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

No.	Abb.	English	French
1	AASHTO	American Association of State Highway and Transportation Officials, United States	Association américaine des représentants des administrations des autoroutes et des transports, États-Unis
2	ACCO	Association of Congo Drivers	Association des Chauffeurs du Congo
3	ACE	Congolese Environment Agency	Agence Congolaise de l'Environnement
4	ACGT	Congolese Agency of Great Works, MITPR	Agence Congolaise des Grands Travaux, MITPR
5	ACT	Articulated Truck	Camion articulé
6	AFD	French Development Agency	Agence Française de Développement
7	AfDB	African Development Bank	Banque Africaine de Developpement
8	AGT	Automated Guideway Transit	Transports guidés urbains automatiques
9	AIP	Agro-Industrial Park	Parc Agro-Industriel
10	ANAPI	National Agency for Promoting Industry	Agence National des Promotions de l'Industrie
11	ANIPTMC	National Association of Owners of Motorcycle Taxies of the Congo	Association Nationale des Initiateurs et Propriétaires des Taxis-Motos du Congo
12	AOTU	Urban Transport Authority	Autorité Organisatrice de Transports Urbains
13	APVCO	Association of Public Transport Vehicles Owners	Association des Propriétaires de Véhicules Affectés au Transport en Commun
14	AU	African Union	Union Africaine
15	BADEA	Arab Bank for Economic Development in Africa	Banque Arabe pour le Développement Economique en Afrique
16	BCC	Central Bank of the Congo	Banque Centrale du Congo
17	BCR	Building Coverage Ratio	Coefficient de Couverture de Bâtiment
18	BEAU	Urban planning office	Bureau d'Etude d'Aménagement Urbain
19	BOP	Bottom of the Pyramid	Bas de la Pyramide
20	BRT	Bus Rapid Transit	Bus à Haut Niveau de Service (BHNS)
21	BTC	Technical Control Office, MITPR	Bureau Technique de Controle, MITPR
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 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)	Chantiers Navals et Transports Fluviaux (République du Congo)
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, Belgian Development Agency	Coopération Technique Belge, Agence Belge de Développement
36	DEMU	Diesel-Electric Multiple Unit	Unité multiple diesel-électriqu
37	DEP	Direction of Study and Planning	Direction d'Etudes et Planification
38	DF/R	Draft Final Report	Projet de Rapport Final
39	DMU	Diesel Multiple Unit	Unité multiple diesel
40	DPC	Directorate of Roads and Bridges, MITPR	Direction des Ponts et Chaussées, MITPR
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
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	ITS	Intelligent Transport Systems	Système de transport intelligent
76	JCC	Joint Coordinating Committee	Comité Conjoint de Coordination
77	JICA	Japan International Cooperation Agency	Agence de Coopération Internationale du Japon
78	LDC	Least Developed Countries	Pays les Moins Avancés
79	LGT	Light Goods Truck	Camion de marchandises légères
80	LRT	Light Rail Transit	Transport Léger sur Rail
81	MICE	Meeting, Incentive, Convention and Event/Exhibition	Réunions, Congrès, Conventions et Voyages de 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 Government	Régie D'Assainissement et des Travaux Publics, 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 Republic of Congo by Road	Programme de Réunification de la République 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

Appendix1 of Volume 1

PROPOSED PROJECT PROFILES

APP 1.1 Railway Projects

Project Code:	**Project Name:**	**Transport Sub Sector**
RL-M1	**Modernisation of South Line (Kasangulu Line)**	☑ Railway and New Transit ☐ Bus Transport ☐ Road ☐ Traffic Management ☐ Traffic Safety ☐ Environment ☐ Urban Planning ☐ Institution/Funding

Urban Transport Policy:	
☑ Managing Surging Demand	☑ Synchronizing Transit and Urban Dev.
☑ Network Development	☐ Maintenance and Operation Scheme
☑ Accessibility for All	☑ Customer-Focused Public Transport
☐ Coordination, Authorities and Funding	☐ Managing Traffic Flow and Safety
	☑ Reducing Environmental Impacts

Project Location	**Project Priority**	**Implementation Period**
Kinshasa - Kinwenza (26km)	☐ Urgent ☑ Short-term ☐ Medium-term	Total 3 years

1. Objectives of Project

- To increase the capacity for railway passenger transport with short interval frequency of train service.
- To improve safety and level of service for railway passenger, such as speed and comfort.

2. Expected Benefits

- Increase of railway transport capacity to meet future passenger demand.
- Improvement of level of service for railway passengers.
- Savings in travel time.

3. Project Description

- Improvement of track [Short-Term]
- Installation of signalling system (interlocking and train protection systems) [Short-Term]
- Procurement of new train sets (DMU) [Short-Term]

4. Linkages with Other Projects/Sectors

BRT Line E1, BRT Line E2 and BRT Line W1

5. Important Assumptions (Conditions for the Project)

6. Implementing Agency

Societe Commerciale des Transport et des Ports (SCTP)

7. Financing Scheme

☑ Public Sector of DRC
☑ International Donors
☐ Public Private Partnership
☐ Private Sector Initiative

8. Expected Operator (if any)

Societe Commerciale des Transport et des Ports (SCTP)

9. Project Cost (in 2017 Constant Price)

Initial Investment Cost:USD 150.5 Million
Recurrent O & M: USD 5 /car-km

10. Special Considerations

Since a series of problems are caused by poor track condition for the section from Matete to Kinwenza, urgent improvement of the track is required.

11. Environmental Impact

[Legend]:
A: Significant Impact
B: Moderate Impact
C: Unknown at this time
D: No Impact

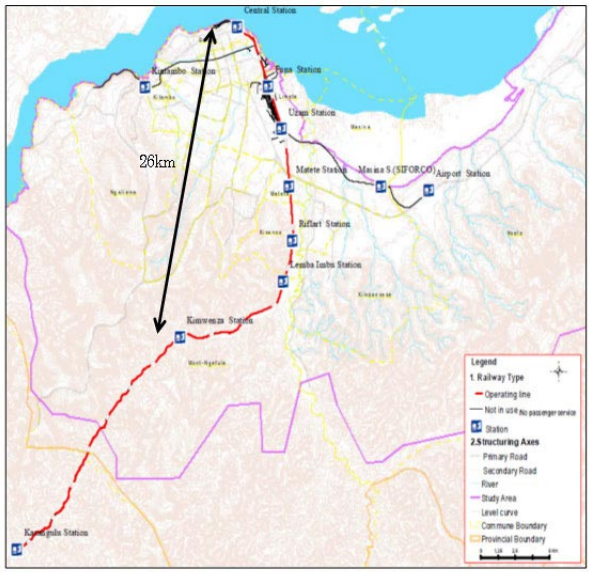
- : Negative impact
+: Positive impact
±: Mixed impact

1) Pollution
- Air quality: B±
- Water quality :B-
- Waste: B±
- Other Pollution Impact: B-

2) Natural Environment
- Ecosystem: B-
- Water regime, flood, inundation: B
- Geology: B-

3) Social and Economic Environment
- Involuntary Resettlement and/or Loss of Properties: B-
- Poverty: B±
- Local economy such as employment and livelihood: B±
- Land use, Local & Communal resource use rights: B-
- Traffic/public facilities, infra, social services: B±
- Social institutions: B±
- Physical splits of communities: B-
- Historical and cultural resources: B-
- Landscape: B-
- Gender: B+
- Sanitation, public health condition etc.: B±
- Accidents, crime: B±
- Climate change, transboundary impacts: B

12. Location Map



Project Code: RL-M2	**Project Name:** **Modernisation of Airport Line**	**Transport Sub Sector** ☑ Railway and New Transit ☐ Bus Transport ☐ Road ☐ Traffic Management ☐ Traffic Safety ☐ Environment ☐ Urban Planning ☐ Institution/Funding

Urban Transport Policy:

- ☑ Managing Surging Demand
- ☑ Network Development
- ☑ Accessibility for All
- ☐ Coordination, Authorities and Funding
- ☑ Synchronizing Transit and Urban Dev.
- ☐ Maintenance and Operation Scheme
- ☑ Customer-Focused Public Transport
- ☐ Managing Traffic Flow and Safety
- ☑ Reducing Environmental Impacts

Project Location
Limete - Airport (13.0km)

Project Priority
- ☐ Urgent
- ☑ Short-term
- ☐ Medium-term

Implementation Period
Total 3 years

1. Objectives of Project
- To increase the capacity for railway passenger transport with short interval frequency of train service.
- To improve safety and level of service for railway passenger such as speed and comfort.

2. Expected Benefits
- Increase of railway transport capacity to meet future passenger demand.
- Improvement of level of service for railway passengers.
- Savings in travel time.

3. Project Description
- Improvement of track [Short-Term]
- Installation of signalling system (interlocking and train protection systems) [Short-Term]
- Procurement of new train sets (DMU) [Short-Term]

4. Linkages with Other Projects/Sectors
BRT Line E1 and BRT Line E2

5. Important Assumptions (Conditions for the Project)

6. Implementing Agency
Societe Commerciale des Transport et des Ports (SCTP)

7. Financing Scheme
- ☑ Public Sector of DRC
- ☑ International Donors
- ☐ Public Private Partnership
- ☐ Private Sector Initiative

8. Expected Operator (if any)
Societe Commerciale des Transport et des Ports (SCTP)

9. Project Cost (in 2017 Constant Price)
Initial Investment Cost:USD 96.0 Million
Recurrent O & M: USD 5 /car-km

10. Special Considerations

11. Environmental Impact

[Legend]:
A: Significant Impact
B: Moderate Impact
C: Unknown at this time
D: No Impact

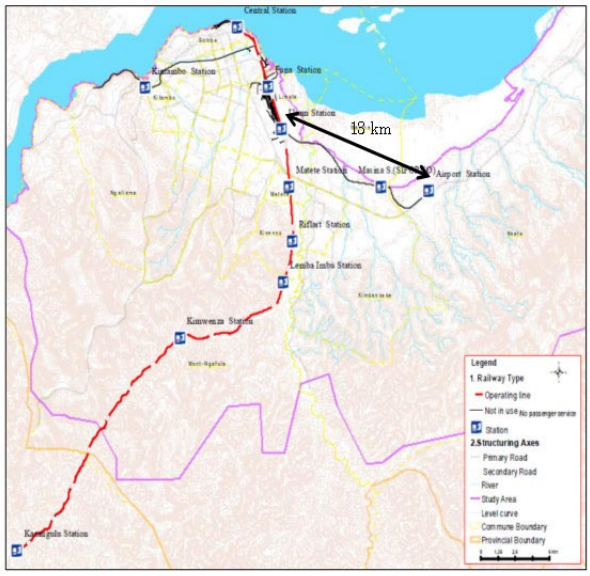
- : Negative impact
+: Positive impact
±: Mixed impact

1) Pollution
- Air quality: B±
- Water quality :B-
- Waste: B±
- Other Pollution Impact: B-

2) Natural Environment
- Ecosystem: B-
- Water regime, flood, inundation: B
- Geology: B-

3) Social and Economic Environment
- Involuntary Resettlement and/or Loss of Properties: B-
- Poverty: B±
- Local economy such as employment and livelihood: B±
- Land use, Local & Communal resource use rights: B-
- Traffic/public facilities, infra, social services: B±
- Social institutions: B±
- Physical splits of communities: B-
- Historical and cultural resources: B-
- Landscape: B-
- Gender: B+
- Sanitation, public health condition etc.: B±
- Accidents, crime: B±
- Climate change, transboundary impacts: B

12. Location Map



APP 1.2 BRT Projects

Project Code: **BRT E-1**

Project Name: **Development of Bus Rapid Transit (BRT) Line E1**

Transport Sub Sector
- ☐ Railway and New Transit
- ☑ Bus Transport
- ☐ Road
- ☐ Traffic Management
- ☐ Traffic Safety
- ☐ Environment
- ☐ Urban Planning
- ☐ Institution/Funding

Urban Transport Policy:
- ☐ Managing Surging Demand
- ☐ Network Development
- ☐ Accessibility for All
- ☐ Coordination, Authorities and Funding
- ☐ Synchronizing Transit and Urban Dev.
- ☐ Maintenance and Operation Scheme
- ☑ Customer-Focused Public Transport
- ☐ Managing Traffic Flow and Safety
- ☐ Reducing Environmental Impacts

Project Location
Kinshasa City

Project Priority
- ☐ Urgent
- ☑ Short-term
- ☐ Medium-term

Implementation Period
Total 5 years

1. Objectives of Project
- To enhance road-based public transport by improving efficiency with larger capacity vehicle and dedicated or prioritized busways.

2. Expected Benefits
- Alleviate traffic congestion.
- Improve safety for bus users and drivers.

3. Project Description
- Feasible study on BRT system.
- Construction of BRT system (busways, stations, bus fleet procurement, ticketing system, control system).
- Set up BRT operator, authority/management team.
- Demarcation and regulation between other transport modes.

4. Linkages with Other Projects/Sectors
- TRANSCO
- APEVCO (Association of owners of "Esprit de Vie")
- ACCO (Association of individual drivers such as "taxi-bus" and "ketch")

5. Important Assumptions (Conditions for the Project)
- N/A

6. Implementing Agency
- Director of Transport, Kinshasa Provincial Government
- Ministère de Transport et Vies de Communications (MTVC)

7. Financing Scheme
- ☑ Public Sector of DRC
- ☑ International Donors
- ☐ Public Private Partnership
- ☐ Private Sector Initiative

8. Expected Operator (if any)
- TANSCO, Private operators

9. Project Cost (in 2017 Constant Price)
- Construction Cost: USD 87.60 Million
- O&M Cost: USD 0.8 /bus-km

10. Special Considerations
- Line E2 and Line S1 have some overlapped section with Line E1, therefore the cost is also overlapped.

11. Environmental Impact

[Legend]
A: Significant Impact
B: Moderate Impact
C: Unknown at this time
D: No Impact

- : Negative impact
+: Positive impact
±: Mixed impact

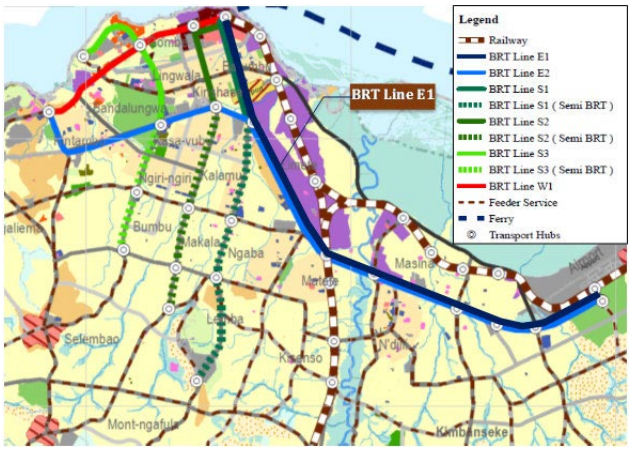
1) Pollution
- Air quality: B+
- Water quality: D
- Waste: D
- Other Pollution Impact: D

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: B+
- Social institutions: D
- Physical splits of communities: D
- Historical and cultural resources: D
- Landscape: D
- Gender: D
- Sanitation, public health condition etc.: D
- Accidents, crime: B+
- Climate change, transboundary impacts: B+

12. Location Map

Full-BRT (dedicated lane): 21.9 km



Project Code: **BRT E-2**	**Project Name:** **Development of Bus Rapid Transit (BRT) Line E2**	**Transport Sub Sector** ☐ Railway and New Transit ☑ Bus Transport ☐ Road ☐ Traffic Management ☐ Traffic Safety ☐ Environment ☐ Urban Planning ☐ Institution/Funding

Urban Transport Policy:

- ☐ Managing Surging Demand
- ☐ Network Development
- ☐ Accessibility for All
- ☐ Coordination, Authorities and Funding
- ☐ Synchronizing Transit and Urban Dev.
- ☐ Maintenance and Operation Scheme
- ☑ Customer-Focused Public Transport
- ☐ Managing Traffic Flow and Safety
- ☐ Reducing Environmental Impacts

Project Location
Kinshasa City

Project Priority
- ☐ Urgent
- ☑ Short-term
- ☐ Medium-term

Implementation Period
Total 5 years

1. Objectives of Project
- To enhance road-based public transport by improving efficiency with larger capacity vehicle and dedicated or prioritized busways.

2. Expected Benefits
- Alleviate traffic congestion.
- Improve safety for bus users and drivers.

3. Project Description
- Feasible study on BRT system.
- Construction of BRT system (busways, stations, bus fleet procurement, ticketing system, control system).
- Set up BRT operator, authority/management team.
- Demarcation and regulation between other transport modes.

4. Linkages with Other Projects/Sectors
- TRANSCO
- APEVCO (Association of owners of "Esprit de Vie")
- ACCO (Association of individual drivers such as "taxi-bus" and "ketch")

5. Important Assumptions (Conditions for the Project)
- N/A

6. Implementing Agency
- Director of Transport, Kinshasa Provincial Government
- Ministère de Transport et Vies de Communications (MTVC)

7. Financing Scheme
- ☑ Public Sector of DRC
- ☑ International Donors
- ☐ Public Private Partnership
- ☐ Private Sector Initiative

8. Expected Operator (if any)
- TANSCO, Private operators

9. Project Cost (in 2017 Constant Price)
- Construction Cost : USD 107.60 Million
- O&M Cost: USD 0.8 /bus-km

10. Special Considerations
- Line E1 has some overlapped section with Line E2, therefore the cost is also overlapped.

11. Environmental Impact

[Legend]
A: Significant Impact
B: Moderate Impact
C: Unknown at this time
D: No Impact

- : Negative impact
+: Positive impact
±: Mixed impact

1) Pollution
- Air quality: B+
- 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: B+
- Social institutions: D
- Physical splits of communities: D
- Historical and cultural resources: D
- Landscape: D
- Gender: D
- Sanitation, public health condition etc.: D
- Accidents, crime: B+
- Climate change, transboundary impacts: B+

12. Location Map

Full-BRT (dedicated lane): 26.9 km

Project Code: **BRT S-1**	**Project Name:** **Development of Bus Rapid Transit (BRT) Line S1**	**Transport Sub Sector** ☐ Railway and New Transit ☑ Bus Transport ☐ Road ☐ Traffic Management ☐ Traffic Safety ☐ Environment ☐ Urban Planning ☐ Institution/Funding

Urban Transport Policy:

☐ Managing Surging Demand
☐ Network Development
☐ Accessibility for All
☐ Coordination, Authorities and Funding
☐ Synchronizing Transit and Urban Dev.
☐ Maintenance and Operation Scheme
☑ Customer-Focused Public Transport
☐ Managing Traffic Flow and Safety
☐ Reducing Environmental Impacts

Project Location
Kinshasa City

Project Priority
☐ Urgent
☑ Short-term
☐ Medium-term

Implementation Period
Total 5 years

1. Objectives of Project
- To enhance road-based public transport by improving efficiency with larger capacity vehicle and dedicated or prioritized busways.

2. Expected Benefits
- Alleviate traffic congestion.
- Improve safety for bus users and drivers.

3. Project Description
- Feasible study on BRT system.
- Construction of BRT system (busways, stations, bus fleet procurement, ticketing system, control system).
- Set up BRT operator, authority/management team.
- Demarcation and regulation between other transport modes.

4. Linkages with Other Projects/Sectors
- TRANSCO
- APEVCO (Association of owners of "Esprit de Vie")
- ACCO (Association of individual drivers such as "taxi-bus" and "ketch")

5. Important Assumptions (Conditions for the Project)
- N/A

6. Implementing Agency
- Director of Transport, Kinshasa Provincial Government
- Ministère de Transport et Vies de Communications (MTVC)

7. Financing Scheme
☑ Public Sector of DRC
☑ International Donors
☐ Public Private Partnership
☐ Private Sector Initiative

8. Expected Operator (if any)
- TANSCO, Private operators

9. Project Cost (in 2017 Constant Price)
- Construction Cost (6 routes): USD 56.40 Million
- O&M Cost: USD 0.8 /bus-km

10. Special Considerations
- Line E1 has some overlapped section with Line S1, therefore the cost is also overlapped.

11. Environmental Impact

[Legend]:
A: Significant Impact
B: Moderate Impact
C: Unknown at this time
D: No Impact

- : Negative impact
+: Positive impact
±: Mixed impact

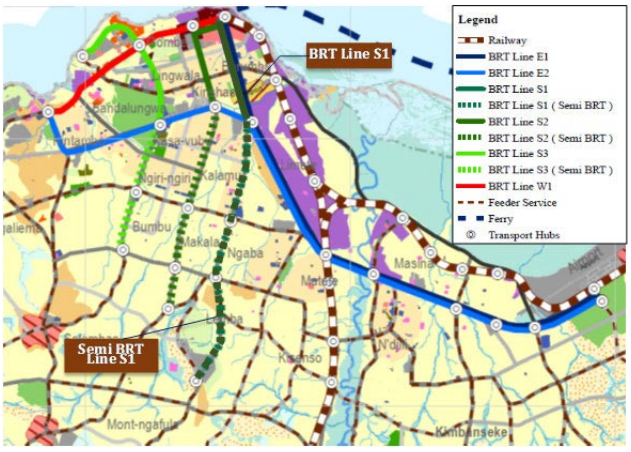
1) Pollution
- Air quality: B+
- Water quality: D
- Waste: D
- Other Pollution Impact: D

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: B+
- Social institutions: D
- Physical splits of communities: D
- Historical and cultural resources: D
- Landscape: D
- Gender: D
- Sanitation, public health condition etc.: D
- Accidents, crime: B+
- Climate change, transboundary impacts: B+

12. Location Map

Full-BRT (dedicated lane): 4.0 km
Semi-BRT (priority lane): 10.1 km
Total: 14.1 km



Project Code: **BRT S-2**	**Project Name:** **Development of Bus Rapid Transit (BRT) Line S2**	**Transport Sub Sector** ☐ Railway and New Transit ☑ Bus Transport ☐ Road ☐ Traffic Management ☐ Traffic Safety ☐ Environment ☐ Urban Planning ☐ Institution/Funding

Urban Transport Policy:

☐ Managing Surging Demand	☐ Synchronizing Transit and Urban Dev.
☐ Network Development	☐ Maintenance and Operation Scheme
☐ Accessibility for All	☑ Customer-Focused Public Transport
☐ Coordination, Authorities and Funding	☐ Managing Traffic Flow and Safety
	☐ Reducing Environmental Impacts

Project Location
Kinshasa City

Project Priority
☐ Urgent
☑ Short-term
☐ Medium-term

Implementation Period
Total 5 years

1. Objectives of Project
- To enhance road-based public transport by improving efficiency with larger capacity vehicle and dedicated or prioritized busways.

2. Expected Benefits
- Alleviate traffic congestion.
- Improve safety for bus users and drivers.

3. Project Description
- Feasible study on BRT system.
- Construction of BRT system (busways, stations, bus fleet procurement, ticketing system, control system).
- Set up BRT operator, authority/management team.
- Demarcation and regulation between other transport modes.

4. Linkages with Other Projects/Sectors
- TRANSCO
- APEVCO (Association of owners of "Esprit de Vie")
- ACCO (Association of individual drivers such as "taxi-bus" and "ketch")

5. Important Assumptions (Conditions for the Project)
- N/A

6. Implementing Agency
- Director of Transport, Kinshasa Provincial Government
- Ministère de Transport et Vies de Communications (MTVC)

7. Financing Scheme
☑ Public Sector of DRC
☑ International Donors
☐ Public Private Partnership
☐ Private Sector Initiative

8. Expected Operator (if any)
- TANSCO, Private operators

9. Project Cost (in 2017 Constant Price)
- Construction Cost (6 routes): USD 49.20 Million
- O&M Cost: USD 0.8 /bus-km

10. Special Considerations
- Line W1 has some overlapped section with Line S2, therefore the cost is also overlapped.

11. Environmental Impact

[Legend]:
A: Significant Impact
B: Moderate Impact
C: Unknown at this time
D: No Impact

- : Negative impact
+: Positive impact
±: Mixed impact

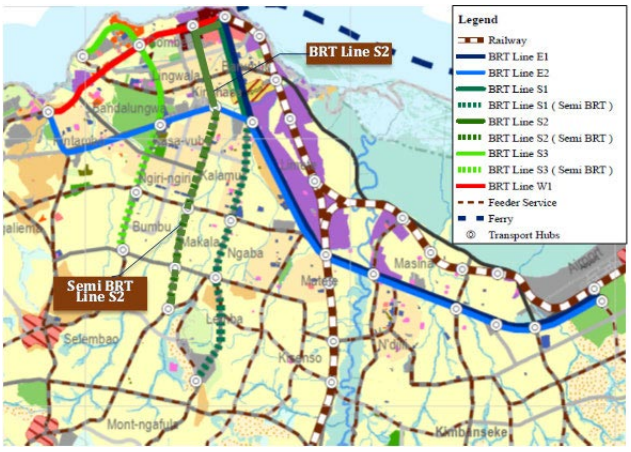
1) Pollution
- Air quality: B+
- Water quality: D
- Waste: D
- Other Pollution Impact: D

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: B+
- Social institutions: D
- Physical splits of communities: D
- Historical and cultural resources: D
- Landscape: D
- Gender: D
- Sanitation, public health condition etc.: D
- Accidents, crime: B+
- Climate change, transboundary impacts: B+

12. Location Map

Full-BRT (dedicated lane): 4.4 km
Semi-BRT (priority lane): 7.9 km
Total: 12.3 km



Project Code: **BRT S-3**	**Project Name:** **Development of Bus Rapid Transit (BRT) Line S3**	**Transport Sub Sector** ☐ Railway and New Transit ☑ Bus Transport ☐ Road ☐ Traffic Management ☐ Traffic Safety ☐ Environment ☐ Urban Planning ☐ Institution/Funding

Urban Transport Policy:

☐ Managing Surging Demand	☐ Synchronizing Transit and Urban Dev.
☐ Network Development	☐ Maintenance and Operation Scheme
☐ Accessibility for All	☑ Customer-Focused Public Transport
☐ Coordination, Authorities and Funding	☐ Managing Traffic Flow and Safety
	☐ Reducing Environmental Impacts

Project Location
Kinshasa City

Project Priority
☐ Urgent
☑ Short-term
☐ Medium-term

Implementation Period
Total 5 years

1. Objectives of Project
- To enhance road-based public transport by improving efficiency with larger capacity vehicle and dedicated or prioritized busways.

2. Expected Benefits
- Alleviate traffic congestion.
- Improve safety for bus users and drivers.

3. Project Description
- Feasible study on BRT system.
- Construction of BRT system (busways, stations, bus fleet procurement, ticketing system, control system).
- Set up BRT operator, authority/management team.
- Demarcation and regulation between other transport modes.

4. Linkages with Other Projects/Sectors
- TRANSCO
- APEVCO (Association of owners of "Esprit de Vie")
- ACCO (Association of individual drivers such as "taxi-bus" and "ketch")

5. Important Assumptions (Conditions for the Project)
- N/A

6. Implementing Agency
- Director of Transport, Kinshasa Provincial Government
- Ministère de Transport et Vies de Communications (MTVC)

7. Financing Scheme
☑ Public Sector of DRC
☑ International Donors
☐ Public Private Partnership
☐ Private Sector Initiative

8. Expected Operator (if any)
- TANSCO, Private operators

9. Project Cost (in 2017 Constant Price)
- Construction Cost (6 routes): USD 45.20 Million
- O&M Cost: USD 0.8 /bus-km

10. Special Considerations
-

11. Environmental Impact

[Legend]:
A: Significant Impact
B: Moderate Impact
C: Unknown at this time
D: No Impact

- : Negative impact
+: Positive impact
±: Mixed impact

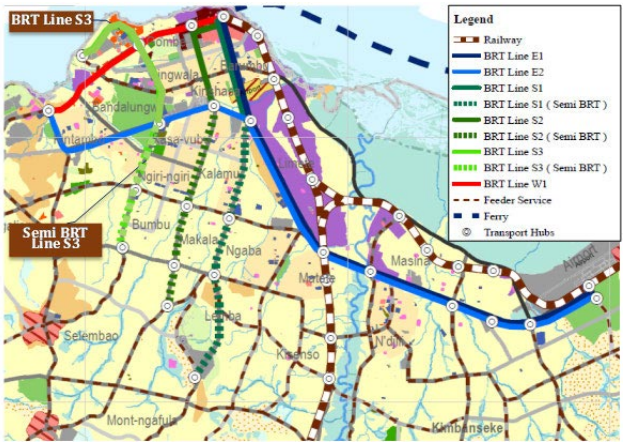
1) Pollution
- Air quality: B+
- Water quality: D
- Waste: D
- Other Pollution Impact: D

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: B+
- Social institutions: D
- Physical splits of communities: D
- Historical and cultural resources: D
- Landscape: D
- Gender: D
- Sanitation, public health condition etc.: D
- Accidents, crime: B+
- Climate change, transboundary impacts: B+

12. Location Map

Full-BRT (dedicated lane): 6.2 km
Semi-BRT (priority lane): 5.1 km
Total: 11.3 km



Project Code: **BRT W-1**	**Project Name:** **Development of Bus Rapid Transit (BRT) Line W1**	**Transport Sub Sector** ☐ Railway and New Transit ☑ Bus Transport ☐ Road ☐ Traffic Management ☐ Traffic Safety ☐ Environment ☐ Urban Planning ☐ Institution/Funding

Urban Transport Policy:

- ☐ Managing Surging Demand
- ☐ Network Development
- ☐ Accessibility for All
- ☐ Coordination, Authorities and Funding
- ☐ Synchronizing Transit and Urban Dev.
- ☐ Maintenance and Operation Scheme
- ☑ Customer-Focused Public Transport
- ☐ Managing Traffic Flow and Safety
- ☐ Reducing Environmental Impacts

Project Location
Kinshasa City

Project Priority
- ☐ Urgent
- ☑ Short-term
- ☐ Medium-term

Implementation Period
Total 5 years

1. Objectives of Project
- To enhance road-based public transport by improving efficiency with larger capacity vehicle and dedicated or prioritized busways.

2. Expected Benefits
- Alleviate traffic congestion.
- Improve safety for bus users and drivers.

3. Project Description
- Feasible study on BRT system.
- Construction of BRT system (busways, stations, bus fleet procurement, ticketing system, control system).
- Set up BRT operator, authority/management team.
- Demarcation and regulation between other transport modes.

4. Linkages with Other Projects/Sectors
- TRANSCO
- APEVCO (Association of owners of "Esprit de Vie")
- ACCO (Association of individual drivers such as "taxi-bus" and "ketch")

5. Important Assumptions (Conditions for the Project)
- N/A

6. Implementing Agency
- Director of Transport, Kinshasa Provincial Government
- Ministère de Transport et Vies de Communications (MTVC)

7. Financing Scheme
- ☑ Public Sector of DRC
- ☑ International Donors
- ☐ Public Private Partnership
- ☐ Private Sector Initiative

8. Expected Operator (if any)
- TANSCO, Private operators

9. Project Cost (in 2017 Constant Price)
- Construction Cost (6 routes): USD 31.20 Million
- O&M Cost: USD 0.8 /bus-km

10. Special Considerations
- Line S2 has some overlapped section with Line W1, therefore the cost is also overlapped.

11. Environmental Impact

[Legend]
A: Significant Impact
B: Moderate Impact
C: Unknown at this time
D: No Impact

- : Negative impact
+: Positive impact
±: Mixed impact

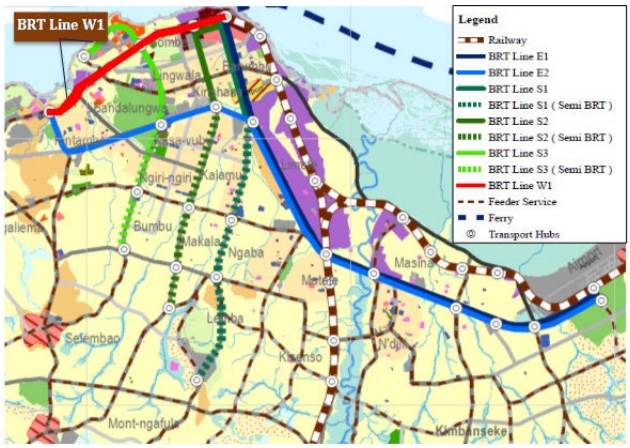
1) Pollution
- Air quality: B+
- Water quality: D
- Waste: D
- Other Pollution Impact: D

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: B+
- Social institutions: D
- Physical splits of communities: D
- Historical and cultural resources: D
- Landscape: D
- Gender: D
- Sanitation, public health condition etc.: D
- Accidents, crime: B+
- Climate change, transboundary impacts: B+

12. Location Map

Full-BRT (dedicated lane): 7.8 km



Project Code: **BRT - PTPS**	**Project Name:** **Public Transportation Priority Systems (PTPS)**	**Transport Sub Sector** ☐ Railway and New Transit ☑ Bus Transport ☐ Road ☐ Traffic Management ☐ Traffic Safety ☐ Environment ☐ Urban Planning ☐ Institution/Funding

Urban Transport Policy:	
☐ Managing Surging Demand	☐ Synchronizing Transit and Urban Dev.
☐ Network Development	☐ Maintenance and Operation Scheme
☐ Accessibility for All	☑ Customer-Focused Public Transport
☐ Coordination, Authorities and Funding	☐ Managing Traffic Flow and Safety
	☐ Reducing Environmental Impacts

Project Location	**Project Priority**	**Implementation Period**
Kinshasa City	☐ Urgent ☑ Short-term ☐ Medium-term	2 years

1. Objectives of Project
- To enhance the convenience of BRT by improving travel speed mainly at signalized intersections.

2. Expected Benefits
- Increase ridership of BRT.

3. Project Description
- Install traffic signals having a function to prioritize at intersections (Lights turn to green when a BRT arrives).
- Equip GPS devices and coordination system with traffic signal.

4. Linkages with Other Projects/Sectors
- N/A

5. Important Assumptions (Conditions for the Project)
- N/A

6. Implementing Agency
- PNC, CNPR

7. Financing Scheme
☑ Public Sector of DRC
☑ International Donors
☐ Public Private Partnership
☐ Private Sector Initiative

8. Expected Operator (if any)
- PNC, CNPR

9. Project Cost (in 2017 Constant Price)
- N/A (included in the installation of traffic signals in traffic management section)

10. Special Considerations
-

11. Environmental Impact

[Legend]:
A: Significant Impact
B: Moderate Impact
C: Unknown at this time
D: No Impact

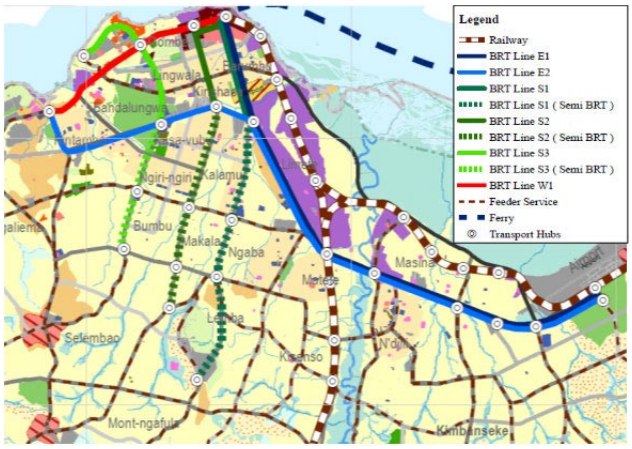
- : Negative impact
+: Positive impact
±: Mixed impact

1) Pollution
- Air quality: B+
- 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: B+
- Social institutions: D
- Physical splits of communities: D
- Historical and cultural resources: D
- Landscape: D
- Gender: D
- Sanitation, public health condition etc.: D
- Accidents, crime: B+
- Climate change, transboundary impacts: B+

12. Location Map



APP 1.3 Bus and Paratransit Project

Project Code: BUS-1	**Project Name:** **Development of Bus Terminals and Stops**	**Transport Sub Sector**
		☐ Railway and New Transit ☑ Bus Transport ☐ Road ☐ Traffic Management ☐ Traffic Safety ☐ Environment ☐ Urban Planning ☐ Institution/Funding

Urban Transport Policy:	
☐ Managing Surging Demand	☐ Synchronizing Transit and Urban Dev.
☐ Network Development	☐ Maintenance and Operation Scheme
☑ Accessibility for All	☑ Customer-Focused Public Transport
☐ Coordination, Authorities and Funding	☑ Managing Traffic Flow and Safety
	☐ Reducing Environmental Impacts

Project Location	**Project Priority**	**Implementation Period**
Kinshasa City	☑ Urgent ☑ Short-term ☐ Medium-term	5 years

1. Objectives of Project
- To alleviate the traffic congestion at intersections used as transit point by developing space for bus terminal.

2. Expected Benefits
- Alleviate traffic congestion at major intersections.
- Safer environment for bus and paratransit users.

3. Project Description
- Construct bus terminals at 9 Locations in the Study Area
- Construct bus stop with roof and layby at 100 locations

4. Linkages with Other Projects/Sectors
- N/A

5. Important Assumptions (Conditions for the Project)
- N/A

6. Implementing Agency
- Kinshasa Province

7. Financing Scheme
☑ Public Sector of DRC
☐ International Donors
☐ Public Private Partnership
☐ Private Sector Initiative

8. Expected Operator (if any)
-

9. Project Cost (in 2017 Constant Price)
- Terminal Const.: USD 11.5 Million (9 locations)
- Bus stops with roof: USD 3 million (100 locations)

10. Special Considerations
- Close coordination with railway stations

11. Environmental Impact

[Legend]:
A: Significant Impact
B: Moderate Impact
C: Unknown at this time
D: No Impact

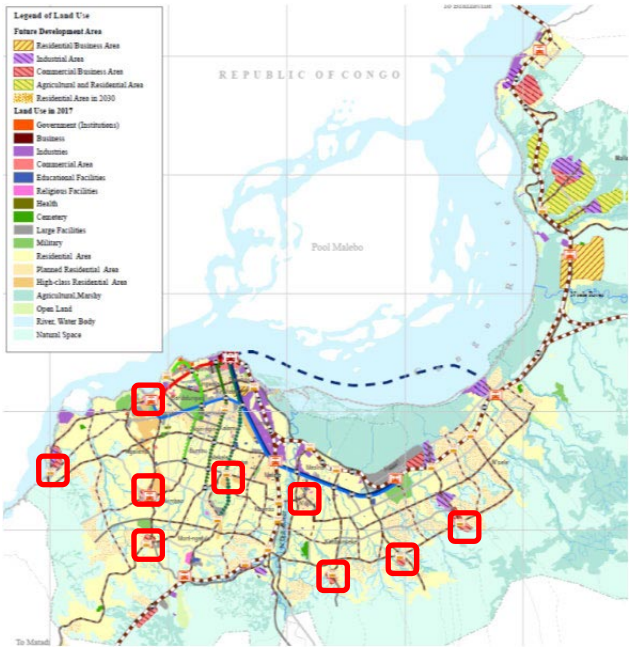
- : Negative impact
+: Positive impact
±: Mixed impact

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: B+
- Social institutions: D
- Physical splits of communities: D
- Historical and cultural resources: D
- Landscape: D
- Gender: D
- Sanitation, public health condition etc.: D
- Accidents, crime: B+
- Climate change, transboundary impacts: D

12. Location Map



Project Code: BUS-2	**Project Name:** Tight Control of Minibus, Taxi-bus and Shared Taxi	**Transport Sub Sector**
		☐ Railway and New Transit ☑ Bus Transport ☐ Road ☑ Traffic Management ☐ Traffic Safety ☐ Environment ☐ Urban Planning ☐ Institution/Funding
Urban Transport Policy: ☐ Managing Surging Demand ☐ Network Development ☐ Accessibility for All ☐ Coordination, Authorities and Funding	☐ Synchronizing Transit and Urban Dev. ☐ Maintenance and Operation Scheme ☑ Customer-Focused Public Transport ☐ Managing Traffic Flow and Safety ☐ Reducing Environmental Impacts	
Project Location Kinshasa City	**Project Priority** ☑ Urgent ☑ Short-term ☐ Medium-term	**Implementation Period** 5 years

1. Objectives of Project	**2. Expected Benefits**
· Regulate and control paratransit to promote BRT as a mass transit service. · Promote to use high-capacity transit to ease traffic congestion.	· Smoother traffic along BRT route. · Safety for paratransit users by excluding unofficial Ketches.
3. Project Description	**4. Linkages with Other Projects/Sectors**
· Regulate shared taxi, taxi-bus and minibus mainly on Full-BRT route. · Promotion of switching from Taxi-bus to Esprit de Vie. · Strict license control of shared taxi, taxi-bus and minibus	· Strict control of illegal on-street parking. · Institutional Reform of Bus and Taxi Industries · Reinforcement of Bus Regulatory Body
5. Important Assumptions (Conditions for the Project) · N/A	**6. Implementing Agency** · Director of Transport, Kinshasa Province · PNC
7. Financing Scheme ☑ Public Sector of DRC ☐ International Donors ☐ Public Private Partnership ☐ Private Sector Initiative	**8. Expected Operator (if any)** · N/A
9. Project Cost (in 2017 Constant Price) · Human resources for implementation: USD 1.0 Million (50 persons for 5 years)	**10. Special Considerations** ·
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: B+ - Social institutions: D - Physical splits of communities: D - Historical and cultural resources: D - Landscape: D - Gender: D - Sanitation, public health condition etc.: D - Accidents, crime: B+ - Climate change, transboundary impacts: B+ [Legend]: A: Significant Impact B: Moderate Impact C: Unknown at this time D: No Impact - : Negative impact +: Positive impact ±: Mixed impact	**12. Location Map** N/A

Project Code: **BUS-3**	**Project Name:** **Institutional Reform of Bus and Taxi Industries**	**Transport Sub Sector** ☐ Railway and New Transit ☑ Bus Transport ☐ Road ☑ Traffic Management ☐ Traffic Safety ☐ Environment ☐ Urban Planning ☑ Institution/Funding
Urban Transport Policy: ☐ Managing Surging Demand ☐ Network Development ☐ Accessibility for All ☐ Coordination, Authorities and Funding ☐ Synchronizing Transit and Urban Dev. ☐ Maintenance and Operation Scheme ☑ Customer-Focused Public Transport ☑ Managing Traffic Flow and Safety ☐ Reducing Environmental Impacts		
Project Location Kinshasa City	**Project Priority** ☑ Urgent ☑ Short-term ☐ Medium-term	**Implementation Period** 5 years

1. Objectives of Project

· Avoid excessive competition among drivers not to disturb other traffic
· Improve safety, comfort and convenience of buses
· Improve living condition of bus drivers

2. Expected Benefits

· Less negative impact on other traffic
· Less traffic accidents due to safe driving of public transport
· Improvement of quality of life of drivers

3. Project Description

· Enhance individual operators to be employed by large-sized bus operators such as Transco, NewTransKin, a company and a union
· Tight application of safety and service standard
· Strict license control of bus

4. Linkages with Other Projects/Sectors

· Tight Control of Minibus, Taxi-bus and Shared Taxi
· Reinforcement of Bus Regulatory Body

5. Important Assumptions (Conditions for the Project)

· N/A

6. Implementing Agency

· Director of Transport, Kinshasa Province
· MTVC

7. Financing Scheme

☑ Public Sector of DRC
☐ International Donors
☐ Public Private Partnership
☐ Private Sector Initiative

8. Expected Operator (if any)

· Transco
· NewTransKin
· Private bus companies

9. Project Cost (in 2017 Constant Price)

· -

10. Special Considerations

·

11. Environmental Impact

[Legend]:
A: Significant Impact
B: Moderate Impact
C: Unknown at this time
D: No Impact

- : Negative impact
+: Positive impact
±: Mixed 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: B+
- Social institutions: D
- Physical splits of communities: D
- Historical and cultural resources: D
- Landscape: D
- Gender: D
- Sanitation, public health condition etc.: D
- Accidents, crime: B+
- Climate change, transboundary impacts: B+

