d'un examen de l'EIAS lorsque chaque projet sera mis en œuvre. Un plan de gestion environnementale propre au projet sera élaboré tout au long du processus d'examen de l'EIES afin d'éviter, de minimiser et d'atténuer les impacts négatifs.

Pour maximiser les impacts positifs du plan directeur, il faut encourager les fonctions urbaines à se concentrer le long du corridor de transport en commun, particulièrement à proximité des stations de transport en commun. À proximité d'une station de transport en commun, l'utilisation mixte des terres doit être améliorée. Ainsi, les activités urbaines telles que les commerces et affaires se regroupent à forte densité autour des nœuds de transport en commun, comme le montre le Tableau 2.

Pour la mise en œuvre du plan directeur, il est recommandé d'utiliser pleinement le comité existant et le groupe de travail technique formé pour élaborer le PDTK. L'ACE est actuellement représenté dans les deux et sera informé de l'état d'avancement de la mise en œuvre du plan directeur. Les projets du plan directeur de divers sous-secteurs des transports, tels que les routes, les chemins de fer, les autobus, la sécurité, le contrôle et la gestion du trafic, seront mis en œuvre par diverses organisations motrices. Avant la mise en œuvre de chacun des projets proposés dans le plan

directeur, le projet sera examiné par l'ACE afin de déterminer si une étude de l'EIAS est nécessaire ou non. Le propriétaire du projet, avec l'aide d'un consultant en environnement, doit proposer un plan de gestion environnementale pour éviter et minimiser les impacts négatifs. L'ACE conseille et supervise la mise en œuvre du plan de gestion. La responsabilité des impacts environnementaux de projets spécifiques sera également assumée par le maître d'ouvrage.

Bokuse Bwa Malongi

Ntina munene ya mabongisi maye matali makambu ya kotonga mpe kobongisa ba nzela na engumbe munene ya Kinshasa, maye mabengami «PDTK» na lopoto, ezali mpo na koyanola makambu ya nkokoso ya bomemi batu na mpe biloko bia bango na bimemeli lokola mituka nakati ya engumbe munene ya Kinshasa eye ezali mpe engumba munune ya mboka RDC mobimba, mpo na kobongisa na eloko ya mukuse lolenge ya bomemi batu uta sika awa tii na mbula 2030, mpe na eleko ya mulayi oyo ekokende tii na mbula 2040.

Mabongisi ya PDTK mazali na biteni binei lokola elakisami na lokasa loye lozali kolanda. Malongi maye matali mambi ma biloko biye bizingi mokili na mpe efandeli ya batukati ya biteni misatu bia mabongisi. Bolandeli mpe botaleli malamu nde bosalamaki mpo na maye matali bisika wapi misala mikosalema (Molongo 6.2) na mpe lolenge ya bomemi batu (Molongo 6.3).

Lokasa 1. Biteni binei bia mabongisi ma PDTK

Eleko	Molongo na eyano ya malongi	Botaleli mambi ma biloko biye bizingi mokili
Bolengeli mabongisi tii na 2040 2. Malongi ya bomemi batu na engumba lelo na mpe mikolo mikoya	 a. bolengeli bosaleli mabele b. botaleli mambi ma mimbongo c. botaleli motangu ya batu d. bolengeli ya Mbulamatali mpo na bomemi batu e. botaleli mambi ma ba nzela f.botaleli etamboleli ya mituka to bimemeli 	Molongi mpo na biloko biye bizingi mokili na mpe efandeli ya batu (EES)
3. Bolengeli lolenge ya kosalela mabongisi	g. bomonisi misala to mabongisi h. botii masanga ma basaleli	
4. Malongi ma yambu mpo na misala ya motuya ya yambo	i. Boponi misala miye mia motuya ya yamboj. Bosali malongi ma yambo mpo na yango lokola	Malongi mpo na bilembo biye misala mikotika likolo ya biloko biye bizingi mokili na mpe efandeli ya batu. «EIES» (malongi maye makobongisama na JICA na sanza ya misatu (3) ya mbula 2019)

Makambu maye mauti na ba Nganga mayele baye basalaki malongi

Lokola mabongisi ya PDTK ezali mabongisi ya nkoma to malongi ya bolengeli mambi ma bomemi batu na mpe biloko bia bango, ekotisami na kati ya lisanga like lia mabongisi lia C kolandana na politiki to mimesanu ya esaleli ya misala ya bayi JICA. Malongi maye masalemi mpo na koyanola to kolanda masengi ya mibeko ya Mbulamatali ya RDC na mpe masengi ma politiki ya JICA lokola.

Nakati ya lolenge misatu ya kosalela mabele mpo na bisika biye misala ya ba nzela ekoki kosalema na engumba munene ya Kinshasa tii na mobu mwa 2040, nzela moko ya bosaleli na motuya penza nakati ya engumba ya Kinshasa nde eye emonisami mpe etalamaki lokola eye esengeli.

Lokasa 2. Nzela eye esengeli mpo na mabongisi ya bisika wapi misala mikosalema

Ndakisa/Esalameli	Lolenge ya bisika bikobongisama	Monisi ya bisika biango
Botongi to bobongisi ba nzela		Bofongoli ba nzela ya sika
ya molongo ya ngambu ya nse		nde bokopesa mpe bobongisi
to SUD ya engumba munene)/(<mark>©</mark>)/ \	to bokolisi motuya ya bisika
ya Kinshasa na bokaboli biteni		bia sika, bokokitisa
bia mabele kolandana na		bokangami ya mituka na nzela
motuya ya eteni na eteni.		mpe bokokitisa bobimisi
		milinga ya mituka, mpe
		bokosalisa ete botamboli
		bozala malamu mpe bosalema
		na lombangu penza mpe
		bokokitisa ntalu ya mafuta ya
		mituka.
		Kasi esengeli koluka lolenge
		ya kosala mpo na bozwi
		mbongo mpo na misala
		miango.

Makambu maye mauti na ba Nganga mayele baye basalaki malongi

Kolandana na maye mapesami na kati ya lokasa mpo na nzela eye eponamaki mpo na misala, nde ba lolenge misatu (3) ya kobongisa mambi ma bomemi batu epesamaki, bosaleli lolenge ya muke penza (Do minimum Senario), bosaleli ba nzela munene penza (the Road Intensive Senario), na mpe bosaleli nzela munene ya bomemi ya motuya ya Mbulamatali (Public Transport Intensive Senario), eye eponamaki mpo na maye matali mabongisi ya PDTK.

Nakati ya lolenge loye la misatu, nde tozali lisusu na ba lolenge misatu ya kolandela: lolenge ya Mbulamatali mpo na bomemi batu, lolenge ya bosaleli ba nzela, na mpe lolenge ya kosala na mpe kolandela etamboleli na kati ya ba nzela epesamaki. Lolenge moko moko ya kosalela nde epesami kolandana na misala miye mikosalema mpo na kokokisa to koyanola maye mabongisi ya PDTK mazali kosenga.

Lokasa 3. Ba ndakisa na mpe misala miye mipesami na kati ya mabongisi ya PDTK.

Bolengeli	Mabongisi mamisala	Misala minene mia botongi ba nzela miye mikosalema	Mutango ya mabongisi
1. Lolenge ya	1.1. Bobongisi ba nzela ya rail	Y	
Mbulamatali ya	1.2. Bobongisi lolenge ya BRT	Y	10
bomemi batu	1.3. Ba bus na mpe mituka misusu	Y	
	2.1. Bobongisi na nzela ya motuya penza	Y	
	2.2. Bobongisi kaka ba nzela ya munene	Y	
2. Bolengeli bobongisi ba nzela	2.3. Bobongisi ba nzela ya kolanda eye ya munene	Y	76
	2.4. Bobongisi ba nzela ya motuya muke na engumba	Y	
	2.5. Bobongisi mambi ma bolandeli ba nzela	N	
3. Bolengeli bokengeli, mpe bolandeli mambi ma	3.1. Mabongisi ya loelenge ya bokengeli ya batu na kati ya ba nzela	N	24
etamboleli na ba nzela	3.2. Mabongisi ya ba nzela malamu mpe bofongoli yango.	N	
	3.3. Mabongisi mpo na bitamboleli (mituka lokola) biye bisengeli.	N	
	3.4. Mabongisi mpe etamboli elamu ya batu na kati ya nzela.	N	
	3.5. Mabongisi mpo na sima ya bobebi ya bitamboleli na kati ya nzela.	N	
	3.6. Mabongisi mpo na bisika biye mituka mikangamaka mingi mpo na boke bwa nzela	Y	
	3.7. Mabongisi ya biska biye mituka mikobanda kotelemela.	N	
	3.8. Mabongisi mpo na koyanola bosengi mpo na mituka.	N	
	3.9. Mabongisi mpo na bokambi malamu bomemi ya batu ya Mbulamatali	N	

Makambu maye mauti na ba Nganga mayele baye basalaki malongi

Bilembo bia malamu mpe bia motuya biye bikouta na mabongisi maye maponami mpo na kosalama (Public Intensive Transport) nde biye bizali kolanda.

- 1. Botamboli na lombangu na mpe bokitisi milinga eye ebimaka na bitamboleli.
- 2. Bokitis ntalu ya mafuta ya mituka mpe bokitisi bosaleli mafuta ya mituka ntalu lokola mituka mikokangama lisusu na nzela te mpo na bozangi bisika bia kolekela.
- 3. Bosengi ete kaka mituka miye mizali mia malamu mikoka kotambola bokosalisa mpe mpo na

kokengela mpe kobatela baye bakotambola na kati mpe bokokitisa makama.

- 4. Batu banso bakosepela mpo bakobanda kotambola na lombangu mpe na mituka miye milongobani na mpe bakokende na pete bisika binso biye bakolinga.
- 5. Biloko na mpe bayi mimbongo bakotambola noki na lombangu ntalu ya biloko ekokita lokola.
- 6. Bobongisi ba nzela ekosalisa kobakisa ba nzela mususu ya sika mpe kokitisa mikakatanu mpo na etamboleli to botamboli ya batu.
- 7. Na bobongisi bisika ya mituka kotelemela na bisika ya ba wenze (parking) ekosalisa mpo bokangami ya ba mituka na nzela ezala lisusu te.
- 8. Bobongisi ba nzela ekokitisa motuya ya makama mpe ekobakisa bobateli batu na bokebi na kati ya nzela.

Bilembo bia malamu lisusu biye bikouta na misala ya PDTK ya bobongisi ba nzela bikozala biye bizali kolanda.

- Bopesi batu bayike misala miye mikofuta mpe bakozwa mosolo.
- Bokolisi lolenge ya kosalela ya bayi misala.
- Bosombi bisaleli ya sika lokola ba mituka na mpe ba masini ya sika ya kosalela misala.

Kasi mpo na maye matali bilembo bia mabe biye bikoki kouta na mabongisi maye ma PDTK mia bofungoli ba nzela eye ezalaka mpe botongi ba nzela mususu ya sika, bikozala: bolongoli batu na mpe bobebisi biloko bia batu bisika wapi silama mikosalema, bokobabola mpe batu mpo na bolongoli ba mosusu mpe bomamemi bango bisika mususu, mpe bako kobebisa lolenge ya efandeli na bango lokola na mimesano na bango.

Na eleko ya bosaleli nzela na mpe bolandeli mpo na bobongisi yango, bilembo bia malamu bikozala bia misala ya PDTK bikozala mpo na ngambu ya efandeli ya batu na mpe mimbongo na bango bikozala biye bizali kolanda.

- Botamboli na lombangu na biloko binso, mpe bofongwami ya ba nzela ekokitisa ntangu ya kotambola makasi na mpe bosaleli mafuta ya mituka ekosila mbangu te, na mpe bokokitisa bobimisi milinga ya mituka na nzela.
- Bolandeli mpe bobongisi lolenge ya kokimisa mituka na mbangu mpe bobongisi lolenge ya ntangu ya kokende bisika lokola misala, kelasi na mpe bisika ya mimbongo.
- Bobongisi mpe bokolisi lolenge ya kosalela mimbongo na kati ya engumba na bomemi biloko na lombangu.

Bilembo biye bia mabe biye bikoki kozala na eleko eye bizali biye bizali kolanda.

- Bosali makele na ntangu ya kobongisa na mpe kolandela ba nzela mpo na kobongisa yango.
- Makama maye makoki kouta na atambwisi mabe ya mituka na mbangu na bayi batambwisaka yango.
- Mikakatanu mpo na baye bakoluka kokatisa nzela na ndenge ekokoma munene.

Mabongisi ya misala mia PDTK nde makosenga bakoka kosala malongi mpo na bilembo binso biye bikotikala likolo ya biloko biye bizingi mokili na mpe efandeli ya batu «EIES» liboso misala mibanda kosalema. Mpe makosenga mabongisi ya lolenge ya bosaleli na bokebi mambi ma bokengeli biloko biye bizingi mokili na mpe efandeli ya batu «PGES» eye ekolandama malamu mpo na mosala moko moko mpo na kokitisa bilembo binso bia mabe na mpe kokolisa biye bia malamu.

Mpo na kokembisa bilembo biye bia malamu, mabongisi mamisala nde makotosa motuya ya bisika binso biye ndelo ya nzela ekozalela mpo na kosalela misala. Mpe pembeni ya bisika biye nzela ekolekela nde ba kotia ba ndelo to bilemebo biye bikolakisa ndelo eye ekosalisa mpo na kokengela nzela. Yango wana mambi ma mimbongo to ma bisika biye mimbongo mikosalema na pembeni ya nzela malakisama na kati ya emonisi na lokasa la 2. loye lozali likolo.

Mpo na bosaleli mabongisi maye ma PDTK, esengeli penza bakoka kosalela masanga ma ban ganga mayele maye masalisaki mpo ete mabongisi maye masalema (maye mazali CCC na mpe GTT). ACE ezali na kati ya masanga maye mabale, yang onde ekolandela na bokebi mambi manso maye matali bosaleli misala minso na bokengeli biloko biye bizingi mokili na mpe efandeli ya batu. Misala miye minso mia botongi ba nzela ya mitindo mikeseni lokola nzela ya mabele, ya engunduka (rail) ya ba bus, na ya bolandeli bobateli batu na mpe mituka, na bosaleli ba nzela nde mikosalema na mangomba makeseni. Yambo yakobanda musala moko moko, nde ACE esengeli kotala malamu soki ekosenga mabonsi ya malongi mosusu to ekoki kokoba kaka lolenge wana na malongi maye masalamaki liboso. Basalisi misala na mpe baye bakosala misala basengeli kobongisa kobongisa lolenge ya ya kosalela mpe kobatela biloko biye bizingi mokili na mpe efandeli ya batu «PGES» eye ekolandama na ACE oyo akopesa kondima na ye mpo misala misalema malamu mpe ye akolandela yango na bokebi. Bolandelami ya bilembo biye misala mikotika likolo ya biloko biye bizingi mokili na mpe efandeli ya batu nde bokosalema mpe na baye bakozala bakolo to bakambi ya misala miye mikosalema.

Executive Summary

The aim of the Master Plan of Urban Transport of the City of Kinshasa, "PDTK, a French acronym, is to solve urban transport problems in Kinshasa City, the capital of DRC, with a middle-term transport infrastructure development programme toward 2030 as the target year, based on a transport demand forecast under a long-term development vision toward 2040.

PDTK has four (4) components shown in the following table. This SEA examined the first three (3) components that form the master plan. Alternative analysis and evaluation was done on spacial development scenarios (Section 6.2) and then on transport development scenarios (Section 6.3).

Table 1 PDTK Components

Components	Phase and Output of the Study	Environmental Examination
1. Development Scenarios toward 2040	a. Land use planb. Economic development projectionc. Population projection	
2. Urban Transportation Survey and Future Prediction 3. Project Implementation Plan	d. Public Transport Plan e. Road Development Plan f. Traffic Management Planning g. Identification of Projects h. Implementation Structures	SEA
4. Preliminary Study on Priority Projects	i. Selection of Priority Projects j. Preliminary Feasibility Study	IEE (for JICA review) (To be prepared by March 2019)

Source: The Study Team

Since PDTK is master plan development, it was classified as a category C project by JICA standards. A master plan development project requires an SEA by the JICA Guidelines 2010. This document is prepared to fulfil the requirement of both Congolese and JICA legal frameworks.

Among the three alternatives of spatial development scenarios for Kinshasa in 2040, the one with a strategic placement of urban functions on a relatively flat area in Kinshasa, shown and explained in the following table, was given the highest score as the preferred scenario.

Table 2 Preferred Spatial Development Scenario

Scenario	Spatial Framework	Description
Construction of Kinshasa Southern Growth Corridor and Distribution of Urban Functions		A new growth corridor offers new development value along the overall road network, and reduces the traffic volume into/through the current urban area. The planned distribution of urban centres, work places and residential areas along the ladder type of road network will enhance the development potentials in the south for the formal sector and endorse better traffic and urban life environment. However, the method of fund raising to invest for the scenario needs to be addressed.

Source: The Study Team

Based on the above spatial scenario, three (3) transport development alternatives were developed. Among the Do Minimum scenario, the Road Intensive scenario, and the Public Transport Intensive scenario, the Public Transport Intensive scenario was given the highest score as the preferred scenario.

Under the Public Transport Intensive scenario, three (3) plans, the Public Transport Plan, the Road Development Plan, and the Traffic Safety, Control and Management Plan, were proposed. Each plan is given a number of projects to achieve the objective of PDTK.

Table 3 Plans and Projects Proposed in the PDTK

Plans	Projects	Major construction works involved	Number of projects
1 Public	1.1 Modernization of Railways	Y	
Transport Plan	1.2 Development of BRT System	Y	10
	1.3 Bus and Paratransit	Y	
	2.1 Strategic Road Projects	Y	
2 Road	2.2 Primary Roads	Y	
Development Plan	2.3 Secondary Roads Y		76
	2.4 Urban Expressways	Y	
	2.5 Road Maintenance Scheme	N	
	3.1 Road Safety Management Projects	N	
	3.2 Safer Roads and Mobility Projects	N	
3 Traffic Safety,	3.3 Safer Vehicles Projects	N	
Control and	3.4 Safer Road Users Projects	N	
Management Plan	3.5 Post-crash Care Projects	N	24
	3.6 Bottleneck Point Improvement Projects	Y	
	3.7 Parking Management Programme Projects	N	
	3.8 Transport Demand Management Projects	N	
	3.9 Smooth Operation of Public Transport Projects	N	

Source: The Study Team

The positive impacts expected when the Transport Master Plan (Public Transport Intensive) is implemented are listed as follows.

- 1. Increased traffic speed and improvement of public transport service will reduce vehicle emissions,
- 2. By implementing the Public Transport Plan, the per capita consumption of transportation fuel will be reduced, as well as greenhouse gas emissions in the Transport Sector,
- 3. The Implementation plan for the Master Plan may clarify decision-making procedures for the implementation of the Master Plan, including public involvement and grievance redress mechanisms,
- 4. By implementing the Urban Transport Plan and Public Transport Plan, the general public will enjoy better access to work places, markets, schools, hospitals, etc.,
- 5. Due to the implementation of the Road Plan, businesses will enjoy better access to goods, consumers, and workers,
- 6. The implementation of the Road plan will expand and improve the network of all-season roads,
- 7. By re-designing the road space around markets, congestion in front of the markets will be reduced, and
- 8. The implementation of the Urban Transport Plan will improve the road and traffic safety and the number of traffic accidents per capita will decrease.

The positive impacts from the implementation of the construction works of specific project proposed in the PDTK will include the following economic impact.

- Generation of employment
- Development of services for workers
- Procurement of construction materials, lease of vehicles and machineries

As for the negative side, the expansion of existing roads or construction of new roads may lead to the resettlement of residents, physical division of existing communities, and loss of natural, historical, and cultural resources.

In the operation and maintenance phase, positive impacts from the implementation of the construction works of specific project proposed in the PDTK will include the following social and economic impacts.

- Faster, smoother road traffic will reduce total fuel consumption, and the total emission of greenhouse gases will also be reduced.
- Regional scale benefit of all-year roads that provide better access to schools, jobs, and other social and health facilities.
- Regional and national scale benefit of stimulation of economic activities by better, safer, and faster transportation of goods.

Negative impacts in the operation and maintenance phase will include following impacts.

- Generation of exhaust gas and noise felt along new roads
- Occurrence of road accidents
- Difficulty of road crossing (potential community divide)

Projects proposed in PDTK will be subject to the ESIA review when each project is implemented. Project-specific environmental management plans will be developed along the ESIA review process to avoid, minimize, and mitigate the negative impacts.

To maximize the positive impacts of the Master Plan, urban functions must be encouraged to concentrate along the transit corridor especially in the vicinity of transit stations. In the vicinity of a transit station, mixed-use land use must be enhanced. Thus, urban activities such as business and commercial activities cluster at high density around nodes of transit as shown in Table 2.

For the implementation of the Master Plan, it is recommended to fully utilize the existing committee and the technical working group formed to develop PDTK. ACE is currently represented in both, and will be updated about the progress of Master Plan implementation. The Master Plan projects of various transport sub-sectors, such as roads, railways, buses, traffic safety, control and management will be implemented by various driving force organizations. Before the implementation of each projects proposed in the Master Plan, the project will be reviewed by ACE to determine whether an ESIA study is necessary or not. The project owner, with assistance of environmental consultant, shall propose an environmental management plan to avoid and minimize negative impacts. ACE shall advise and supervise the implementation of the management plan. The responsibility of environmental impacts from specific projects will also be borne by the project owner.

INTRODUCTION

(1) Background and Rationale for SEA

As part of the bilateral cooperation between the Democratic Republic of Congo and Japan, the Japanese government, through its International Cooperation Agency, JICA, supports the implementation of the Master Plan of Urban Transport of the City of Kinshasa, "PDTK", in acronym.

(2) Goal and Objectives of SEA

SEA Objectives are:

- To ensure that PDTK is designed to provide sustainable solutions to the various problems facing the DRC in the transport sector in general and in particular the City of Kinshasa Province;
- To support healthy urban economic activities, achieve fairness in transportation, improve safety and security, and achieve environmentally sustainable transportation;
- To fulfil legal requirements of DRC and JICA;
- To evaluate alternatives for PDTK before the final plan is published.
- To link PDTK with process of achieving the Sustainable Development Goals;
- To incorporate sustainability principles into PDTK, which is the upstream decision-making process of a long-term vision for Kinshasa;
- To ensure incorporation of stakeholder opinions, environmental and social components, and to avoid negative impacts in a proactive way.

(3) Characteristics of the SEA Instrument

The promoter of the PDTK is the Infra Unit, Ministry of Infrastructure and Public Works (MITP). JICA has sent a team of consultants (JICA Study Team) to assist the Infra Unit in developing the Master Plan, as well as in preparation of a draft SEA report. The list of Japanese consultants and their responsibilities in preparation of the draft SEA report is included in Table 5.3.1 of this report.