12. Location Map

N/A

Project Code: **BUS-4**	**Project Name:** **Reinforcement of Bus and Taxi Regulatory Body**	**Transport Sub Sector** ☐ Railway and New Transit ☑ Bus Transport ☐ Road ☐ Traffic Management ☐ Traffic Safety ☐ Environment ☐ Urban Planning ☑ Institution/Funding
Urban Transport Policy: ☐ Managing Surging Demand ☐ Network Development ☐ Accessibility for All ☐ Coordination, Authorities and Funding ☐ Synchronizing Transit and Urban Dev. ☐ Maintenance and Operation Scheme ☑ Customer-Focused Public Transport ☐ Managing Traffic Flow and Safety ☐ Reducing Environmental Impacts		
Project Location Kinshasa City	**Project Priority** ☑ Urgent ☑ Short-term ☐ Medium-term	**Implementation Period** 5 years

1. Objectives of Project	**2. Expected Benefits**
· Improve service level of buses and taxis · Improve efficiency of operating buses and taxis · Improve safety of buses and taxis	· Safe and efficient operation of buses · Improvement of user satisfaction · Reduction of traffic congestion by buses and taxis
3. Project Description	**4. Linkages with Other Projects/Sectors**
· Development of service standard · Data collection and analysis of bus operation · Consolidation of bus routes · Employment of officers and capacity building	· Tight Control of Minibus, Taxi-bus and Shared Taxi
5. Important Assumptions (Conditions for the Project) · N/A	**6. Implementing Agency** · Director of Transport, Kinshasa Province
7. Financing Scheme ☑ Public Sector of DRC ☐ International Donors ☐ Public Private Partnership ☐ Private Sector Initiative	**8. Expected Operator (if any)** ·
9. Project Cost (in 2017 Constant Price) · Consulting service: USD 1 million (service standard) · Consulting service: USD 2 million (bus route change) · Employment of officers: USD 0.5 million (10 persons) · Capacity building: USD 2 million	**10. Special Considerations** ·
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: B+ - Social institutions: D - Physical splits of communities: D - Historical and cultural resources: D - Landscape: D - Gender: D - Sanitation, public health condition etc.: D - Accidents, crime: B+ - Climate change, transboundary impacts: B+ [Legend]: A: Significant Impact B: Moderate Impact C: Unknown at this time D: No Impact - : Negative impact +: Positive impact ±: Mixed impact	**12. Location Map**

APP 1.4 Road Projects

Project Code: **RD-ST-PR1**	**Project Name:** **Enhancement of Mobility Function of Road Network / Development of Elengesa Ave.**	**Transport Sub-Sector** ☐ Railway and New Transit ☐ Bus Transport ☑ Road ☐ Traffic Management ☐ Traffic Safety ☐ Environment ☐ Urban Planning ☐ Institution/Funding

Urban Transport Policy:

☑ Managing Surging Demand	☑ Coordinating Transport & Urban Dev.
☑ Network Development	☐ Maintenance and Operation Scheme
☐ Accessibility for All	☐ Customer-Focused Public Transport
☐ Coordination, Authorities and Funding	☐ Managing Traffic Flow and Safety
	☐ Reducing Environmental Impacts

Project Location
From Kasa-Vubu to Mayabi (2.5 km)

Project Priority
☐ Urgent
☑ Short-term
☐ Medium-term

Implementation Period
Total 6 years

1. Project 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

2. Expected Benefits
- 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

3. Project Description
- Upgrading by sub-standard typical cross section of 15 m width (2-lane: 2.5 km)
- Asphalt concrete paving
- Reconstruction of small bridge
- Installation of drainage, street lighting and other facilities

4. Related Projects/Sectors
- RD-EW-W1, RD-PR-W3

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

8. Expected Operator (if any)
OVD

9. Project Cost (in 2017 Constant Price)
Initial Investment: USD 17.1 Million
Recurring O&M: USD 0.3 M/year

10. Special Considerations
- RD-NS-W1 [Medium-Term]

11. Environmental Impact

[Legend]:
A: Significant Impact
B: Moderate Impact
C: Unknown at this Time
D: No Impact

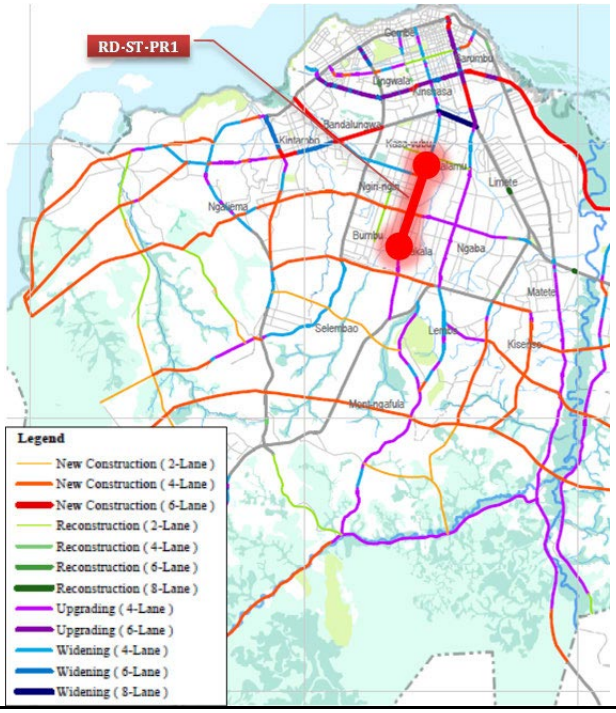
-: Negative Impact
+: Positive Impact
±: Mixed Impact

1) Pollution
- Air quality: B-
- Water quality : B-
- Waste: B±
- Other pollution impacts: B-

2) Natural environment
- Ecosystem: B-
- Water systems, flooding: B+
- Geology: B-

3) Social and economic environment
- Involuntary resettlement and/or loss of properties: B-
- 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±
- Climate change, transboundary impacts: B±

12. Location Map



Project Code: RD-ST-PR2	**Project Name:** **Enhancement of Mobility Function of Road Network / Development of University Ave.**	**Transport Sub-Sector** ☐ Railway and New Transit ☐ Bus Transport ☑ Road ☐ Traffic Management ☐ Traffic Safety ☐ Environment ☐ Urban Planning ☐ Institution/Funding

Urban Transport Policy:

- ☑ Managing Surging Demand
- ☑ Network Development
- ☐ Accessibility for All
- ☐ Coordination, Authorities and Funding
- ☑ Coordinating Transport & Urban Dev.
- ☐ Maintenance and Operation Scheme
- ☐ Customer-Focused Public Transport
- ☐ Managing Traffic Flow and Safety
- ☐ Reducing Environmental Impacts

Project Location
From Lumumba Bld. to By-Pass (6.1 km)

Project Priority
☐ Urgent
☑ Short-term
☐ Medium-term

Implementation Period
Total 6 years

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

2. Expected Benefits
- 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

3. Project Description
- Upgrading by sub-standard typical cross section of 15 m width (2-lane: 6.1 km)
- Asphalt concrete paving
- Installation of drainage, street lighting and other facilities

4. Related Projects/Sectors
- RD-EW-W1, RD-EW-W2, RD-PR-W2, RD-SR-W4

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

8. Expected Operator (if any)
OVD

9. Project Cost (in 2017 Constant Price)
Initial Investment: USD 36.6 Million
Recurring O&M: USD 0.7 M/year

10. Special Considerations
- RD-NS-W2 [Medium-term]

11. Environmental Impact

[Legend]:
A: Significant Impact
B: Moderate Impact
C: Unknown at this Time
D: No Impact

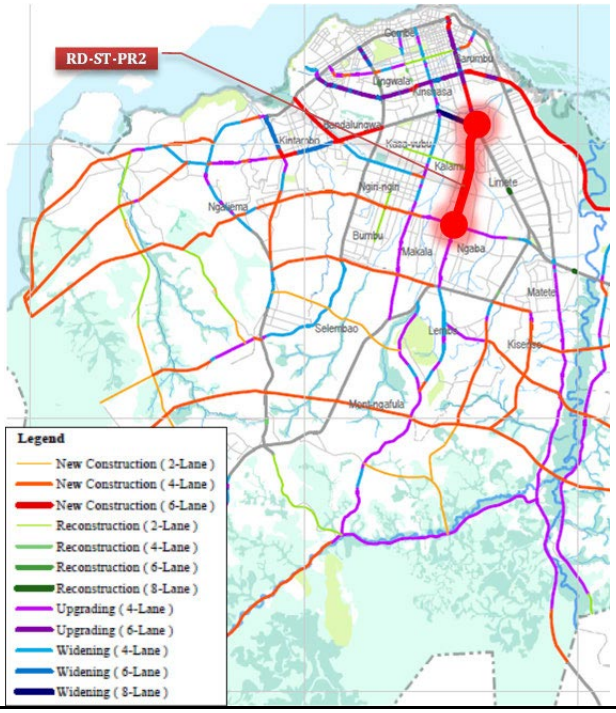
-: Negative Impact
+: Positive Impact
±: Mixed Impact

1) Pollution
- Air quality: B-
- Water quality : B-
- Waste: B±
- Other pollution impacts: B-

2) Natural environment
- Ecosystem: B-
- Water systems, flooding: B+
- Geology: B-

3) Social and economic environment
- Involuntary resettlement and/or loss of properties: B-
- 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±
- Climate change, transboundary impacts: B±

12. Location Map



Project Code: RD-ST-SR1	**Project Name:** **Enhancement of Traffic Distribution Function of Road Network / Development of Itaga Ave.**	**Transport Sub-Sector** ☐ Railway and New Transit ☐ Bus Transport ☑ Road ☐ Traffic Management ☐ Traffic Safety ☐ Environment ☐ Urban Planning ☐ Institution/Funding

Urban Transport Policy:

- ☑ Managing Surging Demand
- ☑ Network Development
- ☐ Accessibility for All
- ☐ Coordination, Authorities and Funding
- ☑ Coordinating Transport & Urban Dev.
- ☐ Maintenance and Operation Scheme
- ☐ Customer-Focused Public Transport
- ☐ Managing Traffic Flow and Safety
- ☐ Reducing Environmental Impacts

Project Location
From Mushi Ave. to Lokele Ave. (2.5 km)

Project Priority
- ☐ Urgent
- ☑ Short-term
- ☐ Medium-term

Implementation Period
Total 6 years

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

2. Expected Benefits
- 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

3. Project Description
- Upgrading by sub-standard typical cross section of 10 m width (2-lane: 2.5 km)
- Asphalt concrete paving
- Installation of drainage, street lighting and other facilities

4. Related Projects/Sectors
- RD-NS-W1, RD-NS-W2, RD-SR-W11

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

8. Expected Operator (if any)
OVD

9. Project Cost (in 2017 Constant Price)
Initial Investment: USD 10.0 Million
Recurring O&M: USD 0.2 M/year

10. Special Considerations
- RD-SR-W1 [Medium-term]

11. Environmental Impact

[Legend]:
A: Significant Impact
B: Moderate Impact
C: Unknown at this Time
D: No Impact

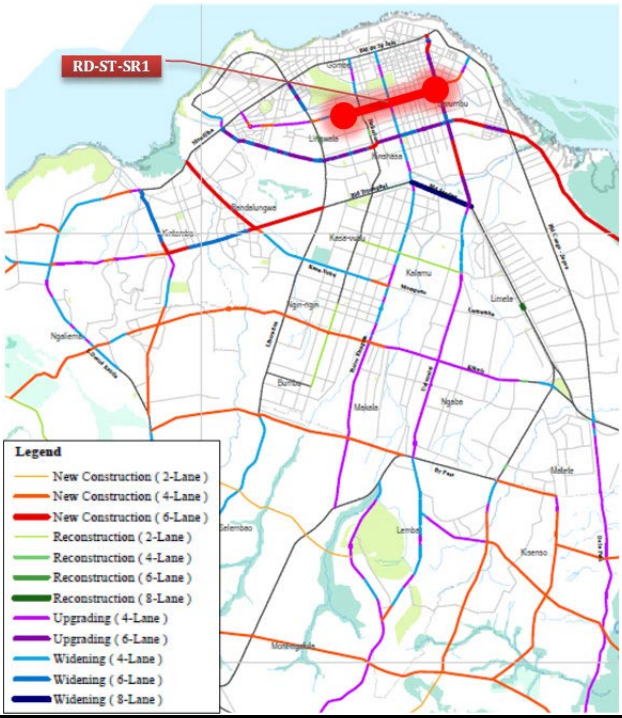
- : Negative Impact
+: Positive Impact:
±: Mixed Impact

1) Pollution
- Air quality: B-
- Water quality : B-
- Waste: B±
- Other pollution impacts: B-

2) Natural environment
- Ecosystem: B-
- Water systems, flooding: B+
- Geology: B-

3) Social and economic environment
- Involuntary resettlement and/or loss of properties: B-
- 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±
- Climate change, transboundary impacts: B±

12. Location Map



Project Code: RD-ST-SR2

Project Name:
Enhancement of Traffic Distribution Function of Road Network / Development of Bongolo Ave.+ Rue de Busu Djanoa

Transport Sub-Sector
- ☐ Railway and New Transit
- ☐ Bus Transport
- ☑ Road
- ☐ Traffic Management
- ☐ Traffic Safety
- ☐ Environment
- ☐ Urban Planning
- ☐ Institution/Funding

Urban Transport Policy:
- ☑ Managing Surging Demand
- ☑ Network Development
- ☐ Accessibility for All
- ☐ Coordination, Authorities and Funding
- ☑ Coordinating Transport & Urban Dev.
- ☐ Maintenance and Operation Scheme
- ☐ Customer-Focused Public Transport
- ☐ Managing Traffic Flow and Safety
- ☐ Reducing Environmental Impacts

Project Location
From de University Ave. to Assossa Ave. (2.5 km)

Project Priority
- ☐ Urgent
- ☑ Short-term
- ☐ Medium-term

Implementation Period
Total 6 years

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

2. Expected Benefits
- 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

3. Project Description
- Upgrading by sub-standard typical cross section from 10 to 15 m width (2-lane: 2.5 km)
- Reconstruction of small bridge
- Asphalt concrete paving
- Installation of drainage, street lighting and other facilities

4. Related Projects/Sectors
- RD-NS-W1, RD-NS-W2, RD-SR-W11

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

8. Expected Operator (if any)
OVD

9. Project Cost (in 2017 Constant Price)
Initial Investment: USD 16.0 Million
Recurring O&M: USD 0.3 M/year

10. Special Considerations
- RD-SR-W4 [Medium-term]

11. Environmental Impact

[Legend]:
A: Significant Impact
B: Moderate Impact
C: Unknown at this Time
D: No Impact

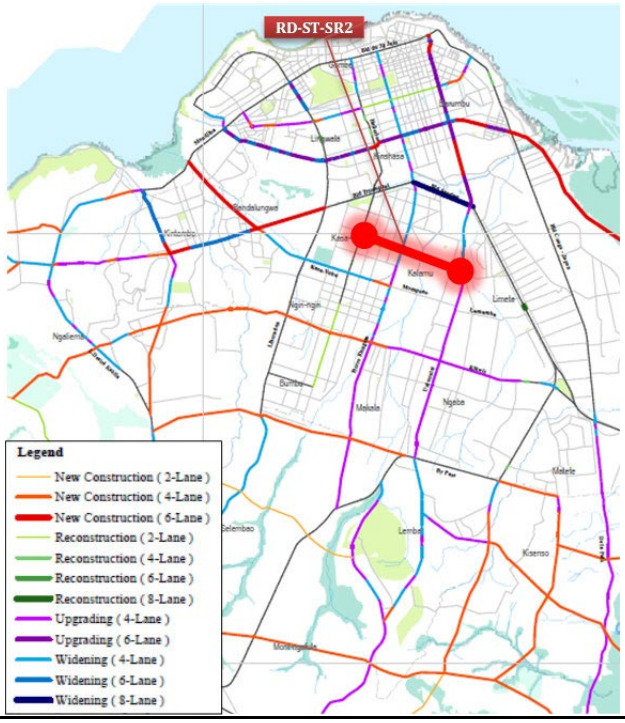
- : Negative Impact
+: Positive Impact
±: Mixed Impact

1) Pollution
- Air quality: B-
- Water quality : B-
- Waste: B±
- Other pollution impacts: B-

2) Natural environment
- Ecosystem: B-
- Water systems, flooding: B+
- Geology: B-

3) Social and economic environment
- Involuntary resettlement and/or loss of properties: B-
- 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±
- Climate change, transboundary impacts: B±

12. Location Map



Project Code: RD-ST-SR3

Project Name:
Enhancement of Traffic Distribution Function of Road Network / Development of Assossa Ave.

Transport Sub-Sector
- ☐ Railway and New Transit
- ☐ Bus Transport
- ☑ Road
- ☐ Traffic Management
- ☐ Traffic Safety
- ☐ Environment
- ☐ Urban Planning
- ☐ Institution/Funding

Urban Transport Policy:
- ☑ Managing Surging Demand
- ☑ Network Development
- ☐ Accessibility for All
- ☐ Coordination, Authorities and Funding
- ☑ Coordinating Transport & Urban Dev.
- ☐ Maintenance and Operation Scheme
- ☐ Customer-Focused Public Transport
- ☐ Managing Traffic Flow and Safety
- ☐ Reducing Environmental Impacts

Project Location
From Kasa-Vubu Ave.to Manifeste Ave. (3.5 km)

Project Priority
- ☐ Urgent
- ☑ Short-term
- ☐ Medium-term

Implementation Period
Total 10 years

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

2. Expected Benefits
- 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

3. Project Description
- Upgrading by sub-standard typical cross section of 15 m width (2-lane: 3.5 km)
- Asphalt concrete paving
- Installation of drainage, street lighting and other facilities

4. Related Projects/Sectors
- RD-EW-W1, RD-PR-W3, RD-SR-W4

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

8. Expected Operator (if any)
OVD

9. Project Cost (in 2017 Constant Price)
Initial Investment: USD 21.0 Million
Recurring O&M: USD 0.4 M/year

10. Special Considerations
- RD-SR-W11 [Medium-term]

11. Environmental Impact

[Legend]:
A: Significant Impact
B: Moderate Impact
C: Unknown at this Time
D: No Impact

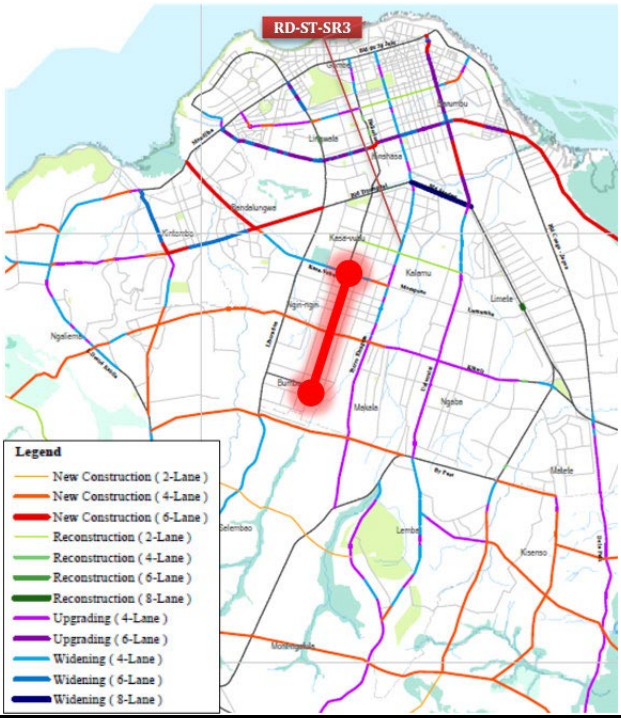
- : Negative Impact
+: Positive Impact
±: Mixed Impact

1) Pollution
- Air quality: B-
- Water quality : B-
- Waste: B±
- Other pollution impacts: B-

2) Natural environment
- Ecosystem: B-
- Water systems, flooding: B+
- Geology: B-

3) Social and economic environment
- Involuntary resettlement and/or loss of properties: B-
- 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±
- Climate change, transboundary impacts: B±

12. Location Map



Project Code: RD-IRR-WN	**Project Name:** Northern Section of Inner Ring Road in Western Division	**Transport Sub-Sector**
		☐ Railway and New Transit
		☐ Bus Transport
		☑ Road
		☐ Traffic Management
		☐ Traffic Safety
		☐ Environment
		☐ Urban Planning
		☐ Institution/Funding

Urban Transport Policy:	
☐ Managing Surging Demand	☑ Coordinating Transport & Urban Dev.
☑ Network Development	☐ Maintenance and Operation Scheme
☐ Accessibility for All	☐ Customer-Focused Public Transport
☐ Coordination, Authorities and Funding	☐ Managing Traffic Flow and Safety
	☐ Reducing Environmental Impacts

Project Location	**Project Priority**	**Implementation Period**
From RD-IRR-WE to RD-RR-WW (13.4 km)	☐ Urgent ☐ Short-term ☑ Medium-term	Total 10 years

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

2. Expected Benefits
- 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

3. Project Description
- New construction (4-lane: 0.7 km)
- Upgrading from 2-lane (4-lane: 0.2 km)
- Widening from 2-lane (4-lane: 1.4 km)
- Reconstruction of damaged sections (4-lane: 0.2 km)

4. Related Projects/Sectors
- BRT Line W1 and E2, Railway, Gombe River Port
- RD-IRR-WW, RD-IRR-WE, RD-ORR-WN, RD-NS-W1, RD-NS-W2, RD-PR-W1, RD-PR-W3, RD-PR-W4, RD-PR-W5, RD-SR-W1, RD-SR-W11, RD-SR-W15, RD-EX-N1

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

8. Expected Operator (if any)
OVD

9. Project Cost (in 2017 Constant Price)
Initial Investment: USD 24.5 Million
Recurring O&M: USD 3.7 M/year

10. Special Considerations

11. Environmental Impact

[Legend]:
A: Significant Impact
B: Moderate Impact
C: Unknown at this Time
D: No Impact

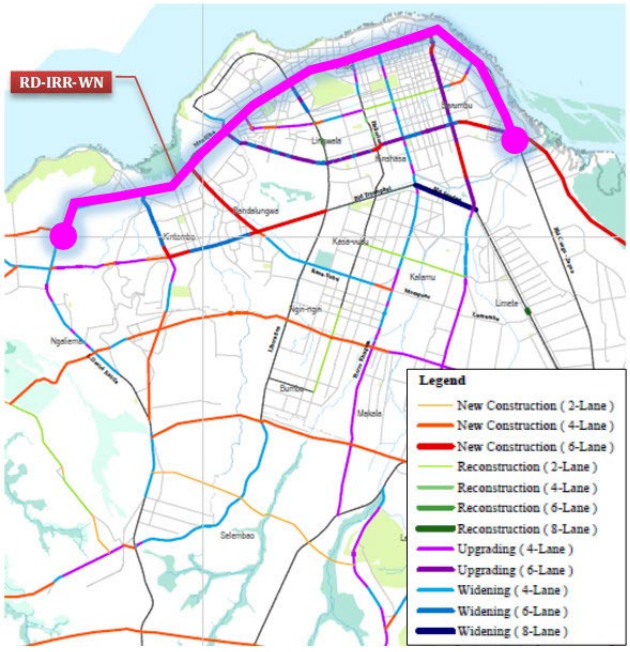
- : Negative Impact
+: Positive Impact
±: Mixed Impact

1) Pollution
- Air quality: B-
- Water quality : B-
- Waste: B±
- Other pollution impacts: B-

2) Natural environment
- Ecosystem: B-
- Water systems, flooding: B+
- Geology: B-

3) Social and economic environment
- Involuntary resettlement and/or loss of properties: B-
- 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±
- Climate change, transboundary impacts: B±

12. Location Map



Project Code: RD-IRR-WE	**Project Name:** Eastern Section of Inner Ring Road in Western Division	**Transport Sub-Sector** ☐ Railway and New Transit ☐ Bus Transport ☑ Road ☐ Traffic Management ☐ Traffic Safety ☐ Environment ☐ Urban Planning ☐ Institution/Funding

Urban Transport Policy:

- ☐ Managing Surging Demand
- ☑ Network Development
- ☐ Accessibility for All
- ☐ Coordination, Authorities and Funding
- ☑ Coordinating Transport & Urban Dev.
- ☐ Maintenance and Operation Scheme
- ☐ Customer-Focused Public Transport
- ☐ Managing Traffic Flow and Safety
- ☐ Reducing Environmental Impacts

Project Location
From RD-IRR-WN to RD-IRR-WS (15.7 km)

Project Priority
- ☐ Urgent
- ☐ Short-term
- ☑ Medium-term

Implementation Period
Total 10 years

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

2. Expected Benefits
- 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

3. Project Description
- New construction (4-lane: 0.5 km) No work
- Upgrading from 2-lane (4-lane: 8.0 km)
- Widening from 2-lane (4-lane: 0.4 km)

4. Related Projects/Sectors
- BRT Line E1 and E2, Railway
- RD-IRR-WN, RD-IRR-WS, RD-ORR-WE, RD-EW-W1, RD-EW-IA1, RD-EW-W2, RD-EW-IA2, RD-EW-W3, RD-EW-IA3, RD-PR-W1, RD-SR-W7, RD-SR-IA1, RD-EX-N1

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

8. Expected Operator (if any)
OVD

9. Project Cost (in 2017 Constant Price)
Initial Investment: USD 142.8 Million
Recurring O&M: USD 4.6 M/year

10. Special Considerations

11. Environmental Impact

[Legend]:
A: Significant Impact
B: Moderate Impact
C: Unknown at this Time
D: No Impact

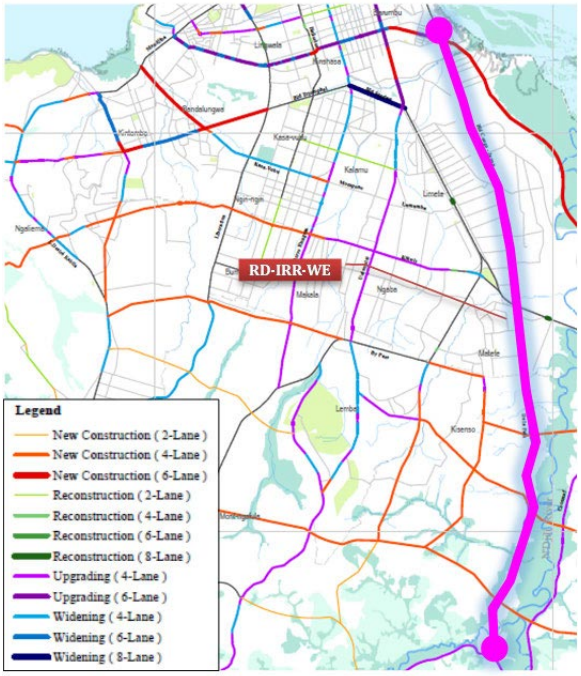
- : Negative Impact
+: Positive Impact
±: Mixed Impact

1) Pollution
- Air quality: B-
- Water quality : B-
- Waste: B±
- Other pollution impacts: B-

2) Natural environment
- Ecosystem: B-
- Water systems, flooding: B+
- Geology: B-

3) Social and economic environment
- Involuntary resettlement and/or loss of properties: B-
- 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±
- Climate change, transboundary impacts: B±

12. Location Map



Project Code: RD-IRR-WS

Project Name: Southern Section of Inner Ring Road in Western Division

Transport Sub-Sector
- ☐ Railway and New Transit
- ☐ Bus Transport
- ☑ Road
- ☐ Traffic Management
- ☐ Traffic Safety
- ☐ Environment
- ☐ Urban Planning
- ☐ Institution/Funding

Urban Transport Policy:
- ☐ Managing Surging Demand
- ☑ Network Development
- ☐ Accessibility for All
- ☐ Coordination, Authorities and Funding
- ☑ Coordinating Transport & Urban Dev.
- ☐ Maintenance and Operation Scheme
- ☐ Customer-Focused Public Transport
- ☐ Managing Traffic Flow and Safety
- ☐ Reducing Environmental Impacts

Project Location
From RD-IRR-WE to RD-IRR-WW (12.6 km)

Project Priority
- ☐ Urgent
- ☐ Short-term
- ☑ Medium-term

Implementation Period
Total 10 years

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

2. Expected Benefits
- 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

3. Project Description
- New construction (4-lane: 0.1 km) No work
- Upgrading from 2-lane (4-lane: 8.4 km)
- Reconstruction of damaged sections (2-lane: 4.6 km)

4. Related Projects/Sectors
- Railway
- RD-IRR-WE, RD-IRR-WW, RD-ORR-WE, RD-NS-W1, RD-NS-W2, RD-SR-W13

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

8. Expected Operator (if any)
OVD

9. Project Cost (in 2017 Constant Price)
Initial Investment: USD 189.4 Million
Recurring O&M: USD 3.9 M/year

10. Special Considerations

11. Environmental Impact

[Legend]:
A: Significant Impact
B: Moderate Impact
C: Unknown at this Time
D: No Impact

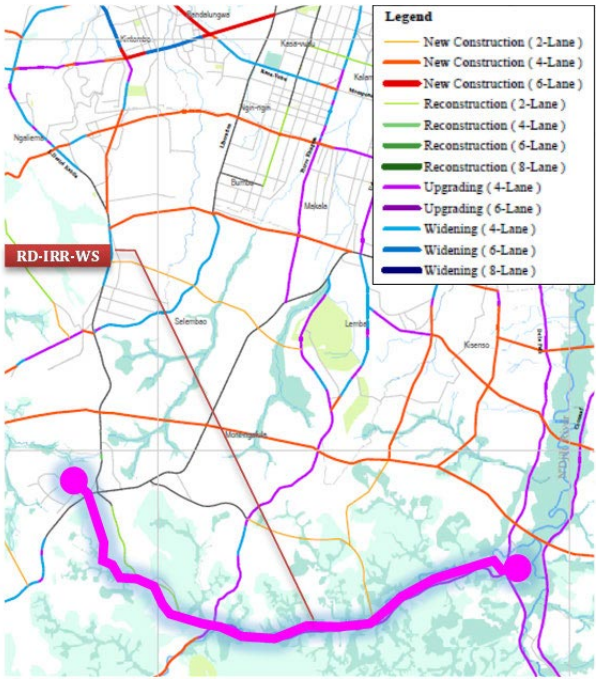
- : Negative Impact
+: Positive Impact
±: Mixed Impact

1) Pollution
- Air quality: B-
- Water quality : B-
- Waste: B±
- Other pollution impacts: B-

2) Natural environment
- Ecosystem: B-
- Water systems, flooding: B+
- Geology: B-

3) Social and economic environment
- Involuntary resettlement and/or loss of properties: B-
- 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±
- Climate change, transboundary impacts: B±

12. Location Map



Project Code: RD-IRR-WW	**Project Name:** Western Section of Inner Ring Road in Western Division	**Transport Sub-Sector**
		☐ Railway and New Transit
		☐ Bus Transport
		☑ Road
		☐ Traffic Management
		☐ Traffic Safety
		☐ Environment
		☐ Urban Planning
		☐ Institution/Funding

Urban Transport Policy:	
☐ Managing Surging Demand	☑ Coordinating Transport & Urban Dev.
☑ Network Development	☐ Maintenance and Operation Scheme
☐ Accessibility for All	☐ Customer-Focused Public Transport
☐ Coordination, Authorities and Funding	☐ Managing Traffic Flow and Safety
	☐ Reducing Environmental Impacts

Project Location	**Project Priority**	**Implementation Period**
From RD-IRR-WN to RD-IRR-WS (11.8 km)	☐ Urgent ☐ Short-term ☑ Medium-term	Total 10 years

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

2. Expected Benefits
- 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

3. Project Description
- Upgrading from 2-lane (4-lane: 0.6 km)
- Widening from 2-lane (4-lane: 4.7 km)
- Reconstruction of damaged sections (4-lane: 0.1 km)

4. Related Projects/Sectors
- RD-IRR-WN, RD-IRR-WS, RD-ORR-WN, RD-EW-W1, RD-EW-W2, RD-EW-W3, RD-NS-W1, RD-PR-W4, RD-PR-W5, RD-SR-W3, RD-SR-W5, RD-SR-W6

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

8. Expected Operator (if any)
OVD

9. Project Cost (in 2017 Constant Price)
Initial Investment: USD 41.0 Million
Recurring O&M: USD 2.7 M/year

10. Special Considerations

11. Environmental Impact

[Legend]:
A: Significant Impact
B: Moderate Impact
C: Unknown at this Time
D: No Impact

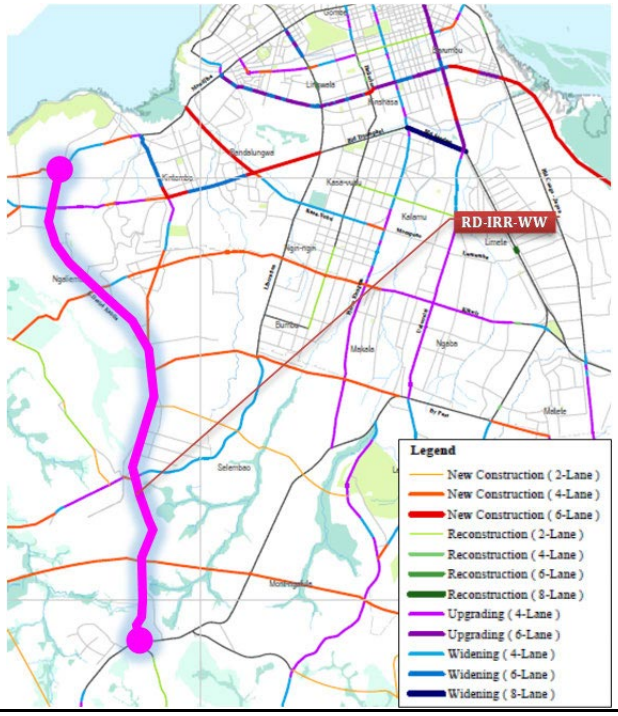
-: Negative Impact
+: Positive Impact
±: Mixed Impact

1) Pollution
- Air quality: B-
- Water quality : B-
- Waste: B±
- Other pollution impacts: B-

2) Natural environment
- Ecosystem: B-
- Water systems, flooding: B+
- Geology: B-

3) Social and economic environment
- Involuntary resettlement and/or loss of properties: B-
- 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±
- Climate change, transboundary impacts: B±

12. Location Map



Project Code: RD-ORR-WN	**Project Name:** Northern Section of Outer Ring Road in Western Division	**Transport Sub-Sector** ☐ Railway and New Transit ☐ Bus Transport ☑ Road ☐ Traffic Management ☐ Traffic Safety ☐ Environment ☐ Urban Planning ☐ Institution/Funding

Urban Transport Policy:

☐ Managing Surging Demand	☑ Coordinating Transport & Urban Dev.
☑ Network Development	☐ Maintenance and Operation Scheme
☐ Accessibility for All	☐ Customer-Focused Public Transport
☐ Coordination, Authorities and Funding	☐ Managing Traffic Flow and Safety
	☐ Reducing Environmental Impacts

Project Location
From RD-IRR-WN to RD-EW-W1 (11.2 km)

Project Priority
☐ Urgent
☐ Short-term
☑ Medium-term

Implementation Period
Total 10 years

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

2. Expected Benefits
- 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

3. Project Description
- New construction (4-lane: 9.1 km)
- Upgrading from 2-lane(4-lane: 1.2 km)
- Widening from 2-lane (4-lane: 0.8 km)

4. Related Projects/Sectors
- RD-IRR-WN, RD-IRR-WW, RD-EW-W1, RD-SR-W2, RD-SR-W3, RD-SR-W9

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

8. Expected Operator (if any)
OVD

9. Project Cost (in 2017 Constant Price)
Initial Investment: USD 138.9 Million
Recurring O&M: USD 2.9 M/year

10. Special Considerations

11. Environmental Impact

[Legend]:
A: Significant Impact
B: Moderate Impact
C: Unknown at this Time
D: No Impact

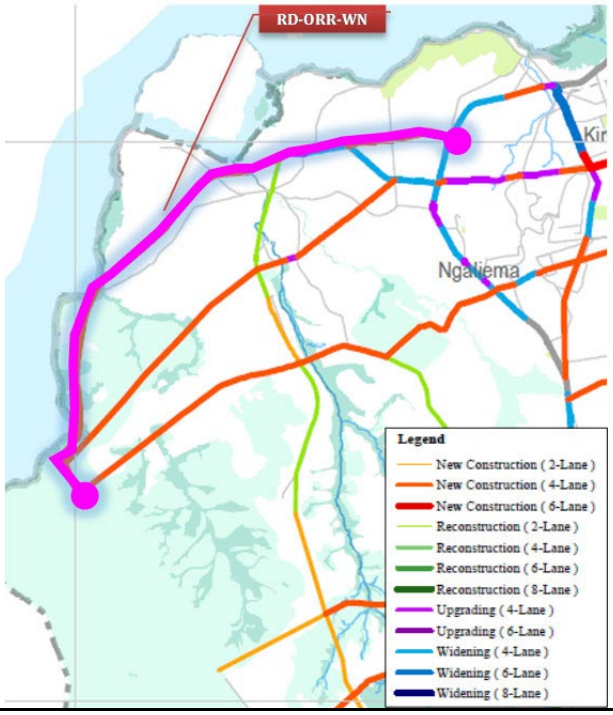
- : Negative Impact
+: Positive Impact
±: Mixed Impact

1) Pollution
- Air quality: B-
- Water quality : B-
- Waste: B±
- Other pollution impacts: B-

2) Natural environment
- Ecosystem: B-
- Water systems, flooding: B+
- Geology: B-

3) Social and economic environment
- Involuntary resettlement and/or loss of properties: B-
- 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±
- Climate change, transboundary impacts: B±

12. Location Map



Project Code: RD-ORR-WE	**Project Name:** Eastern Section of Outer Ring Road in Western Division	**Transport Sub-Sector** ☐ Railway and New Transit ☐ Bus Transport ☑ Road ☐ Traffic Management ☐ Traffic Safety ☐ Environment ☐ Urban Planning ☐ Institution/Funding

Urban Transport Policy:

- ☐ Managing Surging Demand
- ☑ Network Development
- ☐ Accessibility for All
- ☐ Coordination, Authorities and Funding
- ☑ Coordinating Transport & Urban Dev.
- ☐ Maintenance and Operation Scheme
- ☐ Customer-Focused Public Transport
- ☐ Managing Traffic Flow and Safety
- ☐ Reducing Environmental Impacts

Project Location
From RD-IRR-WE to RD-NS-W3 (4.3 km)

Project Priority
- ☐ Urgent
- ☐ Short-term
- ☑ Medium-term

Implementation Period
Total 10 years

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

2. Expected Benefits
- 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

3. Project Description
- New construction (4-lane: 0.6 km) No work
- Upgrading from 2-lane (4-lane: 3.5 km)
- Widening from 2-lane (4-lane: 0.5 km) No work

4. Related Projects/Sectors
- RD-IRR-WE, RD-IRR-WS, RD-NS-W3

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

8. Expected Operator (if any)
OVD

9. Project Cost (in 2017 Constant Price)
Initial Investment: USD 69.1 Million
Recurring O&M: USD 1.4 M/year

10. Special Considerations

11. Environmental Impact

[Legend]:
A: Significant Impact
B: Moderate Impact
C: Unknown at this Time
D: No Impact

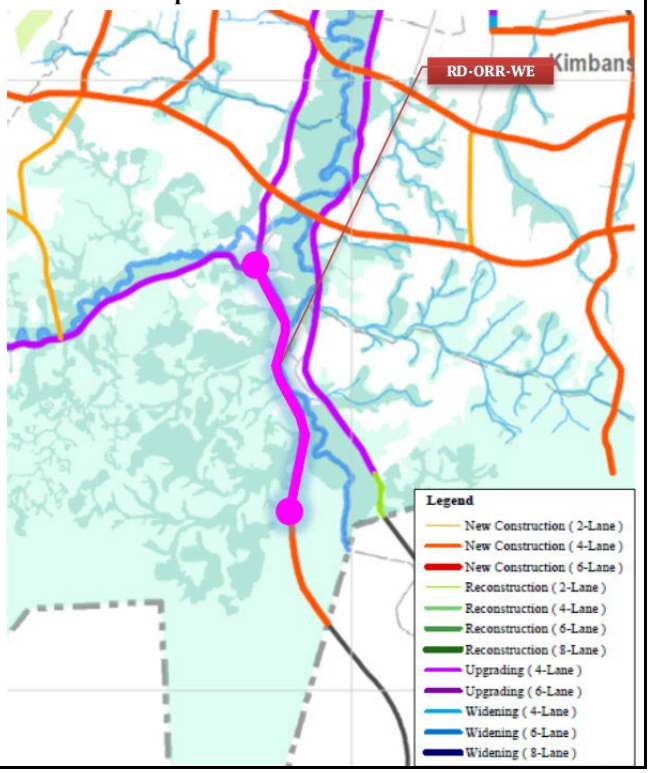
- : Negative Impact
+: Positive Impact
±: Mixed Impact

1) Pollution
- Air quality: B-
- Water quality : B-
- Waste: B±
- Other pollution impacts: B-

2) Natural environment
- Ecosystem: B-
- Water systems, flooding: B+
- Geology: B-

3) Social and economic environment
- Involuntary resettlement and/or loss of properties: B-
- 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±
- Climate change, transboundary impacts: B±

12. Location Map



Project Code: RD-EW-W1

Project Name: First East-West Axis Road in Western Division

Transport Sub-Sector
- ☐ Railway and New Transit
- ☐ Bus Transport
- ☑ Road
- ☐ Traffic Management
- ☐ Traffic Safety
- ☐ Environment
- ☐ Urban Planning
- ☐ Institution/Funding

Urban Transport Policy:
- ☐ Managing Surging Demand
- ☑ Network Development
- ☐ Accessibility for All
- ☐ Coordination, Authorities and Funding
- ☑ Coordinating Transport & Urban Dev.
- ☐ Maintenance and Operation Scheme
- ☐ Customer-Focused Public Transport
- ☐ Managing Traffic Flow and Safety
- ☐ Reducing Environmental Impacts

Project Location
From RD-ORR-WN to RD-IRR-WE (20.8 km)

Project Priority
- ☐ Urgent
- ☐ Short-term
- ☑ Medium-term

Implementation Period
Total 10 years

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

2. Expected Benefits
- 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

3. Project Description
- New construction (4-lane: 10.6 km)
- Upgrading from 2-lane (4-lane: 8.1 km)
- Widening from 2-lane (4-lane: 0.9 km)
- Reconstruction of damaged sections (4-lane: 0.1 km)

4. Related Projects/Sectors
- BRT Line W1 and E2, Railway
- RD-IRR-WW, RD-IRR-WE, RD-ORR-WN, RD-EW-IA1, RD-NS-W1, RD-NS-W2, RD-PR-W2, RD-PR-W4, RD-PR-W5, RD-SR-W3, RD-SR-W6, RD-SR-W9, RD-SR-W10, RD-SR-W11

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

8. Expected Operator (if any)
OVD

9. Project Cost (in 2017 Constant Price)
Initial Investment: USD 307.6 Million
Recurring O&M: USD 7.2 M/year

10. Special Considerations

11. Environmental Impact

[Legend]:
A: Significant Impact
B: Moderate Impact
C: Unknown at this Time
D: No Impact