The development of the SEA was carried out in close collaboration with ACE, under the technical supervision of the following ACE officials:

- 1.Mr. Jean Claude Emene Elenga, General Director, ACE
- 2.Mr. Felix Mbumba, Director of Survey and Inspection, ACE
- 3.Mr. Steve Lemba Dieto, Director of Instruction and Evaluation, ACE
- 4.Mr. Cherubin Emene, Director of Cooperation, ACE

The TOR of the SEA issued by ACE lists requirement of nine (9) consultants to perform the study. Because of the work schedule of the JICA Study Team, the National Consultants are not involved. The all Study Team members contributed in the preparation of this Scoping Report. National

Consultants who match the requirements of the TOR will be assigned in the preparation of the Initial Environmental Evaluation of the Priority Project selected among the project list in the master plan.

(4) Methodological Approach

The study was conducted with the involvement of the institutions and individuals involved in the project, including the technical services of the administration, non-governmental actors and local officials.

SEA study was conducted with following approaches:

- 1) Understanding the legal obligation and receiving technical advise regarding SEA the study: Consultation with officials in ACE and Environmental Unit in the Infra Unit. Study of previous example SEA reports.
- 2) Understanding the area and existing conditions: Field observations and literature survey including a statistical survey. Discussion with participants in various meetings.
- 3) Understanding and participating the development and evaluation of Land Development Scenarios: Discussion with the planners and engineers in the Study Team. Discussion with participants in various meetings.
- 4) Understanding and participating the development and evaluation of Urban Transportation Master Plan Scenarios: Discussion with the planners and engineers in Study Team. Discussion with participants in various meetings.

Chapter 10 gives a list of people consulted.

(5) Contents of the SEA

The consultant should briefly outline the approach and techniques used in developing the SEA.

This report has eleven main parts:

- 1. Context and justification of PDTK
- 2. Description of the project and its component
- 3. Existing environment
- 4. Summary of scoping
- 5. Methodological approach used in SEA study
- 6. Analysis of alternatives
- 7. Identification and evaluation of impacts of the transport development
- 8. Mitigation and optimization measures
- 9. Institutional arrangement
- 10. Consultation of public
- 11. Conclusion and recommendations

The consultant was assisted by Infra Unit throughout his mission. Infra Unit provided, whenever possible, data and studies already carried out on the project. Infra Unit assisted the consultant in the search for authorizations and contacts.

(6) Expected Results of This SEA

The SEA report will be included in the Master Plan Document and will be submitted to Congolese Government. All institutions invited in the stakeholder meetings will be provided with hard copy and soft copy by Infra Unit.

On the JICA side, the SEA report will be reviewed by the internal review division as part of the project review process.

In next phase of the Project, the Priority Project selected in the Master Plan document will be subject to official ESIA study under both Congolese and JICA requirements. The ESIA study under JICA Guidelines will include social impact assessment, environmental management plan (mitigation plan and monitoring plan), land acquisition plan, and resettlement action plan, when necessary.

CHAPTER 1 Context and Justification of PDTK

1.1 Context

The population of Kinshasa City, the capital of the Democratic Republic of the Congo (hereinafter abbreviated as DRC), has increased from around 400,000 in 1960 to 11,150,000 in 2015 and it is expected to reach around 20 million in 2030 on the condition that a recent population growth trend (3.6% between 2000 to 2005 and 4.7% between 2005 to 2013) remains for the future. A large portion of the population lives in the central part (583 km²) of Kinshasa City (9,985 km²) where six central districts formulate such densely built-up areas as Bumbu (1,010 persons/ha), Matete (680 persons/ha), Ngaba (630 persons/ha), Kintambo (560 persons/ha) and Makala (540 persons/ha) communes.

While urbanisation of Kinshasa City is rapid, current infrastructure development is still insufficient as 80 percent of total road length still remains unpaved under the jurisdiction of the Office des Voiries et Drainage (OVD / Office of Roads and Drainage). Among the four major arterial roads, Lumumba Avenue, Boulevard Congo-Japan (Avenue de Poids Lourds), Matadi Avenue and 30th June Avenue, the heaviest traffic volume, counted as 35,749 vehicles/12 hours, was observed with frequent traffic congestions on 30th June Avenue. Operation of bus transport is not well managed since mixed operation of public, private and owner-driven buses prevails, though they were a major means of transport in 2009. In addition, the existing three urban railway lines, beginning from the central station toward Kintambo/Kinsuka (West line), Matadi (South line) and the airport (East line), are hardly used. Currently, only a few operations are maintained on the South and East lines in the morning and afternoon due to degradation of the tracks, whereas the West line has stopped its operation at present.

Under the above-mentioned circumstances, SOSAK (Schéma d'Orientation Stratégique de l'Agglomération de Kinshasa / Strategic Orientation Scheme for the Kinshasa Metropolitan Area) has been formulated and formally approved by the provincial congress in 2015 to promote the planned urban development of Kinshasa City with the support of AFD (Agence Française de Développement / French Development Agency) which calls for the necessity of Urban Transport Master Plan in parallel with urban development.

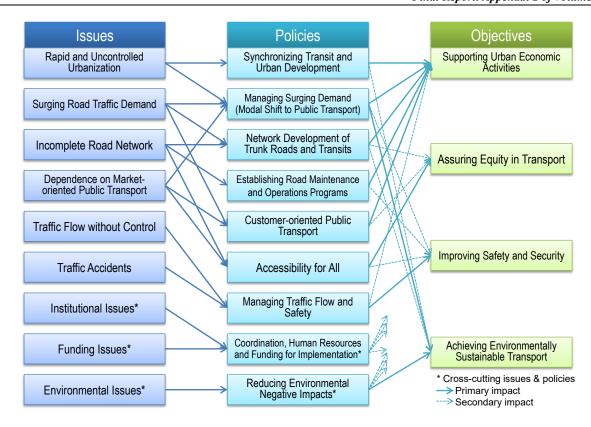
1.2 Rationale and Objectives of the PDTK

1.2.1 PDTK Study Objectives

The Study aims to contribute to solving urban transport problems in Kinshasa City, the capital of DRC, by formulating the Urban Transport Master Plan with a middle-term transport infrastructure development programme toward 2030 as the target year, based on a transport demand forecast under a long-term development vision toward 2040 as well as implementing a preliminary feasibility study for priority projects.

1.2.2 Urban Transport Policies

Nine urban transport policies are formulated to guide the development of the Urban Transport Master Plan. The relationships among the issues, policies, and objectives are summarized in Figure 1.2.1.



Source: The Study Team

Figure 1.2.1 Transport Issues, Policies and Objectives for the Study Area

1.3 Links of the Project with Other Plans / Programs at the Regional and National Levels

1.3.1 Continental Economic Corridors

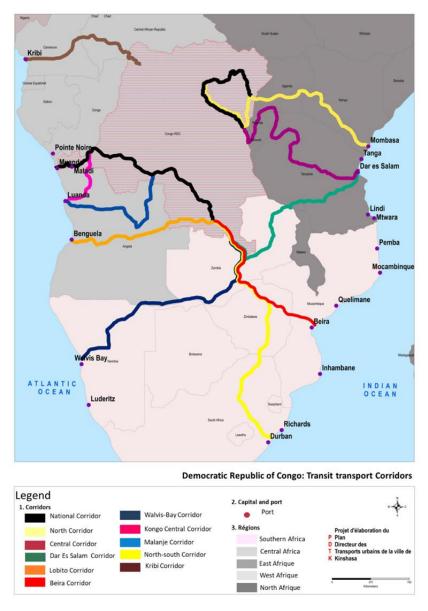
To facilitate the trade flows in the region, the eleven economic corridors have been identified connecting with Central Africa, Southern Africa and a part of East Africa (Table1.3.1, Figure 1.3.1). These corridors are a part of a long-term approach to facilitate international trade as well as the development of countries in the region. In DRC, the CEPCOR (Cellule d'Appui et de Suivi des Projets Intégrateurs et des Activités des Corridors des Transports / Unit for the Support and Monitoring of Regional Programs and Activities of Transport Corridors), an organization under the Ministry of Transport and Communication, is in charge of promoting regional corridors for utilizing the strategic location of DRC.

Kinshasa is the node of the National Corridor and the start point of the Congo Central Corridor.

Table1.3.1 Features of Economic Corridors

	Corridor	Route	Features
1.	National	Banana-Kinshasa (about 400km) by	The historical corridor and the route to connect
	Corridor	road/rail, Kinshasa-Ilebo (about	with the Atlantic Ocean
		800km) by river, Ilebo-Lubumbashi	
		(about 1,500km) by rail	
2.	North	Mombasa-Kisangani (2,466km) by road	The corridor passing through Kenya, Uganda,
	Corridor		and/or Burundi and DRC
3.	Central	Dar es Salaam-Bujumbura-Bukavu	The corridor is a set of multimodal transport
	Corridor	(1,539km) by road/Dar es	routes (rail, road, river and lake) linking
		Salaam-Kigoma (1,254km) by rail and	Tanzania, Burundi, DRC, Uganda and Rwanda.
		Kigoma-Kalemie by river	It is integrated by a treaty under SADC (South
			African Development Community).
4.	Dar es	Dar es Salaam-Kigoma (1,254km) by	The corridor connects Tanzania, Malawi, DRC
	Salaam	rail, Kigoma-Lubumbashi (913km) by	and Zambia through rail and road network.
	Corridor	road	
5.	Lobito	Lobito-Lubumbashi-Mapiri Mpochi	The corridor connects to the port of Lobito in
	Corridor	(2,304km/2,156km) by rail/road	Angola through Zambia and DRC. The Angolan
			railway was rehabilitated in 2015.
6.	Beira	Beira-Lusaka-Lubumbashi by rail/road	The corridor connects to the port of Beira in
	Corridor	(2,652km/1,593km)	Zimbabwe through Zambia and DRC.
7.	Walvis Bay	Walvis Bay-Lusaka-Lubumbashi	The corridor connects to the port of Walvis Bay
	Corridor	(2,600km) by rail/road	in Namibia through Zambia and DRC.
8.	Bas Congo	Kinshasa-Lufu-Luanda (1,060km) by	The multimodal corridor linking Kinshasa City,
	Corridor	road	Bas Congo and the Luanda Port in Angola
9.	Malanje	Luanda-Kananga (1,137km) by road	The corridor links the Southwestern provinces
	Corridor		of DRC and the Port of Luanda
10.	North South	Durban-Lusaka-Lubumbashi by road/rail	The longest corridor in Southern Africa linking
	Corridor	(2,933km/3,276km)	South Africa, Zimbabwe, Zambia and DRC. The
			treaties have been made in COMESA and
			SADC.
11.	Kribi	Kribi-Akula (2,050km) by road	The corridor connects to the Cameroon port of
	Corridor		Kribi with DRC.

Source: CEPCO



Source: CEPCO

Figure 1.3.1 Map of 11 Corridors

1.3.2 Traffic Laws and Regulations

Traffic law in Kinshasa City is under the jurisdiction of national laws. The national government enacted Law No. 78/022 entitled the "New Highway Code" as a general traffic law on August 30, 1978. This Highway Code is the comprehensive road traffic law which describes road traffic regulations, traffic signals, traffic signs and markings, vehicle registration and driver's licenses, etc. However, this Highway Code has not been revised and sometimes leads to misinterpretation related to the penalties for traffic violations. In addition, this Highway Code doesn't include present technologies or methods and does not correspond to the international plan. Therefore, The National Commission of Road Prevention, CNPR, submitted a draft of revisions corresponding to "UN Decade of Action for Road Safety 2011-2020" to parliament and it is still under discussion.

There are four regulation types: Loi (Law) enacted by parliament, Ordonnance (Ordinance) enacted by the president, Edit enacted by Ville-Province, and Arrêté enacted by the National

Minister or Provincial Minster. CNPR was instituted as the leading responsible organization for the management of road safety by the ordinance law No. 78/478 of December 26, 1978.

According to Ministère Provincial des Transports, Sports Jeunesse, et Loisirs, the Arrêtés related to traffic management that are issued by the Provincial Minster are as follows:

- Large truck restrictions
- Parking rules, permission of specific space, and installation criteria
- Taxi and bus registration
- Transportation tariffs, etc.

1.3.3 National Transport Sector Policies and Programmes

(1) PNSD (National Strategic Development Plan)

The DRC government is in the process of finalizing the PNSD (Plan National Stratégique de Développement / National Strategic Development Plan) for 2017 to 2021, the national vision for the economic development by 2030.

(2) PDNIT (Le Plan Directeur National Intégré des Transports)

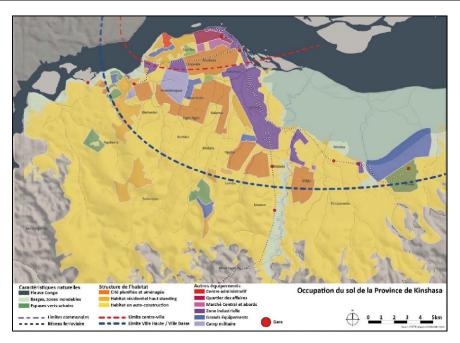
PDNIT (Le Plan Directeur National Intégré des Transports / National Integrated Transport Master Plan) is being formulated by the Infrastructure Unit by contracting the joint venture of Louis Berger and SYSTRA with finance from the African Development Bank (AfDB). The PDNIT will prepare an integrated national transport master plan for the whole of DRC. The target years of the master plan is 2017, 2020, 2030 and 2040.

The PDNIT study has national and urban components. The urban component has a Kinshasa part and a part for four cities with more than 300,000 inhabitants; Lubumbashi, Kisangani, Bukavu and Matadi.

While the Study Area of Kinshasa is not clearly described in the Phase 1 report, only the current urbanized area will be studied according to the interview to the PDNIT study team. The Study Area of the PDNIT is generally similar to the area shown in Figure 1.3.2.

As a conclusion of the Phase 1 report, eight issues of urban transport of Kinshasa were described.

- Issue 1: Rearrangement of road network
- Issue 2: Integrated approach to roads
- Issue 3: Development of mass transit systems
- Issue 4: Upgrading of urban and suburban railway network
- Issue 5: Restructuring informal public transport services
- Issue 6: Development of transport hubs
- Issue 7: Better regulation of traffic flows
- Issue 8: Integrated local transport management



Source: PDNIT 2017 based on SOSAK 2014 and Systra (after 2014)

Figure 1.3.2 Target Area of the PDNIT and Land Use of Kinshasa

1.3.4 Land and Transport Policies and Programmes for Kinshasa

(1) SOSAK (Schéma d'Orientation Stratégique de l'Agglomération Kinoise)

The outline of the urban planning contents of SOSAK (*Schéma d'Orientation Stratégique de l'Agglomération Kinoise* / Strategic Orientation Scheme for the Kinshasa Metropolitan Area) contains analysis and proposals on urban development and transportation.

The contents on urban development in SOSAK are shown in Table 1.3.2.

Table 1.3.2 The Contents on Urban Development in SOSAK

Objectives and status of the	Provision of future economic and demographic situation
plan	Provision of economic development and spatial development
	To balance social environment with residents
	To define urban facilities and services
Analysis on the current and	Analysis of former urban planning
historical urban situation	Analysis on the former urbanization of Kinshasa
	Estimation of current population
	Current situation of infrastructure facilities
Future Development Planning	Development concept
	Estimation of the future population
	Forecast of the future development area
	Forecast of the development scenarios and evaluation

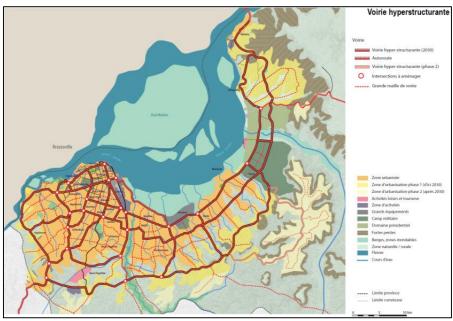
Source: SOSAK

The contents on transportation in SOSAK are summarized in Table 1.3.3.

Table 1.3.3 The Contents on Transportation in SOSAK

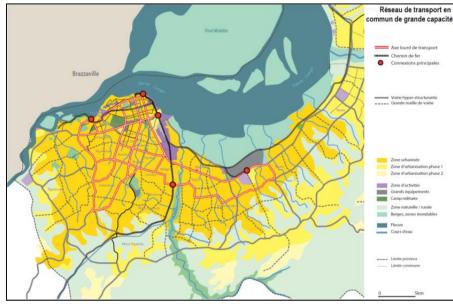
Road Network	 The proposed urban road network by SOSAK is show in Figure 1.3.3. In principle, an urban road network is planned to form a mesh of 2km considering the accessibility to the arterial roads assuming that every resident in urban areas can access arterial roads within 1km of walking or approximately fifteen minutes of walking. Based on this urban road network, several primary arterial roads (Voirie hyper-structurante) are proposed to connect the city centre, industrial areas, universities, airports and river ports. These primary arterial roads include the roads in the city centre to form a grid, ring roads, and two roads to Maluku which are connecting to the proposed bridge to the Republic of Congo.
Public	• The public transport network is shown in Figure 1.3.4.
Transport	 Railway is expected to serve as trunk routes. The existing and abandoned lines to/from Kintambo, Airport and Kimwenza are planned to be modernised. The total length of modernization is 64.1km. A bus rapid transit (BRT) system is also proposed along arterial roads taking financial constraint into consideration for the short term option. It is also mentioned that it can be converted to a light rail transit (LRT) in the future.

Source: SOSAK



Source: SOSAK

Figure 1.3.3 Arterial Road Network Proposed by SOSAK



Source: SOSAK

Figure 1.3.4 Public Transport Network Proposed by SOSAK

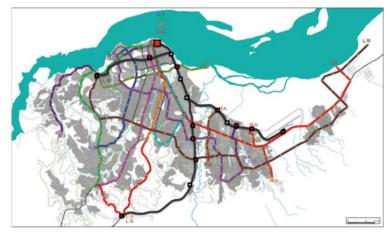
(2) Urban Transport Study of Kinshasa (Etude du Plan de Mobilité de Kinshasa) (CTB, 2011)

A summary of projects proposed in the Urban Transport Study 2011 is shown in Figure 1.3.5 and Figure 1.3.6.

With regard to public transport, a total of fourteen routes of a bus rapid transit (BRT) and the modernization of three existing routes of urban railway were proposed. The total length of the proposed BRT system is approximately 247km. The proposed routes cover a majority of the urbanized area as of 2012.

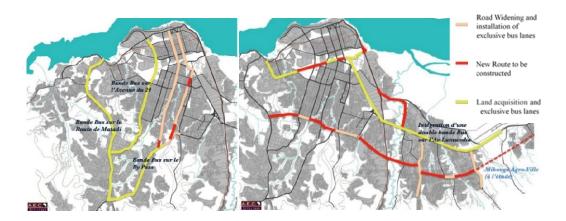
The improvement of the existing railway of approximately 70km including track and station improvement was proposed.

In terms of the improvement of the road sector, east-west arterial roads and north-south radial arterial roads which include road widening and installation of exclusive lanes for the BRTs were proposed.



Souce: l'Etude du Plan de Mobilité de Kinshasa, Final Report Phase 3, CTB, 2011

Figure 1.3.5 Long-Term Network Plan of Public Transport



Note: Left figure is the north-south radial road network development plan. Right figure is the east-west road network development plan

Souce: l'Etude du Plan de Mobilité de Kinshasa, Final Report Phase 3, CTB, 2011

Figure 1.3.6 Road Network Development Plan

(3) Technical Report of Mission on Urban Transport (The World Bank, 2013)

A summary of the proposed projects is shown in Table 1.3.4.

This report is based on qualitative analysis and previous reports. No transport study was conducted for the report.

Table 1.3.4 Summary of Projects Proposed by Technical Report of Mission on Urban Transport

	Project Contents		
A C4			
A. St	rengthening Road Network as Sh		
A-1	Improvement of Existing Roads	 Improvement of roads and determination of priority Intersection improvement, road widening, improvement walkways and parking and pavement 	
A-2	Improvement of Traffic Flow in the Kinshasa City Centre	 Implementation of traffic management measures to improve traffic flow in the city centre Transport surveys for determining priority, improvement of roads, road widening, intersection improvement, installation of traffic signals, public transport and pedestrian priority lanes 	
A-3	Installation of Traffic Signals to Arterial Roads	 Improvement of traffic management capacity by installing traffic signals Identification of transport axis for handling current and future traffic Traffic management measures and traffic signal control for management of transport axis Installation of traffic signals along transport axis 	
A-4	Parking Facility for Creating Space for Transport	 Construction of parking facilities to increase road capacity for the increase of registered number of vehicles and reduce illegal parking Site inspections and studies Clarification of road space for carriage way, walkway, parking space and public space Law enforcement on parking 	
A-5	Capacity Development of Traffic Management by Police	 Capacity development of traffic management by police Preparation of inventory for capacity development and improvement of efficiency of police officers 	
B. Re	B. Re-arrangement of Public Transport		
B-1	Improvement of Existing Bus Service	 Increasing capacity of existing bus service by coordination of bus operators 	

	Project	Contents	
		Formation of technical group for determining operational rules	
		· Installation of bus priority lanes and bus priority traffic signals	
		· Prevention of boarding/alighting on carriage way with policy and facility	
D 2	Improvement of Bus	measures	
B-2	Terminals	· Identification of bus stops, installation of space and facilities for bus stops	
		and terminals	
		Minibus support measures for rapid and reliable bus operation	
B-3	Reform of minibuses	· Clear bus fare policy making	
		· Support measures for purchasing new bus coaches	
C. Se	curing Safety for Walkers and Pr	omoting Walking	
		· Study on security and safety of pedestrians and improvement of walking	
C-1	Installation of Walkways	environment	
C-1	ilistaliation of walkways	 Identification of areas with large number of pedestrians 	
		Pilot project of widening of walkways	
		· Lack of facilities for pedestrians	
C-2	Easing Crossing of Arterial	 Formulating technical standard of pedestrian facilities 	
C-2	Roads	· Formulation and application of the technical standards for installing	
		pedestrian traffic signals, safety area in median and pedestrian crossing	
D. Im	nplementation of Urban Transpor	t Plans	
		· Establishing a steering committee, a technical committee and a project	
D-1	Implementing Study of Urban Transport Plan	management unit for the implementation and monitoring of the urban	
D-1		development plan (Plan Directeur d'Urbanisme, PDU) presented in the	
		Vision 2025 inviting relevant stakeholders	
	Proactive advisory of the Study Conducted by the PDU Agent	• Supporting communication with communities and stakeholders to prevent	
		the delay of PDU implementation due to a lack of understanding	
D-2		· Sharing the database	
		 Supporting and monitoring of a technical committee 	
		· Workshops among stakeholders	
E. Ins	E. Institutional Development and Finance		
	Institutional Arrangement for	 Institutional and regulatory framework for PDU implementation 	
E-1	Developing Multi-modal	· Establishment of Urban Transport Authority (Autorité Organisatrice des	
L-1	Transport System	Transports Urbains, AOTU)	
	Transport System	Defining and clarifying the jurisdiction of each organization	
E-2	Establishment of AOTU	• Establishing an institution (AUTU) for managing and implementing urban	
15-2	Establishment of AOTO	transport policy by both private and public sectors	
		· Preparing the budget of PDU and establishing a sustainable funding	
		mechanism for multi-modal transport system	
E-3	Financing	· Estimating investment demand, budget for operation and funding from	
		external sources	
		Formulating business plans	
1		· Clarifying burdens and role sharing of central and provincial governments	
1		for transport projects	
1		· Proposing the rearrangement of organizations for coordination	
E-4	Rearrangement of	· Reviewing institutional and regulatory frameworks proposed by	
~ '	Institutions and Regulations	"Reform study of the institutional framework for urban transport"	
1		(Étude de réforme du cadre institutionnel des transports urbanis) by	
1		CIMA International (2006) and PAM Kin (Plan d'amélioration de la	
		mobilité à Kinshasa, 2011)	

Source: Mission d'expertise sur la mobilité urbaine à Kinshasa, Rapport technique, World Bank, 2013

1.3.5 Organizations and Authorities Relevant to Urban Transport

(1) Road Development, Maintenance and Management

There are multiple government agencies involved in road development, maintenance and management in Kinshasa City. The main organizations are:

- CI (Cellule Infrastructures / Infrastructure Unit)
- OR (Office des Routes / Road Agency)
- OVD (Office des Voiries et Drainages / Office of Roads and Drainage)
- ACGT (Agence Congolaise des Grands Travaux / Congolese Agency of Great Works)
- FONER (Fonds National d'Entretien Routier / National Road Maintenance Fund)

(2) Traffic Safety, Control and Management

There are multiple government agencies involved in traffic safety and traffic management in Kinshasa City. The main organizations are:

- CNPR (Commission Nationale de Prévention Routière / National Road Safety Commission)
- Ministry of Transport, Youth Sports, and Recreation (Ministère des Transports, Sports Jeunesse, et Loisirs)
- PCR (Police de Circulation Routièr / Road Traffic Police).