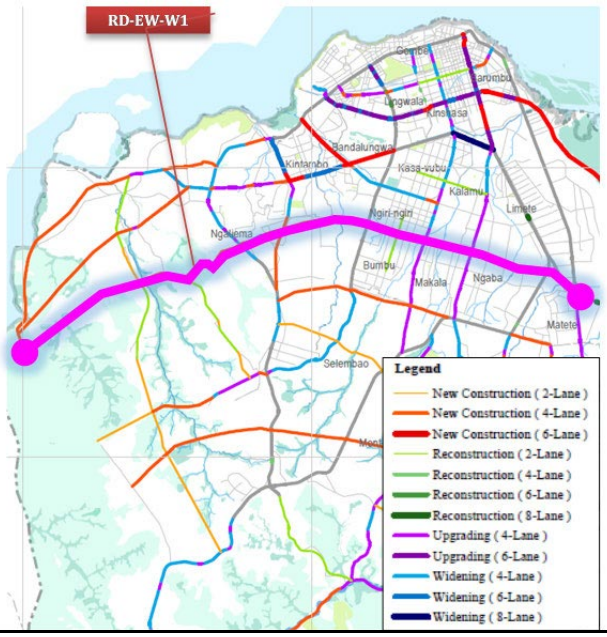
- : Negative Impact
+: Positive Impact
±: Mixed Impact

1) Pollution
- Air quality: B-
- Water quality : B-
- Waste: B±
- Other pollution impacts: B-

2) Natural environment
- Ecosystem: B-
- Water systems, flooding: B+
- Geology: B-

3) Social and economic environment
- Involuntary resettlement and/or loss of properties: B-
- 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±
- Climate change, transboundary impacts: B±

12. Location Map



Project Code: RD-EW-W2	**Project Name:** Second East-West Axis Road in Western Division	**Transport Sub-Sector**
		☐ Railway and New Transit
		☐ Bus Transport
		☑ Road
		☐ Traffic Management
		☐ Traffic Safety
		☐ Environment
		☐ Urban Planning
		☐ Institution/Funding

Urban Transport Policy:	
☐ Managing Surging Demand	☑ Coordinating Transport & Urban Dev.
☑ Network Development	☐ Maintenance and Operation Scheme
☐ Accessibility for All	☐ Customer-Focused Public Transport
☐ Coordination, Authorities and Funding	☐ Managing Traffic Flow and Safety
	☐ Reducing Environmental Impacts

Project Location	**Project Priority**	**Implementation Period**
From RD-IRR-WW to RD-IRR-WE (11.8 km)	☐ Urgent ☐ Short-term ☑ Medium-term	Total 10 years

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

2. Expected Benefits
- 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

3. Project Description
- New construction (4-lane: 4.6 km)
- Upgrading from 2-lane (4-lane: 5.1 km)

4. Related Projects/Sectors
- Railway
- RD-IRR-WW, RD-IRR-WE, RD-EW-IA2, RD-NS-W1, RD-NS-W2, RD-PR-W5, RD-PR-W6, RD-PR-W7, RD-SR-W13, RD-SR-W14

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

8. Expected Operator (if any)
OVD

9. Project Cost (in 2017 Constant Price)
Initial Investment: USD 175.2 Million
Recurring O&M: USD 3.8 M/year

10. Special Considerations

11. Environmental Impact

[Legend]:
A: Significant Impact
B: Moderate Impact
C: Unknown at this Time
D: No Impact

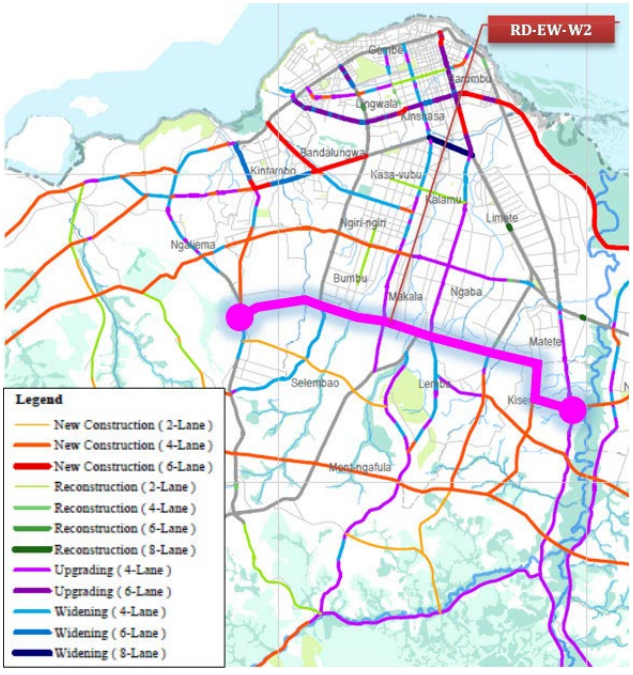
- : Negative Impact
+: Positive Impact
±: Mixed Impact

1) Pollution
- Air quality: B-
- Water quality : B-
- Waste: B±
- Other pollution impacts: B-

2) Natural environment
- Ecosystem: B-
- Water systems, flooding: B+
- Geology: B-

3) Social and economic environment
- Involuntary resettlement and/or loss of properties: B-
- 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±
- Climate change, transboundary impacts: B±

12. Location Map



Project Code: RD-EW-W3	**Project Name:** Third East-West Axis Road in Western Division	**Transport Sub-Sector** ☐ Railway and New Transit ☐ Bus Transport ☑ Road ☐ Traffic Management ☐ Traffic Safety ☐ Environment ☐ Urban Planning ☐ Institution/Funding

Urban Transport Policy:

- ☐ Managing Surging Demand
- ☑ Network Development
- ☐ Accessibility for All
- ☐ Coordination, Authorities and Funding
- ☑ Coordinating Transport & Urban Dev.
- ☐ Maintenance and Operation Scheme
- ☐ Customer-Focused Public Transport
- ☐ Managing Traffic Flow and Safety
- ☐ Reducing Environmental Impacts

Project Location
From RD-ORR-WW [Y2040] to RD-IRR-WE (16.2 km)

Project Priority
- ☐ Urgent
- ☐ Short-term
- ☑ Medium-term

Implementation Period
Total 10 years

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

2. Expected Benefits
- 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

3. Project Description
- New construction (4-lane: 16.2 km)

4. Related Projects/Sectors
- Railway
- RD-IRR-WW, RD-IRR-WE, RD-EW-IA3, RD-NS-W1, RD-NS-W2, RD-SR-W9, RD-SR-W13, RD-SR-W14

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

8. Expected Operator (if any)
OVD

9. Project Cost (in 2017 Constant Price)
Initial Investment: USD 271.2 Million
Recurring O&M: USD 5.4 M/year

10. Special Considerations

11. Environmental Impact

[Legend]:
A: Significant Impact
B: Moderate Impact
C: Unknown at this Time
D: No Impact

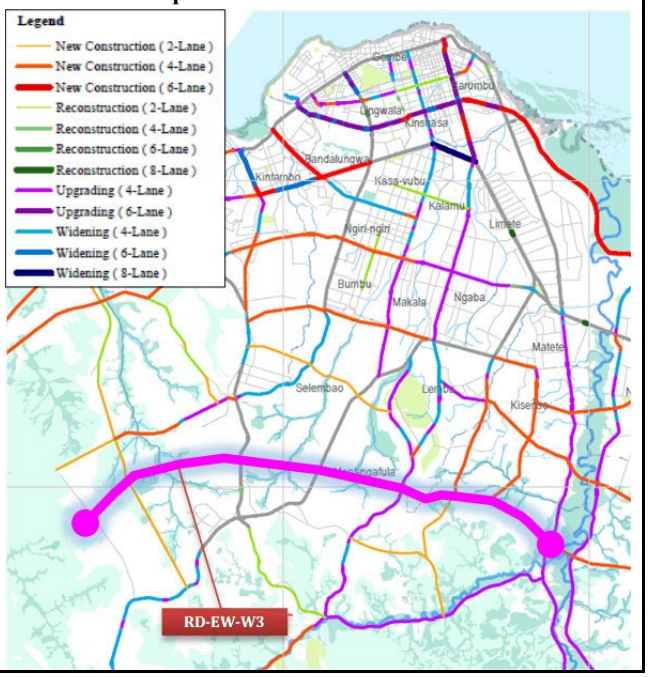
- : Negative Impact
+: Positive Impact
±: Mixed Impact

1) Pollution
- Air quality: B-
- Water quality : B-
- Waste: B±
- Other pollution impacts: B-

2) Natural environment
- Ecosystem: B-
- Water systems, flooding: B+
- Geology: B-

3) Social and economic environment
- Involuntary resettlement and/or loss of properties: B-
- 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±
- Climate change, transboundary impacts: B±

12. Location Map



Project Code: RD-NS-W1	**Project Name:** First North-South Axis Road in Western Division	**Transport Sub-Sector**
		☐ Railway and New Transit ☐ Bus Transport ☑ Road ☐ Traffic Management ☐ Traffic Safety ☐ Environment ☐ Urban Planning ☐ Institution/Funding

Urban Transport Policy:		**Project Priority**
☐ Managing Surging Demand	☑ Coordinating Transport & Urban Dev.	☐ Urgent
☑ Network Development	☐ Maintenance and Operation Scheme	☐ Short-term
☐ Accessibility for All	☐ Customer-Focused Public Transport	☑ Medium-term
☐ Coordination, Authorities and Funding	☐ Managing Traffic Flow and Safety ☐ Reducing Environmental Impacts	

Project Location
From RD-IRR-WN via RD-SR-W9 to Study Area Boundary toward Matadi (31.0 km)

Implementation Period
Total 10 years

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

2. Expected Benefits
- 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

3. Project Description
- Upgrading from 2-lane (4-lane: 7.6 km)
- Widening from 2-lane (4-lane: 14.6 km)

4. Related Projects/Sectors
- BRT Line W1 and E2, Gombe River Port
- RD-IRR-WN, RD-IRR-WS, RD-IRR-WW, RD-EW-W1, RD-EW-W2, RD-EW-W3, RD-PR-W1, RD-PR-W2, RD-PR-W3, RD-PR-W7, RD-SR-W1, RD-SR-W4, RD-SR-W6, RD-SR-W8, RD-SR-W9

5. Important Assumptions (Conditions for the Project)

6. Implementing Agency
CI, OVD and OR

7. Financing Scheme
☑ DRC Public Sector
☑ International Donors
☐ Public Private Partnership
☐ Private Sector Initiative

8. Expected Operator (if any)
OVD

9. Project Cost (in 2017 Constant Price)
Initial Investment: USD 216.5 Million
Recurring O&M: USD 8.2 M/year

10. Special Considerations
- RD-ST-PR1 [Short term]

11. Environmental Impact

[Legend]:
A: Significant Impact
B: Moderate Impact
C: Unknown at this Time
D: No Impact

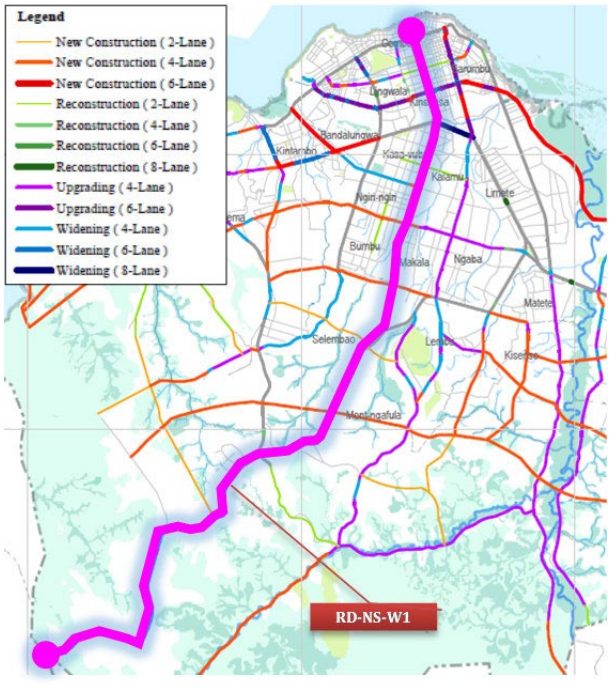
- : Negative Impact
+: Positive Impact
±: Mixed Impact

1) Pollution
- Air quality: B-
- Water quality : B-
- Waste: B±
- Other pollution impacts: B-

2) Natural environment
- Ecosystem: B-
- Water systems, flooding: B+
- Geology: B-

3) Social and economic environment
- Involuntary resettlement and/or loss of properties: B-
- 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±
- Climate change, transboundary impacts: B±

12. Location Map



Project Code: RD-NS-W2	**Project Name:** Second North-South Axis Road in Western Division	**Transport Sub-Sector**
		☐ Railway and New Transit
		☐ Bus Transport
Urban Transport Policy:	☑ Coordinating Transport & Urban Dev.	☑ Road
☐ Managing Surging Demand	☐ Maintenance and Operation Scheme	☐ Traffic Management
☑ Network Development	☐ Customer-Focused Public Transport	☐ Traffic Safety
☐ Accessibility for All	☐ Managing Traffic Flow and Safety	☐ Environment
☐ Coordination, Authorities and Funding	☐ Reducing Environmental Impacts	☐ Urban Planning
		☐ Institution/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)	**Project Priority** ☐ Urgent ☐ Short-term ☑ Medium-term	**Implementation Period** Total 10 years

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

2. Expected Benefits

- 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

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)

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-SR-W1, RD-SR-W4, 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

8. Expected Operator (if any)

OVD

9. Project Cost (in 2017 Constant Price)

Initial Investment: USD 403.0 Million
Recurring O&M: USD 9.2 M/year

10. Special Considerations

- RD-ST-PR2 [Short term]
- Demolition of N'Dolo Airport

11. Environmental Impact

1) Pollution
- Air quality: B-
- Water quality : B-
- Waste: B±
- Other pollution impacts: B-

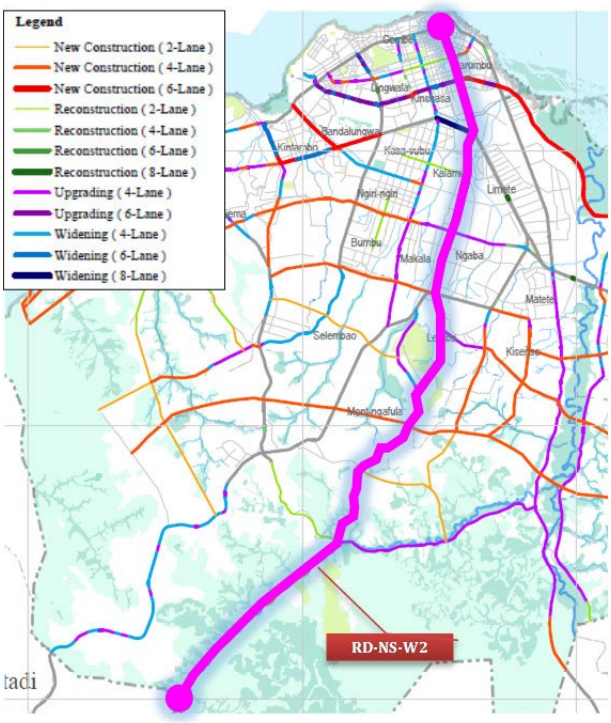
2) Natural environment
- Ecosystem: B-
- Water systems, flooding: B+
- Geology: B-

3) Social and economic environment
- Involuntary resettlement and/or loss of properties: B-
- 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±
- Climate change, transboundary impacts: B±

[Legend]:
A: Significant Impact
B: Moderate Impact
C: Unknown at this Time
D: No Impact

- : Negative Impact
+: Positive Impact
±: Mixed Impact

12. Location Map



Project Code: RD-NS-W3	**Project Name:** Third North-South Axis Road in Western Division	**Transport Sub-Sector** ☐ Railway and New Transit ☐ Bus Transport ☑ Road ☐ Traffic Management ☐ Traffic Safety ☐ Environment ☐ Urban Planning ☐ Institution/Funding

Urban Transport Policy:

- ☐ Managing Surging Demand
- ☑ Network Development
- ☐ Accessibility for All
- ☐ Coordination, Authorities and Funding
- ☑ Coordinating Transport & Urban Dev.
- ☐ Maintenance and Operation Scheme
- ☐ Customer-Focused Public Transport
- ☐ Managing Traffic Flow and Safety
- ☐ Reducing Environmental Impacts

Project Location
From RD-ORR-WE to Study Area Boundary along N'djili River toward Matadi (2.0 km)

Project Priority
- ☐ Urgent
- ☐ Short-term
- ☑ Medium-term

Implementation Period
Total 10 years

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

2. Expected Benefits
- 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

3. Project Description
- New construction (4-lane: 2.0 km)

4. Related Projects/Sectors
- RD-ORR-WE

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

8. Expected Operator (if any)
OVD

9. Project Cost (in 2017 Constant Price)
Initial Investment: USD 31.9 Million
Recurring O&M: USD 0.6 M/year

10. Special Considerations

11. Environmental Impact
1) Pollution
- Air quality: B-
- Water quality : B-
- Waste: B±
- Other pollution impacts: B-

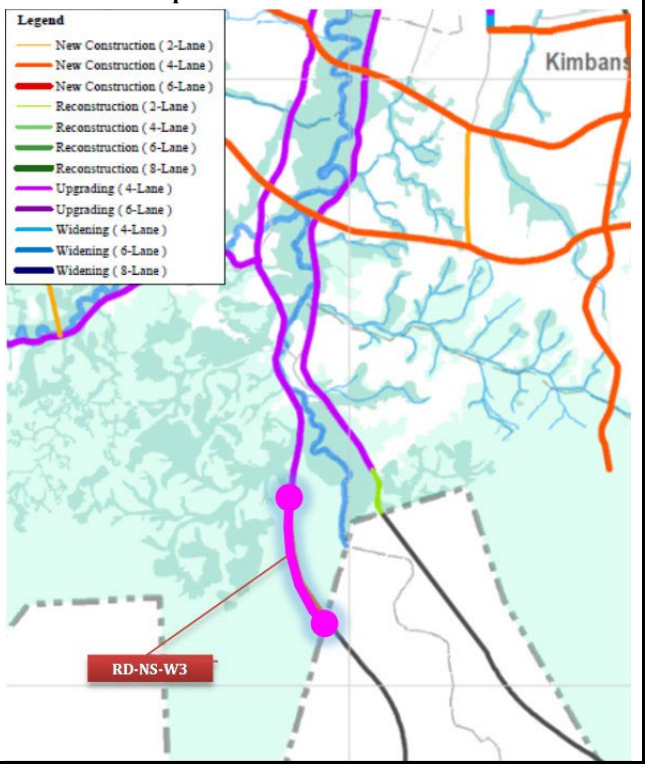
2) Natural environment
- Ecosystem: B-
- Water systems, flooding: B+
- Geology: B-

3) Social and economic environment
- Involuntary resettlement and/or loss of
- 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±
- Climate change, transboundary impacts: B±

[Legend]:
A: Significant Impact
B: Moderate Impact
C: Unknown at this Time
D: No Impact

- : Negative Impact
+: Positive Impact
±: Mixed Impact

12. Location Map



Project Code: RD-PR-W1	**Project Name:** East-West Primary Road (1) in Western Division	**Transport Sub-Sector** ☐ Railway and New Transit ☐ Bus Transport ☑ Road ☐ Traffic Management ☐ Traffic Safety ☐ Environment ☐ Urban Planning ☐ Institution/Funding

Urban Transport Policy:

☐ Managing Surging Demand	☑ Coordinating Transport & Urban Dev.
☑ Network Development	☐ Maintenance and Operation Scheme
☐ Accessibility for All	☐ Customer-Focused Public Transport
☐ Coordination, Authorities and Funding	☐ Managing Traffic Flow and Safety
	☐ Reducing Environmental Impacts

Project Location
From RD-IRR-WN to RD-IRR-WE (9.4 km)

Project Priority
☐ Urgent
☐ Short-term
☑ Medium-term

Implementation Period
Total 10 years

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

2. Expected Benefits
- 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

3. Project Description
- New construction (6-lane: 0.3 km)
- Upgrading from 2-lane (6-lane: 4.3 km)
- Widening from 2-lane (6-lane: 2.6 km)

4. Related Projects/Sectors
- Railway
- RD-IRR-WN, RD-IRR-WE, RD-NS-W1, RD-NS-W2, RD-PR-W5, RD-SR-W11, RD-SR-W15, RD-EX-N1

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

8. Expected Operator (if any)
OVD

9. Project Cost (in 2017 Constant Price)
Initial Investment: USD 80.9 Million
Recurring O&M: USD 2.2 M/year

10. Special Considerations
- Relocation of Kokolo Camp

11. Environmental Impact

[Legend]:
A: Significant Impact
B: Moderate Impact
C: Unknown at this Time
D: No Impact

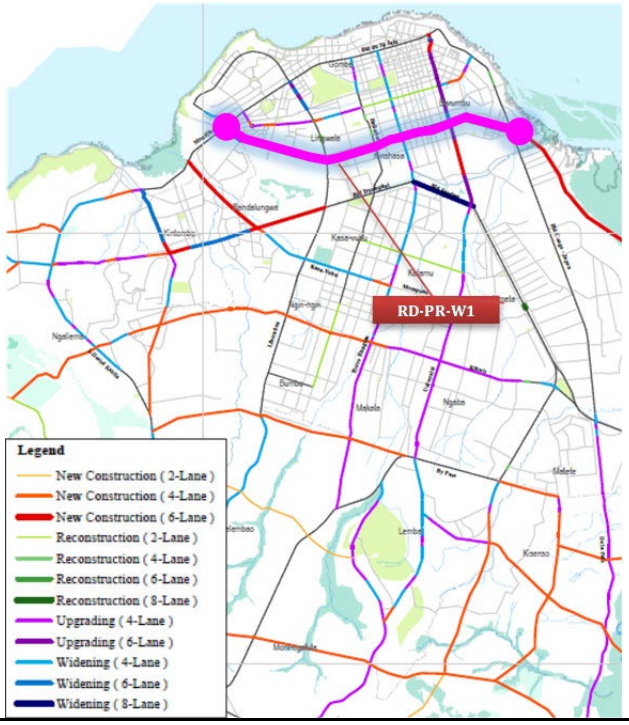
- : Negative Impact
+: Positive Impact
±: Mixed Impact

1) Pollution
- Air quality: B-
- Water quality : B-
- Waste: B±
- Other pollution impacts: B-

2) Natural environment
- Ecosystem: B-
- Water systems, flooding: B+
- Geology: B-

3) Social and economic environment
- Involuntary resettlement and/or loss of properties: B-
- 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±
- Climate change, transboundary impacts: B±

12. Location Map



Project Code: **RD-PR-W2**	**Project Name:** **East-West Primary Road (2) in Western Division**	**Transport Sub-Sector** ☐ Railway and New Transit ☐ Bus Transport ☑ Road ☐ Traffic Management ☐ Traffic Safety ☐ Environment ☐ Urban Planning ☐ Institution/Funding
Urban Transport Policy: ☐ Managing Surging Demand ☑ Network Development ☐ Accessibility for All ☐ Coordination, Authorities and Funding ☑ Coordinating Transport & Urban Dev. ☐ Maintenance and Operation Scheme ☐ Customer-Focused Public Transport ☐ Managing Traffic Flow and Safety ☐ Reducing Environmental Impacts		
Project Location From RD-PR-W4 to RD-EW-W1 (12.6 km)	**Project Priority** ☐ Urgent ☐ Short-term ☑ Medium-term	**Implementation Period** Total 10 years

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

2. Expected Benefits
- 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

3. Project Description
- New construction (6-lane: 2.3 km)
- Widening (4 to 6-lane: 1.5 km, 6 to 8-lane: 3.0 km)
- Reconstruction of damaged sections (8-lane: 0.1 km)

4. Related Projects/Sectors
- BRT Line E1 and E2
- RD-EW-W1, RD-NS-W1, RD-NS-W2, RD-PR-W3, RD-PR-W4, RD-PR-W5, RD-PR-W6, RD-SR-W3, RD-SR-W11

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

8. Expected Operator (if any)
OVD

9. Project Cost (in 2017 Constant Price)
Initial Investment: USD 63.7 Million
Recurring O&M: USD 6.3 M/year

10. Special Considerations

11. Environmental Impact

[Legend]:
A: Significant Impact
B: Moderate Impact
C: Unknown at this Time
D: No Impact

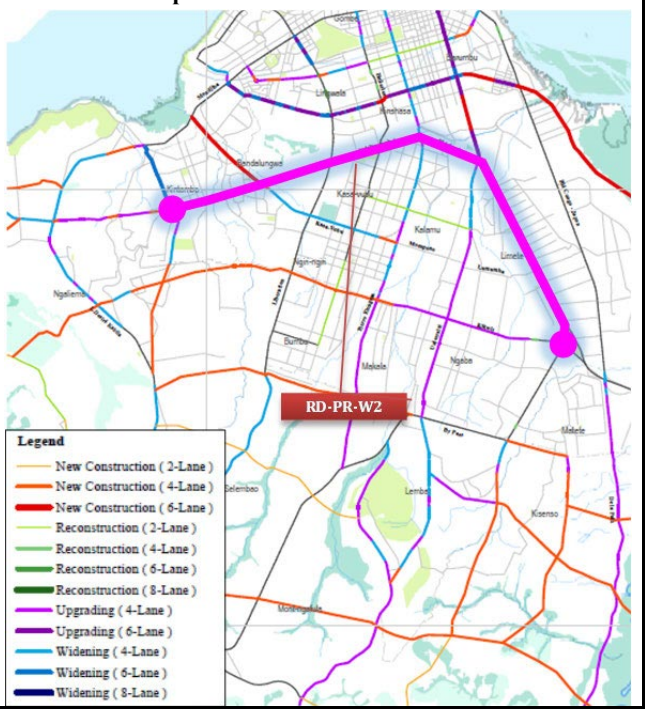
- : Negative Impact
+: Positive Impact
±: Mixed Impact

1) Pollution
- Air quality: B-
- Water quality : B-
- Waste: B±
- Other pollution impacts: B-

2) Natural environment
- Ecosystem: B-
- Water systems, flooding: B+
- Geology: B-

3) Social and economic environment
- Involuntary resettlement and/or loss of properties: B-
- 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±
- Climate change, transboundary impacts: B±

12. Location Map



Project Code: RD-PR-W3	**Project Name:** East-West Primary Road (3) in Western Division	**Transport Sub-Sector**
		☐ Railway and New Transit ☐ Bus Transport ☑ Road ☐ Traffic Management ☐ Traffic Safety ☐ Environment ☐ Urban Planning ☐ Institution/Funding

Urban Transport Policy:	
☐ Managing Surging Demand	☑ Coordinating Transport & Urban Dev.
☑ Network Development	☐ Maintenance and Operation Scheme
☐ Accessibility for All	☐ Customer-Focused Public Transport
☐ Coordination, Authorities and Funding	☐ Managing Traffic Flow and Safety
	☐ Reducing Environmental Impacts

Project Location	**Project Priority**	**Implementation Period**
From RD-IRR-WN to RD-NS-W1 (5.7 km)	☐ Urgent ☐ Short-term ☑ Medium-term	Total 10 years

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

2. Expected Benefits
- 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

3. Project Description
- New construction (4-lane: 0.6 km, 6-lane: 2.8 km)
- Widening from 2-lane (4-lane: 2.8 km)

4. Related Projects/Sectors
- RD-IRR-WN, RD-NS-W1, RD-PR-W2, RD-PR-W5, RD-SR-W11

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

8. Expected Operator (if any)
OVD

9. Project Cost (in 2017 Constant Price)
Initial Investment: USD 73.8 Million
Recurring O&M: USD 1.9 M/year

10. Special Considerations

11. Environmental Impact

[Legend]:
A: Significant Impact
B: Moderate Impact
C: Unknown at this Time
D: No Impact

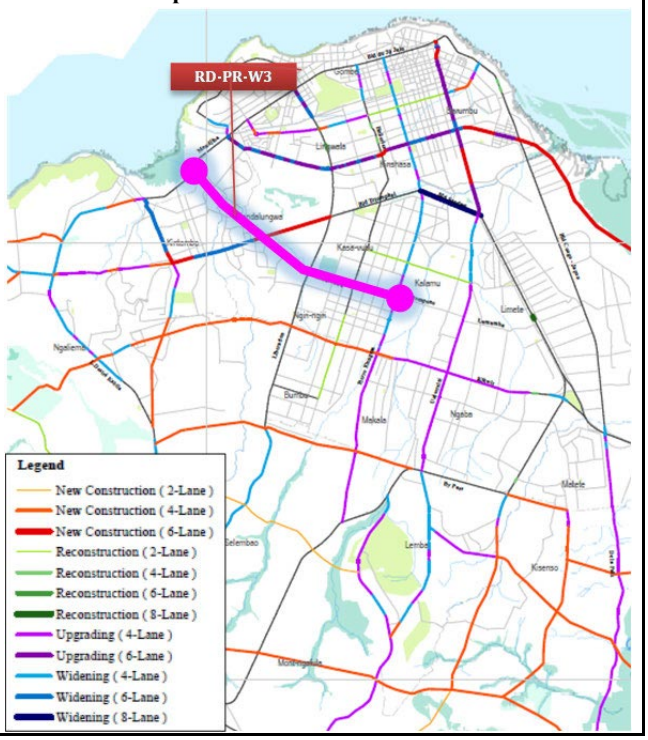
- : Negative Impact
+: Positive Impact
±: Mixed Impact

1) Pollution
- Air quality: B-
- Water quality : B-
- Waste: B±
- Other pollution impacts: B-

2) Natural environment
- Ecosystem: B-
- Water systems, flooding: B+
- Geology: B-

3) Social and economic environment
- Involuntary resettlement and/or loss of properties: B-
- 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±
- Climate change, transboundary impacts: B±

12. Location Map



Project Code: **RD-PR-W4**	**Project Name:** **North-South Primary Road (1) in Western Division**	**Transport Sub-Sector** ☐ Railway and New Transit ☐ Bus Transport ☑ Road ☐ Traffic Management ☐ Traffic Safety ☐ Environment ☐ Urban Planning ☐ Institution/Funding
Urban Transport Policy: ☐ Managing Surging Demand ☑ Network Development ☐ Accessibility for All ☐ Coordination, Authorities and Funding ☑ Coordinating Transport & Urban Dev. ☐ Maintenance and Operation Scheme ☐ Customer-Focused Public Transport ☐ Managing Traffic Flow and Safety ☐ Reducing Environmental Impacts		
Project Location From RD-IRR-WN to RD-IRR-WW (5.5 km)	**Project Priority** ☐ Urgent ☐ Short-term ☑ Medium-term	**Implementation Period** Total 10 years

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

2. Expected Benefits

- 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

3. Project Description

- New construction (4-lane: 2.5 km, 6-lane: 2.8 km)
- Upgrading (2 to 4-lane: 0.7 km, 2 to 6-lane: 0.6 km)
- Widening from 2-lane (4-lane: 2.1 km)

4. Related Projects/Sectors

- BRT Line E2
- RD-IRR-WN, RD-IRR-WW, RD-NS-W1, RD-EW-W1, RD-PR-W2, RD-SR-W3

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

8. Expected Operator (if any)

OVD

9. Project Cost (in 2017 Constant Price)

Initial Investment: USD 69.4 Million
Recurring O&M: USD 1.6 M/year

10. Special Considerations

11. Environmental Impact

[Legend]:
A: Significant Impact
B: Moderate Impact
C: Unknown at this Time
D: No Impact

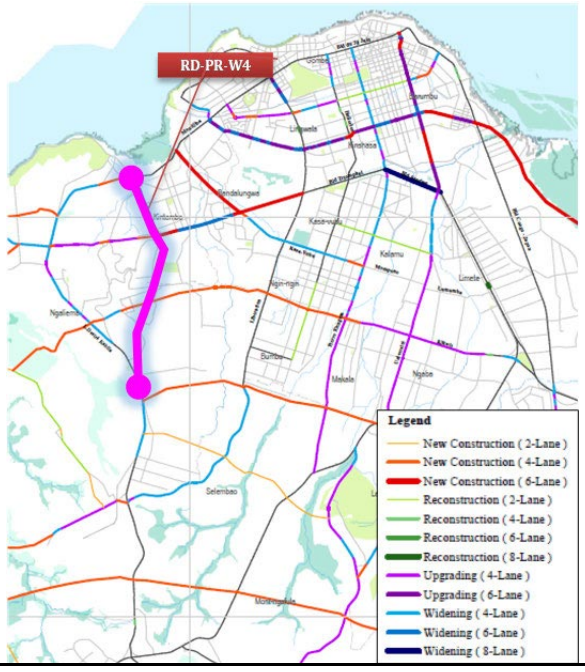
- : Negative Impact
+: Positive Impact
±: Mixed Impact

1) Pollution
- Air quality: B-
- Water quality : B-
- Waste: B±
- Other pollution impacts: B-

2) Natural environment
- Ecosystem: B-
- Water systems, flooding: B+
- Geology: B-

3) Social and economic environment
- Involuntary resettlement and/or loss of properties: B-
- 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±
- Climate change, transboundary impacts: B±

12. Location Map



Project Code: **RD-PR-W5**	**Project Name:** **North-South Primary Road (2) in Western Division**	**Transport Sub-Sector** ☐ Railway and New Transit ☐ Bus Transport ☑ Road ☐ Traffic Management ☐ Traffic Safety ☐ Environment ☐ Urban Planning ☐ Institution/Funding

Urban Transport Policy:

- ☐ Managing Surging Demand
- ☑ Network Development
- ☐ Accessibility for All
- ☐ Coordination, Authorities and Funding
- ☑ Coordinating Transport & Urban Dev.
- ☐ Maintenance and Operation Scheme
- ☐ Customer-Focused Public Transport
- ☐ Managing Traffic Flow and Safety
- ☐ Reducing Environmental Impacts

Project Location
From RD-IRR-WN to RD-IRR-WW (13.0 km)

Project Priority
- ☐ Urgent
- ☐ Short-term
- ☑ Medium-term

Implementation Period
Total 10 years

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

2. Expected Benefits
- 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

3. Project Description
- Upgrading (2 to 4-lane: 0.1 km, 4 to 6-lane: 0.3 km)
- Widening (2 to 4-lane: 4.7 km, 4 to 6-lane: 5.4 km)
- Reconstruction of damaged sections (6-lane: 0.2 km)

4. Related Projects/Sectors
- BRT Line W1 and E2
- RD-IRR-WN, RD-IRR-WW, RD-EW-W1, RD-EW-W2, RD-PR-W1, RD-PR-W2, RD-PR-W3, RD-SR-W5, RD-SR-W6, RD-SR-W11, RD-SR-W15

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

8. Expected Operator (if any)
OVD

9. Project Cost (in 2017 Constant Price)
Initial Investment: USD 38.6 Million
Recurring O&M: USD 3.6 M/year

10. Special Considerations

11. Environmental Impact

[Legend]:
A: Significant Impact
B: Moderate Impact
C: Unknown at this Time
D: No Impact

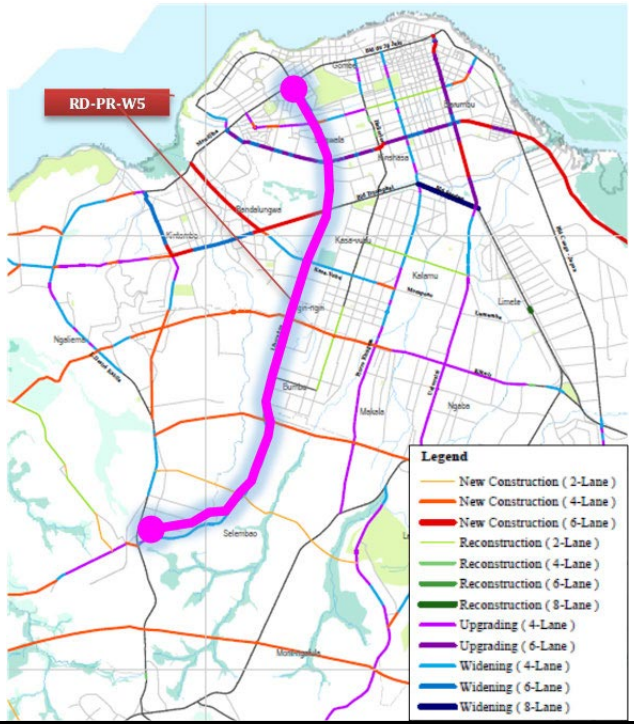
- : Negative Impact
+: Positive Impact
±: Mixed Impact

1) Pollution
- Air quality: B-
- Water quality : B-
- Waste: B±
- Other pollution impacts: B-

2) Natural environment
- Ecosystem: B-
- Water systems, flooding: B+
- Geology: B-

3) Social and economic environment
- Involuntary resettlement and/or loss of properties: B-
- 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±
- Climate change, transboundary impacts: B±

12. Location Map



Project Code: RD-PR-W6	**Project Name:** North-South Primary Road (3) in Western Division	**Transport Sub-Sector**
		☐ Railway and New Transit
		☐ Bus Transport
		☑ Road
		☐ Traffic Management
		☐ Traffic Safety
		☐ Environment
		☐ Urban Planning
		☐ Institution/Funding

Urban Transport Policy:	
☐ Managing Surging Demand	☑ Coordinating Transport & Urban Dev.
☑ Network Development	☐ Maintenance and Operation Scheme
☐ Accessibility for All	☐ Customer-Focused Public Transport
☐ Coordination, Authorities and Funding	☐ Managing Traffic Flow and Safety
	☐ Reducing Environmental Impacts

Project Location	**Project Priority**	**Implementation Period**
From RD-EW-W1 to RD-EW-W2 (2.8 km)	☐ Urgent ☐ Short-term ☑ Medium-term	Total 10 years

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

2. Expected Benefits
- 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

3. Project Description
- New construction (4-lane: 2.5 km, 6-lane: 0.7 km) No work
- Reconstruction of damaged sections (4-lane: 0.1 km)

4. Related Projects/Sectors
- RD-EW-W1, RD-EW-W2, RD-PR-W2, RD-SR-W13

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

8. Expected Operator (if any)
OVD

9. Project Cost (in 2017 Constant Price)
Initial Investment: USD 10.1 Million
Recurring O&M: USD 1.0 M/year

10. Special Considerations

11. Environmental Impact

[Legend]:
A: Significant Impact
B: Moderate Impact
C: Unknown at this Time
D: No Impact

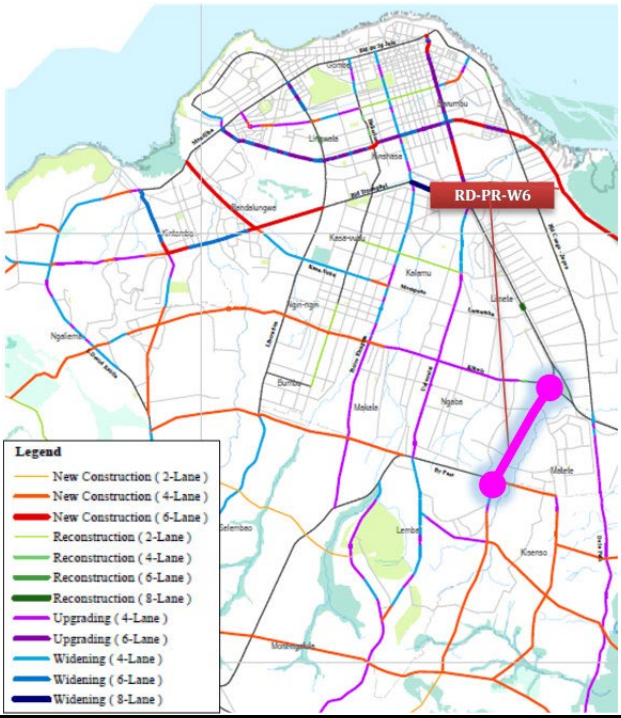
- : Negative Impact
+: Positive Impact
±: Mixed Impact

1) Pollution
- Air quality: B-
- Water quality : B-
- Waste: B±
- Other pollution impacts: B-

2) Natural environment
- Ecosystem: B-
- Water systems, flooding: B+
- Geology: B-

3) Social and economic environment
- Involuntary resettlement and/or loss of properties: B-
- 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±
- Climate change, transboundary impacts: B±

12. Location Map



Project Code: RD-SR-W1	**Project Name:** East-West Secondary Road (1) in Western Division	**Transport Sub-Sector**
		☐ Railway and New Transit ☐ Bus Transport ☑ Road ☐ Traffic Management ☐ Traffic Safety ☐ Environment ☐ Urban Planning ☐ Institution/Funding

Urban Transport Policy:		**Project Priority**
☐ Managing Surging Demand	☑ Coordinating Transport & Urban Dev.	☐ Urgent
☑ Network Development	☐ Maintenance and Operation Scheme	☐ Short-term
☐ Accessibility for All	☐ Customer-Focused Public Transport	☑ Medium-term
☐ Coordination, Authorities and Funding	☐ Managing Traffic Flow and Safety ☐ Reducing Environmental Impacts	

Project Location
From RD-IRR-WN to RD-IRR-WN (6.0 km)

Implementation Period
Total 10 years

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

2. Expected Benefits
- 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

3. Project Description
- New construction (4-lane: 1.0 km)
- Upgrading from 2-lane (4-lane: 2.1 km)
- Widening from 2-lane (4-lane: 1.0 km)
- Reconstruction of damaged sections (2-lane: 1.8 km)

4. Related Projects/Sectors
- RD-IRR-WN, RD-NS-W1, RD-NS-W2, RD-PR-W5, RD-SR-W11

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

8. Expected Operator (if any)
OVD

9. Project Cost (in 2017 Constant Price)
Initial Investment: USD 67.0 Million
Recurring O&M: USD 1.4 M/year

10. Special Considerations
- RD-ST-SR1 [Short term]

11. Environmental Impact

[Legend]:
A: Significant Impact
B: Moderate Impact
C: Unknown at this Time
D: No Impact

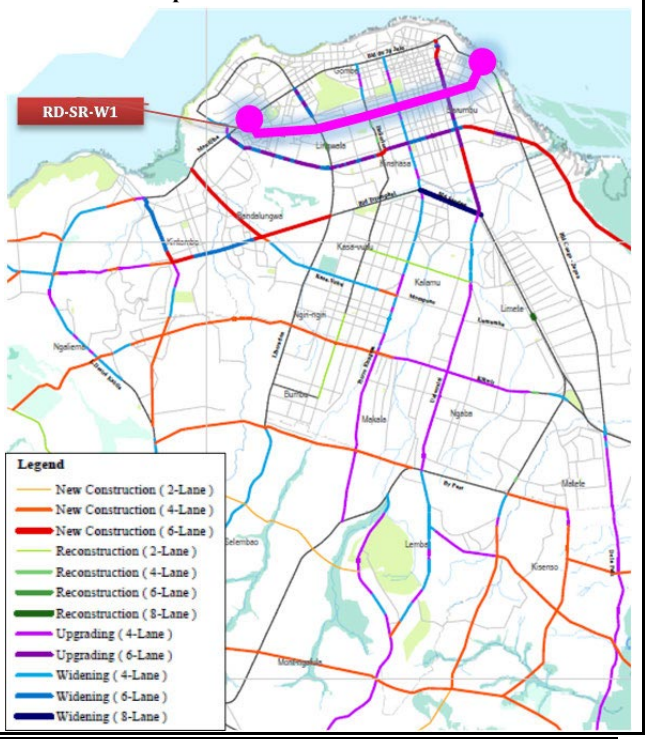
- : Negative Impact
+: Positive Impact
±: Mixed Impact

1) Pollution
- Air quality: B-
- Water quality : B-
- Waste: B±
- Other pollution impacts: B-

2) Natural environment
- Ecosystem: B-
- Water systems, flooding: B+
- Geology: B-

3) Social and economic environment
- Involuntary resettlement and/or loss of properties: B-
- 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±
- Climate change, transboundary impacts: B±

12. Location Map



Project Code: RD-SR-W2	**Project Name:** East-West Secondary Road (2) in Western Division	**Transport Sub-Sector**
		☐ Railway and New Transit ☐ Bus Transport ☑ Road ☐ Traffic Management ☐ Traffic Safety ☐ Environment ☐ Urban Planning ☐ Institution/Funding