(3) Operational and Management of Public Transport

There are multiple government and private agencies involved in the operation and management of public transport in Kinshasa City. The main organizations are:

- CNPR (Commission Nationale de Prévention Routière / National Road Safety Commission)
- GET (Groupe d'Etudes des Transports / Transport Study Group)
- SCTP (Société Commerciale des Transports et des Ports / Commercial Society of Transport and Ports)
- TRANSCO (Transport au Congo / Transport in the Congo)

1.3.6 Urban Planning Laws and Regulations

(1) Plans defined by the "Decree of the 20 June 1957 on Urban planning"

The decree defines the following four plans for development. The status of plans in Kinshasa City and their legal relations with SOSAK should be clarified in the following study period.

1) General development plan and regulation (Plan général d'aménagement et des règles générales d'aménagement)

The descriptions are defined by the article 15 and 16 of the "Decree of the 20 June 1957 on Urban planning". These plans and regulations are approved by the National Congress and President.

2) Regional development plan (Plans régionaux d'aménagement)

The descriptions are defined by the article 13 and 14 of the "Decree of the 20 June 1957 on Urban planning". These plans are approved by the Provincial assembly and Provincial Governor.

3) Local development plan (Plans d'aménagement locaux)

The plan is prepared by the district commissioner for cities under the provision of "Decree of the 20 June 1957 on Urban planning". The plan is promulgated by the Provincial Governor.

4) Development plan for particular area (Plans particuliers d'aménagement)

The plan is prepared for the particular area under the Decree of Provincial Governor for the district commissioner.

(2) Other relating laws and regulations

In addition to the abovementioned laws, the following detailed descriptions should be confirmed for further planning.

• Urban planning regulations

Such as definition of urbanized area, general rules of land use for public or private use, main land use of the area

• Zoning regulations

Residential Area, Commercial/Business Area, Industrial Area and Rural Area are defined as major zones in the "Decree of the 20 June 1957 on Urban planning".

Prevision of Natural Hazard area

Defined in Articles 4 and 5 of the "Decree of the 20 June 1957 on Urban planning".

• Reserved land for public interest

Areas defined according to the development plan such as schools, health centre, green space, parks etc., defined in Article 55 of the Land Law.

1.3.7 Legal Framework for Relocation, Resettlement and Rehabilitations

(1) **DRC**

1) The Different Categories of Lands

Since the abolition of privately owned land (Article 9 of the Transitional Constitution and Article 53 of the Land Law), ownership of the soil and subsoil belongs solely to the Congolese State. The Land Law, the Law No. 73-021 of 20 July 1973, was amended and supplemented by Act No. 80-008 of 18 July 1980. Article 54 of the Land Law states that the State's land assets including public and private domains. Essentially the Land Law distinguishes between following 4 types of lands. The relationship of the 4 land types is shown in Figure 1.3.7.

1. Land of the public domain of the State

These are lands that are assigned to a public use or service and are therefore non-transferable until they are regularly abandoned (Article 55). The same Land Law adds to these lands the bed of any lake and that of any navigable watercourse, whether buoyant or not (Article 16).

2. Land of the private domain of the State

These are all other lands other than those reserved for public use. This land may be the subject of a perpetual concession, an ordinary concession or a land easement. This land is intended for residential, industrial, agricultural or livestock uses.

3. Land owned by individuals

This sub-category includes land occupied under a certificate of registration (Article 219), a lease (Article 144), a provisional occupancy agreement (Article 156), a landlord's booklet or equivalent title.

4. Land occupied by local communities « customary indigenous lands »

These are collective rights of enjoyment, since all land has been State property since the 1973 reform. There is no national legislation that recognizes or grants indigenous peoples a special status or special rights.

Ownership of the soil and subsoil belongs solely to the Congolese State (Article 53)

1. Land of the public domain of the State: assigned to a public use or service and are therefore nontransferable until they are regularly abandoned. (Article 16, 55)

4. Land occupied by local communities « customary indigenous lands » : without national, legal recognition

- 2. Land of the private domain of the State: (Article 54)
- may be the subject of a perpetual (forever or repeating) concession, an ordinary concession, or a land easement.
- is intended for residential, industrial, agricultural or livestock use.

3. Land owned by individuals: includes land occupied under a certificate of registration, a lease, a provisional occupancy agreement, a landlord's booklet or equivalent title. (Article 144, 156, 219)

Source: The Study Team

Figure 1.3.7 Four Categories of Lands in DRC

2) The Land Acquisition for Public Purpose in DRC

The Law 77-001 of 22 February 1977 on Expropriation for Reasons of Public Utility defines the target and process of resettlement for public purposes in DRC. Provisional translation is shown in Table 1.3.5.

Although the Law has various missing points when compared with the JICA Guidelines and WB Operation Policy, the project-specific commission described below is able to act based on the requirements of international donors to bridge the shortcomings.

Table 1.3.5 Provisional Translation of the Law 77-001 of 22 February 1977 on Expropriation for Reasons of Public Utility

Article 1	Categories of	Following categories of target property are liable to expropriation for
	target property	reasons of public utility:
		(A) real property;
		(B) real property rights other than a mining permit and a mining
		concession that are governed by special legislation; (C) debt securities for the acquisition or enjoyment of immovable
		property;
		(D) the rights of enjoyment of local communities over public lands.
		Rights other than immovable property are expropriated jointly with the
		immovables they affect. If they affect State buildings, they form the
		direct object of the procedure.
Article 2	Categories of	The public utility is capable of extending to the most diverse needs of
	public utility	the social community, in particular in the fields of economy, security,
		military defence, public services, hygiene, aesthetics, the preservation of
		the natural beauty and monuments, tourism, plantations and livestock,
		roads and buildings including its structures.
		It assumes that the property taken over by the State will have a useful
		purpose for all, or a particular community.
Article 3	Target for	Expropriation for reasons of public utility may be ordered either for one
	expropriation:	or more individually designated properties or for all the goods included
	properties, goods,	in a given perimeter.
	and zones	In the second hypothesis, public utility is assessed as to the totality of
		the goods included in the perimeter.
Article 4		In the case of execution of a set of public works, the President of the
		Republic may order the expropriation by zones of goods intended for the
		performance of such works or to be put into operation Sale or granted to the State.
Article 5	Origin of the	The expropriation proceedings originate in a decision pronouncing the
Article 5	action	public utility of the works and ordering the expropriation.
Article 6	Information to be	This decision is taken:
7 Hitlere o	included in the	(A) for ordinary expropriation or by perimeter, by a decree signed by the
	decision	Commissioner of State in charge of land affairs;
		(B) for an expropriation by zones, by presidential ordinance.
		The decision must mention the full identity of the persons concerned and
		be based on a plan of the property to be expropriated and, in the event of
		expropriation by zones, a plan showing the work to be carried out and
		the property to be offered for sale or to be granted.
		It shall also fix the time-limit for removal from the date of transfer.
Article 7	Publishing the	The decision shall be published in the Official Gazette and brought to
	decision	the attention of the persons exposed to the expropriation by registered
		letter with acknowledgment of receipt or delivered personally by a
		courier against a dated and signed receipt.
Article 8	In the case of	In the case of collective rights of enjoyment, the population shall also be
	collective rights	informed orally by means of a communication addressed to the qualified
		representatives of the local communities concerned by the zone
		commissioner or his delegate.
		The latter shall draw up a report which shall be transmitted to the
		authority which took the decision to expropriate, together with a copy of
		the warnings and the receipt provided for in the preceding article. When this decision has been taken by presidential order, the documents
		referred to in the preceding paragraph shall be transmitted to the
		Commissioner of State responsible for land affairs.
Article 9	When a property	If an interested person cannot be affected by one of the procedural acts,
1 11 11 10 10	owner cannot be	the administration shall notify the public prosecutor to the court of the
	found	district which shall urgently take the measures it considers useful for the
	1	0 /

•	1	
Article 10 Article 11	Rental and other rights Claims by the	defence of the interests in question. He can continue the searches undertaken by the administration: if they fail or prove useless, the public prosecutor requests that the court appoints an administrator of the property to be expropriated. Its rights and duties are limited to the representation of the expropriated party in the expropriation proceedings and the judicial determination of the compensation. Articles 71 and 72 of Book 1 of the Civil Code relating to persons apply to him. The indemnities shall be deposited in the name of the expropriated person at the Zaire Savings Bank, less the fees due to the administration and taxed by the court. Where there are rental rights or other rights not included in the registration certificate in respect of the immovables included in the plan referred to in Article 6, the owner or concessionaire shall notify the holders of their interests without delay; failing which he shall remain liable to them for the indemnities which they might have claimed. Claims, observations and agreements to which the expropriation decision gives rise, as well as the duly justified prices indemnities or
	owner	decision gives rise, as well as the duly justified prices, indemnities or compensations which the persons concerned must claim must be brought to the attention of the authority which took the decision of expropriation, within one month of the date of the advice of receipt or the receipt provided for in the preceding Articles 7 and 8. This period may be extended by the authority which decided the expropriation. When this decision has been taken by presidential order, the matters referred to in the first paragraph of this article shall be addressed to the Commissioner of State responsible for land affairs.
Article 12	State proposal for compensation	On expiry of the time limit, proposals for compensation shall be made to the persons concerned. These proposals are based on an expert report drawn up and signed by two land surveyors who are real estate experts in the cadastre. If necessary, an agronomist or other specialist is added to the property depending on the nature of the property to be expropriated. In the case of expropriation of collective or individual rights of enjoyment by local people on State lands, the expropriating party shall rely on a prescribed inquiry in accordance with Provisions of Articles 193 to 203 of Law 73-021 of 20 July 1973. Expertise and inquiry may be made prior to the commencement of the expropriation proceedings.
Article 13	Settlement at court	In the absence of an amicable agreement, the parties to expropriate shall be summoned at the request of the expropriating party to have the courts verify the regularity of the administrative procedure and settle the compensation.
Article 14	Appointment of experts and hearing by the Court	Within 15 days of the summons, the court hears the parties and within eight days of that date decides on the due process and appoints 3 experts on the selection of which the parties have agreed. In the absence of agreement, he shall appoint them ex officio.
Article 15		The tribunal shall fix the period within which the appointed experts shall have submitted their report. This period may not exceed 60 days, except in exceptional circumstances, in which case it may be extended by 30 days. The experts may, at the office of the custodian of real estate securities, be informed by the custodian of all the information necessary for the accomplishment of their mission. They shall file at the Registry of the Court, within the time-limit set, a joint report in as many copies as there are parties to the case.
Article 16		Within eight days of the filing of this report, the chairman of the court shall call the parties to a fixed hearing in accordance with the time limits