Urban Transport Policy:	
☐ Managing Surging Demand	☑ Coordinating Transport & Urban Dev.
☑ Network Development	☐ Maintenance and Operation Scheme
☐ Accessibility for All	☐ Customer-Focused Public Transport
☐ Coordination, Authorities and Funding	☐ Managing Traffic Flow and Safety
	☐ Reducing Environmental Impacts

Project Location	**Project Priority**	**Implementation Period**
From RD-ORR-WN to RD-SR-W3 (7.9 km)	☐ Urgent ☐ Short-term ☑ Medium-term	Total 10 years

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

2. Expected Benefits
- 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

3. Project Description
- New construction (4-lane: 0.6 km)
- Upgrading from 2-lane (4-lane: 7.3 km)

4. Related Projects/Sectors
- RD-ORR-WN, RD-SR-W3, RD-SR-W9

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

8. Expected Operator (if any)
OVD

9. Project Cost (in 2017 Constant Price)
Initial Investment: USD 94.8 Million
Recurring O&M: USD 1.9 M/year

10. Special Considerations

11. Environmental Impact

[Legend]:
A: Significant Impact
B: Moderate Impact
C: Unknown at this Time
D: No Impact

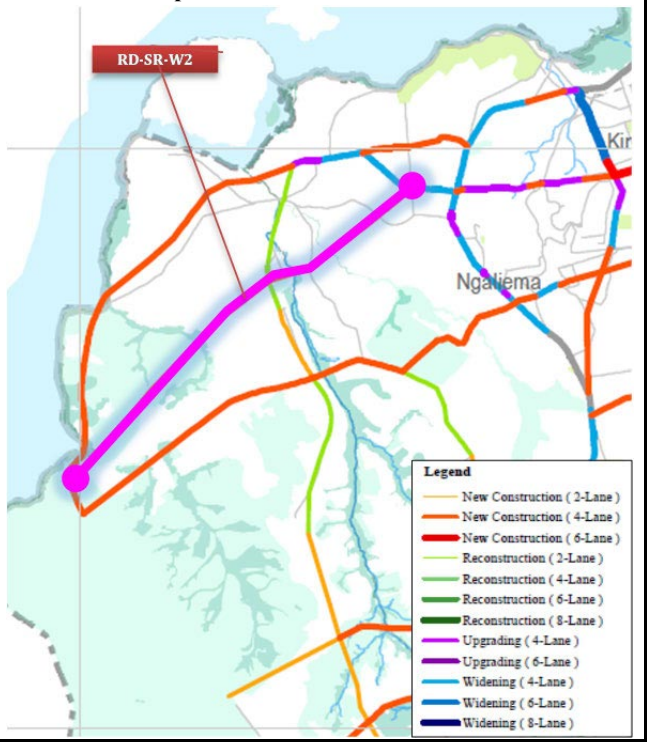
- : Negative Impact
+: Positive Impact
±: Mixed Impact

1) Pollution
- Air quality: B-
- Water quality : B-
- Waste: B±
- Other pollution impacts: B-

2) Natural environment
- Ecosystem: B-
- Water systems, flooding: B+
- Geology: B-

3) Social and economic environment
- Involuntary resettlement and/or loss of properties: B-
- 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±
- Climate change, transboundary impacts: B±

12. Location Map



Project Code: RD-SR-W3	**Project Name:** East-West Secondary Road (3) in Western Division	**Transport Sub-Sector**
		☐ Railway and New Transit ☐ Bus Transport ☑ Road ☐ Traffic Management ☐ Traffic Safety ☐ Environment ☐ Urban Planning ☐ Institution/Funding

Urban Transport Policy:	
☐ Managing Surging Demand	☑ Coordinating Transport & Urban Dev.
☑ Network Development	☐ Maintenance and Operation Scheme
☐ Accessibility for All	☐ Customer-Focused Public Transport
☐ Coordination, Authorities and Funding	☐ Managing Traffic Flow and Safety
	☐ Reducing Environmental Impacts

Project Location	**Project Priority**	**Implementation Period**
From RD-ORR-WN to RD-PR-W4 (4.6 km)	☐ Urgent ☐ Short-term ☑ Medium-term	Total 10 years

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

2. Expected Benefits
- 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

3. Project Description
- New construction (4-lane: 0.9 km)
- Upgrading from 2-lane (4-lane: 1.9 km)
- Widening from 2-lane (4-lane: 1.8 km)

4. Related Projects/Sectors
- RD-IRR-WW, RD-ORR-WN, RD-PR-W2, RD-PR-W4, RD-SR-W2

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

8. Expected Operator (if any)
OVD

9. Project Cost (in 2017 Constant Price)
Initial Investment: USD 47.1 Million
Recurring O&M: USD 1.1 M/year

10. Special Considerations

11. Environmental Impact

[Legend]:
A: Significant Impact
B: Moderate Impact
C: Unknown at this Time
D: No Impact

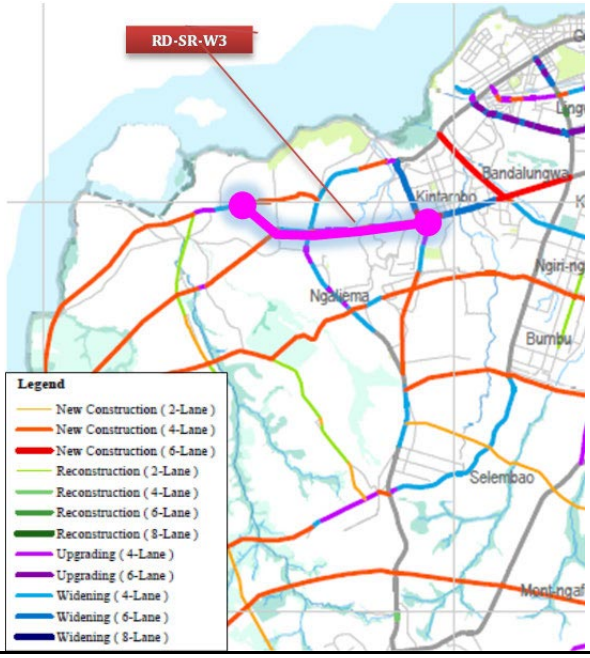
- : Negative Impact
+: Positive Impact
±: Mixed Impact

1) Pollution
- Air quality: B-
- Water quality : B-
- Waste: B±
- Other pollution impacts: B-

2) Natural environment
- Ecosystem: B-
- Water systems, flooding: B+
- Geology: B-

3) Social and economic environment
- Involuntary resettlement and/or loss of properties: B-
- 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±
- Climate change, transboundary impacts: B±

12. Location Map



Project Code: RD-SR-W4	**Project Name:** East-West Secondary Road (4) in Western Division	**Transport Sub-Sector**
		☐ Railway and New Transit
		☐ Bus Transport
		☑ Road
		☐ Traffic Management
		☐ Traffic Safety
		☐ Environment
		☐ Urban Planning
		☐ Institution/Funding

Urban Transport Policy:	
☐ Managing Surging Demand	☑ Coordinating Transport & Urban Dev.
☑ Network Development	☐ Maintenance and Operation Scheme
☐ Accessibility for All	☐ Customer-Focused Public Transport
☐ Coordination, Authorities and Funding	☐ Managing Traffic Flow and Safety
	☐ Reducing Environmental Impacts

Project Location	**Project Priority**	**Implementation Period**
From RD-NS-W2 to RD-SR-W11 (2.5 km)	☐ Urgent ☐ Short-term ☑ Medium-term	Total 10 years

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

2. Expected Benefits
- 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

3. Project Description
- Reconstruction of damaged sections (2-lane: 2.5 km)

4. Related Projects/Sectors
- RD-NS-W1, RD-NS-W2, RD-SR-W11

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

8. Expected Operator (if any)
OVD

9. Project Cost (in 2017 Constant Price)
Initial Investment: USD 22.9 Million
Recurring O&M: USD 0.5 M/year

10. Special Considerations
- RD-ST-SR2 [Short term]

11. Environmental Impact

[Legend]:
A: Significant Impact
B: Moderate Impact
C: Unknown at this Time
D: No Impact

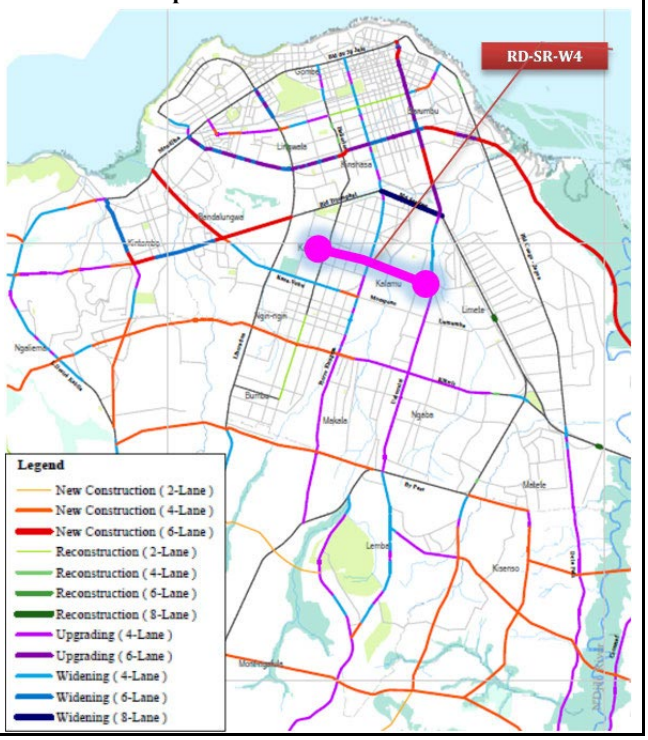
- : Negative Impact
+: Positive Impact
±: Mixed Impact

1) Pollution
- Air quality: B-
- Water quality : B-
- Waste: B±
- Other pollution impacts: B-

2) Natural environment
- Ecosystem: B-
- Water systems, flooding: B+
- Geology: B-

3) Social and economic environment
- Involuntary resettlement and/or loss of properties: B-
- 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±
- Climate change, transboundary impacts: B±

12. Location Map



Project Code: RD-SR-W5	**Project Name:** East-West Secondary Road (5) in Western Division	**Transport Sub-Sector**
		☐ Railway and New Transit
		☐ Bus Transport
		☑ Road
		☐ Traffic Management
		☐ Traffic Safety
		☐ Environment
		☐ Urban Planning
		☐ Institution/Funding

Urban Transport Policy:	
☐ Managing Surging Demand	☑ Coordinating Transport & Urban Dev.
☑ Network Development	☐ Maintenance and Operation Scheme
☐ Accessibility for All	☐ Customer-Focused Public Transport
☐ Coordination, Authorities and Funding	☐ Managing Traffic Flow and Safety
	☐ Reducing Environmental Impacts

Project Location	**Project Priority**	**Implementation Period**
From RD-ORR-WW [Y2040] to RD-IRR-WW (6.5 km)	☐ Urgent ☐ Short-term ☑ Medium-term	Total 10 years

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

2. Expected Benefits
- 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

3. Project Description
- New construction (2-lane: 2.2 km, 4-lane: 4.7 km)
- Upgrading from 2-lane (4-lane: 1.4 km)
- Widening from 2-lane (4-lane: 0.3 km)

4. Related Projects/Sectors
- RD-IRR-WW, RD-PR-W5, RD-SR-W9, RD-SR-W10

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

8. Expected Operator (if any)
OVD

9. Project Cost (in 2017 Constant Price)
Initial Investment: USD 88.1 Million
Recurring O&M: USD 1.8 M/year

10. Special Considerations

11. Environmental Impact

[Legend]:
A: Significant Impact
B: Moderate Impact
C: Unknown at this Time
D: No Impact

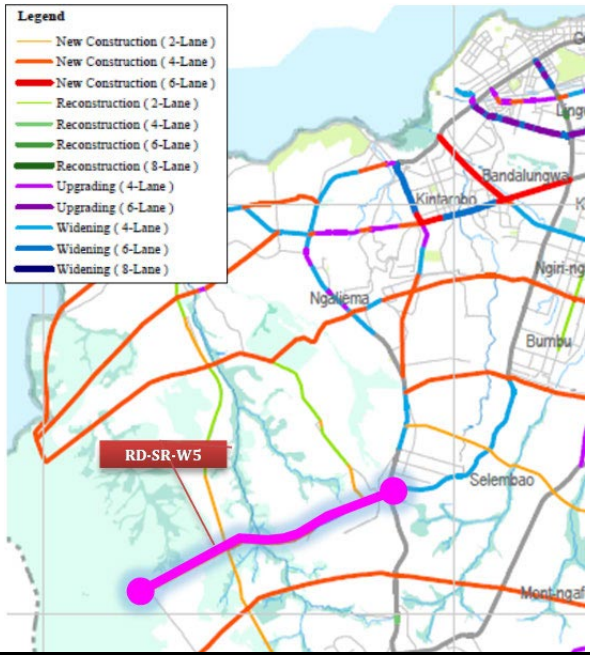
- : Negative Impact
+: Positive Impact
±: Mixed Impact

1) Pollution
- Air quality: B-
- Water quality : B-
- Waste: B±
- Other pollution impacts: B-

2) Natural environment
- Ecosystem: B-
- Water systems, flooding: B+
- Geology: B-

3) Social and economic environment
- Involuntary resettlement and/or loss of properties: B-
- 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±
- Climate change, transboundary impacts: B±

12. Location Map



Project Code: RD-SR-W6	**Project Name:** East-West Secondary Road (6) in Western Division	**Transport Sub-Sector**
		☐ Railway and New Transit ☐ Bus Transport ☑ Road ☐ Traffic Management ☐ Traffic Safety ☐ Environment ☐ Urban Planning ☐ Institution/Funding

Urban Transport Policy:		**Project Priority**
☐ Managing Surging Demand	☑ Coordinating Transport & Urban Dev.	☐ Urgent
☑ Network Development	☐ Maintenance and Operation Scheme	☐ Short-term
☐ Accessibility for All	☐ Customer-Focused Public Transport	☑ Medium-term
☐ Coordination, Authorities and Funding	☐ Managing Traffic Flow and Safety ☐ Reducing Environmental Impacts	

Project Location
From RD-IRR-WW to RD-SR-W12 (5.3 km)

Implementation Period
Total 10 years

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

2. Expected Benefits
- 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

3. Project Description
- New construction (2-lane: 5.3 km)

4. Related Projects/Sectors
- RD-IRR-WW, RD-NS-W1, RD-PR-W5, RD-SR-W12

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

8. Expected Operator (if any)
OVD

9. Project Cost (in 2017 Constant Price)
Initial Investment: USD 65.2 Million
Recurring O&M: USD 1.3 M/year

10. Special Considerations

11. Environmental Impact

[Legend]:
A: Significant Impact
B: Moderate Impact
C: Unknown at this Time
D: No Impact

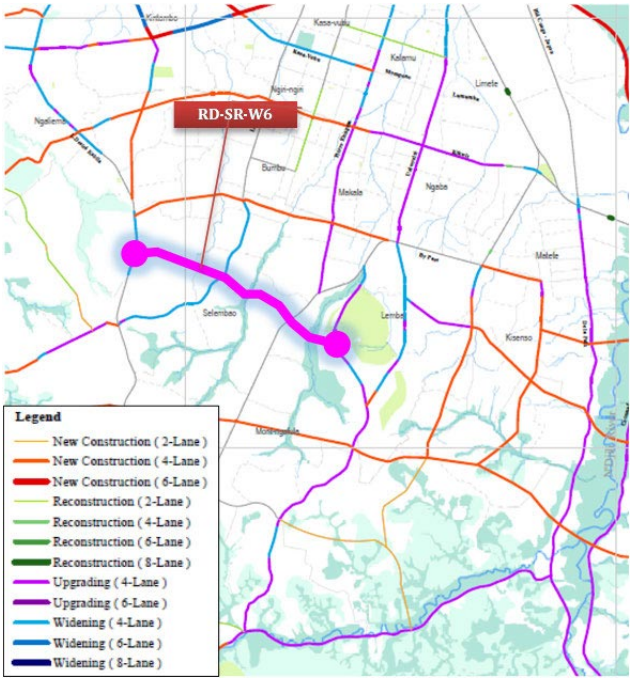
- : Negative Impact
+: Positive Impact
±: Mixed Impact

1) Pollution
- Air quality: B-
- Water quality : B-
- Waste: B±
- Other pollution impacts: B-

2) Natural environment
- Ecosystem: B-
- Water systems, flooding: B+
- Geology: B-

3) Social and economic environment
- Involuntary resettlement and/or loss of properties: B-
- 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±
- Climate change, transboundary impacts: B±

12. Location Map



Project Code: RD-SR-W7

Project Name: East-West Secondary Road (7) in Western Division

Transport Sub-Sector
- ☐ Railway and New Transit
- ☐ Bus Transport
- ☑ Road
- ☐ Traffic Management
- ☐ Traffic Safety
- ☐ Environment
- ☐ Urban Planning
- ☐ Institution/Funding

Urban Transport Policy:
- ☐ Managing Surging Demand
- ☑ Network Development
- ☐ Accessibility for All
- ☐ Coordination, Authorities and Funding
- ☑ Coordinating Transport & Urban Dev.
- ☐ Maintenance and Operation Scheme
- ☐ Customer-Focused Public Transport
- ☐ Managing Traffic Flow and Safety
- ☐ Reducing Environmental Impacts

Project Location
From RD-IRR-WE to RD-NS-W2 (4.5 km)

Project Priority
- ☐ Urgent
- ☐ Short-term
- ☑ Medium-term

Implementation Period
Total 10 years

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

2. Expected Benefits
- 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

3. Project Description
- New construction (4-lane: 2.4 km)
- Upgrading from 2-lane (4-lane: 2.6 km)
- Widening from 2-lane (4-lane: 0.2 km)

4. Related Projects/Sectors
- Railway
- RD-IRR-WE, RD-NS-W2, RD-SR-W13, RD-SR-W14

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

8. Expected Operator (if any)
OVD

9. Project Cost (in 2017 Constant Price)
Initial Investment: USD 86.0 Million
Recurring O&M: USD 1.8 M/year

10. Special Considerations

11. Environmental Impact

[Legend]:
A: Significant Impact
B: Moderate Impact
C: Unknown at this Time
D: No Impact

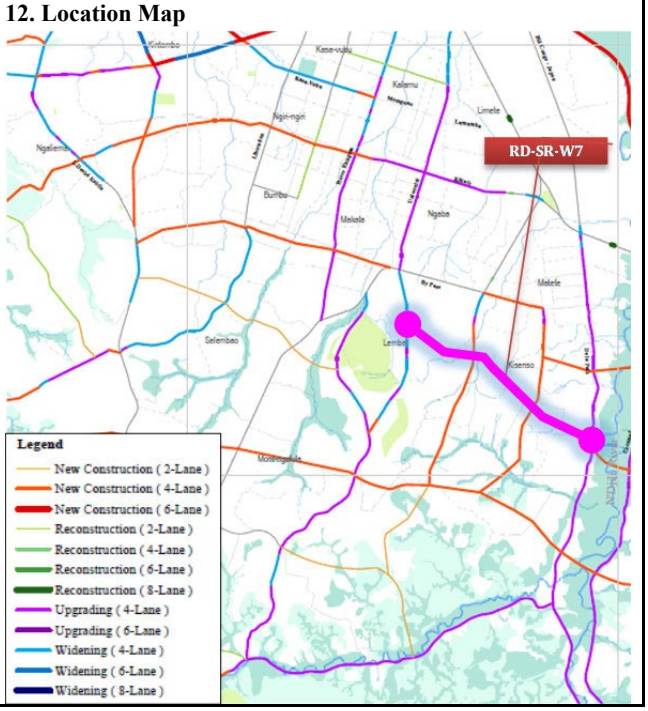
- : Negative Impact
+: Positive Impact
±: Mixed Impact

1) Pollution
- Air quality: B-
- Water quality : B-
- Waste: B±
- Other pollution impacts: B-

2) Natural environment
- Ecosystem: B-
- Water systems, flooding: B+
- Geology: B-

3) Social and economic environment
- Involuntary resettlement and/or loss of properties: B-
- 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±
- Climate change, transboundary impacts: B±

12. Location Map



Project Code: RD-SR-W8	**Project Name:** East-West Secondary Road (8) in Western Division	**Transport Sub-Sector**
		☐ Railway and New Transit ☐ Bus Transport ☑ Road ☐ Traffic Management ☐ Traffic Safety ☐ Environment ☐ Urban Planning ☐ Institution/Funding

Urban Transport Policy:	
☐ Managing Surging Demand	☑ Coordinating Transport & Urban Dev.
☑ Network Development	☐ Maintenance and Operation Scheme
☐ Accessibility for All	☐ Customer-Focused Public Transport
☐ Coordination, Authorities and Funding	☐ Managing Traffic Flow and Safety
	☐ Reducing Environmental Impacts

Project Location	**Project Priority**	**Implementation Period**
From RD-NS-W1 to RD-SR-W13 (5.3 km)	☐ Urgent ☐ Short-term ☑ Medium-term	Total 10 years

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

2. Expected Benefits
- 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

3. Project Description
- New construction (2-lane: 5.3 km)

4. Related Projects/Sectors
- RD-NS-W1, RD-NS-W2, RD-SR-W13

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

8. Expected Operator (if any)
OVD

9. Project Cost (in 2017 Constant Price)
Initial Investment: USD 59.9 Million
Recurring O&M: USD 1.2 M/year

10. Special Considerations

11. Environmental Impact

[Legend]:
A: Significant Impact
B: Moderate Impact
C: Unknown at this Time
D: No Impact

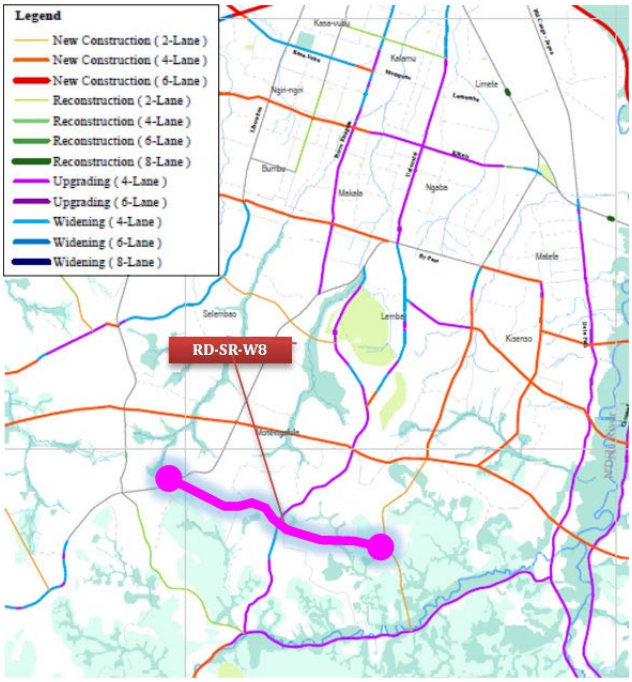
- : Negative Impact
+: Positive Impact
±: Mixed Impact

1) Pollution
- Air quality: B-
- Water quality : B-
- Waste: B±
- Other pollution impacts: B-

2) Natural environment
- Ecosystem: B-
- Water systems, flooding: B+
- Geology: B-

3) Social and economic environment
- Involuntary resettlement and/or loss of properties: B-
- 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±
- Climate change, transboundary impacts: B±

12. Location Map



Project Code: RD-SR-W9

Project Name: North-South Secondary Road (1) in Western Division

Transport Sub-Sector
- ☐ Railway and New Transit
- ☐ Bus Transport
- ☑ Road
- ☐ Traffic Management
- ☐ Traffic Safety
- ☐ Environment
- ☐ Urban Planning
- ☐ Institution/Funding

Urban Transport Policy:
- ☐ Managing Surging Demand
- ☑ Network Development
- ☐ Accessibility for All
- ☐ Coordination, Authorities and Funding
- ☑ Coordinating Transport & Urban Dev.
- ☐ Maintenance and Operation Scheme
- ☐ Customer-Focused Public Transport
- ☐ Managing Traffic Flow and Safety
- ☐ Reducing Environmental Impacts

Project Location
From RD-ORR-WN to RD-NS-W1 (13.6 km)

Project Priority
- ☐ Urgent
- ☐ Short-term
- ☑ Medium-term

Implementation Period
Total 10 years

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

2. Expected Benefits
- 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

3. Project Description
- New construction (2-lane: 8.4 km)
- Upgrading from 2-lane (4-lane: 0.2 km) No work
- Reconstruction of damaged sections (2-lane: 5.0 km)

4. Related Projects/Sectors
- RD-ORR-WN, RD-EW-W1, RD-EW-W3, RD-NS-W1, RD-SR-W2, RD-SR-W5

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

8. Expected Operator (if any)
OVD

9. Project Cost (in 2017 Constant Price)
Initial Investment: USD 154.6 Million
Recurring O&M: USD 3.1 M/year

10. Special Considerations

11. Environmental Impact

[Legend]:
A: Significant Impact
B: Moderate Impact
C: Unknown at this Time
D: No Impact

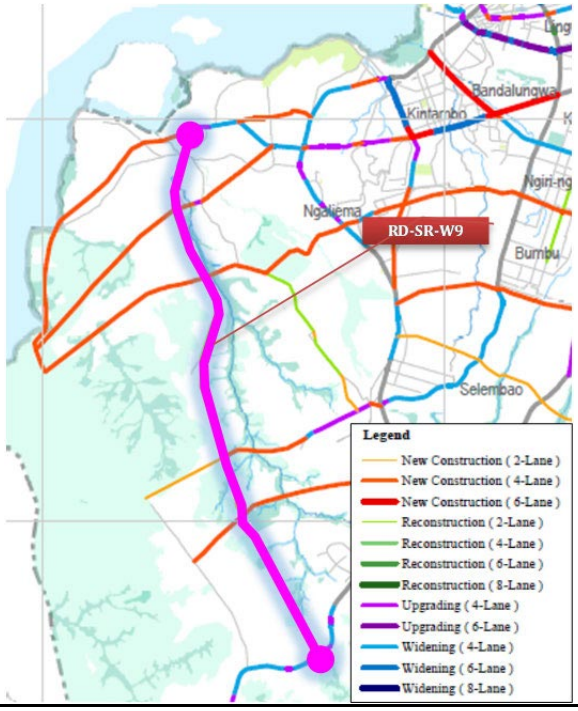
- : Negative Impact
+: Positive Impact
±: Mixed Impact

1) Pollution
- Air quality: B-
- Water quality : B-
- Waste: B±
- Other pollution impacts: B-

2) Natural environment
- Ecosystem: B-
- Water systems, flooding: B+
- Geology: B-

3) Social and economic environment
- Involuntary resettlement and/or loss of properties: B-
- 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±
- Climate change, transboundary impacts: B±

12. Location Map



Project Code: RD-SR-W10	**Project Name:** North-South Secondary Road (2) in Western Division	**Transport Sub-Sector** ☐ Railway and New Transit ☐ Bus Transport ☑ Road ☐ Traffic Management ☐ Traffic Safety ☐ Environment ☐ Urban Planning ☐ Institution/Funding

Urban Transport Policy:

- ☐ Managing Surging Demand
- ☑ Network Development
- ☐ Accessibility for All
- ☐ Coordination, Authorities and Funding
- ☑ Coordinating Transport & Urban Dev.
- ☐ Maintenance and Operation Scheme
- ☐ Customer-Focused Public Transport
- ☐ Managing Traffic Flow and Safety
- ☐ Reducing Environmental Impacts

Project Location
From RD-EW-W1 to RD-SR-W5 (4.1 km)

Project Priority
- ☐ Urgent
- ☐ Short-term
- ☑ Medium-term

Implementation Period
Total 10 years

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

2. Expected Benefits
- 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

3. Project Description
- New construction (2-lane: 0.1 km)
- Upgrading from 2-lane (4-lane: 1.0 km) No work
- Reconstruction of damaged sections (2-lane: 3.0 km)

4. Related Projects/Sectors
- RD-EW-W1, RD-SR-W5

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

8. Expected Operator (if any)
OVD

9. Project Cost (in 2017 Constant Price)
Initial Investment: USD 45.8 Million
Recurring O&M: USD 0.9 M/year

10. Special Considerations

11. Environmental Impact

[Legend]:
A: Significant Impact
B: Moderate Impact
C: Unknown at this Time
D: No Impact

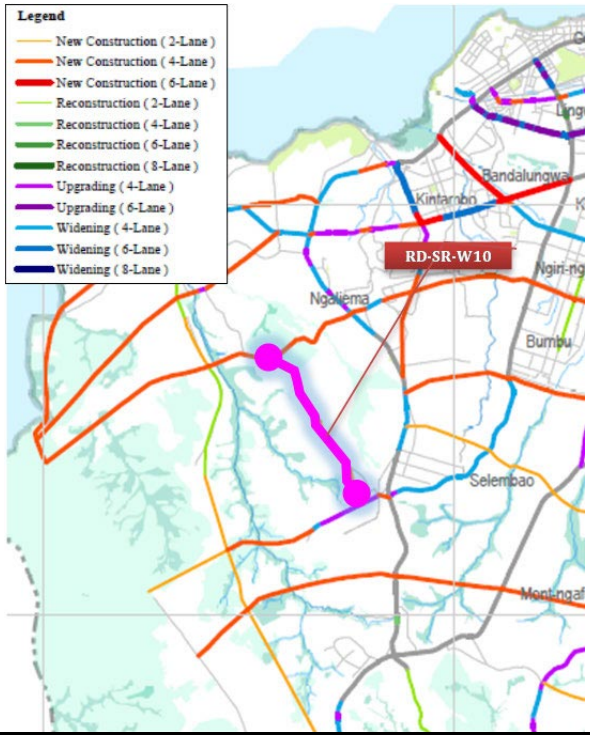
-: Negative Impact
+: Positive Impact
±: Mixed Impact

1) Pollution
- Air quality: B-
- Water quality : B-
- Waste: B±
- Other pollution impacts: B-

2) Natural environment
- Ecosystem: B-
- Water systems, flooding: B+
- Geology: B-

3) Social and economic environment
- Involuntary resettlement and/or loss of properties: B-
- 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±
- Climate change, transboundary impacts: B±

12. Location Map



Project Code: RD-SR-W11	**Project Name:** North-South Secondary Road (3) in Western Division	**Transport Sub-Sector**
		☐ Railway and New Transit ☐ Bus Transport ☑ Road ☐ Traffic Management ☐ Traffic Safety ☐ Environment ☐ Urban Planning ☐ Institution/Funding

Urban Transport Policy:	
☐ Managing Surging Demand	☑ Coordinating Transport & Urban Dev.
☑ Network Development	☐ Maintenance and Operation Scheme
☐ Accessibility for All	☐ Customer-Focused Public Transport
☐ Coordination, Authorities and Funding	☐ Managing Traffic Flow and Safety
	☐ Reducing Environmental Impacts

Project Location	**Project Priority**	**Implementation Period**
From RD-IRR-WN to RD-PR-W5 (9.1 km)	☐ Urgent ☐ Short-term ☑ Medium-term	Total 10 years

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

2. Expected Benefits
- 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

3. Project Description
- Upgrading from 2-lane (4-lane: 1.3 km)
- Widening from 2-lane (4-lane: 0.6 km)
- Reconstruction of damaged sections (2-lane: 2.0 km, 4-lane: 2.2 km)

4. Related Projects/Sectors
- RD-IRR-WN, RD-EW-W1, RD-PR-W1, RD-PR-W2, RD-PR-W3, RD-PR-W5, RD-SR-W1, RD-SR-W4

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

8. Expected Operator (if any)
OVD

9. Project Cost (in 2017 Constant Price)
Initial Investment: USD 34.8 Million
Recurring O&M: USD 1.9 M/year

10. Special Considerations
- RD-ST-SR3 [Short term]

11. Environmental Impact

[Legend]:
A: Significant Impact
B: Moderate Impact
C: Unknown at this Time
D: No Impact

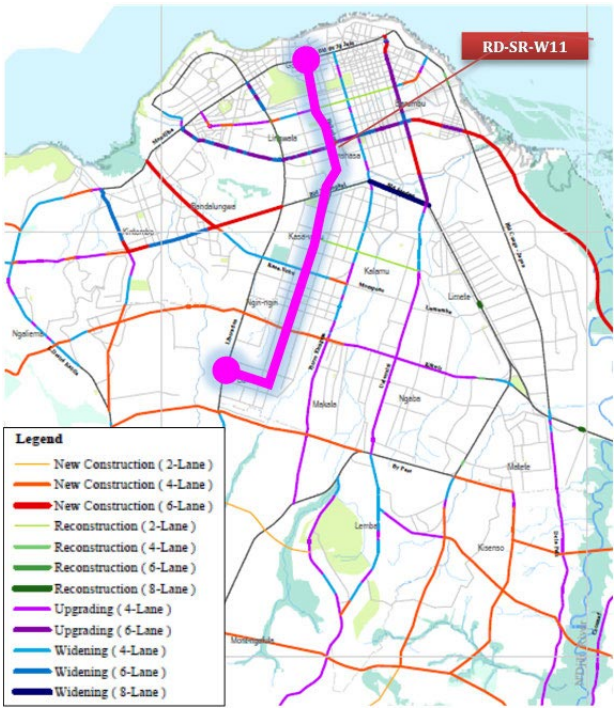
- : Negative Impact
+: Positive Impact
±: Mixed Impact

1) Pollution
- Air quality: B-
- Water quality : B-
- Waste: B±
- Other pollution impacts: B-

2) Natural environment
- Ecosystem: B-
- Water systems, flooding: B+
- Geology: B-

3) Social and economic environment
- Involuntary resettlement and/or loss of properties: B-
- 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±
- Climate change, transboundary impacts: B±

12. Location Map



Project Code: RD-SR-W12	**Project Name:** North-South Secondary Road (4) in Western Division	**Transport Sub-Sector** ☐ Railway and New Transit ☐ Bus Transport ☑ Road ☐ Traffic Management ☐ Traffic Safety ☐ Environment ☐ Urban Planning ☐ Institution/Funding

Urban Transport Policy:

- ☐ Managing Surging Demand
- ☑ Network Development
- ☐ Accessibility for All
- ☐ Coordination, Authorities and Funding
- ☑ Coordinating Transport & Urban Dev.
- ☐ Maintenance and Operation Scheme
- ☐ Customer-Focused Public Transport
- ☐ Managing Traffic Flow and Safety
- ☐ Reducing Environmental Impacts

Project Location
From RD-NS-W2 to RD-PR-W7 (3.6 km)

Project Priority
- ☐ Urgent
- ☐ Short-term
- ☑ Medium-term

Implementation Period
Total 10 years

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

2. Expected Benefits
- 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

3. Project Description
- Upgrading from 2-lane (4-lane: 2.6 km)
- Widening from 2-lane (4-lane: 1.1 km)

4. Related Projects/Sectors
- RD-NS-W2, RD-PR-W7, RD-SR-W6

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

8. Expected Operator (if any)
OVD

9. Project Cost (in 2017 Constant Price)
Initial Investment: USD 46.4 Million
Recurring O&M: USD 1.1 M/year

10. Special Considerations

11. Environmental Impact

[Legend]:
A: Significant Impact
B: Moderate Impact
C: Unknown at this Time
D: No Impact

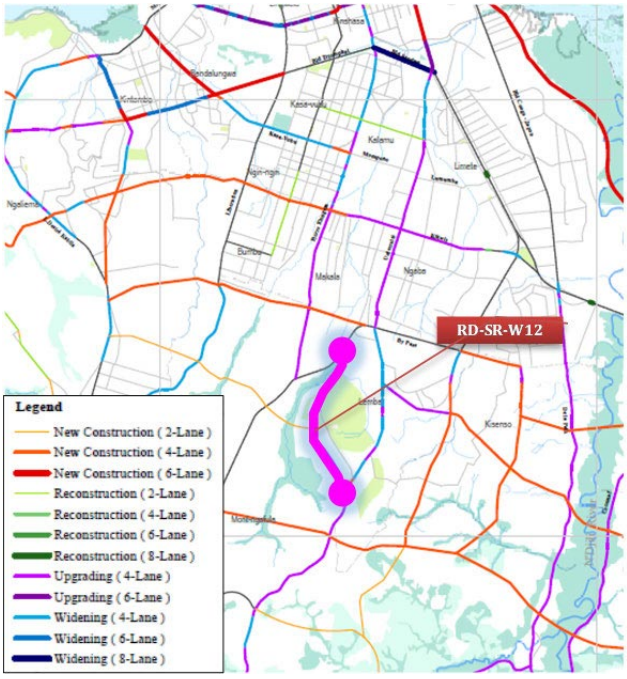
- : Negative Impact
+: Positive Impact
±: Mixed Impact

1) Pollution
- Air quality: B-
- Water quality : B-
- Waste: B±
- Other pollution impacts: B-

2) Natural environment
- Ecosystem: B-
- Water systems, flooding: B+
- Geology: B-

3) Social and economic environment
- Involuntary resettlement and/or loss of properties: B-
- 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±
- Climate change, transboundary impacts: B±

12. Location Map



roject Code: RD-SR-W13	**Project Name:** **North-South Secondary Road (5) in Western Division**	**Transport Sub-Sector** ☐ Railway and New Transit ☐ Bus Transport ☑ Road ☐ Traffic Management ☐ Traffic Safety ☐ Environment ☐ Urban Planning ☐ Institution/Funding

Urban Transport Policy:

- ☐ Managing Surging Demand
- ☑ Network Development
- ☐ Accessibility for All
- ☐ Coordination, Authorities and Funding
- ☑ Coordinating Transport & Urban Dev.
- ☐ Maintenance and Operation Scheme
- ☐ Customer-Focused Public Transport
- ☐ Managing Traffic Flow and Safety
- ☐ Reducing Environmental Impacts

Project Location
From RD-IRR-WS to RD-EW-W2 (9.3 km)

Project Priority
- ☐ Urgent
- ☐ Short-term
- ☑ Medium-term

Implementation Period
Total 10 years

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

2. Expected Benefits
- 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

3. Project Description
- New construction (2-lane: 4.6 km, 4-lane: 8.5 km)
- Upgrading from 2-lane (4-lane: 0.2 km)
- Widening from 2-lane (4-lane: 0.6 km)

4. Related Projects/Sectors
- RD-IRR-WS, RD-EW-W2, RD-EW-W3, RD-PR-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

8. Expected Operator (if any)
OVD

9. Project Cost (in 2017 Constant Price)
Initial Investment: USD 129.6 Million
Recurring O&M: USD 2.7 M/year

10. Special Considerations

11. Environmental Impact

[Legend]:
A: Significant Impact
B: Moderate Impact
C: Unknown at this Time
D: No Impact

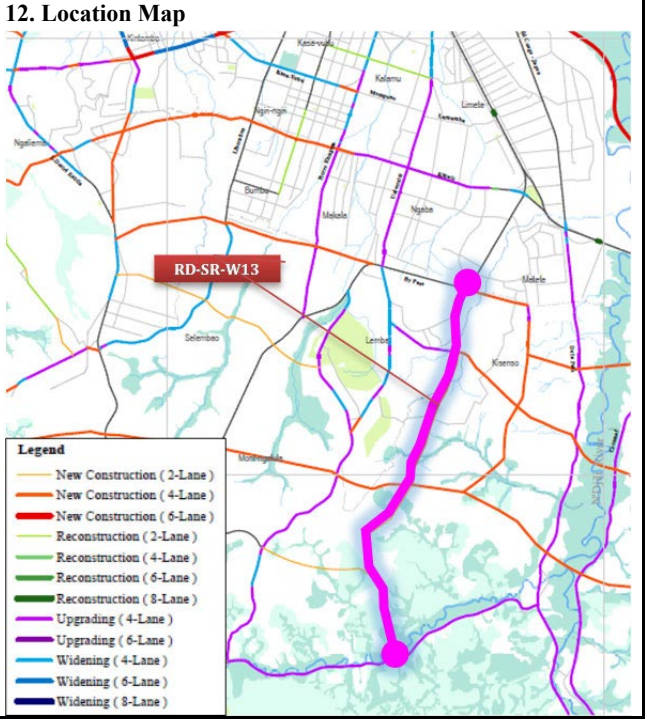
- : Negative Impact
+: Positive Impact
±: Mixed Impact

1) Pollution
- Air quality: B-
- Water quality : B-
- Waste: B±
- Other pollution impacts: B-

2) Natural environment
- Ecosystem: B-
- Water systems, flooding: B+
- Geology: B-

3) Social and economic environment
- Involuntary resettlement and/or loss of properties: B-
- 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±
- Climate change, transboundary impacts: B±

12. Location Map



Project Code: RD-SR-W14	**Project Name:** North-South Secondary Road (6) in Western Division	**Transport Sub-Sector** ☐ Railway and New Transit ☐ Bus Transport ☑ Road ☐ Traffic Management ☐ Traffic Safety ☐ Environment ☐ Urban Planning ☐ Institution/Funding

Urban Transport Policy:

- ☐ Managing Surging Demand
- ☑ Network Development
- ☐ Accessibility for All
- ☐ Coordination, Authorities and Funding
- ☑ Coordinating Transport & Urban Dev.
- ☐ Maintenance and Operation Scheme
- ☐ Customer-Focused Public Transport
- ☐ Managing Traffic Flow and Safety
- ☐ Reducing Environmental Impacts

Project Location
From RD-EW-W2 to RD-EW-W3 (3.7 km)

Project Priority
- ☐ Urgent
- ☐ Short-term
- ☑ Medium-term

Implementation Period
Total 10 years

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

2. Expected Benefits
- 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

3. Project Description
- New construction (4-lane: 3.5 km)
- Upgrading from 2-lane (4-lane: 0.2 km)

4. Related Projects/Sectors
- RD-EW-W2, RD-EW-W3, RD-SR-W7

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

8. Expected Operator (if any)
OVD

9. Project Cost (in 2017 Constant Price)
Initial Investment: USD 64.6 Million
Recurring O&M: USD 1.3 M/year

10. Special Considerations

11. Environmental Impact

[Legend]:
A: Significant Impact
B: Moderate Impact
C: Unknown at this Time
D: No Impact

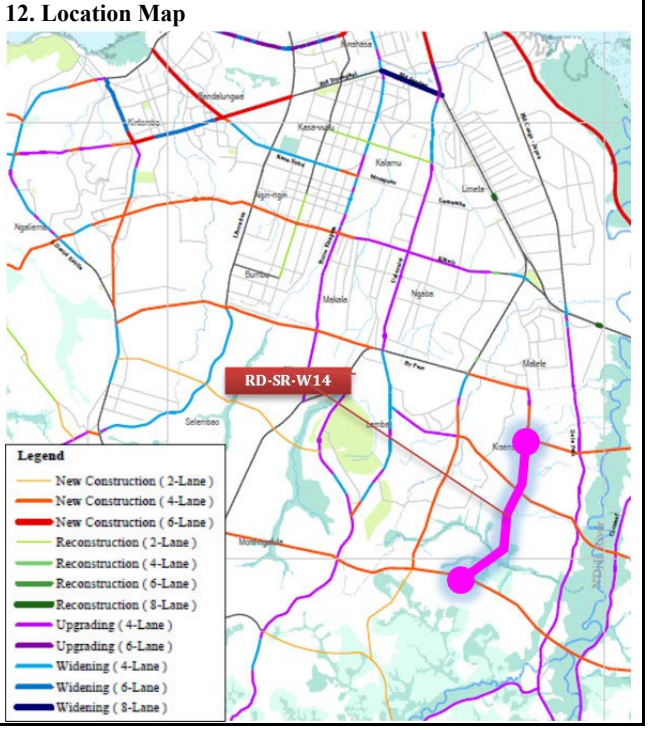
- : Negative Impact
+: Positive Impact
±: Mixed Impact

1) Pollution
- Air quality: B-
- Water quality : B-
- Waste: B±
- Other pollution impacts: B-

2) Natural environment
- Ecosystem: B-
- Water systems, flooding: B+
- Geology: B-

3) Social and economic environment
- Involuntary resettlement and/or loss of properties: B-
- 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±
- Climate change, transboundary impacts: B±

12. Location Map



Project Code: RD-SR-W15	**Project Name:** Circular Secondary Road (1) in Western Division	**Transport Sub-Sector**
		☐ Railway and New Transit
		☐ Bus Transport
		☑ Road
		☐ Traffic Management
		☐ Traffic Safety
		☐ Environment
		☐ Urban Planning
		☐ Institution/Funding

Urban Transport Policy:	
☐ Managing Surging Demand	☑ Coordinating Transport & Urban Dev.
☑ Network Development	☐ Maintenance and Operation Scheme
☐ Accessibility for All	☐ Customer-Focused Public Transport
☐ Coordination, Authorities and Funding	☐ Managing Traffic Flow and Safety
	☐ Reducing Environmental Impacts

Project Location	**Project Priority**	**Implementation Period**
From RD-IRR-WN to RD-IRR-WN (4.1 km)	☐ Urgent ☐ Short-term ☑ Medium-term	Total 10 years

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

2. Expected Benefits
- 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

3. Project Description
- Upgrading from 2-lane (4-lane: 1.8 km)
- Widening from 2-lane (4-lane: 0.6 km)

4. Related Projects/Sectors
- BRT Line W1
- RD-IRR-WN, RD-PR-W5

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

8. Expected Operator (if any)
OVD

9. Project Cost (in 2017 Constant Price)
Initial Investment: USD 22.9 Million
Recurring O&M: USD 1.1 M/year

10. Special Considerations

11. Environmental Impact

[Legend]:
A: Significant Impact
B: Moderate Impact
C: Unknown at this Time
D: No Impact

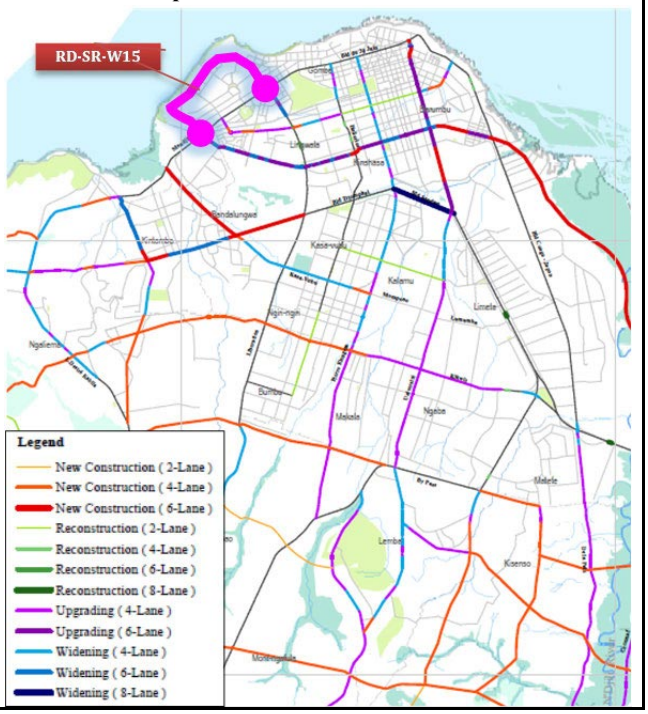
-: Negative Impact
+: Positive Impact
±: Mixed Impact

1) Pollution
- Air quality: B-
- Water quality : B-
- Waste: B±
- Other pollution impacts: B-

2) Natural environment
- Ecosystem: B-
- Water systems, flooding: B+
- Geology: B-

3) Social and economic environment
- Involuntary resettlement and/or loss of properties: B-
- 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±
- Climate change, transboundary impacts: B±

12. Location Map



Project Code: RD-RR-CN	**Project Name:** Northern Section of Ring Road in Central Division	**Transport Sub-Sector**
		☐ Railway and New Transit
		☐ Bus Transport
Urban Transport Policy:	☑ Coordinating Transport & Urban Dev.	☑ Road
☐ Managing Surging Demand	☐ Maintenance and Operation Scheme	☐ Traffic Management
☑ Network Development	☐ Customer-Focused Public Transport	☐ Traffic Safety
☐ Accessibility for All	☐ Managing Traffic Flow and Safety	☐ Environment
☐ Coordination, Authorities and Funding	☐ Reducing Environmental Impacts	☐ Urban Planning
Project Location	**Project Priority**	☐ Institution/Funding
From RD-RR-CW to RD-EW-IB1 (25.8 km)	☐ Urgent ☐ Short-term ☑ Medium-term	**Implementation Period** Total 10 years

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

2. Expected Benefits
- 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

3. Project Description
- Reconstruction of damaged sections (6-lane: 7.2 km, 8-lane: 0.1 km)

4. Related Projects/Sectors
- BRT Line E1 and E2, Railway, Airport
- RD-RR-CW, RD-EW-IA1, RD-EW-IB1, RD-NS-C1, RD-NS-C2, RD-NS-C3, RD-NS-C4, RD-PR-C1, RD-PR-C2, RD-SR-C4, RD-SR-C6, RD-SR-C9, RD-SR-C10, RD-SR-C11, RD-SR-C12, RD-EX-AA

5. Important Assumptions (Conditions for the Project)

6. Implementing Agency
CI, OVD and OR

7. Financing Scheme
☑ DRC Public Sector
☑ International Donors
☐ Public Private Partnership
☐ Private Sector Initiative

8. Expected Operator (if any)
OVD

9. Project Cost (in 2017 Constant Price)
Initial Investment: USD 121.9 Million
Recurring O&M: USD 9.6 M/year

10. Special Considerations

11. Environmental Impact

[Legend]:
A: Significant Impact
B: Moderate Impact
C: Unknown at this Time
D: No Impact

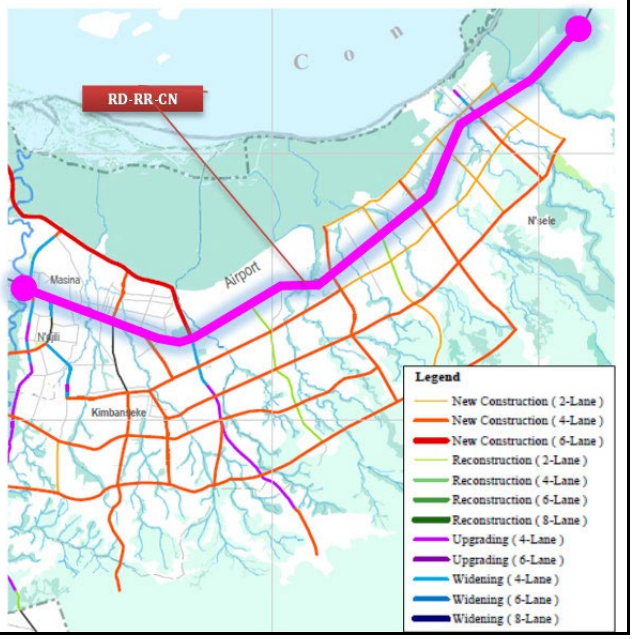
- : Negative Impact
+: Positive Impact
±: Mixed Impact

1) Pollution
- Air quality: B-
- Water quality : B-
- Waste: B±
- Other pollution impacts: B-

2) Natural environment
- Ecosystem: B-
- Water systems, flooding: B+
- Geology: B-

3) Social and economic environment
- Involuntary resettlement and/or loss of properties: B-
- 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±
- Climate change, transboundary impacts: B±

12. Location Map



Project Code: RD-RR-CW	**Project Name:** Western Section of Ring Road in Central Division	**Transport Sub-Sector**
		☐ Railway and New Transit
		☐ Bus Transport
Urban Transport Policy:	☑ Coordinating Transport & Urban Dev.	☑ Road
☐ Managing Surging Demand	☐ Maintenance and Operation Scheme	☐ Traffic Management
☑ Network Development	☐ Customer-Focused Public Transport	☐ Traffic Safety
☐ Accessibility for All	☐ Managing Traffic Flow and Safety	☐ Environment
☐ Coordination, Authorities and Funding	☐ Reducing Environmental Impacts	☐ Urban Planning
		☐ Institution/Funding
Project Location From RD-RR-CN to RD-SR-C13 (12.3 km)	**Project Priority** ☐ Urgent ☐ Short-term ☑ Medium-term	**Implementation Period** Total 10 years

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

2. Expected Benefits

- 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

3. Project Description

- New construction (4-lane: 0.4 km)
- Upgrading from 2-lane (4-lane: 10.3 km)
- Widening from 2-lane (4-lane: 2.0 km)

4. Related Projects/Sectors

- BRT Line E1 and E2
- RD-RR-CN, RD-EW-IA1, RD-EW-IA2, RD-EW-C2, RD-EW-IA3, RD-EW-C3, RD-NS-C1, RD-SR-IA1, RD-SR-C3, RD-SR-C13

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

8. Expected Operator (if any)

OVD

9. Project Cost (in 2017 Constant Price)

Initial Investment: USD 168.4 Million
Recurring O&M: USD 3.8 M/year

10. Special Considerations

11. Environmental Impact

[Legend]:
A: Significant Impact
B: Moderate Impact
C: Unknown at this Time
D: No Impact

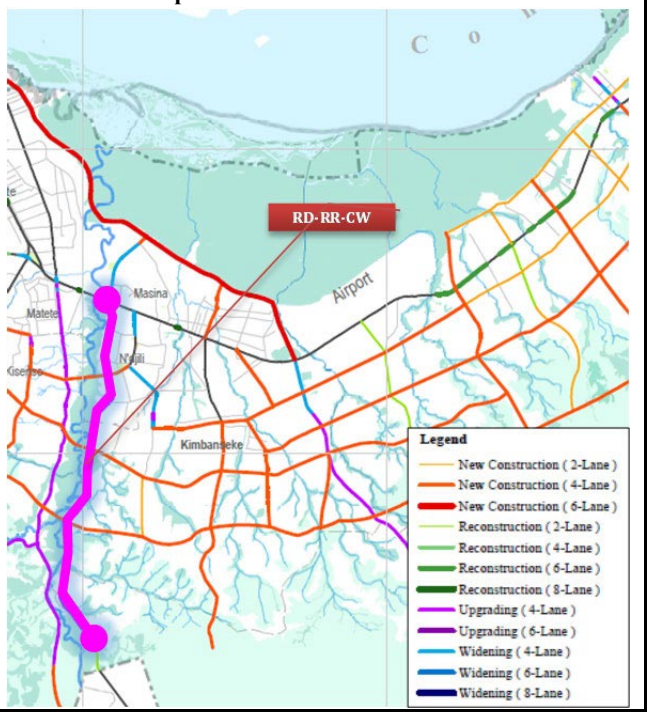
- : Negative Impact
+: Positive Impact
±: Mixed Impact

1) Pollution
- Air quality: B-
- Water quality : B-
- Waste: B±
- Other pollution impacts: B-

2) Natural environment
- Ecosystem: B-
- Water systems, flooding: B+
- Geology: B-

3) Social and economic environment
- Involuntary resettlement and/or loss of properties: B-
- 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±
- Climate change, transboundary impacts: B±

12. Location Map



Project Code: RD-EW-C2	**Project Name:** Second East-West Axis Road in Central Division	**Transport Sub-Sector**
		☐ Railway and New Transit
		☐ Bus Transport
		☑ Road
		☐ Traffic Management
		☐ Traffic Safety
		☐ Environment
		☐ Urban Planning
		☐ Institution/Funding

Urban Transport Policy:	
☐ Managing Surging Demand	☑ Coordinating Transport & Urban Dev.
☑ Network Development	☐ Maintenance and Operation Scheme
☐ Accessibility for All	☐ Customer-Focused Public Transport
☐ Coordination, Authorities and Funding	☐ Managing Traffic Flow and Safety
	☐ Reducing Environmental Impacts

Project Location	**Project Priority**	**Implementation Period**
From RD-RR-CW to RD-SR-C12 (26.3 km)	☐ Urgent ☐ Short-term ☑ Medium-term	Total 10 years

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

2. Expected Benefits
- 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

3. Project Description
- New construction (4-lane: 20.4 km)
- Upgrading from 2-lane (4-lane: 3.6 km)
- Widening from 2-lane (4-lane: 2.3 km)

4. Related Projects/Sectors
- RD-RR-CW, RD-EW-IA2, RD-NS-C2, RD-NS-C3, RD-NS-C4, RD-PR-C1, RD-PR-C2, RD-SR-C2, RD-SR-C4, RD-SR-C7, RD-SR-C9, RD-SR-C10, RD-SR-C11, RD-SR-C12

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

8. Expected Operator (if any)
OVD

9. Project Cost (in 2017 Constant Price)
Initial Investment: USD 359.9 Million
Recurring O&M: USD 8.0 M/year

10. Special Considerations

11. Environmental Impact

[Legend]:
A: Significant Impact
B: Moderate Impact
C: Unknown at this Time
D: No Impact

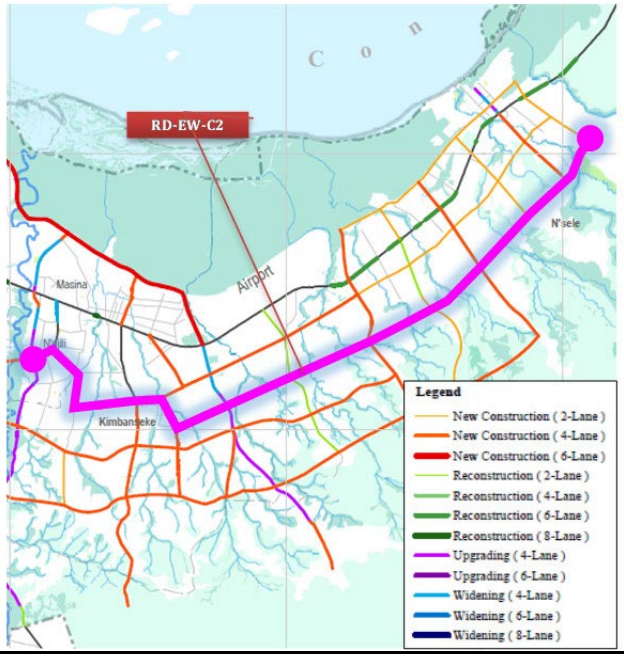
- : Negative Impact
+: Positive Impact
±: Mixed Impact

1) Pollution
- Air quality: B-
- Water quality : B-
- Waste: B±
- Other pollution impacts: B-

2) Natural environment
- Ecosystem: B-
- Water systems, flooding: B+
- Geology: B-

3) Social and economic environment
- Involuntary resettlement and/or loss of properties: B-
- 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±
- Climate change, transboundary impacts: B±

12. Location Map



Project Code: RD-EW-C3	**Project Name:** Third East-West Axis Road in Central Division	**Transport Sub-Sector** ☐ Railway and New Transit ☐ Bus Transport ☑ Road ☐ Traffic Management ☐ Traffic Safety ☐ Environment ☐ Urban Planning ☐ Institution/Funding

Urban Transport Policy:

- ☐ Managing Surging Demand
- ☑ Network Development
- ☐ Accessibility for All
- ☐ Coordination, Authorities and Funding
- ☑ Coordinating Transport & Urban Dev.
- ☐ Maintenance and Operation Scheme
- ☐ Customer-Focused Public Transport
- ☐ Managing Traffic Flow and Safety
- ☐ Reducing Environmental Impacts

Project Location
From RD-RR-CW to RD-PR-C2 (21.6 km)

Project Priority
- ☐ Urgent
- ☐ Short-term
- ☑ Medium-term

Implementation Period
Total 10 years

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

2. Expected Benefits
- 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

3. Project Description
- New construction (4-lane: 21.6 km)

4. Related Projects/Sectors
- RD-RR-CW, RD-EW-IA3, RD-NS-C2, RD-NS-C3, RD-PR-C1, RD-PR-C2, RD-SR-C5, RD-SR-C7, RD-SR-C8, RD-SR-C9, RD-SR-C10

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

8. Expected Operator (if any)
OVD

9. Project Cost (in 2017 Constant Price)
Initial Investment: USD 375.6 Million
Recurring O&M: USD 7.5 M/year

10. Special Considerations

11. Environmental Impact

[Legend]:
A: Significant Impact
B: Moderate Impact
C: Unknown at this Time
D: No Impact

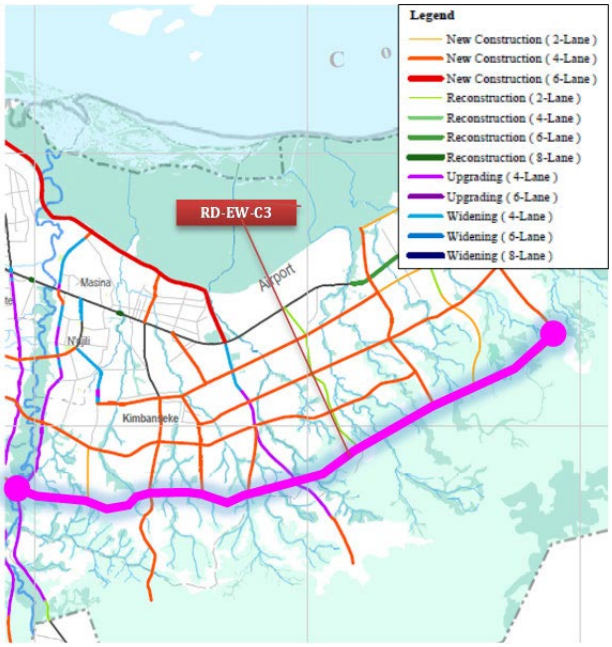
-: Negative Impact
+: Positive Impact
±: Mixed Impact

1) Pollution
- Air quality: B-
- Water quality : B-
- Waste: B±
- Other pollution impacts: B-

2) Natural environment
- Ecosystem: B-
- Water systems, flooding: B+
- Geology: B-

3) Social and economic environment
- Involuntary resettlement and/or loss of properties: B-
- 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±
- Climate change, transboundary impacts: B±

12. Location Map



Project Code: **RD-NS-C1**	**Project Name:** **First North-South Axis Road in Central Division**	**Transport Sub-Sector** ☐ Railway and New Transit ☐ Bus Transport ☑ Road ☐ Traffic Management ☐ Traffic Safety ☐ Environment ☐ Urban Planning ☐ Institution/Funding
Urban Transport Policy: ☐ Managing Surging Demand ☑ Network Development ☐ Accessibility for All ☐ Coordination, Authorities and Funding ☑ Coordinating Transport & Urban Dev. ☐ Maintenance and Operation Scheme ☐ Customer-Focused Public Transport ☐ Managing Traffic Flow and Safety ☐ Reducing Environmental Impacts		
Project Location From RD-RR-CN to RD-EX-N1 (2.6 km)	**Project Priority** ☐ Urgent ☐ Short-term ☑ Medium-term	**Implementation Period** Total 10 years

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

2. Expected Benefits
- 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

3. Project Description
- New construction (4-lane: 0.3 km)
- Upgrading from 2-lane (4-lane: 0.2 km)
- Widening from 2-lane (4-lane: 2.1 km)

4. Related Projects/Sectors
- BRT Line E1 and E2, Railway
- RD-RR-CN, RD-RR-CW, RD-EW-IA1, RD-EX-N1

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

8. Expected Operator (if any)
OVD

9. Project Cost (in 2017 Constant Price)
Initial Investment: USD 16.1 Million
Recurring O&M: USD 0.7 M/year

10. Special Considerations

11. Environmental Impact

[Legend]:
A: Significant Impact
B: Moderate Impact
C: Unknown at this Time
D: No Impact

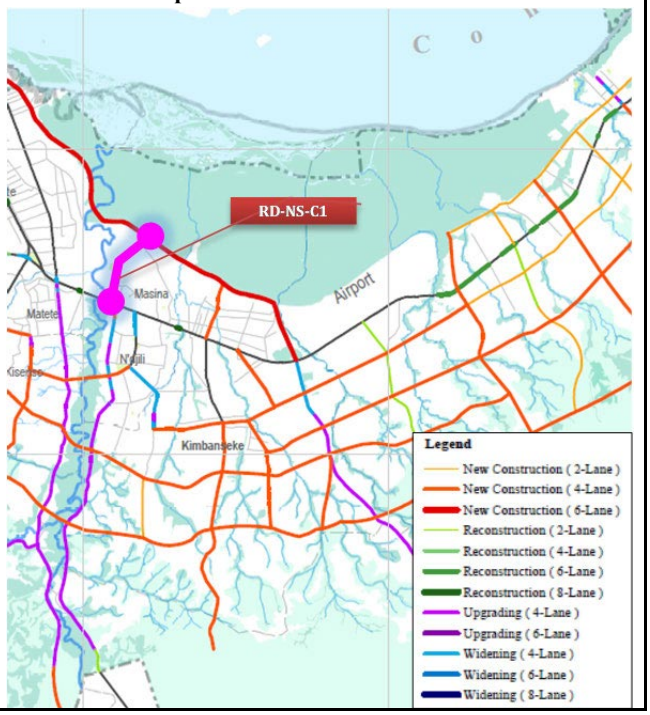
- : Negative Impact
+: Positive Impact
±: Mixed Impact

1) Pollution
- Air quality: B-
- Water quality : B-
- Waste: B±
- Other pollution impacts: B-

2) Natural environment
- Ecosystem: B-
- Water systems, flooding: B+
- Geology: B-

3) Social and economic environment
- Involuntary resettlement and/or loss of properties: B-
- 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±
- Climate change, transboundary impacts: B±

12. Location Map



Project Code: RD-NS-C2	**Project Name:** Second North-South Axis Road in Central Division	**Transport Sub-Sector** ☐ Railway and New Transit ☐ Bus Transport ☑ Road ☐ Traffic Management ☐ Traffic Safety ☐ Environment ☐ Urban Planning ☐ Institution/Funding

Urban Transport Policy:

- ☐ Managing Surging Demand
- ☑ Network Development
- ☐ Accessibility for All
- ☐ Coordination, Authorities and Funding
- ☑ Coordinating Transport & Urban Dev.
- ☐ Maintenance and Operation Scheme
- ☐ Customer-Focused Public Transport
- ☐ Managing Traffic Flow and Safety
- ☐ Reducing Environmental Impacts

Project Location
From RD-RR-CN to RD-RR-CS [Y2040] (9.7 km)

Project Priority
- ☐ Urgent
- ☐ Short-term
- ☑ Medium-term

Implementation Period
Total 10 years

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

2. Expected Benefits
- 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

3. Project Description
- Upgrading from 2-lane (4-lane: 7.8 km)
- Widening from 2-lane (4-lane: 1.9 km)

4. Related Projects/Sectors
- BRT Line E1 and E2, Airport
- RD-RR-CN, RD-EW-C2, RD-EW-C3, RD-SR-C2, RD-SR-C3, RD-SR-C8, RD-EX-AA

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

8. Expected Operator (if any)
OVD

9. Project Cost (in 2017 Constant Price)
Initial Investment: USD 132.3 Million
Recurring O&M: USD 2.8 M/year

10. Special Considerations

11. Environmental Impact

[Legend]:
A: Significant Impact
B: Moderate Impact
C: Unknown at this Time
D: No Impact

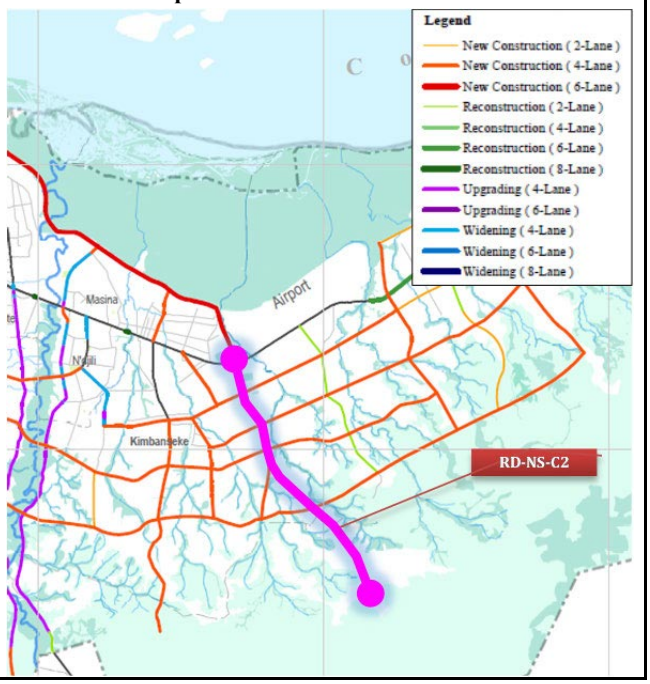
-: Negative Impact
+: Positive Impact
±: Mixed Impact

1) Pollution
- Air quality: B-
- Water quality : B-
- Waste: B±
- Other pollution impacts: B-

2) Natural environment
- Ecosystem: B-
- Water systems, flooding: B+
- Geology: B-

3) Social and economic environment
- Involuntary resettlement and/or loss of properties: B-
- 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±
- Climate change, transboundary impacts: B±

12. Location Map



Project Code: RD-NS-C3	**Project Name:** **Third North-South Axis Road in Central Division**	**Transport Sub-Sector** ☐ Railway and New Transit ☐ Bus Transport ☑ Road ☐ Traffic Management ☐ Traffic Safety ☐ Environment ☐ Urban Planning ☐ Institution/Funding

Urban Transport Policy:

- ☐ Managing Surging Demand
- ☑ Network Development
- ☐ Accessibility for All
- ☐ Coordination, Authorities and Funding
- ☑ Coordinating Transport & Urban Dev.
- ☐ Maintenance and Operation Scheme
- ☐ Customer-Focused Public Transport
- ☐ Managing Traffic Flow and Safety
- ☐ Reducing Environmental Impacts

Project Location
From RD-EW-C3 to RD-SR-C1 (7.3 km)

Project Priority
- ☐ Urgent
- ☐ Short-term
- ☑ Medium-term

Implementation Period
Total 10 years

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

2. Expected Benefits
- 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

3. Project Description
- New construction (4-lane: 4.9 km)
- Upgrading from 2-lane (4-lane: 2.5 km)

4. Related Projects/Sectors
- Railway
- RD-RR-CN, RD-EW-C2, RD-EW-C3, RD-SR-C1, RD-SR-C2, RD-SR-C3

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

8. Expected Operator (if any)
OVD

9. Project Cost (in 2017 Constant Price)
Initial Investment: USD 106.5 Million
Recurring O&M: USD 2.1 M/year

10. Special Considerations

11. Environmental Impact

[Legend]:
A: Significant Impact
B: Moderate Impact
C: Unknown at this Time
D: No Impact

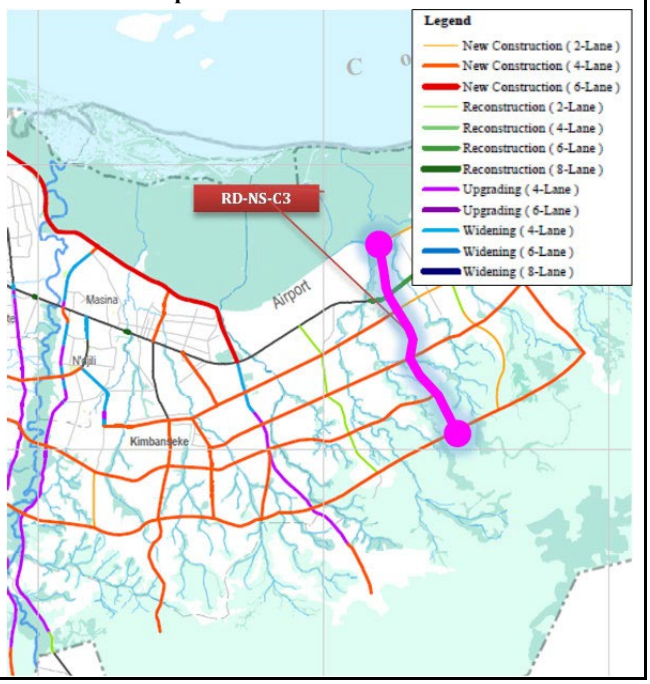
-: Negative Impact
+: Positive Impact
±: Mixed Impact

1) Pollution
- Air quality: B-
- Water quality : B-
- Waste: B±
- Other pollution impacts: B-

2) Natural environment
- Ecosystem: B-
- Water systems, flooding: B+
- Geology: B-

3) Social and economic environment
- Involuntary resettlement and/or loss of properties: B-
- 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±
- Climate change, transboundary impacts: B±

12. Location Map



Project Code: RD-NS-C4

Project Name: Forth North-South Axis Road in Central Division

Transport Sub-Sector
- ☐ Railway and New Transit
- ☐ Bus Transport
- ☑ Road
- ☐ Traffic Management
- ☐ Traffic Safety
- ☐ Environment
- ☐ Urban Planning
- ☐ Institution/Funding

Urban Transport Policy:
- ☐ Managing Surging Demand
- ☑ Network Development
- ☐ Accessibility for All
- ☐ Coordination, Authorities and Funding
- ☑ Coordinating Transport & Urban Dev.
- ☐ Maintenance and Operation Scheme
- ☐ Customer-Focused Public Transport
- ☐ Managing Traffic Flow and Safety
- ☐ Reducing Environmental Impacts

Project Location
From RD-EW-C2 to Riverside of Kinkole Industrial Zone (4.7 km)

Project Priority
- ☐ Urgent
- ☐ Short-term
- ☑ Medium-term

Implementation Period
Total 10 years

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

2. Expected Benefits
- 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

3. Project Description
- New construction (4-lane: 3.4 km)
- Upgrading from 2-lane (4-lane: 0.6 km)
- Widening from 2-lane (4-lane: 0.7 km)

4. Related Projects/Sectors
- Railway, Kinkole River Port
- RD-RR-CN, RD-EW-C2, RD-SR-C1, RD-SR-C2

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

8. Expected Operator (if any)
OVD

9. Project Cost (in 2017 Constant Price)
Initial Investment: USD 64.2 Million
Recurring O&M: USD 1.4 M/year

10. Special Considerations

11. Environmental Impact

[Legend]:
A: Significant Impact
B: Moderate Impact
C: Unknown at this Time
D: No Impact

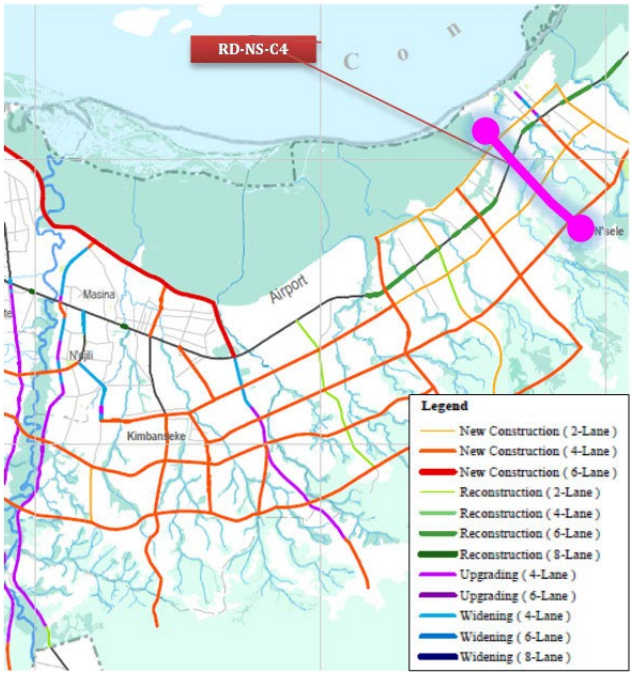
- : Negative Impact
+: Positive Impact
±: Mixed Impact

1) Pollution
- Air quality: B-
- Water quality : B-
- Waste: B±
- Other pollution impacts: B-

2) Natural environment
- Ecosystem: B-
- Water systems, flooding: B+
- Geology: B-

3) Social and economic environment
- Involuntary resettlement and/or loss of properties: B-
- 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±
- Climate change, transboundary impacts: B±

12. Location Map



Project Code: RD-PR-C1	**Project Name:** North-South Primary Road (1) in Central Division	**Transport Sub-Sector**
		☐ Railway and New Transit
		☐ Bus Transport
		☑ Road
		☐ Traffic Management
		☐ Traffic Safety
		☐ Environment
		☐ Urban Planning
		☐ Institution/Funding

Urban Transport Policy:	
☐ Managing Surging Demand	☑ Coordinating Transport & Urban Dev.
☑ Network Development	☐ Maintenance and Operation Scheme
☐ Accessibility for All	☐ Customer-Focused Public Transport
☐ Coordination, Authorities and Funding	☐ Managing Traffic Flow and Safety
	☐ Reducing Environmental Impacts

Project Location	**Project Priority**	**Implementation Period**
From RD-RR-CS [Y204] to RD-EX-N1 (12.6 km)	☐ Urgent ☐ Short-term ☑ Medium-term	Total 10 years

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

2. Expected Benefits
- 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

3. Project Description
- New construction (4-lane: 7.3 km)
- Upgrading from 2-lane (4-lane: 2.4 km)
- Widening from 2-lane (4-lane: 2.9 km) No work

4. Related Projects/Sectors
- BRT Line E1 and E2, Railway
- RD-RR-CN, RD-EW-C2, RD-EW-C3, RD-SR-C3, RD-EX-N1

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

8. Expected Operator (if any)
OVD

9. Project Cost (in 2017 Constant Price)
Initial Investment: USD 180.9 Million
Recurring O&M: USD 3.9 M/year

10. Special Considerations

11. Environmental Impact

[Legend]:
A: Significant Impact
B: Moderate Impact
C: Unknown at this Time
D: No Impact

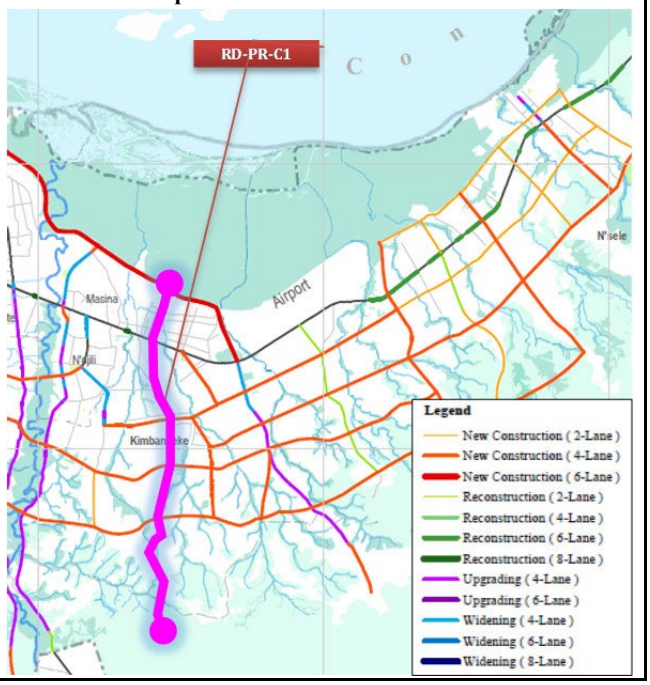
- : Negative Impact
+: Positive Impact
±: Mixed Impact

1) Pollution
- Air quality: B-
- Water quality : B-
- Waste: B±
- Other pollution impacts: B-

2) Natural environment
- Ecosystem: B-
- Water systems, flooding: B+
- Geology: B-

3) Social and economic environment
- Involuntary resettlement and/or loss of properties: B-
- 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±
- Climate change, transboundary impacts: B±

12. Location Map



Project Code: **RD-PR-C2**	**Project Name:** **North-South Primary Road (2) in Central Division**	**Transport Sub-Sector** ☐ Railway and New Transit ☐ Bus Transport ☑ Road ☐ Traffic Management ☐ Traffic Safety ☐ Environment ☐ Urban Planning ☐ Institution/Funding

Urban Transport Policy:

☐ Managing Surging Demand	☑ Coordinating Transport & Urban Dev.
☑ Network Development	☐ Maintenance and Operation Scheme
☐ Accessibility for All	☐ Customer-Focused Public Transport
☐ Coordination, Authorities and Funding	☐ Managing Traffic Flow and Safety
	☐ Reducing Environmental Impacts

Project Location
From RD-EW-C3 to RD-SR-C1 (7.1 km)

Project Priority
☐ Urgent
☐ Short-term
☑ Medium-term

Implementation Period
Total 10 years

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

2. Expected Benefits
- 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

3. Project Description
- New construction (4-lane: 7.1 km)

4. Related Projects/Sectors
- Railway
- RD-RR-CN, RD-EW-C2, RD-EW-C3, RD-SR-C1, RD-SR-C2

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

8. Expected Operator (if any)
OVD

9. Project Cost (in 2017 Constant Price)
Initial Investment: USD 99.9 Million
Recurring O&M: USD 2.0 M/year

10. Special Considerations

11. Environmental Impact

[Legend]:
A: Significant Impact
B: Moderate Impact
C: Unknown at this Time
D: No Impact

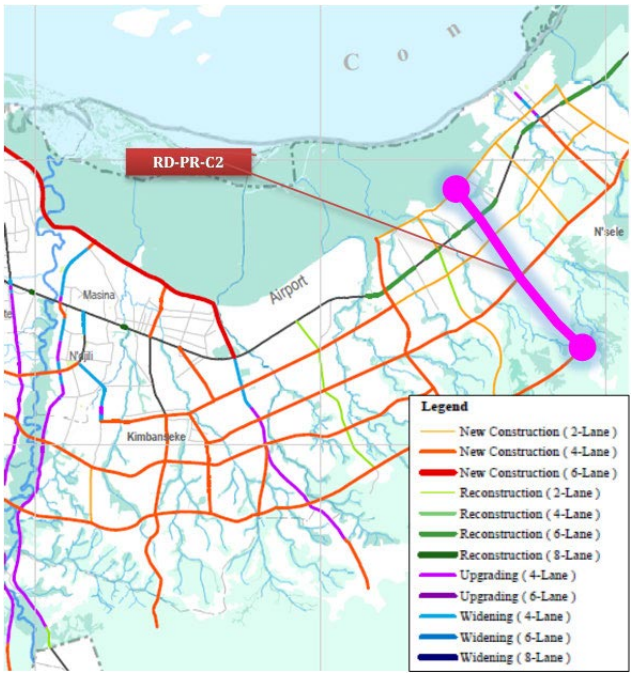
- : Negative Impact
+: Positive Impact
±: Mixed Impact

1) Pollution
- Air quality: B-
- Water quality : B-
- Waste: B±
- Other pollution impacts: B-

2) Natural environment
- Ecosystem: B-
- Water systems, flooding: B+
- Geology: B-

3) Social and economic environment
- Involuntary resettlement and/or loss of properties: B-
- 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±
- Climate change, transboundary impacts: B±

12. Location Map



Project Code: **RD-SR-C1**	**Project Name:** **East-West Secondary Road (1) in Central Division**	**Transport Sub-Sector** ☐ Railway and New Transit ☐ Bus Transport ☑ Road ☐ Traffic Management ☐ Traffic Safety ☐ Environment ☐ Urban Planning ☐ Institution/Funding

Urban Transport Policy:

☐ Managing Surging Demand	☑ Coordinating Transport & Urban Dev.
☑ Network Development	☐ Maintenance and Operation Scheme
☐ Accessibility for All	☐ Customer-Focused Public Transport
☐ Coordination, Authorities and Funding	☐ Managing Traffic Flow and Safety
	☐ Reducing Environmental Impacts

Project Location
From RD-NS-C3 to RD-SR-C12 (8.5 km)

Project Priority
☐ Urgent
☐ Short-term
☑ Medium-term

Implementation Period
Total 10 years

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

2. Expected Benefits
- 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

3. Project Description
- New construction (2-lane: 5.4 km)
- Upgrading from 2-lane (4-lane: 3.1 km) No work

4. Related Projects/Sectors
- RD-NS-C3, RD-NS-C4, RD-PR-C2, RD-SR-W10, RD-SR-W11, RD-SR-W12

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

8. Expected Operator (if any)
OVD

9. Project Cost (in 2017 Constant Price)
Initial Investment: USD 84.6 Million
Recurring O&M: USD 1.7 M/year

10. Special Considerations

11. Environmental Impact

[Legend]:
A: Significant Impact
B: Moderate Impact
C: Unknown at this Time
D: No Impact

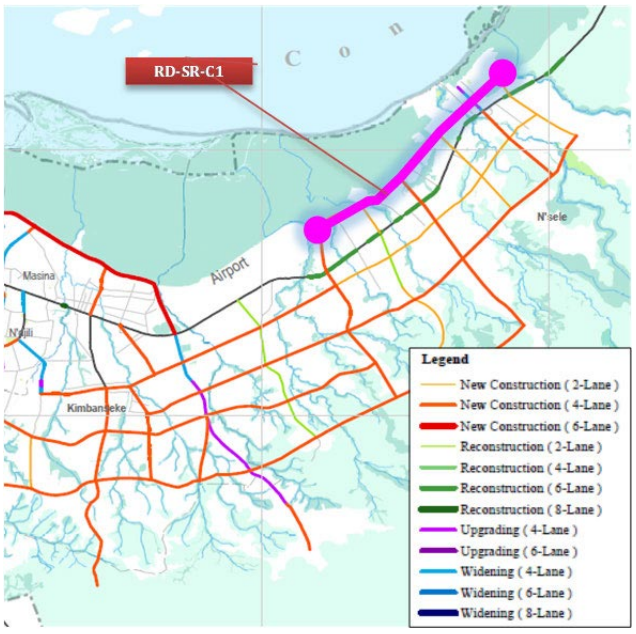
- : Negative Impact
+: Positive Impact
±: Mixed Impact

1) Pollution
- Air quality: B-
- Water quality : B-
- Waste: B±
- Other pollution impacts: B-

2) Natural environment
- Ecosystem: B-
- Water systems, flooding: B+
- Geology: B-

3) Social and economic environment
- Involuntary resettlement and/or loss of properties: B-
- 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±
- Climate change, transboundary impacts: B±

12. Location Map



Project Code: **RD-SR-C2**	**Project Name:** **East-West Secondary Road (2) in Central Division**	**Transport Sub-Sector** ☐ Railway and New Transit ☐ Bus Transport ☑ Road ☐ Traffic Management ☐ Traffic Safety ☐ Environment ☐ Urban Planning ☐ Institution/Funding

Urban Transport Policy:

☐ Managing Surging Demand	☑ Coordinating Transport & Urban Dev.
☑ Network Development	☐ Maintenance and Operation Scheme
☐ Accessibility for All	☐ Customer-Focused Public Transport
☐ Coordination, Authorities and Funding	☐ Managing Traffic Flow and Safety
	☐ Reducing Environmental Impacts

Project Location
From RD-EW-C2 to RD-SR-C12 (17.8 km)

Project Priority
☐ Urgent
☐ Short-term
☑ Medium-term

Implementation Period
Total 10 years

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

2. Expected Benefits
- 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

3. Project Description
- New construction (2-lane: 13.6 km, 4-lane: 8.2 km)
- Upgrading from 2-lane (4-lane: 4.2 km) No work

4. Related Projects/Sectors
- RD-EW-C2, RD-NS-C2, RD-NS-C3, RD-NS-C4, RD-PR-C2, RD-SR-C6, RD-SR-C9, RD-SR-C10, RD-SR-C11, RD-SR-C12

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

8. Expected Operator (if any)
OVD

9. Project Cost (in 2017 Constant Price)
Initial Investment: USD 217.7 Million
Recurring O&M: USD 4.4 M/year

10. Special Considerations

11. Environmental Impact

[Legend]:
A: Significant Impact
B: Moderate Impact
C: Unknown at this Time
D: No Impact