]	for postponement of the ordinary law. A copy of this report is attached to
		the convening notice.
Article 17		At the hearing so fixed, the court shall hear the parties and possibly the
		experts. No later than the month in which the hearing is held, it shall decide on the amount of the compensation and the costs and if the expropriated person seizes it, for the duration of the period of eviction. The judgment is enforceable by provision, notwithstanding any appeal and without security.
Article 18	Value and timing of compensation	Without prejudice to the provisions of Articles II and III of the transitional provisions of the Constitution and Articles 102, 103, 120 and 131 of Law 73-021 of 20 July 1973, the compensation due to the expropriated party must be based on the value of the property at the date of the ruling on the due process. It must be paid before the registration of the transfer and at the latest within 4 months of the judgment fixing the allowances. After this period, the expropriated party may sue the expropriating party for cancellation of the expropriation, without prejudice to any damages,
Article 19	Registration fee	if any. Registration of a transfer affected in execution of an expropriation order shall be free of charge.
Article 20	Mortgages	The mortgages on the expropriated property shall be deducted from the price. In this case, the procedure provided for in Article 293 of Law 73-021 of 20 July 1973 is carried out.
Article 21	If not used for original purpose	If property expropriated for public purposes does not receive that destination, a notice published in the Official Gazette indicates that the administration is prepared to put them on sale or to grant them to third parties. The notice shall indicate the status of the property and the names of the former owners or concessionaires. Within three months of this publication, the former owners or concessionaires or their successors who wish to reacquire the said goods are obliged to declare it on pain of forfeiture. If the administration fails to publish such notice, the former owners or concessionaires or their successors in title may request the delivery of the said goods and this remission shall be ordered in court on the declaration of the administration that they are no longer intended to serve the work for which they had been acquired. The price of the goods to be retroceded will be fixed by the court if it is better for the owner to return the amount of the indemnity he has received. The judicial determination of the price may in no case exceed the amount of the indemnity, increased by six per cent per year or fraction of a year which has elapsed since the transfer of the property.
Article 22		Article 21 shall not apply to property expropriated by virtue of Article 4. Such property shall be offered to the public on the conditions laid down by decree of the regional commissioner or, in Kinshasa, by the Commissioner of State having the land affairs in his attributions.
Article 23		There shall be exempted from the fixed and proportional rights of registration in land matters, transfers made under Article 21 on behalf of the former owners or concessionaires or their successors.
Article 24	Repeal	The administrative and judicial formalities prescribed by this law are prescribed on pain of nullity.
Article 25		The Decree of July 14, 1956 on expropriation for reasons of public utility is repealed.

Source: The Study Team

3) The Decree on Establishing the Evaluation Commission for Resettlement Regarding the Congo-Japon Boulevard Project

The Decree, No. CAB / MIN-ITPR / 003 / RM / CM / 2012 of 27 April 2012 of the Minister of Infrastructure, Public Works and Reconstruction, established the commission for the evaluation of concessions and buildings in the land required by the Project to improve Congo-Japon Boulevard. Provisional translation of the Decree is shown in Table 1.3.6. A similar decree will be necessary to establish another commission for the improvement of University Avenue.

By establishing a project-specific evaluation commission, including the donor-side consultant as observer, the DRC Government is able to adopt donor-specific guidelines and requirements related to compensation and assistances to the PAPs (Project Affected Persons).

Table 1.3.6 The Decree on Establishing the Evaluation Commission for Resettlement Regarding the Congo-Japon Boulevard Project

Article 1 An Evaluation Committee is set up to identify and evaluate private and public concessions and buildings on Congo-Japon Boulevard. Article 2 The Evaluation Commission shall carry out the following specific tasks: - List the concessions and buildings to be expropriated including those targeted by the detailed studies of the consultant INGEROSEC - Identify the owners of said concessions and buildings - Proceed to the verification of the titles of ownership and the certificates of registrations - Proceed to the evaluation of the said concessions and buildings Article 3 The Commission is composed of 15 members representing the following departments and services: - Ministry of Infrastructure, Public Works and Reconstruction: 1 delegate - Ministry of Finance: 1 delegate - Ministry of Urban Planning and Housing: 1 delegate - Kinshasa City Hall: 1 delegate - Infrastructure Cell: 2 delegates - Office of Roads and Drainage: 2 delegates - Office of Roads and Drainage: 2 delegates - Technical Office of Contrale: 1 delegate - Representatives of Communes (Gombe, Limete, Kingabwa and Matete): 4 delegates The Company KITANO CORPORATION and the Supervision Mission INGEROSEC participate in the work as an observer This Commission will be presided over by the delegate of the Ministry of Infrastructure, Public Works and Reconstruction; It will designate 9 permanent members to report to the plenary which will meet one (1) time a week at the Headquarters of the Infrastructure Unit. Article 4 The Commission shall have a period of 1 month from the date of signature of this Decree to carry out its mission; and it is automatically dissolved when the final report of the works is submitted to the Ministry of Infrastructure, Public Works and Reconstruction. Article 5 The Secretary General for Infrastructures and Public Works will incur the expenses relating to the operation of this commission which is at the expense of the Public Treasury. Article 6 The Secretary General for Infrastructures and Tribunals and the		
Article 2 The Evaluation Commission shall carry out the following specific tasks: List the concessions and buildings to be expropriated including those targeted by the detailed studies of the consultant INGEROSEC Identify the owners of said concessions and buildings Proceed to the verification of the titles of ownership and the certificates of registrations Proceed to the evaluation of the said concessions and buildings Article 3 The Commission is composed of 15 members representing the following departments and services: Ministry of Infrastructure, Public Works and Reconstruction: 1 delegate Ministry of Land Affairs: 2 delegates Ministry of Urban Planning and Housing: 1 delegate Kinshasa City Hall: 1 delegate Infrastructure Cell: 2 delegates Office of Roads and Drainage: 2 delegates Technical Office of Contrale: 1 delegate Representatives of Communes (Gombe, Limete, Kingabwa and Matete): 4 delegates The Company KITANO CORPORATION and the Supervision Mission INGEROSEC participate in the work as an observer This Commission will be presided over by the delegate of the Ministry of Infrastructure, Public Works and Reconstruction; It will designate 9 permanent members to report to the plenary which will meet one (1) time a week at the Headquarters of the Infrastructure Unit. Article 4 The Commission shall have a period of 1 month from the date of signature of this Decree to carry out its mission; and it is automatically dissolved when the final report of the works is submitted to the Ministry of Infrastructure, Public Works and Reconstruction. Article 5 The Secretary General for Infrastructures and Public Works will incur the expenses relating to the operation of this commission which is at the expense of the Public Treasury. Article 6 The Secretary General for Public Infrastructures and Tribunals and the Coordinator of the Infrastructure Unit are each responsible for the execution of this Order, which comes into	Article 1	An Evaluation Committee is set up to identify and evaluate private and public concessions
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		force on the date of its signature.

Source: The Study Team

1.4 Political, Regulatory and Institutional Contexts of SEA

1.4.1 Overview of the Legal Framework of the PDTK SEA

The Decree on laying down the rules for the functioning of the procedural mechanisms for the protection of the environment (Décret no. 14/019 du 02 août 2014 fixant les règles de fonctionnement des mécanismes procéduraux de la protection de l'environnement) based on Articles 19, 21,23 and 24 of the 'Loi no. 11/009 du 09 juillet 2011 portant principes fondamentaux relatifs à la protection de l'environnement' is the basis for environmental and social review of development projects in DRC.

Article 4 of the Decree states that 'the strategic environmental assessment covers the sectors of activity related to infrastructure, land, urban planning and housing, transport'.

Based on the discussions between the Team, ACE and CI, the following conditions were agreed for the SEA process of the Study.

Since the Survey is a strategic level, the Team is not hiring local consultant(s) for SEA phase. When the Team selects Priority Projects, the Team shall start Initial Environmental Examination, based on the JICA Guideline. For the Examination, the Team shall hire local consultant(s) to obtain detailed field information and to identify impacts from the proposed Projects.

Information dissemination and discussions with local stakeholders shall be conducted through the TWG and the JCC of the Study, instead of communications with the general public or commune chiefs.

The SEA process shall be subject to the official Environmental Audit.

On JICA side, according to "JICA Guidelines for Environmental and Social Considerations 2010", this Study falls in Category B that is required to conduct SEA in the Master Plan Phase.

(1) DRC Decree on SEA

The Decree on laying down the rules for the functioning of the procedural mechanisms for the protection of the environment (Décret no. 14/019 du 02 août 2014 fixant les règles de fonctionnement des mécanismes procéduraux de la protection de l'environnement) based on Articles 19, 21, 23 and 24 of the 'Loi no. 11/009 du 09 juillet 2011 portant principes fondamentaux relatifs à la protection de l'environnement' is the basis for environmental and social review of development projects. (Table 1.4.1)

Table 1.4.1 Structure of the Decree

Title I: General Provisions

Title II: Strategic Environmental Assessment (SEA)

Title III: Impact Assessment Environmental and Social (ESIA)

Title IV: Conditions and Modalities of Realization of The Environmental Audit

Title V: The Procedure of The Environmental Public Survey

Title VI: Criminal, Transitional, Submission and Final Provisions

Source: Décret no. 14/019 du 02 août 2014 fixant les règles de fonctionnement des mécanismes procéduraux de laprotection de l'environnement

Note: SEA and ESIA stand for "Strategic Environmental Assessment" and "Environmental and Social Impact Assessment"

According to Decree No. 14/19 of August 2014, Article 4, the strategic environmental assessment covers the sectors of activity related to infrastructure, urban planning and transport. Therefore, the Study is required to submit the SEA report and go through the review process.

With the discussions between ACE and the Team in April and July 2017, the following adjustments to the process described in the Law were approved and agreed:

- Since the Study is in the policy making phase, the target of opinion inquiry described in Title V of the Law shall be the key persons who are in the positions of decision making, including the members of JCC and TWG, and shall not include the Commune Chiefs or general public.
- Information to be used in the policy making phase shall be collected by literature and interviews with key people. Therefore, the Team is waived hiring the national consultant described in Article 10 during the SEA study. The Team shall hire a national consultant in the next Initial Environmental Evaluation phase for the selected Priority Projects because field surveys are necessary to collect detailed local information from the target project sites.
- The SEA report shall be reviewed by the Environmental Audit described in Title IV of the Law.

(2) JICA Guidelines

According to "JICA Guidelines for Environmental and Social Considerations 2010", shown in Table 1.4.2, this Study falls in Category B that is required to conduct SEA in Master Plan Phase.¹

Table 1.4.2 Categorization Criteria of JICA Guideline

Category	Categorization Criteria
Category B	 The project may have adverse impacts on the environment or society, but these impacts are less significant than those of Category A projects. These impacts are site-specific; few, if any, of them are irreversible; in most cases, they can be mitigated more readily than Category A projects. Responsibilities of the project proponents include the planning and monitoring of necessary Environmental and Social Consideration (ESC) activities. ESC procedures such as Strategic Environmental Assessment for Master Plan project and stakeholder participation may be required, depending on the scale and nature of the adverse impacts.