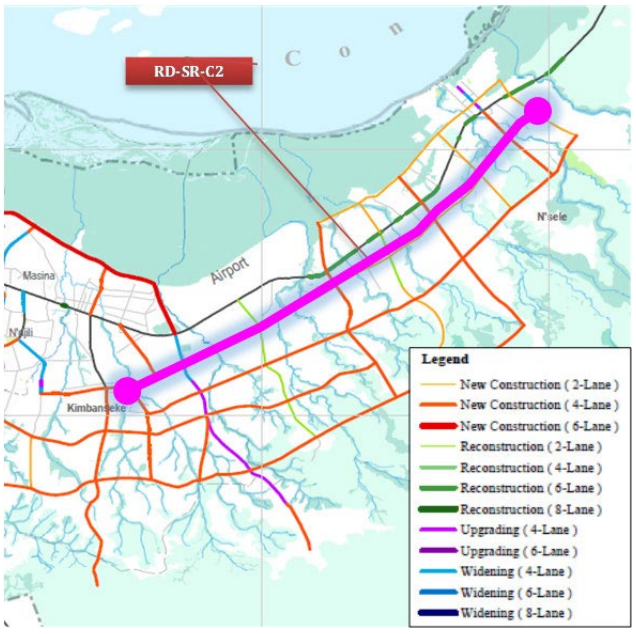
- : Negative Impact
+: Positive Impact
±: Mixed Impact

1) Pollution
- Air quality: B-
- Water quality : B-
- Waste: B±
- Other pollution impacts: B-

2) Natural environment
- Ecosystem: B-
- Water systems, flooding: B+
- Geology: B-

3) Social and economic environment
- Involuntary resettlement and/or loss of properties: B-
- 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±
- Climate change, transboundary impacts: B±

12. Location Map



Project Code: RD-SR-C3	**Project Name:** East-West Secondary Road (3) in Central Division	**Transport Sub-Sector** ☐ Railway and New Transit ☐ Bus Transport ☑ Road ☐ Traffic Management ☐ Traffic Safety ☐ Environment ☐ Urban Planning ☐ Institution/Funding

Urban Transport Policy:

- ☐ Managing Surging Demand
- ☑ Network Development
- ☐ Accessibility for All
- ☐ Coordination, Authorities and Funding
- ☑ Coordinating Transport & Urban Dev.
- ☐ Maintenance and Operation Scheme
- ☐ Customer-Focused Public Transport
- ☐ Managing Traffic Flow and Safety
- ☐ Reducing Environmental Impacts

Project Location
From RD-RR-CW to RD-NS-C3 (14.8 km)

Project Priority
- ☐ Urgent
- ☐ Short-term
- ☑ Medium-term

Implementation Period
Total 10 years

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

2. Expected Benefits
- 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

3. Project Description
- New construction (4-lane: 13.0 km)
- Upgrading from 2-lane (4-lane: 1.7 km) No work

4. Related Projects/Sectors
- RD-RR-CW, RD-NS-C2, RD-NS-C3, RD-PR-C1, RD-SR-IA1, RD-SR-C5, RD-SR-C7, RD-SR-C9

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

8. Expected Operator (if any)
OVD

9. Project Cost (in 2017 Constant Price)
Initial Investment: USD 250.2 Million
Recurring O&M: USD 5.0 M/year

10. Special Considerations

11. Environmental Impact

[Legend]:
A: Significant Impact
B: Moderate Impact
C: Unknown at this Time
D: No Impact

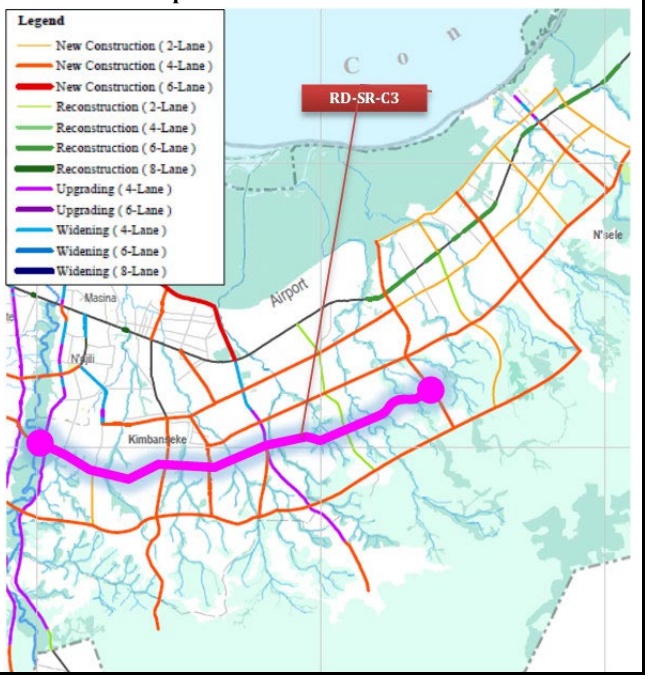
- : Negative Impact
+: Positive Impact
±: Mixed Impact

1) Pollution
- Air quality: B-
- Water quality : B-
- Waste: B±
- Other pollution impacts: B-

2) Natural environment
- Ecosystem: B-
- Water systems, flooding: B+
- Geology: B-

3) Social and economic environment
- Involuntary resettlement and/or loss of properties: B-
- 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±
- Climate change, transboundary impacts: B±

12. Location Map



Project Code: RD-SR-C4	**Project Name:** North-South Secondary Road (1) in Central Division	**Transport Sub-Sector** ☐ Railway and New Transit ☐ Bus Transport ☑ Road ☐ Traffic Management ☐ Traffic Safety ☐ Environment ☐ Urban Planning ☐ Institution/Funding

Urban Transport Policy:

☐ Managing Surging Demand	☑ Coordinating Transport & Urban Dev.
☑ Network Development	☐ Maintenance and Operation Scheme
☐ Accessibility for All	☐ Customer-Focused Public Transport
☐ Coordination, Authorities and Funding	☐ Managing Traffic Flow and Safety
	☐ Reducing Environmental Impacts

Project Location
From RD-RR-CN to RD-EW-C2 (1.9 km)

Project Priority
☐ Urgent
☐ Short-term
☑ Medium-term

Implementation Period
Total 10 years

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

2. Expected Benefits
- 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

3. Project Description
- Widening from 2-lane (4-lane: 0.8 km)

4. Related Projects/Sectors
- RD-RR-CN, RD-EW-C2

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

8. Expected Operator (if any)
OVD

9. Project Cost (in 2017 Constant Price)
Initial Investment: USD 2.1 Million
Recurring O&M: USD 0.2 M/year

10. Special Considerations

11. Environmental Impact

[Legend]:
A: Significant Impact
B: Moderate Impact
C: Unknown at this Time
D: No Impact

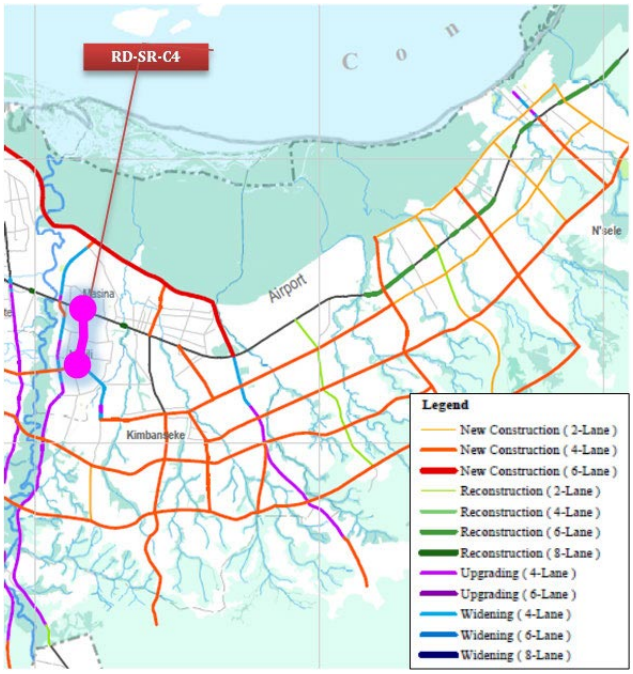
- : Negative Impact
+: Positive Impact
±: Mixed Impact

1) Pollution
- Air quality: B-
- Water quality : B-
- Waste: B±
- Other pollution impacts: B-

2) Natural environment
- Ecosystem: B-
- Water systems, flooding: B+
- Geology: B-

3) Social and economic environment
- Involuntary resettlement and/or loss of properties: B-
- 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±
- Climate change, transboundary impacts: B±

12. Location Map



Project Code: RD-SR-C5	**Project Name:** North-South Secondary Road (2) in Central Division	**Transport Sub-Sector** ☐ Railway and New Transit ☐ Bus Transport ☑ Road ☐ Traffic Management ☐ Traffic Safety ☐ Environment ☐ Urban Planning ☐ Institution/Funding

Urban Transport Policy:

☐ Managing Surging Demand	☑ Coordinating Transport & Urban Dev.
☑ Network Development	☐ Maintenance and Operation Scheme
☐ Accessibility for All	☐ Customer-Focused Public Transport
☐ Coordination, Authorities and Funding	☐ Managing Traffic Flow and Safety
	☐ Reducing Environmental Impacts

Project Location
From RD-EW-C3 to RD-SR-C3 (2.0 km)

Project Priority
☐ Urgent
☐ Short-term
☑ Medium-term

Implementation Period
Total 10 years

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

2. Expected Benefits
- 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

3. Project Description
- New construction (2-lane: 2.0 km)

4. Related Projects/Sectors
- RD-EW-C3, RD-SR-C3

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

8. Expected Operator (if any)
OVD

9. Project Cost (in 2017 Constant Price)
Initial Investment: USD 22.1 Million
Recurring O&M: USD 0.4 M/year

10. Special Considerations

11. Environmental Impact

[Legend]:
A: Significant Impact
B: Moderate Impact
C: Unknown at this Time
D: No Impact

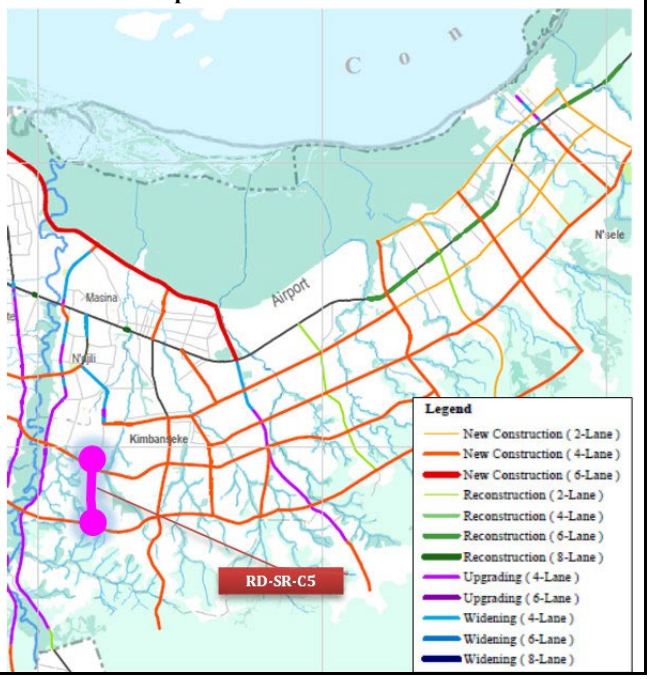
- : Negative Impact
+: Positive Impact
±: Mixed Impact

1) Pollution
- Air quality: B-
- Water quality : B-
- Waste: B±
- Other pollution impacts: B-

2) Natural environment
- Ecosystem: B-
- Water systems, flooding: B+
- Geology: B-

3) Social and economic environment
- Involuntary resettlement and/or loss of properties: B-
- 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±
- Climate change, transboundary impacts: B±

12. Location Map



Project Code: RD-SR-C6	**Project Name:** North-South Secondary Road (3) in Central Division	**Transport Sub-Sector**
		☐ Railway and New Transit
		☐ Bus Transport
		☑ Road
		☐ Traffic Management
		☐ Traffic Safety
		☐ Environment
		☐ Urban Planning
		☐ Institution/Funding

Urban Transport Policy:	
☐ Managing Surging Demand	☑ Coordinating Transport & Urban Dev.
☑ Network Development	☐ Maintenance and Operation Scheme
☐ Accessibility for All	☐ Customer-Focused Public Transport
☐ Coordination, Authorities and Funding	☐ Managing Traffic Flow and Safety
	☐ Reducing Environmental Impacts

Project Location	**Project Priority**	**Implementation Period**
From RD-RR-CN to RD-SR-C2 (2.2 km)	☐ Urgent ☐ Short-term ☑ Medium-term	Total 10 years

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

2. Expected Benefits
- 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

3. Project Description
- Upgrading from 2-lane (4-lane: 2.2 km) No work

4. Related Projects/Sectors
- BRT Line E1 and E2
- RD-RR-CN, RD-SR-C2

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

8. Expected Operator (if any)
OVD

9. Project Cost (in 2017 Constant Price)
Initial Investment: USD 25.7 Million
Recurring O&M: USD 0.5 M/year

10. Special Considerations

11. Environmental Impact

[Legend]:
A: Significant Impact
B: Moderate Impact
C: Unknown at this Time
D: No Impact

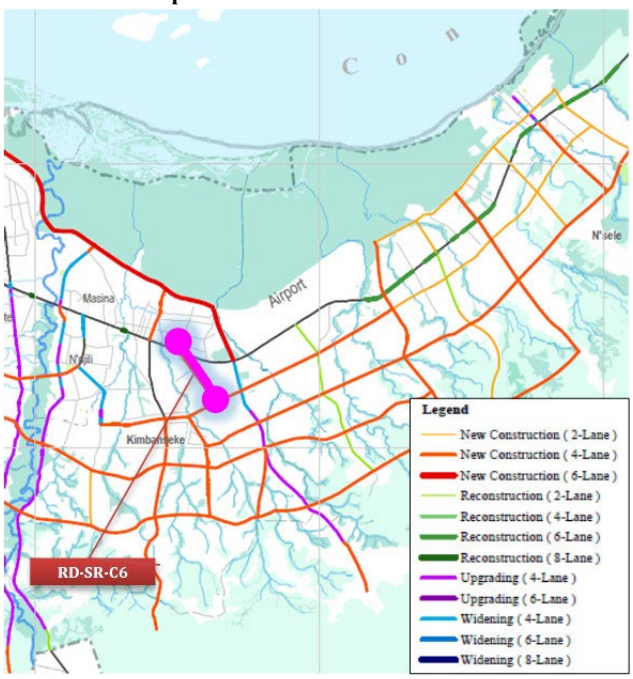
- : Negative Impact
+: Positive Impact
±: Mixed Impact

1) Pollution
- Air quality: B-
- Water quality : B-
- Waste: B±
- Other pollution impacts: B-

2) Natural environment
- Ecosystem: B-
- Water systems, flooding: B+
- Geology: B-

3) Social and economic environment
- Involuntary resettlement and/or loss of properties: B-
- 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±
- Climate change, transboundary impacts: B±

12. Location Map



Project Code: RD-SR-C7	**Project Name:** North-South Secondary Road (4) in Central Division	**Transport Sub-Sector** ☐ Railway and New Transit ☐ Bus Transport ☑ Road ☐ Traffic Management ☐ Traffic Safety ☐ Environment ☐ Urban Planning ☐ Institution/Funding

Urban Transport Policy:

☐ Managing Surging Demand	☑ Coordinating Transport & Urban Dev.
☑ Network Development	☐ Maintenance and Operation Scheme
☐ Accessibility for All	☐ Customer-Focused Public Transport
☐ Coordination, Authorities and Funding	☐ Managing Traffic Flow and Safety
	☐ Reducing Environmental Impacts

Project Location
From RD-EW-C2 to RD-EW-C3 (2.6 km)

Project Priority
☐ Urgent
☐ Short-term
☑ Medium-term

Implementation Period
Total 10 years

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

2. Expected Benefits
- 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

3. Project Description
- New construction (4-lane: 0.5 km)
- Upgrading from 2-lane (4-lane: 2.1 km) No work

4. Related Projects/Sectors
- RD-EW-C2, RD-EW-C3, RD-SR-C3

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

8. Expected Operator (if any)
OVD

9. Project Cost (in 2017 Constant Price)
Initial Investment: USD 36.2 Million
Recurring O&M: USD 0.7 M/year

10. Special Considerations

11. Environmental Impact

[Legend]:
A: Significant Impact
B: Moderate Impact
C: Unknown at this Time
D: No Impact

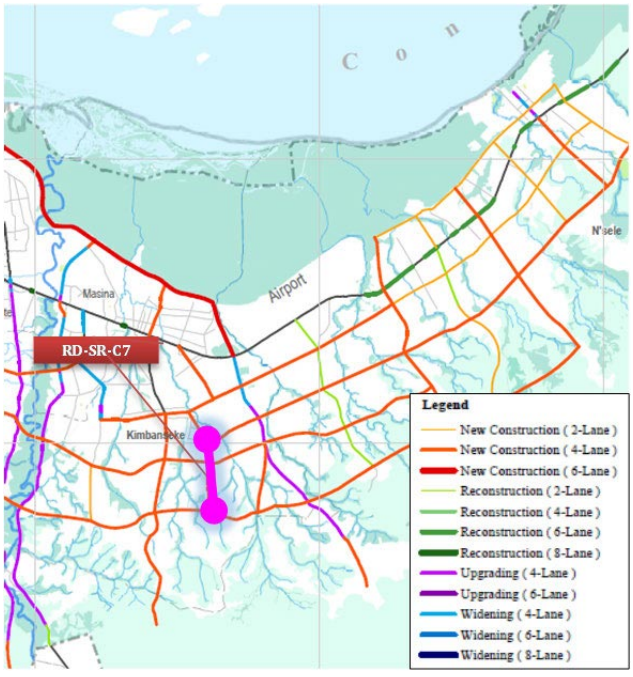
- : Negative Impact
+: Positive Impact
±: Mixed Impact

1) Pollution
- Air quality: B-
- Water quality : B-
- Waste: B±
- Other pollution impacts: B-

2) Natural environment
- Ecosystem: B-
- Water systems, flooding: B+
- Geology: B-

3) Social and economic environment
- Involuntary resettlement and/or loss of properties: B-
- 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±
- Climate change, transboundary impacts: B±

12. Location Map



Project Code: RD-SR-C8	**Project Name:** North-South Secondary Road (5) in Central Division	**Transport Sub-Sector** ☐ Railway and New Transit ☐ Bus Transport ☑ Road ☐ Traffic Management ☐ Traffic Safety ☐ Environment ☐ Urban Planning ☐ Institution/Funding

Urban Transport Policy:

☐ Managing Surging Demand	☑ Coordinating Transport & Urban Dev.
☑ Network Development	☐ Maintenance and Operation Scheme
☐ Accessibility for All	☐ Customer-Focused Public Transport
☐ Coordination, Authorities and Funding	☐ Managing Traffic Flow and Safety
	☐ Reducing Environmental Impacts

Project Location
From RD-EW-C3 to RD-NS-C2 (2.5 km)

Project Priority
☐ Urgent
☐ Short-term
☑ Medium-term

Implementation Period
Total 10 years

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

2. Expected Benefits
- 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

3. Project Description
- New construction (4-lane: 2.5 km)

4. Related Projects/Sectors
- RD-EW-C3, RD-NS-C2

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

8. Expected Operator (if any)
OVD

9. Project Cost (in 2017 Constant Price)
Initial Investment: USD 39.6 Million
Recurring O&M: USD 0.8 M/year

10. Special Considerations

11. Environmental Impact

[Legend]:
A: Significant Impact
B: Moderate Impact
C: Unknown at this Time
D: No Impact

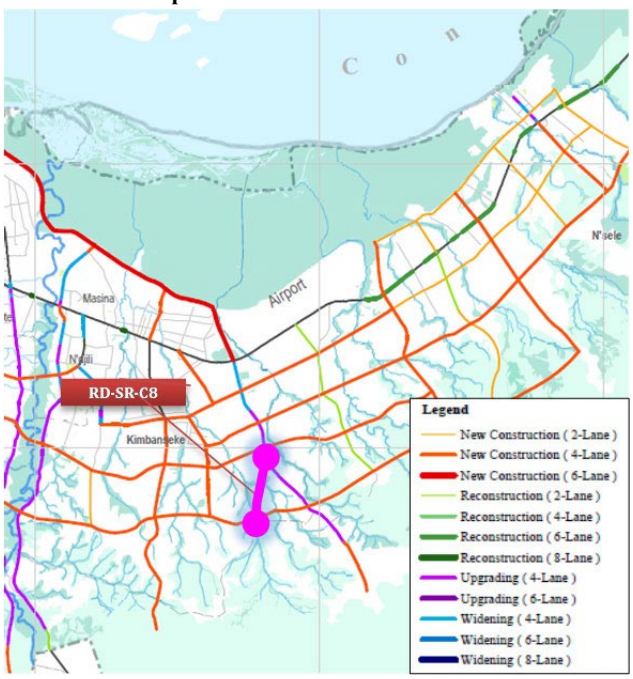
- : Negative Impact
+: Positive Impact
±: Mixed Impact

1) Pollution
- Air quality: B-
- Water quality : B-
- Waste: B±
- Other pollution impacts: B-

2) Natural environment
- Ecosystem: B-
- Water systems, flooding: B+
- Geology: B-

3) Social and economic environment
- Involuntary resettlement and/or loss of properties: B-
- 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±
- Climate change, transboundary impacts: B±

12. Location Map



Project Code: RD-SR-C9	**Project Name:** North-South Secondary Road (6) in Central Division	**Transport Sub-Sector**
		☐ Railway and New Transit
		☐ Bus Transport
		☑ Road
		☐ Traffic Management
		☐ Traffic Safety
		☐ Environment
		☐ Urban Planning
		☐ Institution/Funding

Urban Transport Policy:	
☐ Managing Surging Demand	☑ Coordinating Transport & Urban Dev.
☑ Network Development	☐ Maintenance and Operation Scheme
☐ Accessibility for All	☐ Customer-Focused Public Transport
☐ Coordination, Authorities and Funding	☐ Managing Traffic Flow and Safety
	☐ Reducing Environmental Impacts

Project Location	**Project Priority**	**Implementation Period**
From RD-RR-CN to RD-EW-C3 (4.7 km)	☐ Urgent ☐ Short-term ☑ Medium-term	Total 10 years

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

2. Expected Benefits
- 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

3. Project Description
- Reconstruction of damaged sections (2-lane: 4.7 km)

4. Related Projects/Sectors
- BRT Line E1 and E2, Railway, Airport
- RD-RR-CN, RD-EW-C2, RD-EW-C3, RD-SR-C2, RD-SR-C3

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

8. Expected Operator (if any)
OVD

9. Project Cost (in 2017 Constant Price)
Initial Investment: USD 50.9 Million
Recurring O&M: USD 1.0 M/year

10. Special Considerations

11. Environmental Impact

[Legend]:
A: Significant Impact
B: Moderate Impact
C: Unknown at this Time
D: No Impact

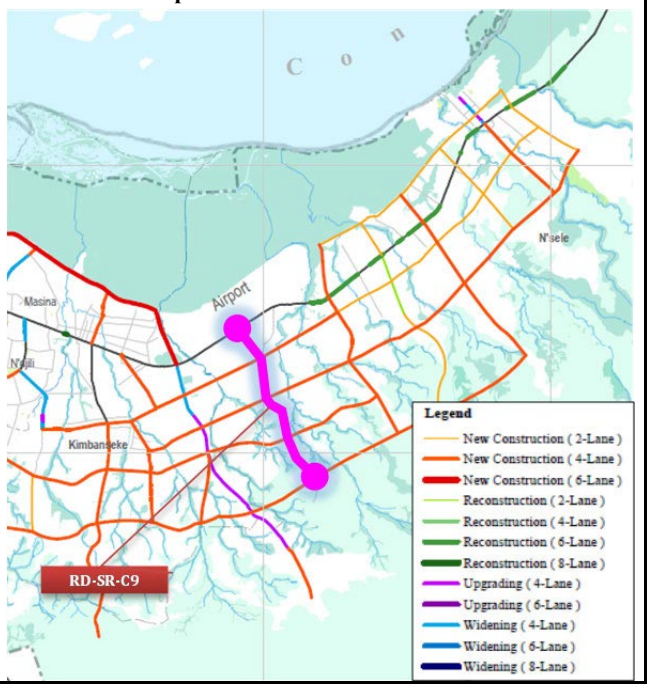
- : Negative Impact
+: Positive Impact
±: Mixed Impact

1) Pollution
- Air quality: B-
- Water quality : B-
- Waste: B±
- Other pollution impacts: B-

2) Natural environment
- Ecosystem: B-
- Water systems, flooding: B+
- Geology: B-

3) Social and economic environment
- Involuntary resettlement and/or loss of properties: B-
- 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±
- Climate change, transboundary impacts: B±

12. Location Map



Project Code: RD-SR-C10

Project Name: North-South Secondary Road (7) in Central Division

Transport Sub-Sector
- ☐ Railway and New Transit
- ☐ Bus Transport
- ☑ Road
- ☐ Traffic Management
- ☐ Traffic Safety
- ☐ Environment
- ☐ Urban Planning
- ☐ Institution/Funding

Urban Transport Policy:
- ☐ Managing Surging Demand
- ☑ Network Development
- ☐ Accessibility for All
- ☐ Coordination, Authorities and Funding
- ☑ Coordinating Transport & Urban Dev.
- ☐ Maintenance and Operation Scheme
- ☐ Customer-Focused Public Transport
- ☐ Managing Traffic Flow and Safety
- ☐ Reducing Environmental Impacts

Project Location
From RD-EW-C3 to RD-SR-C1 (7.6 km)

Project Priority
- ☐ Urgent
- ☐ Short-term
- ☑ Medium-term

Implementation Period
Total 10 years

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

2. Expected Benefits
- 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

3. Project Description
- New construction (2-lane: 5.4 km)
- Reconstruction of damaged sections (2-lane: 2.2 km)

4. Related Projects/Sectors
- Railway
- RD-RR-CN, RD-EW-C2, RD-EW-C3, RD-SR-C1, RD-SR-C2

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

8. Expected Operator (if any)
OVD

9. Project Cost (in 2017 Constant Price)
Initial Investment: USD 78.5 Million
Recurring O&M: USD 1.6 M/year

10. Special Considerations

11. Environmental Impact

[Legend]:
A: Significant Impact
B: Moderate Impact
C: Unknown at this Time
D: No Impact

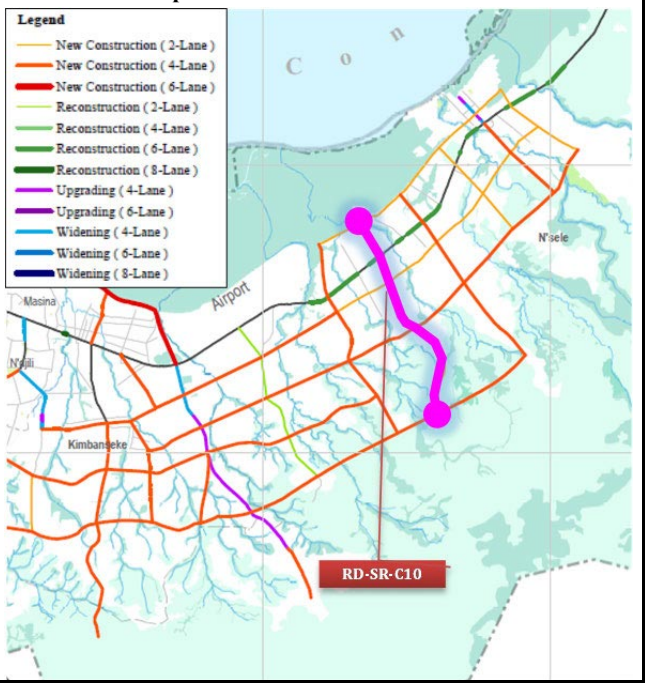
- : Negative Impact
+: Positive Impact
±: Mixed Impact

1) Pollution
- Air quality: B-
- Water quality : B-
- Waste: B±
- Other pollution impacts: B-

2) Natural environment
- Ecosystem: B-
- Water systems, flooding: B+
- Geology: B-

3) Social and economic environment
- Involuntary resettlement and/or loss of properties: B-
- 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±
- Climate change, transboundary impacts: B±

12. Location Map



Project Code: RD-SR-C11	**Project Name:** North-South Secondary Road (8) in Central Division	**Transport Sub-Sector**
		☐ Railway and New Transit
		☐ Bus Transport
		☑ Road
		☐ Traffic Management
		☐ Traffic Safety
		☐ Environment
		☐ Urban Planning
		☐ Institution/Funding

Urban Transport Policy:	
☐ Managing Surging Demand	☑ Coordinating Transport & Urban Dev.
☑ Network Development	☐ Maintenance and Operation Scheme
☐ Accessibility for All	☐ Customer-Focused Public Transport
☐ Coordination, Authorities and Funding	☐ Managing Traffic Flow and Safety
	☐ Reducing Environmental Impacts

Project Location	**Project Priority**	**Implementation Period**
From RD-EW-C2 to RD-SR-C1 (3.8 km)	☐ Urgent ☐ Short-term ☑ Medium-term	Total 10 years

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

2. Expected Benefits
- 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

3. Project Description
- New construction (2-lane: 3.8 km)

4. Related Projects/Sectors
- Railway
- RD-RR-CN, RD-EW-C2, RD-SR-C1, RD-SR-C2,

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

8. Expected Operator (if any)
OVD

9. Project Cost (in 2017 Constant Price)
Initial Investment: USD 40.7 Million
Recurring O&M: USD 0.8 M/year

10. Special Considerations

11. Environmental Impact

[Legend]:
A: Significant Impact
B: Moderate Impact
C: Unknown at this Time
D: No Impact

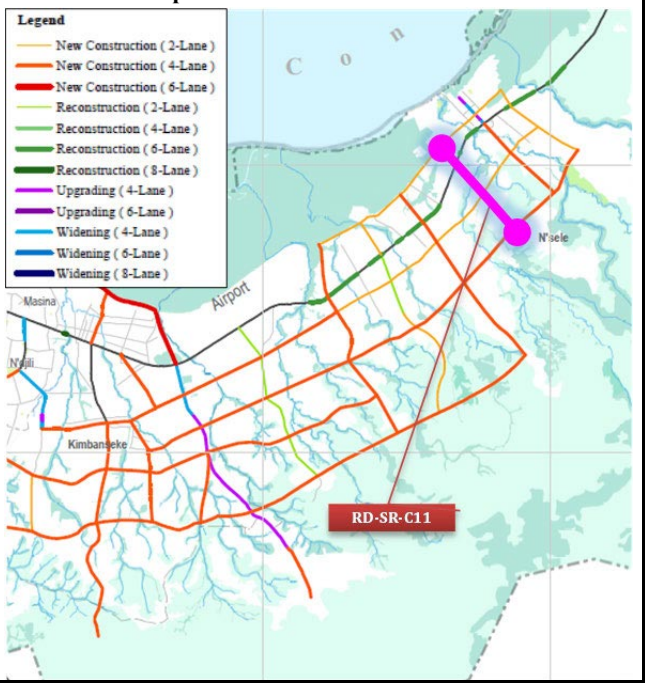
- : Negative Impact
+: Positive Impact
±: Mixed Impact

1) Pollution
- Air quality: B-
- Water quality : B-
- Waste: B±
- Other pollution impacts: B-

2) Natural environment
- Ecosystem: B-
- Water systems, flooding: B+
- Geology: B-

3) Social and economic environment
- Involuntary resettlement and/or loss of properties: B-
- 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±
- Climate change, transboundary impacts: B±

12. Location Map



Project Code: RD-SR-C12

Project Name: North-South Secondary Road (9) in Central Division

Transport Sub-Sector
- ☐ Railway and New Transit
- ☐ Bus Transport
- ☑ Road
- ☐ Traffic Management
- ☐ Traffic Safety
- ☐ Environment
- ☐ Urban Planning
- ☐ Institution/Funding

Urban Transport Policy:
- ☐ Managing Surging Demand
- ☑ Network Development
- ☐ Accessibility for All
- ☐ Coordination, Authorities and Funding
- ☑ Coordinating Transport & Urban Dev.
- ☐ Maintenance and Operation Scheme
- ☐ Customer-Focused Public Transport
- ☐ Managing Traffic Flow and Safety
- ☐ Reducing Environmental Impacts

Project Location
From RD-EW-C2 to RD-SR-C1 (3.5 km)

Project Priority
- ☐ Urgent
- ☐ Short-term
- ☑ Medium-term

Implementation Period
Total 10 years

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

2. Expected Benefits
- 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

3. Project Description
- New construction (2-lane: 3.5 km)

4. Related Projects/Sectors
- RD-RR-CN, RD-EW-C2, RD-SR-C1, RD-SR-C2,

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

8. Expected Operator (if any)
OVD

9. Project Cost (in 2017 Constant Price)
Initial Investment: USD 31.4 Million
Recurring O&M: USD 0.6 M/year

10. Special Considerations

11. Environmental Impact

[Legend]:
A: Significant Impact
B: Moderate Impact
C: Unknown at this Time
D: No Impact

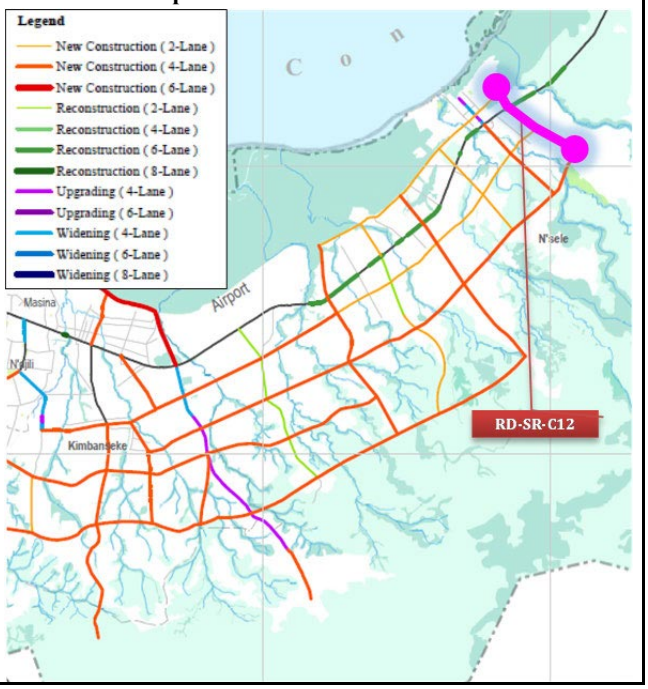
- : Negative Impact
+: Positive Impact
±: Mixed Impact

1) Pollution
- Air quality: B-
- Water quality : B-
- Waste: B±
- Other pollution impacts: B-

2) Natural environment
- Ecosystem: B-
- Water systems, flooding: B+
- Geology: B-

3) Social and economic environment
- Involuntary resettlement and/or loss of properties: B-
- 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±
- Climate change, transboundary impacts: B±

12. Location Map



Project Code: RD-SR-C13	**Project Name:** North-South Secondary Road (10) in Central Division	**Transport Sub-Sector**
		☐ Railway and New Transit
		☐ Bus Transport
		☑ Road
		☐ Traffic Management
		☐ Traffic Safety
		☐ Environment
		☐ Urban Planning
		☐ Institution/Funding

Urban Transport Policy:	
☐ Managing Surging Demand	☑ Coordinating Transport & Urban Dev.
☑ Network Development	☐ Maintenance and Operation Scheme
☐ Accessibility for All	☐ Customer-Focused Public Transport
☐ Coordination, Authorities and Funding	☐ Managing Traffic Flow and Safety
	☐ Reducing Environmental Impacts

Project Location	**Project Priority**	**Implementation Period**
From RD-RR-CW to Study Area Boundary along N'djili River through Sanda toward Matadi (0.8 km)	☐ Urgent ☐ Short-term ☑ Medium-term	Total 10 years

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

2. Expected Benefits
- 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

3. Project Description
- Reconstruction of damaged sections (2-lane: 0.8 km)

4. Related Projects/Sectors
- RD-RR-CW

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

8. Expected Operator (if any)
OVD

9. Project Cost (in 2017 Constant Price)
Initial Investment: USD 9.5 Million
Recurring O&M: USD 0.2 M/year

10. Special Considerations

11. Environmental Impact

[Legend]:
A: Significant Impact
B: Moderate Impact
C: Unknown at this Time
D: No Impact

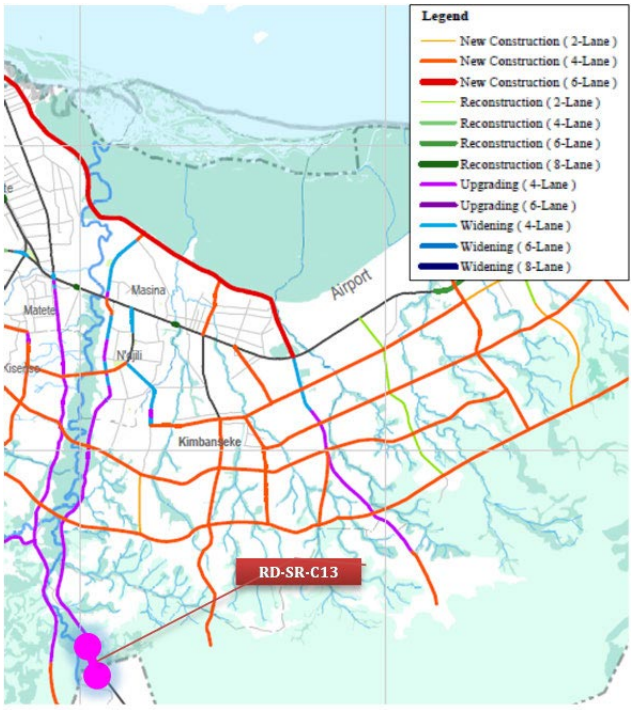
- : Negative Impact
+: Positive Impact
±: Mixed Impact

1) Pollution
- Air quality: B-
- Water quality : B-
- Waste: B±
- Other pollution impacts: B-

2) Natural environment
- Ecosystem: B-
- Water systems, flooding: B+
- Geology: B-

3) Social and economic environment
- Involuntary resettlement and/or loss of properties: B-
- 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±
- Climate change, transboundary impacts: B±

12. Location Map



Project Code: RD-RR-EW	**Project Name:** Western Section of Ring Road in Eastern Division	**Transport Sub-Sector** ☐ Railway and New Transit ☐ Bus Transport ☑ Road ☐ Traffic Management ☐ Traffic Safety ☐ Environment ☐ Urban Planning ☐ Institution/Funding

Urban Transport Policy:

- ☐ Managing Surging Demand
- ☑ Network Development
- ☐ Accessibility for All
- ☐ Coordination, Authorities and Funding
- ☑ Coordinating Transport & Urban Dev.
- ☐ Maintenance and Operation Scheme
- ☐ Customer-Focused Public Transport
- ☐ Managing Traffic Flow and Safety
- ☐ Reducing Environmental Impacts

Project Location
From RD-RR-ES to RD-EW-E1 (13.5 km)

Project Priority
- ☐ Urgent
- ☐ Short-term
- ☑ Medium-term

Implementation Period
Total 10 years

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

2. Expected Benefits
- 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

3. Project Description
- Widening from 2-lane (6-lane: 13.5 km)

4. Related Projects/Sectors
- Railway
- RD-RR-ES, RD-EW-E1, RD-EW-IB1, RD-NS-E1, RD-PR-E1, RD-PR-E2

5. Important Assumptions (Conditions for the Project)

6. Implementing Agency
CI, OVD and OR

7. Financing Scheme
- ☑ DRC Public Sector
- ☑ International Donors
- ☐ Public Private Partnership
- ☐ Private Sector Initiative

8. Expected Operator (if any)
OVD

9. Project Cost (in 2017 Constant Price)
Initial Investment: USD 92.5 Million
Recurring O&M: USD 6.5 M/year

10. Special Considerations

11. Environmental Impact

[Legend]:
A: Significant Impact
B: Moderate Impact
C: Unknown at this Time
D: No Impact

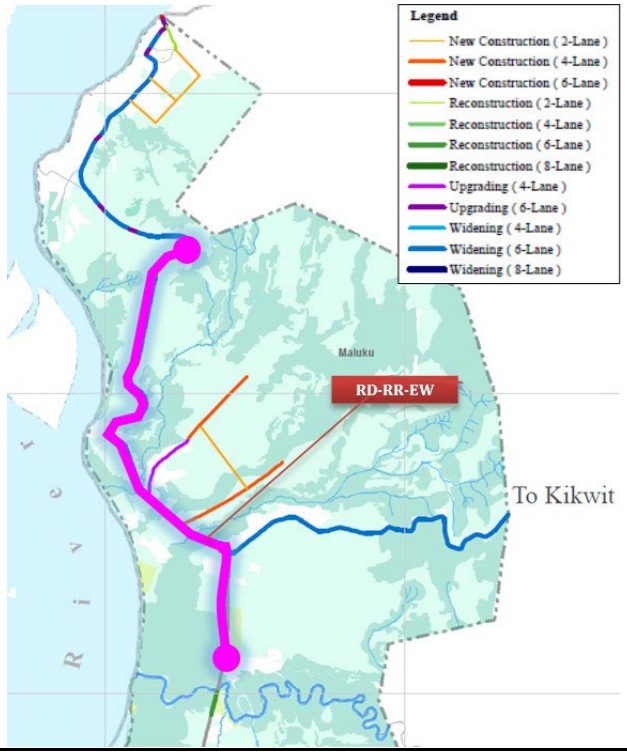
- : Negative Impact
+: Positive Impact
±: Mixed Impact

1) Pollution
- Air quality: B-
- Water quality : B-
- Waste: B±
- Other pollution impacts: B-

2) Natural environment
- Ecosystem: B-
- Water systems, flooding: B+
- Geology: B-

3) Social and economic environment
- Involuntary resettlement and/or loss of properties: B-
- 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±
- Climate change, transboundary impacts: B±

12. Location Map



Project Code: RD-RR-ES	**Project Name:** Southern Section of Ring Road in Eastern Division	**Transport Sub-Sector** ☐ Railway and New Transit ☐ Bus Transport ☑ Road ☐ Traffic Management ☐ Traffic Safety ☐ Environment ☐ Urban Planning ☐ Institution/Funding

Urban Transport Policy:

- ☐ Managing Surging Demand
- ☑ Network Development
- ☐ Accessibility for All
- ☐ Coordination, Authorities and Funding
- ☑ Coordinating Transport & Urban Dev.
- ☐ Maintenance and Operation Scheme
- ☐ Customer-Focused Public Transport
- ☐ Managing Traffic Flow and Safety
- ☐ Reducing Environmental Impacts

Project Location
From RD-RR-EW to RD-RR-EE [Y2040] (2.8 km)

Project Priority
- ☐ Urgent
- ☐ Short-term
- ☑ Medium-term

Implementation Period
Total 10 years

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

2. Expected Benefits
- 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

3. Project Description
- New construction (4-lane: 2.8 km)

4. Related Projects/Sectors
- RD-RR-EW, RD-EW-IB1

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

8. Expected Operator (if any)
OVD

9. Project Cost (in 2017 Constant Price)
Initial Investment: USD 27.5 Million
Recurring O&M: USD 0.5 M/year

10. Special Considerations

11. Environmental Impact

[Legend]:
A: Significant Impact
B: Moderate Impact
C: Unknown at this Time
D: No Impact