Source: JICA Guideline 2010

(3) Other Basic Environmental Laws and Regulations

Types of laws and regulations in DRC and responsible organizations are summarized in Table 1.4.3

Table 1.4.3 Legal system in Democratic Republic of the Congo

Type	Loi (Law)	Ordonnance (Ordinance)	Edit	By-law
Organization	Parliament	President	City-Province	National Minister Provincial Minster

Source: Kinshasa City

¹ A master plan may be categorized as A when proposed priority projects are decided as Category A.

Laws and regulations related to environmental and social safeguards are collected. The list of collected laws is shown in Table 1.4.4.

A basic environmental law was made effective in 2011. Various laws, ministerial orders, decrees regarding environmental and social safeguards have been made effective since then. The environmental quality standards on air, water, soil and noise have not been enacted, and the standards used by international institutions, such as WHO (World Health Organization), are ordinarily referred.

Table 1.4.4 Laws and Regulations Related to Environmental and Social Safeguards

Topic	Name (Fr)	(En. (informal translation))	Year
Basic	Loi No. 11/009 du 09 juillet 2011 portant principes	Law on fundamental principles	2011
environmental	fondamentaux relatifs a la protection de l'environnement	relating to the protection of the	
law		environment	
	Chapter 1: General provisions		
	Chapter 2: The institutional framework		
	Chapter 3: Procedural Mechanisms		
	Chapter 4: Financing mechanisms		
	Chapter 5: Management and Conservation of Natural Resou		
	Chapter 6: The prevention of risks and the fight against poll	ution and nuisances	
	Chapter 7: Liability		
	Chapter 8: Offenses and Punishments		
	Chapter 9: Transitional, abrogatory and final provisions.	T	1
Building	Arrêté ministériel no CAB/MIN-ATUHITPR/ 006/ 2014	Ministerial Order regulating the	2014
permission	du 04 avril 2014 portant réglementation de l'octroi du	granting of Building Permits in the	
	Permis de construire en République Démocratique du	Democratic Republic of Congo	
	Congo		
Waste	Arrêté interministériel no. 001/CAB/MIN/PME /2012 et	Ministerial Order prohibiting the	2012
	no. 003 CAB/MIN/ECO&COM/2012 du 21 août 2012	manufacture, import and marketing	
	portant interdiction de fabrication, d'importation et de	of non-biodegradable packaging	
	commercialisation des emballages non biodégradables		
Nature	Loi no. 14/003 du 11 fevrier 2014 relative a la	Law on the conservation of nature	2014
conservation	conservation de la nature		
	Title I: General provisions;		
	Title II: Conservation measures;		
	Title III: Biological and genetic resources and traditio	nal knowledge	
	Title IV: Financing mechanisms		
	Title V: Offences and penalties;		
	Title VI: Repeal and final provisions.		
	Arrêté ministériel no. 018/CAB/MINTOUR /2005 du	Ministerial Order regulating tourist	2005
	30/05/05 portant réglementation des sites touristiques en	sites in the Democratic Republic of	
	République Démocratique du Congo.	Congo.	
	Décret no. 10/15 du 10 avril 2010 fixant les statuts d'un	Decree on a public establishment	2010
	établissement public dénommé Institut Congolais pour la	known as the Congolese Institute	
	Conservation de la Nature en sigle « I.C.C.N. »	for Nature Conservation, ICCN	
	Arrête ministériel no. 006/CAB/MIN/	Ministerial Decree on the regulation	2015
	TOURISME/00/MWB/2015 du 21 mai 2015 relatif à la	of tourist sites in the Democratic	
	règlementation des sites touristique en République	Republic of Congo amending and	
	Démocratique du Congo modifiant et complétant l'Arrêté	supplementing Order No. 018 /	
	no. 018/CAB/ MIN.TOUR/2005 du 30 mai 2005, portant	CAB / MIN.TOUR / 2005	
	règlementation des sites touristiques en République		
	Démocratique du Congo		
Forest	Loi No. 011/2002 du 29 août 2002 portant code forestier	Forest Code	2002
management			
	Décret no. 14/018 du 02 août 2014 fixant les modalités	Decree on laying down the	2014
	d'attribution des concessions forestières aux communautés	procedures for the allocation of	
	locales	forest concessions to local	
		communities	
Land	Loi no. 73-021 du 20 juillet 1973 portant régime général	(Land Law) Law on general	2004
	des biens, régime foncier et immobilier et régime des	property regime, land and real estate	?
	sûretés, telle que modifiée et complétée par la loi no.	regime and security rights regime,	

Topic	Name (Fr)	(En. (informal translation))	Year
	80-008 du 18 juillet 1980	as amended and supplemented by	
		Law No. 80-008 of 18 July 1980	
	Ordonnance no. 74-148 du 2 juillet 1974 portant mesures	Order on laying down implementing	1974
	d'execution de la loi no 73-021 du 20 juillet 1973 portant	measures for Law No 73-021 of 20	
	regime general des biens, regime foncier et immobilier et	July 1973	
	regime des suretes		
	Decret no. 13/032 du 25 juin 2013 portant reglementation	Decree on regulating the practice of	2013
	de l'exercice de la profession d'expert immobilier	the profession of real estate expert	2012
	Arrêté interministériel no. 0001/CAB/MIN/ AFF. FONC/2013 et no. /CAB/MIN/ FINANCES/2013/806 du	Inter-ministerial order on fixing the proportional fixed duties, taxes,	2013
	06 mai 2013 portant fixation des droits fixes	technical and cadastral fees to be	
	proportionnels, taxes, frais techniques et cadastraux à	collected on the initiative of the	
	percevoir à l'initiative du Ministère des Affaires	Ministry of Land Affairs.	
	Foncières.		
Agriculture	Loi no. 11/022 du 24 decembre 2011 portant principes	Law on on fundamental principles	2011
	fondamentaux relatifs a l'agriculture	relating to agriculture	
	Title 1: General provisions;		
	Title 2: On the farm;		
	Title 3: Agricultural promotion;		
	Title 4: Protection of the environment;		
	Title 5: Customs and fiscal regimes;		
	Title 6: Penal provisions;		
	Title 7: Transitional, repealing and final provisions.		
Water resource	Loi no. 15/026 du 31 décembre 2015 relative à l'eau	Law on water	2015
	Title I: General provisions		ı
	Title II: Sovereignty, obligations of the state and the p	ublic domain of water	
	Title III: Water resource management		
	Title IV: Water uses		
	Title V: The public service of water		
	Title VI: Protection of aquatic ecosystems		
	Title VII: Disaster management		
	Title VIII: Conflict ruling mechanisms		
	Title IX: Penal provisions		
	Title X: Transitional, submission and final provisions.		
Customary Chief	Loi no. 15/015 du 25 aout 2015 fixant le statut des chefs	Law on establishing the status of	2015
	coutumiers	customary chiefs	2010
	CHAPTER I: General provisions	-	
	CHAPTER II: Exercise of customary authority		
	CHAPTER III: Rights, obligations, judicial status and	incompatibilities	
	CHAPTER IV: Disciplinary Arrangements and Remed	dies	
	CHAPTER V: Conflicts of customary power		
	CHAPTER VI: Final provisions		
Gender	Loi no. 15/013 du 1er août 2015 portant modalités	Law on detailed rules for the	2015
Equal rights	d'application des droits de la femme et de la parité	application of the rights of women	
		and the parity	
Work safety	Loi no. 015/2002 du 16 octobre 2002 portant Code du	Labour Code	2002
	Travail.	0.1.1. 8.4	1050
	Ordonnance-loi no. 78-8 du 29 mars 1978 portant	Order-law amending the	1978
	modification du décret-loi du 29 juin 1961 organique de la sécurité sociale.	Decree-Law of 29 June 1961 Organic Social Security. (Definition	
	Sociate Sociate.	of occupational disease)	
	Arrêté ministériel no. 13 du 4 août 1972 modifié par arrêté	Ministerial Order on hygiene in the	1972
	départemental no 70/77 du 5 mai 1977 relatif à l'hygiène	workplace.	1712
	sur les lieux de travail		
HIV at work	Arrêté ministériel no. 12/CAB.MIN/ETPS/RM/ 42/2009	Ministerial Order on the	2009
places	du 11 avril 2009 portant création, organisation et	establishment, organization and	
	fonctionnement de l'Unité d'exécution du Programme de	operation of the Implementation	
	Lutte contre le VIH-SIDA dans le monde du Travail	Unit of the Program to Combat HIV	
		/ AIDS in the working environment	

Source: The Study Team

1.4.2 Overview of the Policy Framework of the PDTK SEA

Major policies and programmes to be followed in SEA of PDTK are as follows.

(1) The UN Sustainable Development Goals, 2015

The 2030 Agenda for Sustainable Development was adopted by the General Assembly of the United Nations as the post-2015 development agenda (Millennium Development Goals adopted in 2000) on 25 September 2015.

This Agenda is a plan of action for people, planet and prosperity. It also seeks to strengthen universal peace in larger freedom. We recognize that eradicating poverty in all its forms and dimensions, including extreme poverty, is the greatest global challenge and an indispensable requirement for sustainable development.

All countries and all stakeholders, acting in collaborative partnership, will implement this plan. We are resolved to free the human race from the tyranny of poverty and want and to heal and secure our planet. We are determined to take the bold and transformative steps which are urgently needed to shift the world on to a sustainable and resilient path. As we embark on this collective journey, we pledge that no one will be left behind.

The 17 Sustainable Development Goals and 169 targets demonstrate the scale and ambition of this new universal Agenda. They seek to build on the Millennium Development Goals and complete what they did not achieve. They seek to realize the human rights of all and to achieve gender equality and the empowerment of all women and girls. They are integrated and indivisible and balance the three dimensions of sustainable development: the economic, social and environmental.

The Goals and targets will stimulate action over the next fifteen years in areas of critical importance for humanity and the planet.

Among the SDGs, those shown in Table 1.4.5 are the ones related to urban transportation.

Table 1.4.5 SDGs Targets Related to Urban Transportation

Targets	Goals	Indicators
	By 2020, halve the number of global	3.6.1 Death rate due to road traffic
	deaths and injuries from road traffic	injuries
Target 3.6	accidents.	Indicator: Number of road traffic
Road safety		fatal injury deaths per 100
		000 population
		(age-standardized)
	Develop quality, reliable, sustainable, and	- Proportion of the rural population
Target 9.1	resilient infrastructure, including regional	who live within 2km of an
Sustainable	and trans-border infrastructure, to support	all-season road
infrastructure	economic development and human	- Passenger, freight volumes by
iiiiasiiuctuic	well-being, with a focus on affordable and	mode of transport
	equitable access for all.	
	By 2030, provide access to safe,	11.2.1 Proportion of population that
	affordable, accessible, and sustainable	has convenient access to
	transport systems for all, improving road	public transport, by age, sex
Target 11.2.1	safety, notably by expanding public	and persons with disabilities
Urban access	transport, with special attention to the	Indicator: Proportion of the
	needs of those in vulnerable situations,	population that has a public
	women, children, persons with disabilities,	transit stop within 0.5km
	and older persons.	
13.1.	Strengthen resilience and adaptive capacity	13.1.1 Number of deaths, missing
Climate change	to climate- related hazards and natural	persons and directly affected
adaptation	disasters in all countries	persons attributed to disasters
adaptation	disasters in an countries	per 100,000 population

Source: Sustainable Development Goals & Transport, www.slocat.net

(2) The National Environmental Action Plan (PNAE), 1997

The PNAE (*Plan national d'action pour l'environnement* / National Environmental Action Plan) developed in 1997 places special emphasis on soil degradation and erosion due to poor farming practices; the pollution of the air and the atmosphere coming, to varying degrees, from the agricultural and energy activities of the classified installations and industries; deforestation, illegal logging, intensive poaching and wild mining in some protected areas. The PNAE emphasizes the urgency of developing the legal framework for environmental protection and developing procedures for environmental impact assessments.