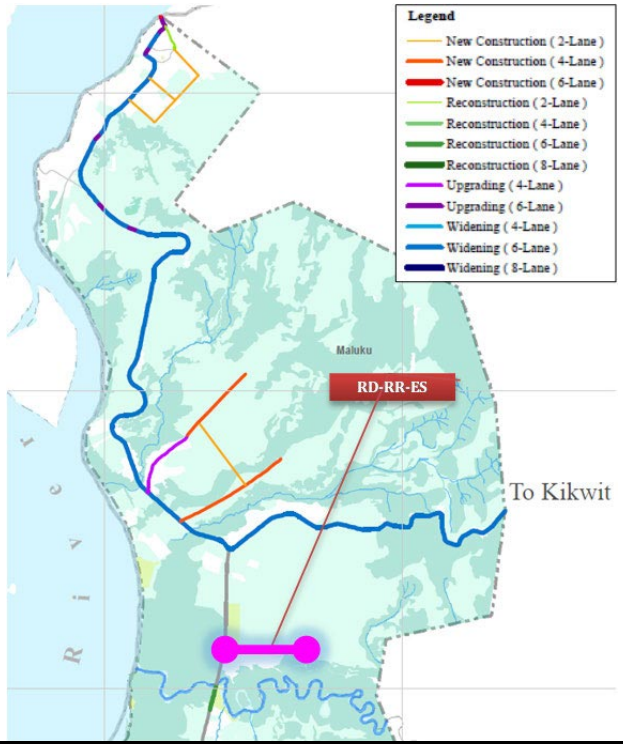
- : Negative Impact
+: Positive Impact
±: Mixed Impact

1) Pollution
- Air quality: B-
- Water quality : B-
- Waste: B±
- Other pollution impacts: B-

2) Natural environment
- Ecosystem: B-
- Water systems, flooding: B+
- Geology: B-

3) Social and economic environment
- Involuntary resettlement and/or loss of properties: B-
- 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±
- Climate change, transboundary impacts: B±

12. Location Map



Project Code: RD-EW-E1	**Project Name:** First East-West Axis Road in Eastern Division	**Transport Sub-Sector**
		☐ Railway and New Transit
		☐ Bus Transport
		☑ Road
		☐ Traffic Management
		☐ Traffic Safety
		☐ Environment
		☐ Urban Planning
		☐ Institution/Funding

Urban Transport Policy:	
☐ Managing Surging Demand	☑ Coordinating Transport & Urban Dev.
☑ Network Development	☐ Maintenance and Operation Scheme
☐ Accessibility for All	☐ Customer-Focused Public Transport
☐ Coordination, Authorities and Funding	☐ Managing Traffic Flow and Safety
	☐ Reducing Environmental Impacts

Project Location	**Project Priority**	**Implementation Period**
From RD-RR-EW to Road cum Railway Bridge over Congo River to Brazzaville (11.7 km)	☐ Urgent ☐ Short-term ☑ Medium-term	Total 10 years

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

2. Expected Benefits
- 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

3. Project Description
- Upgrading from 2-lane (6-lane: 1.4 km)
- Widening from 2-lane (6-lane: 10.3 km)

4. Related Projects/Sectors
- Railway, Maluku River Port
- RD-RR-EW, RD-SR-E2, RD-SR-E3
- Road cum Railway Bridge over Congo River

5. Important Assumptions (Conditions for the Project)

6. Implementing Agency
CI, OVD and OR

7. Financing Scheme
☑ DRC Public Sector
☑ International Donors
☐ Public Private Partnership
☐ Private Sector Initiative

8. Expected Operator (if any)
OVD

9. Project Cost (in 2017 Constant Price)
Initial Investment: USD 96.9 Million
Recurring O&M: USD 4.5 M/year

10. Special Considerations

11. Environmental Impact

[Legend]:
A: Significant Impact
B: Moderate Impact
C: Unknown at this Time
D: No Impact

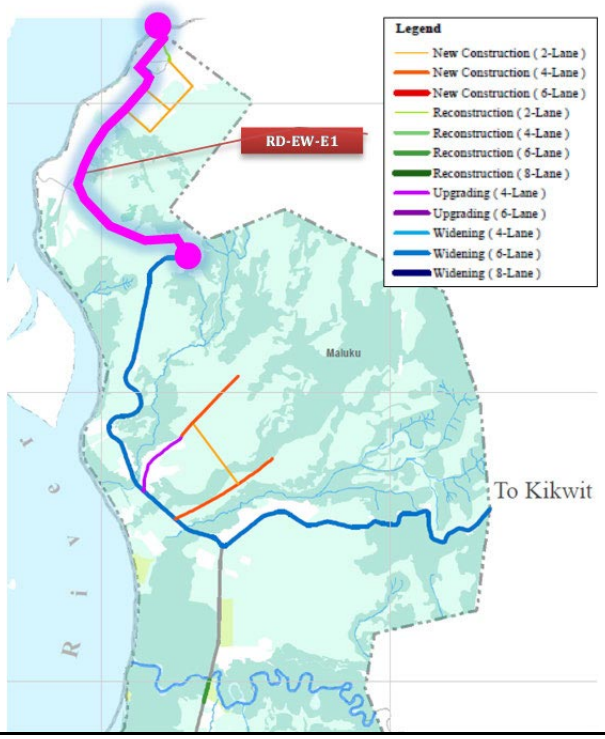
- : Negative Impact
+: Positive Impact
±: Mixed Impact

1) Pollution
- Air quality: B-
- Water quality : B-
- Waste: B±
- Other pollution impacts: B-

2) Natural environment
- Ecosystem: B-
- Water systems, flooding: B+
- Geology: B-

3) Social and economic environment
- Involuntary resettlement and/or loss of properties: B-
- 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±
- Climate change, transboundary impacts: B±

12. Location Map



Project Code: RD-NS-E1	**Project Name:** **First North-South Axis Road in Eastern Division**	**Transport Sub-Sector**
		☐ Railway and New Transit
		☐ Bus Transport
		☑ Road
		☐ Traffic Management
		☐ Traffic Safety
		☐ Environment
		☐ Urban Planning
		☐ Institution/Funding

Urban Transport Policy:	
☐ Managing Surging Demand	☑ Coordinating Transport & Urban Dev.
☑ Network Development	☐ Maintenance and Operation Scheme
☐ Accessibility for All	☐ Customer-Focused Public Transport
☐ Coordination, Authorities and Funding	☐ Managing Traffic Flow and Safety
	☐ Reducing Environmental Impacts

Project Location	**Project Priority**	**Implementation Period**
From RD-RR-EW to Study Area Boundary toward Kikwit (8.8 km)	☐ Urgent ☐ Short-term ☑ Medium-term	Total 10 years

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

2. Expected Benefits
- 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

3. Project Description
- Widening from 2-lane (6-lane: 11.5 km)

4. Related Projects/Sectors
- RD-RR-EW, RD-SR-E1

5. Important Assumptions (Conditions for the Project)

6. Implementing Agency
CI, OVD and OR

7. Financing Scheme
☑ DRC Public Sector
☑ International Donors
☐ Public Private Partnership
☐ Private Sector Initiative

8. Expected Operator (if any)
OVD

9. Project Cost (in 2017 Constant Price)
Initial Investment: USD 74.1 Million
Recurring O&M: USD 4.2 M/year

10. Special Considerations

11. Environmental Impact

[Legend]:
A: Significant Impact
B: Moderate Impact
C: Unknown at this Time
D: No Impact

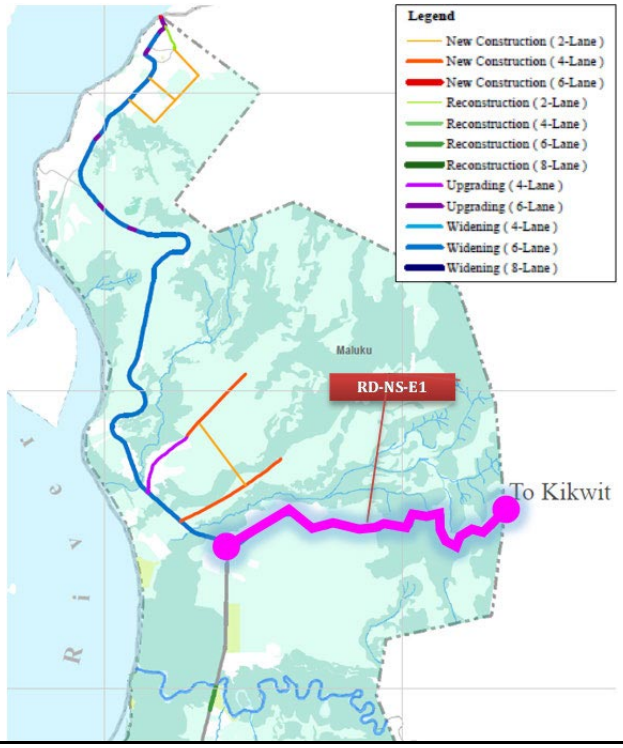
- : Negative Impact
+: Positive Impact
±: Mixed Impact

1) Pollution
- Air quality: B-
- Water quality : B-
- Waste: B±
- Other pollution impacts: B-

2) Natural environment
- Ecosystem: B-
- Water systems, flooding: B+
- Geology: B-

3) Social and economic environment
- Involuntary resettlement and/or loss of properties: B-
- 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±
- Climate change, transboundary impacts: B±

12. Location Map



Project Code: RD-PR-E1	**Project Name:** North-South Primary Road (1) in Eastern Division	**Transport Sub-Sector**
		☐ Railway and New Transit
		☐ Bus Transport
		☑ Road
		☐ Traffic Management
		☐ Traffic Safety
		☐ Environment
		☐ Urban Planning
		☐ Institution/Funding

Urban Transport Policy:	
☐ Managing Surging Demand	☑ Coordinating Transport & Urban Dev.
☑ Network Development	☐ Maintenance and Operation Scheme
☐ Accessibility for All	☐ Customer-Focused Public Transport
☐ Coordination, Authorities and Funding	☐ Managing Traffic Flow and Safety
	☐ Reducing Environmental Impacts

Project Location	**Project Priority**	**Implementation Period**
From RD-RR-EW to RD-RR-EE [Y2040] (5.3 km)	☐ Urgent ☐ Short-term ☑ Medium-term	Total 10 years

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

2. Expected Benefits
- 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

3. Project Description
- New construction (4-lane: 2.8 km)
- Upgrading from 2-lane (4-lane: 2.5 km)

4. Related Projects/Sectors
- Railway
- RD-RR-EW, RD-SR-E1

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

8. Expected Operator (if any)
OVD

9. Project Cost (in 2017 Constant Price)
Initial Investment: USD 84.0 Million
Recurring O&M: USD 1.7 M/year

10. Special Considerations

11. Environmental Impact

[Legend]:
A: Significant Impact
B: Moderate Impact
C: Unknown at this Time
D: No Impact

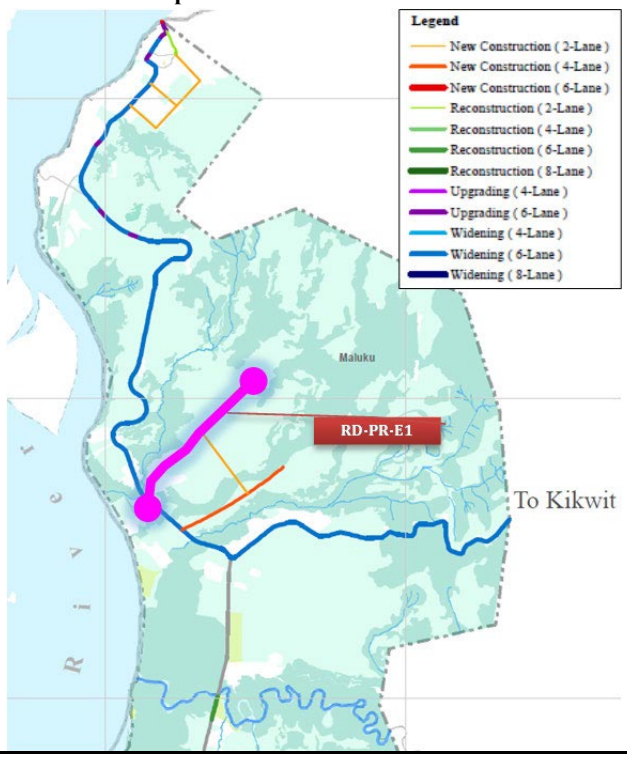
- : Negative Impact
+: Positive Impact
±: Mixed Impact

1) Pollution
- Air quality: B-
- Water quality : B-
- Waste: B±
- Other pollution impacts: B-

2) Natural environment
- Ecosystem: B-
- Water systems, flooding: B+
- Geology: B-

3) Social and economic environment
- Involuntary resettlement and/or loss of properties: B-
- 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±
- Climate change, transboundary impacts: B±

12. Location Map



Project Code: RD-PR-E2	**Project Name:** North-South Primary Road (2) in Eastern Division	**Transport Sub-Sector**
		☐ Railway and New Transit
		☐ Bus Transport
		☑ Road
		☐ Traffic Management
		☐ Traffic Safety
		☐ Environment
		☐ Urban Planning
		☐ Institution/Funding

Urban Transport Policy:	
☐ Managing Surging Demand	☑ Coordinating Transport & Urban Dev.
☑ Network Development	☐ Maintenance and Operation Scheme
☐ Accessibility for All	☐ Customer-Focused Public Transport
☐ Coordination, Authorities and Funding	☐ Managing Traffic Flow and Safety
	☐ Reducing Environmental Impacts

Project Location	**Project Priority**	**Implementation Period**
From RD-RR-EW to RD-RR-EE [Y2040] (4.0 km)	☐ Urgent ☐ Short-term ☑ Medium-term	Total 10 years

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

2. Expected Benefits
- 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

3. Project Description
- New construction (4-lane: 4.0 km)

4. Related Projects/Sectors
- RD-RR-EW, RD-SR-E1

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

8. Expected Operator (if any)
OVD

9. Project Cost (in 2017 Constant Price)
Initial Investment: USD 62.8 Million
Recurring O&M: USD 1.3 M/year

10. Special Considerations

11. Environmental Impact

[Legend]:
A: Significant Impact
B: Moderate Impact
C: Unknown at this Time
D: No Impact

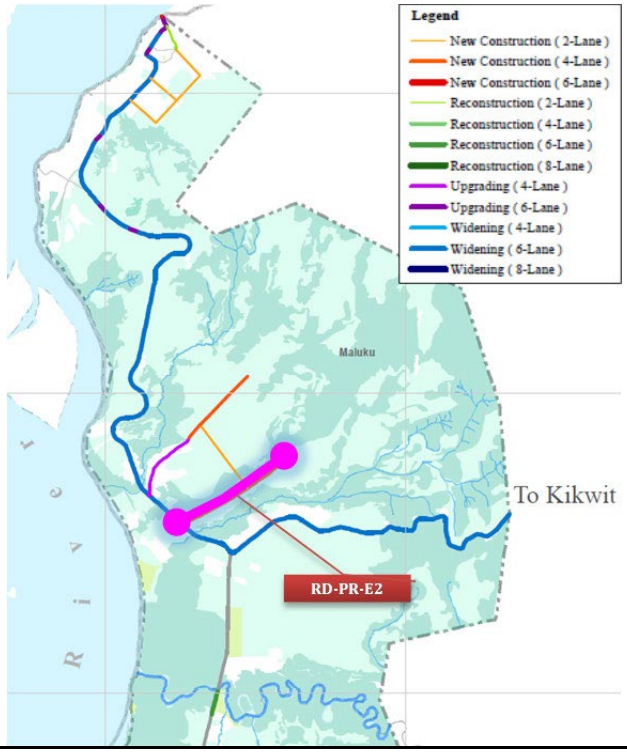
- : Negative Impact
+: Positive Impact
±: Mixed Impact

1) Pollution
- Air quality: B-
- Water quality : B-
- Waste: B±
- Other pollution impacts: B-

2) Natural environment
- Ecosystem: B-
- Water systems, flooding: B+
- Geology: B-

3) Social and economic environment
- Involuntary resettlement and/or loss of properties: B-
- 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±
- Climate change, transboundary impacts: B±

12. Location Map



Project Code: RD-SR-E1	**Project Name:** East-West Secondary Road (1) in Eastern Division	**Transport Sub-Sector**
		☐ Railway and New Transit
		☐ Bus Transport
		☑ Road
		☐ Traffic Management
		☐ Traffic Safety
		☐ Environment
		☐ Urban Planning
		☐ Institution/Funding

Urban Transport Policy:	
☐ Managing Surging Demand	☑ Coordinating Transport & Urban Dev.
☑ Network Development	☐ Maintenance and Operation Scheme
☐ Accessibility for All	☐ Customer-Focused Public Transport
☐ Coordination, Authorities and Funding	☐ Managing Traffic Flow and Safety
	☐ Reducing Environmental Impacts

Project Location	**Project Priority**	**Implementation Period**
From RD-NS-E1 to RD-PR-E1 (2.6 km)	☐ Urgent ☐ Short-term ☑ Medium-term	Total 10 years

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

2. Expected Benefits
- 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

3. Project Description
- New construction (2-lane: 4.2 km)

4. Related Projects/Sectors
- RD-NS-E1, RD-PR-E1, RD-PR-E2

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

8. Expected Operator (if any)
OVD

9. Project Cost (in 2017 Constant Price)
Initial Investment: USD 17.0 Million
Recurring O&M: USD 0.9 M/year

10. Special Considerations

11. Environmental Impact

[Legend]:
A: Significant Impact
B: Moderate Impact
C: Unknown at this Time
D: No Impact

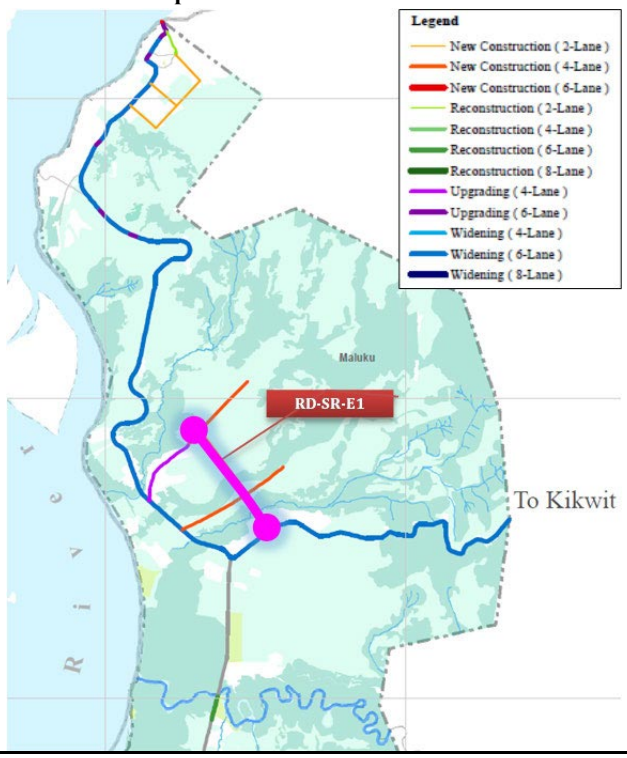
- : Negative Impact
+: Positive Impact
±: Mixed Impact

1) Pollution
- Air quality: B-
- Water quality : B-
- Waste: B±
- Other pollution impacts: B-

2) Natural environment
- Ecosystem: B-
- Water systems, flooding: B+
- Geology: B-

3) Social and economic environment
- Involuntary resettlement and/or loss of properties: B-
- 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±
- Climate change, transboundary impacts: B±

12. Location Map



Project Code: **RD-SR-E2**	**Project Name:** **Circular Secondary Road (1) in Eastern Division**	**Transport Sub-Sector** ☐ Railway and New Transit ☐ Bus Transport ☑ Road ☐ Traffic Management ☐ Traffic Safety ☐ Environment ☐ Urban Planning ☐ Institution/Funding

Urban Transport Policy:

☐ Managing Surging Demand	☑ Coordinating Transport & Urban Dev.
☑ Network Development	☐ Maintenance and Operation Scheme
☐ Accessibility for All	☐ Customer-Focused Public Transport
☐ Coordination, Authorities and Funding	☐ Managing Traffic Flow and Safety
	☐ Reducing Environmental Impacts

Project Location
From RD-EW-E1 to RD-EW-E1 (5.4 km)

Project Priority
☐ Urgent
☐ Short-term
☑ Medium-term

Implementation Period
Total 10 years

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

2. Expected Benefits
- 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

3. Project Description
- New construction (2-lane: 4.5 km)
- Reconstruction of damaged sections (2-lane: 0.9 km)

4. Related Projects/Sectors
- RD-EW-E1, RD-SR-E2

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

8. Expected Operator (if any)
OVD

9. Project Cost (in 2017 Constant Price)
Initial Investment: USD 60.4 Million
Recurring O&M: USD 1.2 M/year

10. Special Considerations

11. Environmental Impact

[Legend]:
A: Significant Impact
B: Moderate Impact
C: Unknown at this Time
D: No Impact

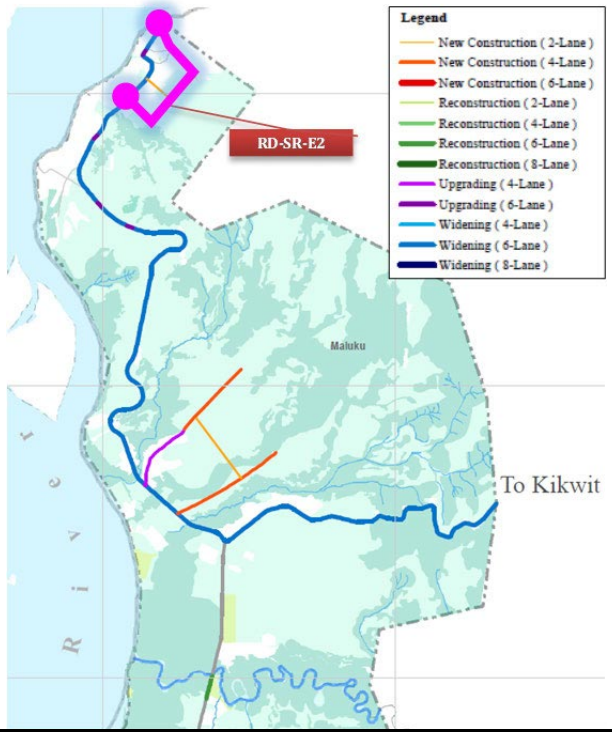
- : Negative Impact
+: Positive Impact
±: Mixed Impact

1) Pollution
- Air quality: B-
- Water quality : B-
- Waste: B±
- Other pollution impacts: B-

2) Natural environment
- Ecosystem: B-
- Water systems, flooding: B+
- Geology: B-

3) Social and economic environment
- Involuntary resettlement and/or loss of properties: B-
- 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±
- Climate change, transboundary impacts: B±

12. Location Map



Project Code: RD-SR-E3	**Project Name:** North-South Secondary Road (1) in Eastern Division	**Transport Sub-Sector**
		☐ Railway and New Transit
		☐ Bus Transport
		☑ Road
		☐ Traffic Management
		☐ Traffic Safety
		☐ Environment
		☐ Urban Planning
		☐ Institution/Funding

Urban Transport Policy:	
☐ Managing Surging Demand	☑ Coordinating Transport & Urban Dev.
☑ Network Development	☐ Maintenance and Operation Scheme
☐ Accessibility for All	☐ Customer-Focused Public Transport
☐ Coordination, Authorities and Funding	☐ Managing Traffic Flow and Safety
	☐ Reducing Environmental Impacts

Project Location	**Project Priority**	**Implementation Period**
From RD-EW-E1 to RD-SR-E2 (1.2 km)	☐ Urgent ☐ Short-term ☑ Medium-term	Total 10 years

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

2. Expected Benefits
- 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

3. Project Description
- New construction (2-lane: 1.2 km)

4. Related Projects/Sectors
- Railway
- RD-EW-E1, RD-SR-E2

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

8. Expected Operator (if any)
OVD

9. Project Cost (in 2017 Constant Price)
Initial Investment: USD 13.0 Million
Recurring O&M: USD 0.3 M/year

10. Special Considerations

11. Environmental Impact

[Legend]:
A: Significant Impact
B: Moderate Impact
C: Unknown at this Time
D: No Impact

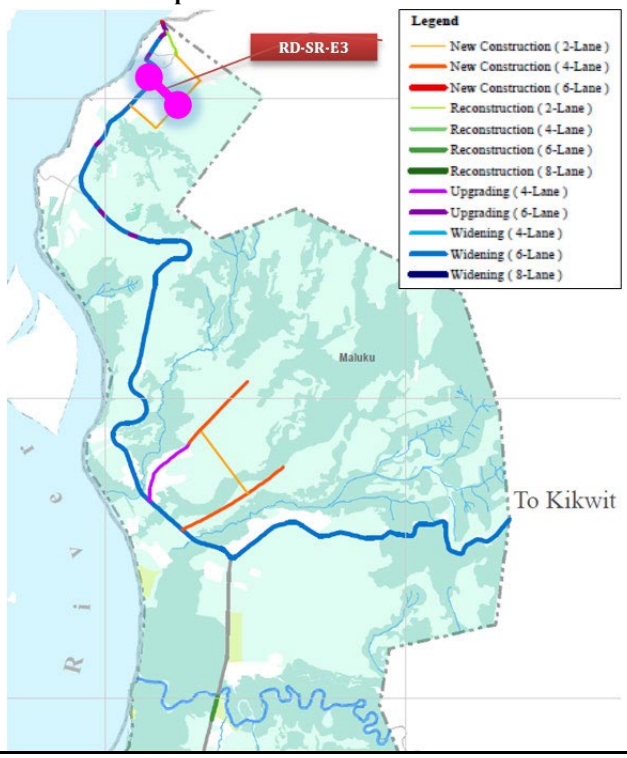
- : Negative Impact
+: Positive Impact
±: Mixed Impact

1) Pollution
- Air quality: B-
- Water quality : B-
- Waste: B±
- Other pollution impacts: B-

2) Natural environment
- Ecosystem: B-
- Water systems, flooding: B+
- Geology: B-

3) Social and economic environment
- Involuntary resettlement and/or loss of properties: B-
- 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±
- Climate change, transboundary impacts: B±

12. Location Map



Project Code: RD-EW-IA1	**Project Name:** First East-West Axis Road between Western and Central Divisions	**Transport Sub-Sector**
		☐ Railway and New Transit
		☐ Bus Transport
		☑ Road
		☐ Traffic Management
		☐ Traffic Safety
		☐ Environment
		☐ Urban Planning
		☐ Institution/Funding

Urban Transport Policy:	
☐ Managing Surging Demand	☑ Coordinating Transport & Urban Dev.
☑ Network Development	☐ Maintenance and Operation Scheme
☐ Accessibility for All	☐ Customer-Focused Public Transport
☐ Coordination, Authorities and Funding	☐ Managing Traffic Flow and Safety
	☐ Reducing Environmental Impacts

Project Location	**Project Priority**	**Implementation Period**
From RD-IRR-WE to RD-RR-CN (1.9 km)	☐ Urgent ☐ Short-term ☑ Medium-term	Total 10 years

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

2. Expected Benefits
- 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

3. Project Description
- Reconstruction of damaged sections (8-lane: 0.1 km)

4. Related Projects/Sectors
- BRT Line E1 and E2, Railway
- RD-IRR-WE, RD-RR-CN, RD-RR-CW, RD-EW-W1, RD-NS-C1

5. Important Assumptions (Conditions for the Project)

6. Implementing Agency
CI, OVD and OR

7. Financing Scheme
☑ DRC Public Sector
☑ International Donors
☐ Public Private Partnership
☐ Private Sector Initiative

8. Expected Operator (if any)
OVD

9. Project Cost (in 2017 Constant Price)
Initial Investment: USD 1.4 Million
Recurring O&M: USD 1.1 M/year

10. Special Considerations

11. Environmental Impact

[Legend]:
A: Significant Impact
B: Moderate Impact
C: Unknown at this Time
D: No Impact

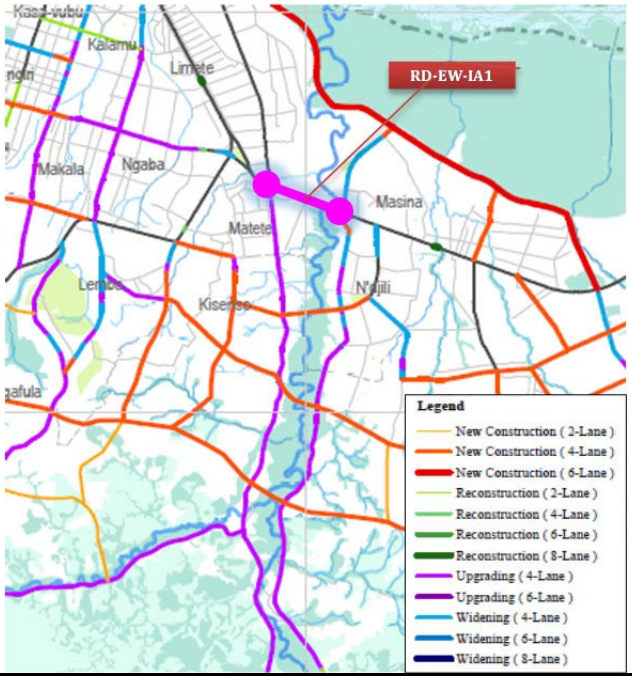
- : Negative Impact
+: Positive Impact
±: Mixed Impact

1) Pollution
- Air quality: B-
- Water quality : B-
- Waste: B±
- Other pollution impacts: B-

2) Natural environment
- Ecosystem: B-
- Water systems, flooding: B+
- Geology: B-

3) Social and economic environment
- Involuntary resettlement and/or loss of properties: B-
- 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±
- Climate change, transboundary impacts: B±

12. Location Map



Project Code: RD-EW-IA2	**Project Name:** Second East-West Axis Road between Western and Central Divisions	**Transport Sub-Sector**
		☐ Railway and New Transit
		☐ Bus Transport
		☑ Road
		☐ Traffic Management
		☐ Traffic Safety
		☐ Environment
		☐ Urban Planning
		☐ Institution/Funding

Urban Transport Policy:	
☐ Managing Surging Demand	☑ Coordinating Transport & Urban Dev.
☑ Network Development	☐ Maintenance and Operation Scheme
☐ Accessibility for All	☐ Customer-Focused Public Transport
☐ Coordination, Authorities and Funding	☐ Managing Traffic Flow and Safety
	☐ Reducing Environmental Impacts

Project Location	**Project Priority**	**Implementation Period**
From RD-IRR-WE to RD-RR-CW (1.4 km)	☐ Urgent ☐ Short-term ☑ Medium-term	Total 10 years

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

2. Expected Benefits
- 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

3. Project Description
- New construction (4-lane: 1.4 km)

4. Related Projects/Sectors
- Railway
- RD-IRR-WE, RD-RR-CW, RD-EW-W2, RD-EW-C2

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

8. Expected Operator (if any)
OVD

9. Project Cost (in 2017 Constant Price)
Initial Investment: USD 28.8 Million
Recurring O&M: USD 0.6 M/year

10. Special Considerations

11. Environmental Impact

[Legend]:
A: Significant Impact
B: Moderate Impact
C: Unknown at this Time
D: No Impact

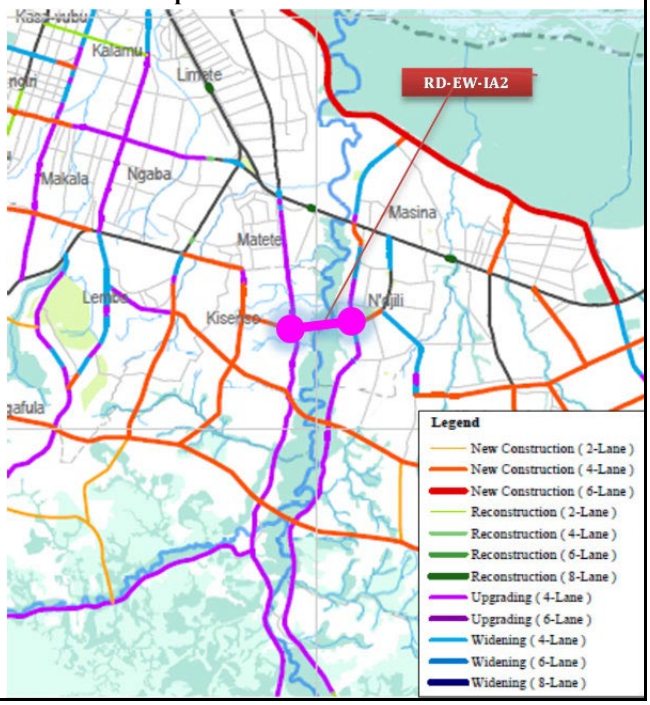
- : Negative Impact
+: Positive Impact
±: Mixed Impact

1) Pollution
- Air quality: B-
- Water quality : B-
- Waste: B±
- Other pollution impacts: B-

2) Natural environment
- Ecosystem: B-
- Water systems, flooding: B+
- Geology: B-

3) Social and economic environment
- Involuntary resettlement and/or loss of properties: B-
- 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±
- Climate change, transboundary impacts: B±

12. Location Map



Project Code: RD-EW-IA3	**Project Name:** **Third East-West Axis Road between Western and Central Divisions**	**Transport Sub-Sector**
		☐ Railway and New Transit
		☐ Bus Transport
		☑ Road
		☐ Traffic Management
		☐ Traffic Safety
		☐ Environment
		☐ Urban Planning
		☐ Institution/Funding

Urban Transport Policy:		**Project Priority**	**Implementation Period**
☐ Managing Surging Demand	☑ Coordinating Transport & Urban Dev.	☐ Urgent	Total 10 years
☑ Network Development	☐ Maintenance and Operation Scheme	☐ Short-term	
☐ Accessibility for All	☐ Customer-Focused Public Transport	☑ Medium-term	
☐ Coordination, Authorities and Funding	☐ Reducing Environmental Impacts		

Project Location
From RD-IRR-WE to RD-RR-CW (0.9 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

2. Expected Benefits
- 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

3. Project Description
- New construction (4-lane: 0.9 km)

4. Related Projects/Sectors
- Railway
- RD-IRR-WE, RD-RR-CW, RD-EW-W3, RD-EW-C3

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

8. Expected Operator (if any)
OVD

9. Project Cost (in 2017 Constant Price)
Initial Investment: USD 25.7 Million
Recurring O&M: USD 0.5 M/year

10. Special Considerations

11. Environmental Impact

[Legend]:
A: Significant Impact
B: Moderate Impact
C: Unknown at this Time
D: No Impact

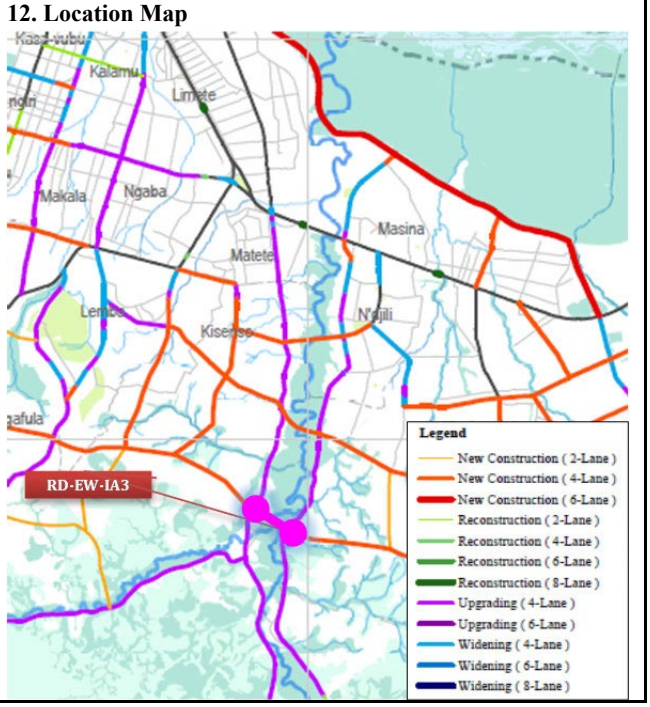
-: Negative Impact
+: Positive Impact
±: Mixed Impact

1) Pollution
- Air quality: B-
- Water quality : B-
- Waste: B±
- Other pollution impacts: B-

2) Natural environment
- Ecosystem: B-
- Water systems, flooding: B+
- Geology: B-

3) Social and economic environment
- Involuntary resettlement and/or loss of properties: B-
- 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±
- Climate change, transboundary impacts: B±

12. Location Map



Project Code: RD-SR-IA1	**Project Name:** East-West Secondary Road (1) between Western and Central Divisions	**Transport Sub-Sector**
		☐ Railway and New Transit
		☐ Bus Transport
		☑ Road
		☐ Traffic Management
		☐ Traffic Safety
		☐ Environment
		☐ Urban Planning
		☐ Institution/Funding

Urban Transport Policy:	
☐ Managing Surging Demand	☑ Coordinating Transport & Urban Dev.
☑ Network Development	☐ Maintenance and Operation Scheme
☐ Accessibility for All	☐ Customer-Focused Public Transport
☐ Coordination, Authorities and Funding	☐ Managing Traffic Flow and Safety
	☐ Reducing Environmental Impacts

Project Location	**Project Priority**	**Implementation Period**
From RD-IRR-WE to RD-RR-CW (1.2 km)	☐ Urgent ☐ Short-term ☑ Medium-term	Total 10 years

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

2. Expected Benefits
- 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

3. Project Description
- New construction (4-lane: 1.2 km)

4. Related Projects/Sectors
- Railway
- RD-IRR-WE, RD-RR-CW, RD-SR-W7, RD-SR-C3

5. Important Assumptions (Conditions for the Project)

6. Implementing Agency

7. Financing Scheme
☑ DRC Public Sector
☑ International Donors
☐ Public Private Partnership
☐ Private Sector Initiative

8. Expected Operator (if any)
OVD

9. Project Cost (in 2017 Constant Price)
Initial Investment: USD 27.2 Million
Recurring O&M: USD 0.5 M/year

10. Special Considerations

11. Environmental Impact

[Legend]:
A: Significant Impact
B: Moderate Impact
C: Unknown at this Time
D: No Impact

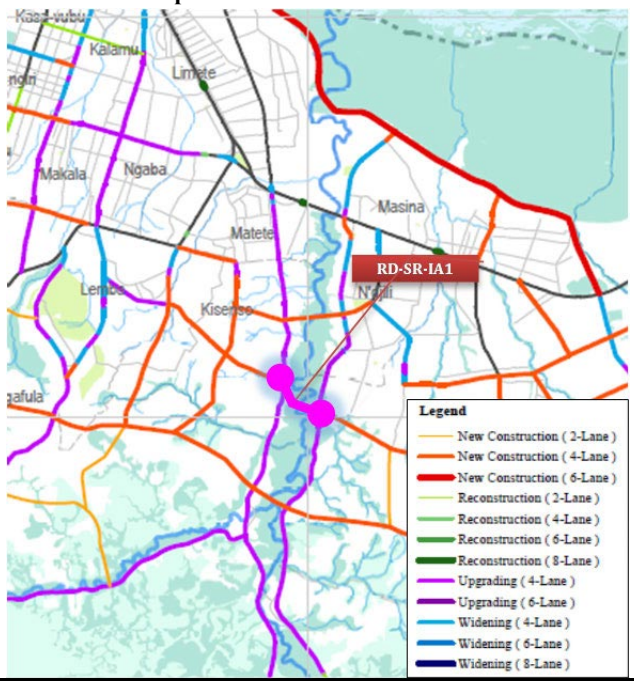
-: Negative Impact
+: Positive Impact
±: Mixed Impact

1) Pollution
- Air quality: B-
- Water quality : B-
- Waste: B±
- Other pollution impacts: B-

2) Natural environment
- Ecosystem: B-
- Water systems, flooding: B+
- Geology: B-

3) Social and economic environment
- Involuntary resettlement and/or loss of properties: B-
- 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±
- Climate change, transboundary impacts: B±

12. Location Map



Project Code: RD-EW-IB1	**Project Name:** First East-West Axis Road between Central and Eastern Divisions	**Transport Sub-Sector**
		☐ Railway and New Transit
		☐ Bus Transport
		☑ Road
		☐ Traffic Management
		☐ Traffic Safety
		☐ Environment
		☐ Urban Planning
		☐ Institution/Funding

Urban Transport Policy:	
☐ Managing Surging Demand	☑ Coordinating Transport & Urban Dev.
☑ Network Development	☐ Maintenance and Operation Scheme
☐ Accessibility for All	☐ Customer-Focused Public Transport
☐ Coordination, Authorities and Funding	☐ Managing Traffic Flow and Safety
	☐ Reducing Environmental Impacts

Project Location	**Project Priority**	**Implementation Period**
From RD-RR-CN to RD-RR-EW (10.4 km)	☐ Urgent ☐ Short-term ☑ Medium-term	Total 10 years

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

2. Expected Benefits
- 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

3. Project Description
- Reconstruction of damaged sections (6-lane, 1.2 km)

4. Related Projects/Sectors
- Railway
- RD-RR-CN, RD-RR-EW, RD-RR-ES

5. Important Assumptions (Conditions for the Project)

6. Implementing Agency
CI, OVD and OR

7. Financing Scheme
☑ DRC Public Sector
☑ International Donors
☐ Public Private Partnership
☐ Private Sector Initiative

8. Expected Operator (if any)
OVD

9. Project Cost (in 2017 Constant Price)
Initial Investment: USD 18.3 Million
Recurring O&M: USD 2.5 M/year

10. Special Considerations

11. Environmental Impact

[Legend]:
A: Significant Impact
B: Moderate Impact
C: Unknown at this Time
D: No Impact

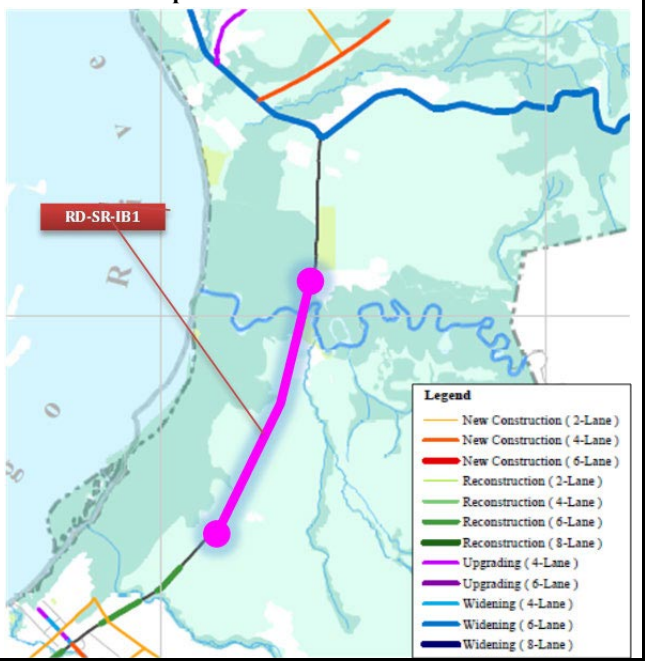
- : Negative Impact
+: Positive Impact
±: Mixed Impact

1) Pollution
- Air quality: B-
- Water quality : B-
- Waste: B±
- Other pollution impacts: B-

2) Natural environment
- Ecosystem: B-
- Water systems, flooding: B+
- Geology: B-

3) Social and economic environment
- Involuntary resettlement and/or loss of properties: B-
- 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±
- Climate change, transboundary impacts: B±

12. Location Map



Project Code: RD-EX-N1	**Project Name:** Urban Expressway (River Front Line, Section-1)	**Transport Sub-Sector**
		☐ Railway and New Transit
		☐ Bus Transport
		☑ Road
		☐ Traffic Management
		☐ Traffic Safety
		☐ Environment
		☐ Urban Planning
		☐ Institution/Funding

Urban Transport Policy:		**Project Priority**
☐ Managing Surging Demand	☑ Coordinating Transport & Urban Dev.	☐ Urgent
☑ Network Development	☐ Maintenance and Operation Scheme	☐ Short-term
☐ Accessibility for All	☐ Customer-Focused Public Transport	☑ Medium-term
☐ Coordination, Authorities and Funding	☐ Managing Traffic Flow and Safety ☐ Reducing Environmental Impacts	

Project Location
From RD-IRR-WN to RD-EX-AA (12.6 km)

Implementation Period
Total 10 years

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

2. Expected Benefits
- 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

3. Project Description
- New construction (6-lane: 12.5 km)

4. Related Projects/Sectors
- Railway
- RD-IRR-WN, RD-IRR-WE, RD-NS-C1, RD-PR-W1, RD-PR-C1, RD-EX-AA

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

8. Expected Operator (if any)
OVD

9. Project Cost (in 2017 Constant Price)
Initial Investment: USD 212.6 Million
Recurring O&M: USD 4.3 M/year

10. Special Considerations

11. Environmental Impact

[Legend]:
A: Significant Impact
B: Moderate Impact
C: Unknown at this Time
D: No Impact

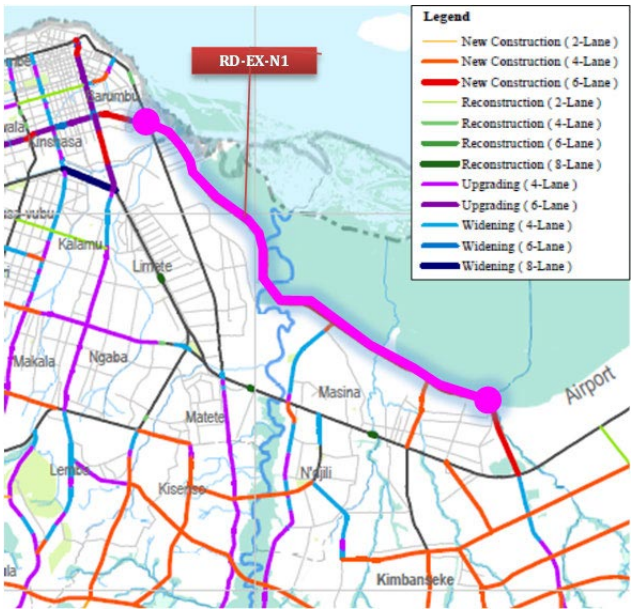
- : Negative Impact
+: Positive Impact
±: Mixed Impact

1) Pollution
- Air quality: B-
- Water quality : B-
- Waste: B±
- Other pollution impacts: B-

2) Natural environment
- Ecosystem: B-
- Water systems, flooding: B+
- Geology: B-

3) Social and economic environment
- Involuntary resettlement and/or loss of properties: B-
- 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±
- Climate change, transboundary impacts: B±

12. Location Map



Project Code: RD-EX-AA	**Project Name:** Urban Expressway (Airport Access Line)	**Transport Sub-Sector**
		☐ Railway and New Transit
		☐ Bus Transport
		☑ Road
		☐ Traffic Management
		☐ Traffic Safety
		☐ Environment
		☐ Urban Planning
		☐ Institution/Funding

Urban Transport Policy:	
☐ Managing Surging Demand	☑ Coordinating Transport & Urban Dev.
☑ Network Development	☐ Maintenance and Operation Scheme
☐ Accessibility for All	☐ Customer-Focused Public Transport
☐ Coordination, Authorities and Funding	☐ Managing Traffic Flow and Safety
	☐ Reducing Environmental Impacts

Project Location	**Project Priority**	**Implementation Period**
From RD-EX-N1 to RD-RR-CN (2.0 km)	☐ Urgent ☐ Short-term ☑ Medium-term	Total 10 years

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

2. Expected Benefits
- 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

3. Project Description
- New construction (6-lane: 2.0 km)

4. Related Projects/Sectors
- Airport
- RD-RR-CN, RD-NS-C2, RD-EX-N1

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

8. Expected Operator (if any)
OVD

9. Project Cost (in 2017 Constant Price)
Initial Investment: USD 28.3 Million
Recurring O&M: USD 0.6 M/year

10. Special Considerations

11. Environmental Impact

[Legend]:
A: Significant Impact
B: Moderate Impact
C: Unknown at this Time
D: No Impact

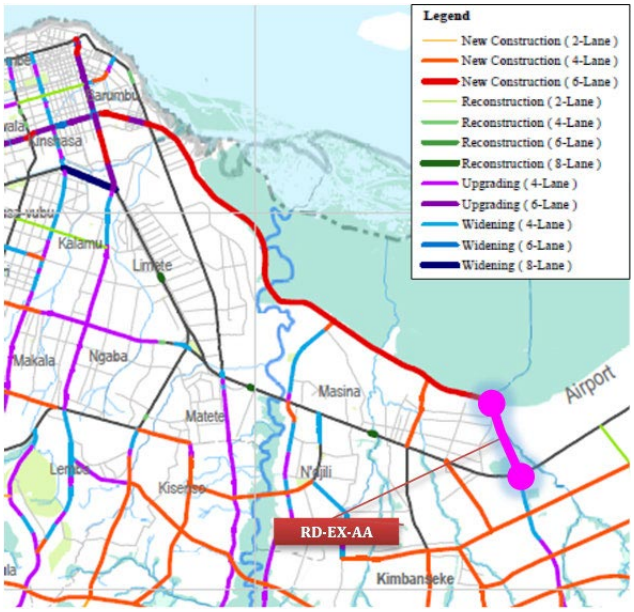
- : Negative Impact
+: Positive Impact
±: Mixed Impact

1) Pollution
- Air quality: B-
- Water quality : B-
- Waste: B±
- Other pollution impacts: B-

2) Natural environment
- Ecosystem: B-
- Water systems, flooding: B+
- Geology: B-

3) Social and economic environment
- Involuntary resettlement and/or loss of properties: B-
- 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±
- Climate change, transboundary impacts: B±

12. Location Map



Project Code **RD-FO**	**Project Name** **Installation of Flyover**	**Transport Sub Sector** ☐ Railway and New Transit ☐ Bus Transport ☑ Road ☑ Traffic Management ☐Traffic Safety ☐ Environment ☐ Urban Planning ☐ Institution/Funding

Urban Transport Policy:	
☐ Managing Surging Demand	☐ Synchronizing Transit and Urban Dev.
☑ Network Development	☐ Maintenance and Operation Scheme
☐ Accessibility for All	☐ Customer-Focused Public Transport
☐ Coordination, Authorities and Funding	☑ Managing Traffic Flow and Safety
	☐ Reducing Environmental Impacts

Project Location	**Project Priority**	**Implementation Period**
Kinshasa City Urban Area	☐Urgent ☐Short-term ☑ Medium-term	Total 2 year /point

1. Objectives of Project
- To increase traffic capacity at intersections with free flow conditions.

2. Expected Benefits
- Alleviating traffic congestion at each intersection.

3. Project Description
- Installation of Flyover (6 intersections)'
- Number of lanes: 2 lanes for both directions.

4. Linkages with Other Projects/Sectors
- Improvement of Major Intersections and "Pole" (TM-1)

5. Important Assumptions (Conditions for the Project)
The construction period should be determined by monitoring future traffic demand and the progress of road development plans. Coordination with public transport service is also essential.