(3) National Strategy and Action Plan for Biodiversity, 2001

The National Strategy and the Biodiversity Action Plan, developed in 1999 and updated in October 2001, provides a reference framework for the sustainable management of the DRC's biological resources. It defines different strategies that can put an end to human activities that have a negative impact on natural ecosystems, namely: wood fuel harvesting, shifting cultivation on slash-and-burn agriculture, timber harvesting and logging. industry, harvesting of non-timber forest products, bushfires and logging.

(4) The National Action Plan for Adaptation to Climate Change (PANA), 2007

With regard to climate change, the Government of the DRC, with the assistance of development partners (GEF, UNDP) developed the National Action Plan for Adaptation to Climate Change (NAPA) in 2007. The NAPA has Among other things, it was possible to draw up an inventory of

the most common climatic risks as well as their tendency and the appropriate urgent adaptation measures to be considered.

(5) The National Biosafety Framework in the Democratic Republic of Congo, 2017

The main purpose of the national policy should be to ensure the health of the population and ensure the protection of the environment, biological resources, socio-economic fabric through the application of the precautionary principle. The framework focuses on the development and implementation of a biosafety legal framework; integration into existing sectoral development policies with a focus on biotechnology; development and implementation of biosafety assessment and risk management mechanisms strengthening of national biosafety management capacities.

(6) The Growth and Poverty Reduction Strategy Paper (DSCRP), 2011

The second generation of the DSCRP (Document de la Stratégie de Croissance et de Réduction de la pauvreté / Growth and Poverty Reduction Strategy Paper, prepared in September 2011) is the only unifying framework for all macroeconomic and sectoral policies. To ensure sustainable stability and support strong growth, this strategy is based on four pillars, each with clear strategic axes and priority actions for their implementation. Thus, based on the vision of DSCRP 2, pillars were built as follows: Pillar 1 "Strengthening governance and peace"; Pillar 2 "Diversify the economy, accelerate growth and promote employment"; Pillar 3 "Improve access to basic social services and strengthen human capital"; Pillar 4 "Protecting the environment and combating climate change".

(7) Strategic Framework for Implementing Decentralization (CSMOD), 2009

The purpose of implementing decentralization is to contribute to the promotion of sustainable human development and the prevention of conflict risks. It is also about creating the best conditions for developing and rooting local democracy. The strategic axes that will guide the implementation of the strategic framework of decentralization are: the effective ownership of the decentralization process, the progressiveness of the process, capacity building, the development of planning tools, the harmonization of decentralization and de-concentration, coordination between the central state and the provinces and the financing of decentralization.

1.4.3 Institutional Arrangement for PDTK and SEA

Since the assessment is on a strategic level, the stakeholders are the decision-making level institutions. Local communities, residents and businesses will be consulted in the future as part of the ESIA study when the projects proposed in the Master Plan mature to the planning and implementation phase.

(1) SEA Stakeholders

The SEA of PDTK involves institutions listed in Table 1.4.6 with each roles and responsibilities. Since PDTK is a long-term master plan for public works, the stakeholders are mainly the decision making institutions, rather than local residents, communities and businesses who will be the main stakeholders in EIAs for various specific projects included in the master plan.

Table 1.4.6 Institutions, roles and responsibilities in the SEA of PDTK

Infra Unit, Ministry of	> The project promoter
Infrastructure, Public works and	Responsible to develop PDTK
Reconstruction	Responsible to obtain approval for SEA of PDTK
JICA	The provider of finance to conduct study of PDTK
	To dispatch a JICA Study Team to assist Infra Unit in developing PDTK and
	through the approval process of SEA
ACE, Ministry of Environment,	The responsible institution to implement the Decree No. 14/019 of August
Nature Conservation and	2014.
Tourism	To assist Infra Unit and JICA Study Team through the approval process of
	SEA
	 To participate JCC, TWG and other opportunities throughout the planning
	process of PDTK to monitor the process and contents of the Study and to give
	suggestions and advice to Infra Unit and JICA Study Team when necessary
	and appropriate from the view point of social and environmental safeguard
Master Plan stakeholder	The institutions responsible for urban planning, road and transportation in
institutions	Kinshasa, listed in Table 1.4.7
	• To participate throughout the development process of SEA of PDTK to
	provide information, suggestions and advice to Infra Unit and JICA Study
	Team for development and evaluation of alternatives
Commune chiefs	> The local representatives of the Study Area
	To provide approval and certification for the Surveys conducted by JICA
	Study Team

Source: The Study Team

Table 1.4.7 Main Institutions Interviewed for Social and Environmental Information

Institutions	Main Interview Topics
CI (Cellule Infrastructures / Infrastructure Unit)	* On standard procedure of land acquisition, relocation, resettlement,
	compensation and assistance related to road projects
BEAU (Bureau d'Etudes d'Amenagement et	* On development control and urban planning
d'Urbanisme)	* On stakaholders and their roles in land development
	* On historical and cultural resources that need to be protected
ICCN (Institut Congolais pour la Conservation de la	* On legally designated protected areas
Nature en sigle)	
INS (Institut National de la Statistique)	* On various statistical information such as population, household, religion,
	language, industry, poverty, disaster.
City and Province of Kinshasa (Ville de la Province	* On drainage, waste water treatment and solid waste management
de Kinshasa) (Direction d'Assainissement)	
REGIDESO (Régie de distribution d'eau)	* On drinking water supply
OVD (Office des Voiries et Drainages / Office of	* On drainage and waste water treatment
Roads and Drainage)	-
Secretariat General des Affaires Foncier (Cadastre	*On standard procedure of land acquisition, relocation, resettlement,
Fiscal)	compensation and assistances related to public works
	* On land management of the Parc Président Mobutu (de N'sele)

Source: The Study Team

(2) Communication Plan with Stakeholders in Scoping and SEA

Throughout the Scoping Phase and SEA Study, the Study Team conducted a field survey and literature survey, and will communicate with stakeholders through individual meetings and group meetings. For the occasion of group meetings, the Joint Coordinating Committee (JCC) and Technical Working Group (TWG) are already set up (Table 1.4.8 and Table 1.4.9). In addition, weekly Workshops are held where one or two members of the Study Team present their study results and obtain reactions and suggestions from the attendants. Stakeholders of SEA are represented in those meetings throughout the Study schedule. Draft of the SEA study shall be shared at appropriate phases in those meetings. Separate meetings shall be held with ACE to follow due process necessary for SEA preparation and official approval.

Table 1.4.8 Functions of JCC and TWG

Joint Coordinating	• To approve work * plan, review overall progress		
Committee (JCC)	• To conduct monitoring and evaluation of the Project *		
	To coordinate among the relevant organisations		
	To exchange opinions on major issues arising during implementation of the Project		
Technical Working Group	To work with JICA mission on daily basis and facilitate necessary arrangements for		
(TWG)	smooth implementation of the Project		
	To examine and analyse the technical aspects of the Reports *		
	• To coordinate and harmonise the stakeholders of the Project and ensure involvement		
	of the concerned authorities		
	To prepare materials (reports/presentations) for JCC		
	To correspond to the requests/inquiries made by JCC on technical matters.		

^{*: &#}x27;Work,' 'Project' and 'Reports' in above table include the SEA study

Source: The Study Team

Table 1.4.9 Members of JCC and TWG

		JCC members	TWG members
1.	Presidency	R/D	Participants
2.	Prime ministry	R/D	Participants
3.	MITPR	R/D	R/D
4.	Provincial Ministry of Plan, Budget, Public Works and Infrastructures	R/D	R/D
5.	Provincial Ministry of Transport, Sport, Youth and Leisure	R/D	R/D
6.	ACGT	Participants	Participants
7.	OR	R/D	R/D
8.	SCTP	R/D	R/D
9.	OVD	R/D	R/D
10.	BEAU	R/D	R/D
11.	GET	R/D	R/D
12.	ACE	Participants	R/D
13.	CNPR	R/D	R/D
14.	BTC	Participants	Participants
15.	Ministry of International Cooperation	Participants	Participants
16.	Ministry of Planning	Participants	
17.	Ministry of Transport and Communication	Participants	
18.	Ministry of Land Development	Participants	
19.	FEC	Participants	Participants
20.	Transco	Participants	Participants
21.	RVF	Participants	
22.	RASKIN	Participants	
23.	SNEL	Participants	
24.	Handicap International	Participants	
25.	Japan Embassy	Participants	
26.	JICA	Participants	
27.	World Bank	Participants	
28.	AfDB	Participants	
29.	European Union	Participants	
30.	AFD (French Development Agency)	Participants	
31.	ENABEL (Belgian Development Agency)	Participants	
32.	Infra Unit	R/D	R/D

Note: "R/D" indicates that menbers on the Record of Discussion

Source: The Study Team

CHAPTER 2 Description of the Project and Its Component

2.1 Description of the Project and Its Component

This Master Plan is designed to provide sustainable solutions to the various problems facing the DRC in the transport sector in general and in particular the City of Kinshasa Province; to support urban economic activities, achieve fairness in transportation, improve safety and security, and achieve environmentally sustainable transportation.

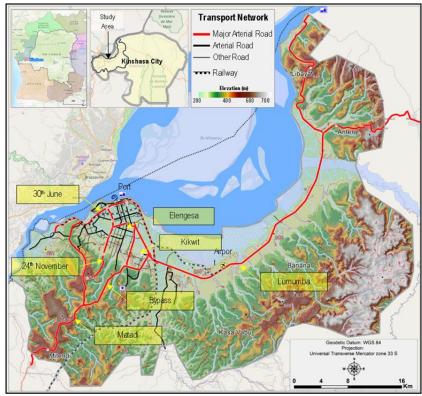
The project components of the Study are summarized in Table 2.1.1.

Table 2.1.1 Project Components of the PDTK Study

Phase	Target Area	Project components	Phase and Output of the Study
Master Plan Phase	Province of Kinshasa (SOSAK planning area)	Development Scenarios toward 2040	a. Land use plan b. Economic development projection c. Population projection
		Urban Transportation Survey and Future Prediction	d. Public Transport Plan e. Road Development Plan f. Traffic Management Planning g. SEA and Environmental Management Plan
		Project Implementation Plan	g. Identification of Projects h. Implementation Structures
		Preliminary Study on Priority Projects	i. Selection of Priority Projects j. Preliminary Feasibility Study k. IEE

Source: The Study Team

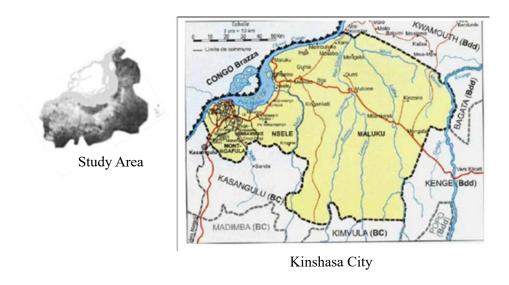
The Study Area is the urbanized area of Kinshasa City which covers about 1,450 km2 out of the total city area of 9,985 km2, as defined in Figure 2.1.1.



Source: The Study Team

Figure 2.1.1 Study Area

The Study Area is part of Kinshasa City (Figure 2.1.2) and the population of some communes need to be identified either "inside" or "outside" the Study Area.



Source: The Study Team and De Saint Moulin, 2005

Figure 2.1.2 The Study Area and Kinshasa City