6. Implementing Agency
- Infrastructure Unit, MITPR
- OR, OVD

7. Financing Scheme
☑ Public Sector of DRC
☑ International Donors
☐ Public Private Partnership
☐ Private Sector Initiative

8. Expected Operator (if any)
- OR, OVD

9. Project Cost (in 2017 Constant Price)
- Initial investment cost: USD 212 Million
- Recurrent O&M: USD 4.2 Million/year

10. Special Considerations
N/A

11. Environmental Impact

[Legend]:
A: Significant Impact
B: Moderate Impact
C: Unknown at this timing
D: No Impact

- : Negative impact
+: Positive impact
±: Mixed impact

1) Pollution
- Air quality: B±
- 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: A+
- Social institutions: D
- Physical splits of communities: D
- Historical and cultural resources: D
- Landscape: D
- Gender: D
- Sanitation, public health condition etc.: D
- Accidents, crime: D
- Climate change, transboundary impacts: D

12. Location Map

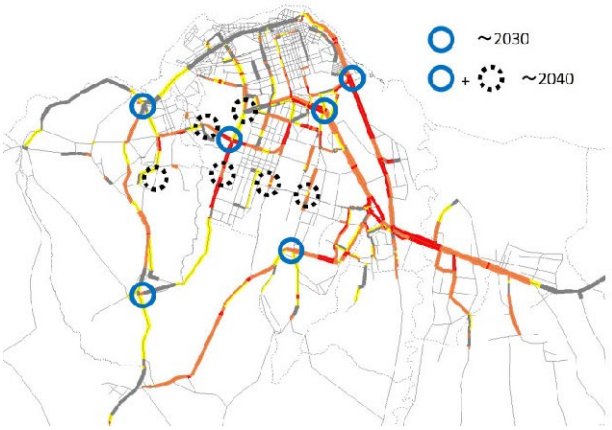


Figure: Result of traffic demand forecast

APP 1.5 Traffic Management Projects

Project Code: TM-1	**Project Name:** Revision of Parking Facility Development Policy	**Transport Sub Sector**
		☐ Railway and New Transit ☐ Bus Transport ☐ Road ☑ Traffic Management ☐ Traffic Safety ☐ Environment ☐ Urban Planning ☐ Institution/Funding

Urban Transport Policy:	
☑ Managing Surging Demand	☐ Synchronizing Transit and Urban Dev.
☐ Network Development	☐ Maintenance and Operation Scheme
☐ Accessibility for All	☐ Customer-Focused Public Transport
☐ Coordination, Authorities and Funding	☑ Managing Traffic Flow and Safety
	☐ Reducing Environmental Impacts

Project Location	**Project Priority**	**Implementation Period**
Central Business District and around markets in Kinshasa City	☑Urgent ☐Short-term ☐ Medium-term	Total 1 year

1. Objectives of Project

· To ensure proper parking management.

2. Expected Benefits

· Reduction of travel demand into the city centre;
· Increase of traffic capacity on main roads.

3. Project Description

· Definition and classification of parking;
· Clarification of role between on-street and off-street parking facilities;
· Review of regulations regarding the parking tax system;
· Control and support of parking facility development by the private sector;
· Prohibition of on-street parking and stopping on primary roads, bus priority lanes and the BRT network.

4. Linkages with Other Projects/Sectors

· On-street Parking Management (TM-5)
· Strict Enforcement of Illegal Parking (TM-6)
· Development of Parking Facility Operated by PPP Model (TM-7)
· Parking Location Map and Parking Guidance System (TM-8)

5. Important Assumptions (Conditions for the Project)

N/A

6. Implementing Agency

· Ministère des Transports, Sports Jeunesse, et Loisirs, Kinshasa city

7. Financing Scheme

☑ Public Sector of DRC
☐ International Donors
☐ Public Private Partnership
☐ Private Sector Initiative

8. Expected Operator (if any)

· Ministère des Transports, Sports Jeunesse, et Loisirs, Kinshasa city

9. Project Cost (in 2017 Constant Price)

· Study Cost: USD 0.7 Million

10. Special Considerations

N/A

11. Environmental Impact

[Legend]:
A: Significant Impact
B: Moderate Impact
C: Unknown at this time
D: No Impact

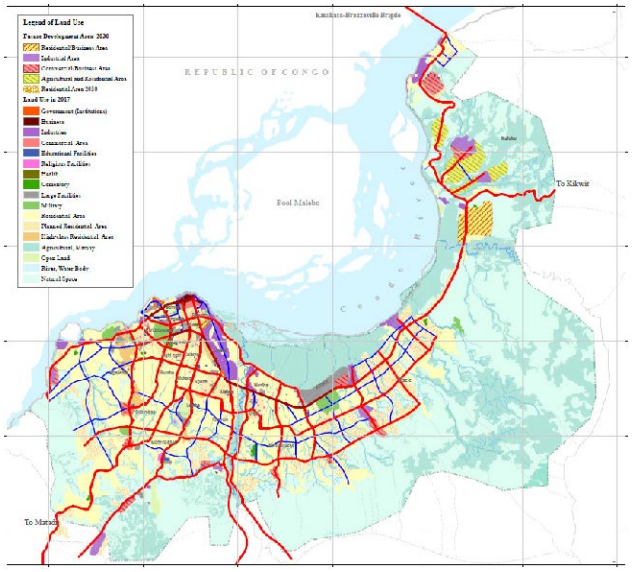
-: Negative impact
+: Positive impact
±: Mixed impact

1) Pollution
- Air quality: B+
- 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: D
- Physical splits of communities: D
- Historical and cultural resources: D
- Landscape: D
- Gender: D
- Sanitation, public health condition etc.: D
- Accidents, crime: D
- Climate change, transboundary impacts: D

12. Location Map



(Future land use and transport network 2030)

Project Code: TM-2	**Project Name:** **Improvement of Major Intersections and "Pole"**	**Transport Sub Sector** ☐ Railway and New Transit ☐ Bus Transport ☐ Road ☑ Traffic Management ☑ Traffic Safety ☐ Environment ☐ Urban Planning ☐ Institution/Funding

Urban Transport Policy:

☐ Managing Surging Demand
☐ Network Development
☐ Accessibility for All
☐ Coordination, Authorities and Funding
☐ Synchronizing Transit and Urban Dev.
☐ Maintenance and Operation Scheme
☐ Customer-Focused Public Transport
☑ Managing Traffic Flow and Safety
☐ Reducing Environmental Impacts

Project Location
Bottleneck points in Kinshasa Urban Area

Project Priority
☐ Urgent
☑ Short-term
☐ Medium-term

Implementation Period
Total 5 years

1. Objectives of Project
- To eliminate bottlenecks;
- To ensure smooth traffic flow.

2. Expected Benefits
- Alleviation of traffic congestion at bottleneck points;
- Decrease of traffic accidents.

3. Project Description
- Improvement of oversized intersections by making them more compact;
- Improvement of multiple intersections by integrating to create simple intersections;
- Improvement of roundabouts by changing to traffic signal-controlled cross intersections.

4. Linkages with Other Projects/Sectors
- Introduction of Upgraded Traffic Signal Control Systems (TM-2)
- Development of Regulations for Proper Traffic Flow (TM-3)

5. Important Assumptions (Conditions for the Project)
N/A

6. Implementing Agency
- CI, MITPR
- OR, OVD

7. Financing Scheme
☑ Public Sector of DRC
☑ International Donors
☐ Public Private Partnership
☐ Private Sector Initiative

8. Expected Operator (if any)
- OR, OVD

9. Project Cost (in 2017 Constant Price)
- Initial investment cost: US $ 26.9 Million

10. Special Considerations
N/A

11. Environmental Impact

[Legend]:
A: Significant Impact
B: Moderate Impact
C: Unknown at this timing
D: No Impact

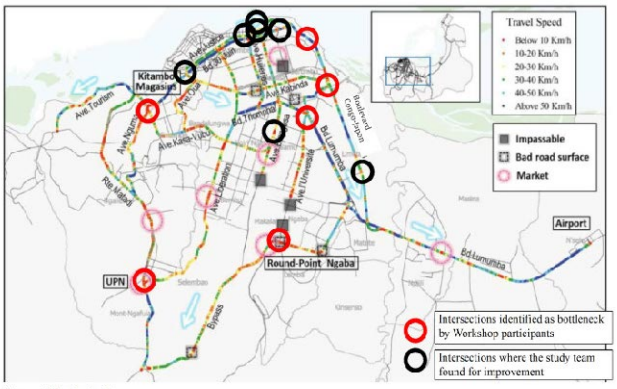
- : Negative impact
+: Positive impact
±: Mixed impact

1) Pollution
- Air quality: B+
- 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: B+
- Social institutions: D
- Physical splits of communities: D
- Historical and cultural resources: D
- Landscape: D
- Gender: D
- Sanitation, public health condition etc.: D
- Accidents, crime: B+
- Climate change, transboundary impacts: D

12. Location Map



Source: The Study Team

Project Code: TM-3	**Project Name:** On-street Parking Management	**Transport Sub Sector**
		☐ Railway and New Transit ☐ Bus Transport ☐ Road ☑ Traffic Management ☐ Traffic Safety ☐ Environment ☐ Urban Planning ☐ Institution/Funding

Urban Transport Policy:

☑ Managing Surging Demand	☐ Synchronizing Transit and Urban Dev.
☐ Network Development	☐ Maintenance and Operation Scheme
☐ Accessibility for All	☐ Customer-Focused Public Transport
☐ Coordination, Authorities and Funding	☑ Managing Traffic Flow and Safety
	☐ Reducing Environmental Impacts

Project Location
Central Business District and around market in Kinshasa City

Project Priority
☐ Urgent
☑ Short-term
☑ Medium-term

Implementation Period
Total 1 year

1. Objectives of Project
- To realize proper on-street parking management.

2. Expected Benefits
- Reduction of travel demand into the city centre;
- Increase of traffic capacity on main roads.

3. Project Description
- Effective utilization of existing off-street parking facilities;
- Introduction of parking tax system for on-street parking in the designated areas;
- Prohibition of on-street parking outside of designated areas.

4. Linkages with Other Projects/Sectors
- Revision of Parking Facility Development Policy (TM-4)
- Strict Enforcement of Illegal Parking (TM-6)
- Development of Parking Facility Operated by PPP Model (TM-7)
- Parking Location Map and Parking Guidance System (TM-8)

5. Important Assumptions (Conditions for the Project)
N/A

6. Implementing Agency
- Ministère des Transports, Sports Jeunesse, et Loisirs, Kinshasa city

7. Financing Scheme
☑ Public Sector of DRC
☐ International Donors
☑ Public Private Partnership
☐ Private Sector Initiative

8. Expected Operator (if any)
- Ministère des Transports, Sports Jeunesse, et Loisirs, Kinshasa city
- Private sector

9. Project Cost (in 2017 Constant Price)
- Study Cost: USD 0.7 Million -

10. Special Considerations
N/A

11. Environmental Impact

[Legend]:
A: Significant Impact
B: Moderate Impact
C: Unknown at this timing
D: No Impact

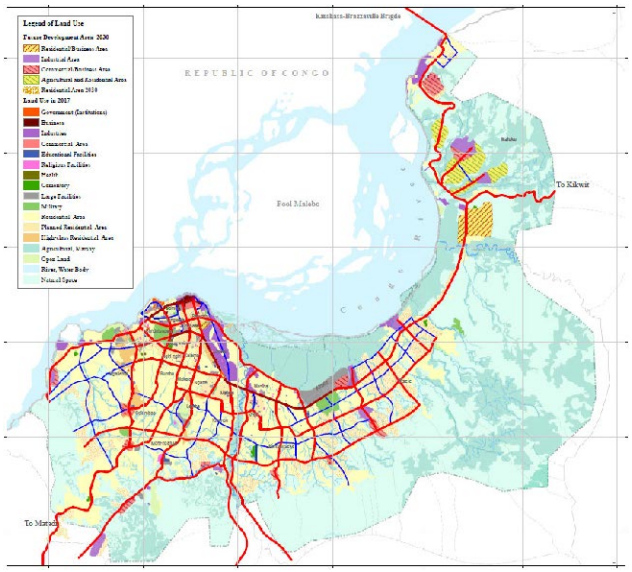
-: Negative impact
+: Positive impact
±: Mixed impact

1) Pollution
- Air quality: B+
- 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: D
- Physical splits of communities: D
- Historical and cultural resources: D
- Landscape: D
- Gender: D
- Sanitation, public health condition etc.: D
- Accidents, crime: D
- Climate change, transboundary impacts: D

12. Location Map



(Future land use and transport network 2030)

Project Code: **TM-4**	**Project Name:** **Strict Enforcement of Illegal Parking**	**Transport Sub Sector** ☐ Railway and New Transit ☐ Bus Transport ☐ Road ☑ Traffic Management ☐Traffic Safety ☐ Environment ☐ Urban Planning ☐ Institution/Funding

Urban Transport Policy:

☑ Managing Surging Demand
☐ Network Development
☐ Accessibility for All
☐ Coordination, Authorities and Funding
☐ Synchronizing Transit and Urban Dev.
☐ Maintenance and Operation Scheme
☐ Customer-Focused Public Transport
☑ Managing Traffic Flow and Safety
☐ Reducing Environmental Impacts

Project Location
Central Business District and around markets in Kinshasa City

Project Priority
☐Urgent
☑Short-term
☑ Medium-term

Implementation Period
Total 2 years

1. Objectives of Project
· To realize proper on-street parking management.

2. Expected Benefits
· Reduction of travel demand by private car into the city centre;
· Increase of traffic capacity on major roads.

3. Project Description
· Clear and visible indication of no parking sections (on-street parking should be prohibited on primary roads);
· Attaching stickers, clamps, or other devices to illegally parked vehicles;
· Law enforcement of illegal parking using private companies.

4. Linkages with Other Projects/Sectors
· Revision of Parking Facility Development Policy (TM-4)
· On-street Parking Management (TM-5)
· Development of Parking Facility Operated by PPP Model (TM-7)
· Parking Location Map and Parking Guidance System (TM-8)

5. Important Assumptions (Conditions for the Project)
N/A

6. Implementing Agency
· Ministère des Transports, Sports Jeunesse, et Loisirs, Kinshasa city

7. Financing Scheme
☑ Public Sector of DRC
☐ International Donors
☑ Public Private Partnership
☐ Private Sector Initiative

8. Expected Operator (if any)
· Police de Circulation Routière (PCR)
· Ministère des Transports, Sports Jeunesse, et Loisirs, Kinshasa city
· Private sector

9. Project Cost (in 2017 Constant Price)
· Study Cost: USD 0.7 Million

10. Special Considerations
N/A

11. Environmental Impact

[Legend]:
A: Significant Impact
B: Moderate Impact
C: Unknown at this timing
D: No Impact

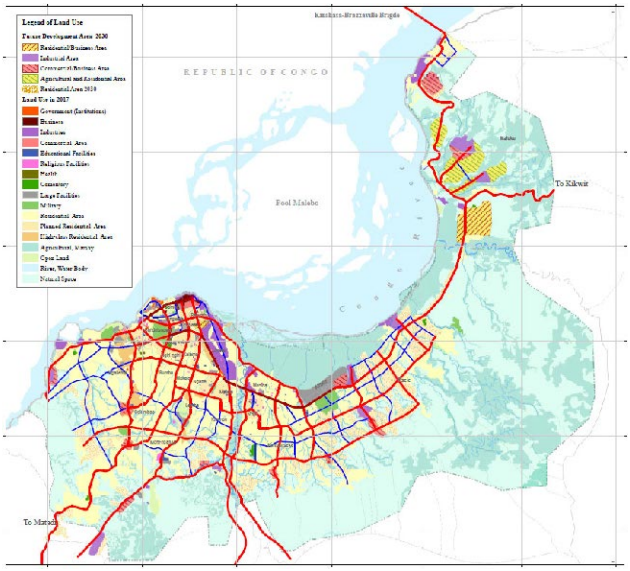
- : Negative impact
+: Positive impact
±: Mixed impact

1) Pollution
- Air quality: B+
- 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: B+
- Land use, Local & Communal resource use rights: D
- Traffic/public facilities, infra, social services: D
- Social institutions: D
- Physical splits of communities: D
- Historical and cultural resources: D
- Landscape: D
- Gender: D
- Sanitation, public health condition etc.: D
- Accidents, crime: D
- Climate change, transboundary impacts: D

12. Location Map



(Future land use and transport network 2030)

Project Code: TM-5

Project Name: Development of Parking Facility Operated by PPP Model

Transport Sub Sector
- ☐ Railway and New Transit
- ☐ Bus Transport
- ☐ Road
- ☑ Traffic Management
- ☐ Traffic Safety
- ☐ Environment
- ☐ Urban Planning
- ☐ Institution/Funding

Urban Transport Policy:
- ☐ Managing Surging Demand
- ☐ Network Development
- ☐ Accessibility for All
- ☐ Coordination, Authorities and Funding
- ☐ Synchronizing Transit and Urban Dev.
- ☐ Maintenance and Operation Scheme
- ☐ Customer-Focused Public Transport
- ☑ Managing Traffic Flow and Safety
- ☐ Reducing Environmental Impacts

Project Location
Central Business District and around markets in Kinshasa City

Project Priority
- ☐ Urgent
- ☑ Short-term
- ☐ Medium-term

Implementation Period
Total 3 years

1. Objectives of Project
- To provide parking facilities for visitors in commercial areas.

2. Expected Benefits
- Alleviation of traffic congestion in nearby parking areas by reduction of vehicles searching for parking spaces;
- Increase of traffic capacity on major roads.

3. Project Description
- Introduction and operation of off-street parking facilities by public-private partnership model (3 locations, 3 stories).

4. Linkages with Other Projects/Sectors
- Revision of Parking Facility Development Policy (TM-4)
- On-street Parking Management (TM-5)
- Strict Enforcement of Illegal Parking (TM- 6)
- Parking Location map and Parking Guidance System (TM-8)

5. Important Assumptions (Conditions for the Project)
N/A

6. Implementing Agency
- Ministère des Transports, Sports Jeunesse, et Loisirs, Kinshasa city
- Private sector

7. Financing Scheme
- ☑ Public Sector of DRC
- ☐ International Donors
- ☑ Public Private Partnership
- ☑ Private Sector Initiative

8. Expected Operator (if any)
- Ministère des Transports, Sports Jeunesse, et Loisirs, Kinshasa city
- Private sector

9. Project Cost (in 2017 Constant Price)
- Initial investment cost: USD 13.9Million

10. Special Considerations
N/A

11. Environmental Impact

[Legend]:
A: Significant Impact
B: Moderate Impact
C: Unknown at this timing
D: No Impact

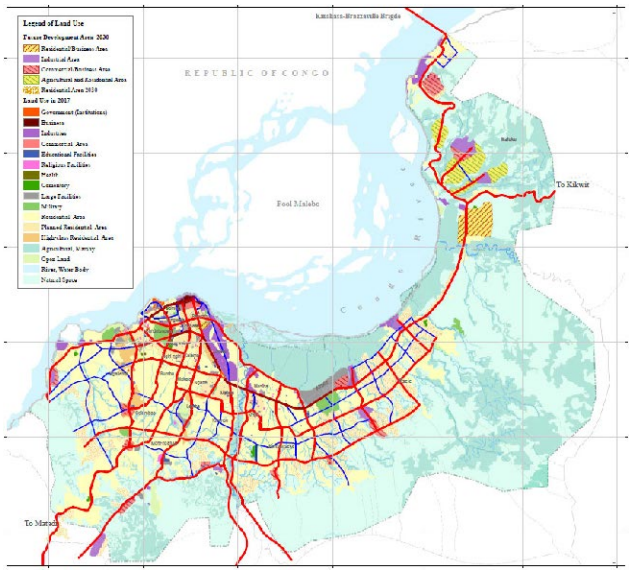
-: Negative impact
+: Positive impact
±: Mixed impact

1) Pollution
- Air quality: B+
- 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: B+
- Land use, Local & Communal resource use rights: D
- Traffic/public facilities, infra, social services: B+
- Social institutions: D
- Physical splits of communities: D
- Historical and cultural resources: D
- Landscape: D
- Gender: D
- Sanitation, public health condition etc.: D
- Accidents, crime: D
- Climate change, transboundary impacts: D

12. Location Map



(Future land use and transport network 2030)

Project Code: **TM-6**	**Project Name:** **Shift Traffic Demand from Peak Hours in the City Centre (Peak Hour Shift)**	**Transport Sub Sector** ☐ Railway and New Transit ☐ Bus Transport ☐ Road ☑ Traffic Management ☐Traffic Safety ☐ Environment ☐ Urban Planning ☐ Institution/Funding

Urban Transport Policy:

☐ Managing Surging Demand	☐ Synchronizing Transit and Urban Dev.
☐ Network Development	☐ Maintenance and Operation Scheme
☐ Accessibility for All	☐ Customer-Focused Public Transport
☐ Coordination, Authorities and Funding	☑ Managing Traffic Flow and Safety
	☐ Reducing Environmental Impacts

Project Location
Kinshasa City Urban Area

Project Priority
☐Urgent
☑Short-term
☑ Medium-term

Implementation Period
Total 1 year

1. Objectives of Project
· To decrease travel demand in peak hours by shifting departure time from peak hours to off-peak hours in collaboration among government, private sector and schools.

2. Expected Benefits
· Alleviation of traffic congestion in peak hours;
· Shortening travel time to destination in peak hours.

3. Project Description
· Introduction of flextime program or campaign in government and private companies.

4. Linkages with Other Projects/Sectors
· Introduction of Upgraded Traffic Signal Control Systems (TM-2)
· Traffic Information Provision for Route Choice by Utilizing ITS (TM-9)
· Introduction of Park and Ride (TM-11)
· Restriction of Vehicle Use in the City Centre (TM-12)

5. Important Assumptions (Conditions for the Project)
N/A

6. Implementing Agency
· Kinshasa city

7. Financing Scheme
☑ Public Sector of DRC
☐ International Donors
☐ Public Private Partnership
☑ Private Sector Initiative

8. Expected Operator (if any)
· Kinshasa city
· Private sector

9. Project Cost (in 2017 Constant Price)
· Initial investment cost: -

10. Special Considerations
N/A

11. Environmental Impact

[Legend]:
A: Significant Impact
B: Moderate Impact
C: Unknown at this timing
D: No Impact

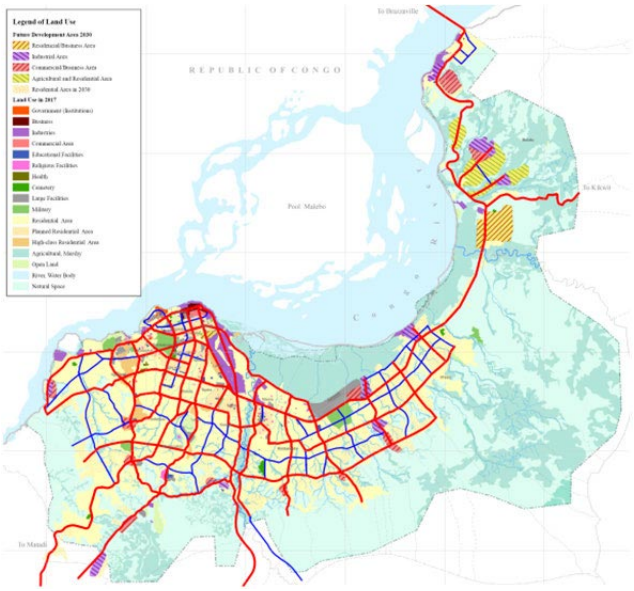
- : Negative impact
+: Positive impact
±: Mixed impact

1) Pollution
- Air quality: B+
- 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: B+
- 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: D
- Climate change, transboundary impacts: D

12. Location Map



(Future land use and transport network 2030)

Project Code: TM-7

Project Name: Restriction of Vehicle Use in the City Centre

Transport Sub Sector
- ☐ Railway and New Transit
- ☐ Bus Transport
- ☐ Road
- ☑ Traffic Management
- ☐ Traffic Safety
- ☐ Environment
- ☐ Urban Planning
- ☐ Institution/Funding

Urban Transport Policy:
- ☑ Managing Surging Demand
- ☐ Network Development
- ☐ Accessibility for All
- ☐ Coordination, Authorities and Funding
- ☐ Synchronizing Transit and Urban Dev.
- ☐ Maintenance and Operation Scheme
- ☐ Customer-Focused Public Transport
- ☑ Managing Traffic Flow and Safety
- ☐ Reducing Environmental Impacts

Project Location
Kinshasa City Urban Area

Project Priority
- ☐ Urgent
- ☑ Short-term
- ☑ Medium-term

Implementation Period
Total 3 years

1. Objectives of Project
- To decrease transport demand in the city centre by promoting modal shift from private car to public transport.

2. Expected Benefits
- Promotion of utilization for public transport;
- Alleviation of traffic congestion in the city centre.

3. Project Description
- Introduction of parking tax system for on-street parking at the designated areas (TM-5)
- Prohibition of on-street parking outside of the designated areas (TM-5)
- Introduction of Park and Ride (TM-11)

4. Linkages with Other Projects/Sectors
- On-street Parking Management (TM-5)
- Introduction of Park and Ride (TM-11)

5. Important Assumptions (Conditions for the Project)
N/A

6. Implementing Agency
- Kinshasa city

7. Financing Scheme
- ☑ Public Sector of DRC
- ☐ International Donors
- ☑ Public Private Partnership
- ☐ Private Sector Initiative

8. Expected Operator (if any)
- Kinshasa city
- Private sector

9. Project Cost (in 2017 Constant Price)
- Initial investment cost: -

10. Special Considerations
N/A

11. Environmental Impact

[Legend]:
A: Significant Impact
B: Moderate Impact
C: Unknown at this timing
D: No Impact

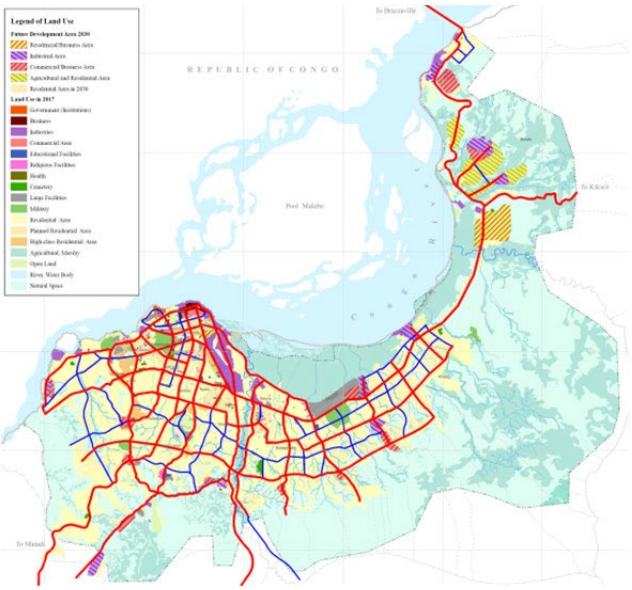
- : Negative impact
+: Positive impact
±: Mixed impact

1) Pollution
- Air quality: B+
- 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: B+
- Land use, Local & Communal resource use rights: D
- Traffic/public facilities, infra, social services: B+
- 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: D
- Climate change, transboundary impacts: D

12. Location Map



(Future land use and transport network 2030)

Project Code: TM-8	**Project Name:** Parking Location Map and Parking Guidance System	**Transport Sub Sector**
		☐ Railway and New Transit ☐ Bus Transport ☐ Road ☑ Traffic Management ☐ Traffic Safety ☐ Environment ☐ Urban Planning ☐ Institution/Funding

Urban Transport Policy:

☐ Managing Surging Demand	☐ Synchronizing Transit and Urban Dev.
☐ Network Development	☐ Maintenance and Operation Scheme
☐ Accessibility for All	☐ Customer-Focused Public Transport
☐ Coordination, Authorities and Funding	☑ Managing Traffic Flow and Safety
	☐ Reducing Environmental Impacts

Project Location	**Project Priority**	**Implementation Period**
Central Business District and around markets in Kinshasa City	☐Urgent ☑Short-term ☑ Medium-term	Total 1 year

1. Objectives of Project

· To prevent vehicles searching for parking space by providing parking information in commercial areas.

2. Expected Benefits

· Alleviation of traffic congestion in nearby parking areas by reduction of vehicles searching for parking space.

3. Project Description

[Provision of parking location map] (Short term)
-Development and provision of parking location map.
[Data collection]
-Development of a system for collection of parking information about parking locations and free spaces in real time from each parking operator.
[Provision of parking guidance system]
-Development of a parking guidance system for providing information utilizing parking information boards, websites and smartphone apps.

4. Linkages with Other Projects/Sectors

· Revision of Parking Facility Development Policy (TM-4)
· On-street Parking Management (TM-5)
· Strict Enforcement of Illegal Parking (TM-6)
· Development of Parking Facility Operated by PPP Model (TM-7)

5. Important Assumptions (Conditions for the Project)

N/A

6. Implementing Agency

· Ministère des Transports, Sports Jeunesse, et Loisirs, Kinshasa city
· Private sector

7. Financing Scheme

☑ Public Sector of DRC
☐ International Donors
☑ Public Private Partnership
☑ Private Sector Initiative

8. Expected Operator (if any)

· Ministère des Transports, Sports Jeunesse, et Loisirs, Kinshasa city
· Private sector

9. Project Cost (in 2017 Constant Price)

· Initial investment cost: USD 13.9Million

10. Special Considerations

N/A

11. Environmental Impact

1) Pollution
- Air quality: D
- Water quality: D
- Waste: D
- Other Pollution Impact: D

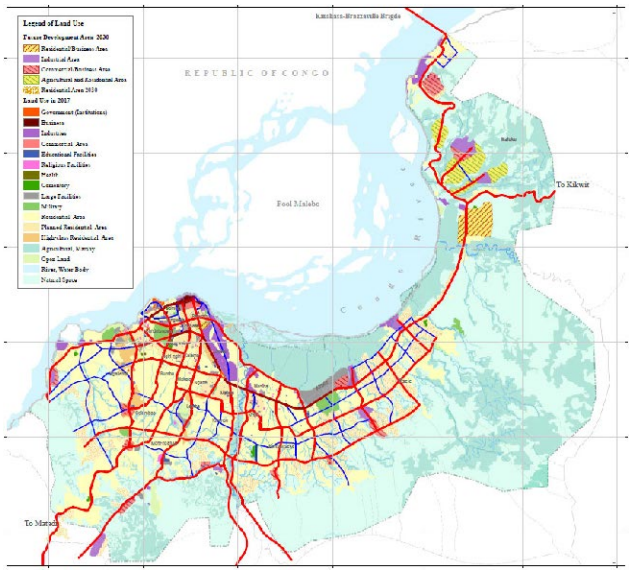
2) Natural Environment
- Ecosystem: D
- Water regime, flood, inundation: D
- Geology: D

3) Social and economic environment
- Involuntary Resettlement and/or Loss of Properties: D
- Poverty: D
- Local economy such as employment and livelihood: B+
- Land use, Local & Communal resource use rights: D
- Traffic/public facilities, infra, social services: B+
- Social institutions: D
- Physical splits of communities: D
- Historical and cultural resources: D
- Landscape: D
- Gender: D
- Sanitation, public health condition etc.: D
- Accidents, crime: D
- Climate change, transboundary impacts: D

[Legend]:
A: Significant Impact
B: Moderate Impact
C: Unknown at this timing
D: No Impact

- : Negative impact
+: Positive impact
±: Mixed impact

12. Location Map



(Future land use and transport network 2030)

Project Code: TM-9

Project Name: Introduction of Upgraded Traffic Signal Control Systems

Transport Sub Sector
- ☐ Railway and New Transit
- ☐ Bus Transport
- ☐ Road
- ☑ Traffic Management
- ☑ Traffic Safety
- ☐ Environment
- ☐ Urban Planning
- ☐ Institution/Funding

Urban Transport Policy:
- ☐ Managing Surging Demand
- ☐ Network Development
- ☐ Accessibility for All
- ☐ Coordination, Authorities and Funding
- ☐ Synchronizing Transit and Urban Dev.
- ☐ Maintenance and Operation Scheme
- ☐ Customer-Focused Public Transport
- ☑ Managing Traffic Flow and Safety
- ☐ Reducing Environmental Impacts

Project Location
Intersections in primary and secondary roads in Kinshasa City

Project Priority
- ☐ Urgent
- ☑ Short-term
- ☑ Medium-term

Implementation Period
Total 5 years

1. Objectives of Project
- To alleviate traffic congestion;
- To ensure smooth traffic flow and traffic safety.

2. Expected Benefits
- Alleviation of traffic congestion at bottleneck points;
- Decrease of traffic accidents.

3. Project Description
[Phase 1] around 60 intersections
- Introduction of traffic-actuated signal control system at intersections in primary roads;
- Introduction of left turn lane and left turn phase.

[Phase 2] around 25 intersections
- Introduction of coordinated signal control systems in intersections of primary roads.

4. Linkages with Other Projects/Sectors
- Improvement of Major Intersections and "Pole" (TM-1)
- Development of Regulations for Proper Traffic Flow (TM-3)

5. Important Assumptions (Conditions for the Project)
N/A

6. Implementing Agency
- CI, MITPR
- OR, OVD

7. Financing Scheme
- ☑ Public Sector of DRC
- ☑ International Donors
- ☐ Public Private Partnership
- ☐ Private Sector Initiative

8. Expected Operator (if any)
- Commission Nationale de Prévention Routière (CNPR)

9. Project Cost (in 2017 Constant Price)
- Initial investment cost: USD 29.1Million
  (Traffic signals, Controller, Vehicle detector, etc.)
- Recurrent O&M : USD 0.04Million/year

10. Special Considerations
N/A

11. Environmental Impact

[Legend]:
A: Significant Impact
B: Moderate Impact
C: Unknown at this timing
D: No Impact

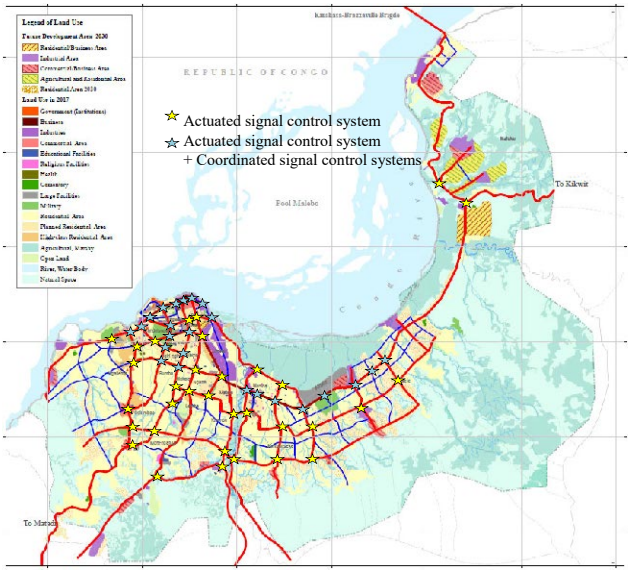
-: Negative impact
+: Positive impact
±: Mixed impact

1) Pollution
- Air quality: B+
- 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: B+
- Social institutions: D
- Physical splits of communities: D
- Historical and cultural resources: D
- Landscape: D
- Gender: D
- Sanitation, public health condition etc.: D
- Accidents, crime: B+
- Climate change, transboundary impacts: D

12. Location Map



(Future transport network 2030)

Project Code: TM-10	**Project Name:** **Development of Regulations for Proper Traffic Flow**	**Transport Sub Sector** ☐ Railway and New Transit ☐ Bus Transport ☐ Road ☑ Traffic Management ☑ Traffic Safety ☐ Environment ☐ Urban Planning ☐ Institution/Funding

Urban Transport Policy:

☐ Managing Surging Demand
☐ Network Development
☐ Accessibility for All
☐ Coordination, Authorities and Funding
☐ Synchronizing Transit and Urban Dev.
☐ Maintenance and Operation Scheme
☐ Customer-Focused Public Transport
☑ Managing Traffic Flow and Safety
☐ Reducing Environmental Impacts

Project Location
Intersections in primary and secondary roads in Kinshasa City

Project Priority
☐ Urgent
☑ Short-term
☑ Medium-term

Implementation Period
Total 2 years

1. Objectives of Project
- To alleviate traffic congestion;
- To ensure smooth traffic flow and traffic safety.

2. Expected Benefits
- Alleviation of traffic congestion at bottleneck points;
- Decrease of traffic accidents.

3. Project Description
- Development of regulation for the proper traffic flow (No left turn rule, one-way streets);
- Identification of improvement point;
- Introduction of medial strip or signs.

4. Linkages with Other Projects/Sectors
- Improvement of Major Intersections and "Pole" (TM-1)
- Introduction of Upgraded Traffic Signal Control Systems (TM-2)

5. Important Assumptions (Conditions for the Project)
N/A

6. Implementing Agency
- OR, OVD

7. Financing Scheme
☑ Public Sector of DRC
☑ International Donors
☐ Public Private Partnership
☐ Private Sector Initiative

8. Expected Operator (if any)
- Commission Nationale de Prévention Routière (CNPR)

9. Project Cost (in 2017 Constant Price)
- Study Cost: USD 0.7 Million

10. Special Considerations
N/A

11. Environmental Impact

[Legend]:
A: Significant Impact
B: Moderate Impact
C: Unknown at this timing
D: No Impact

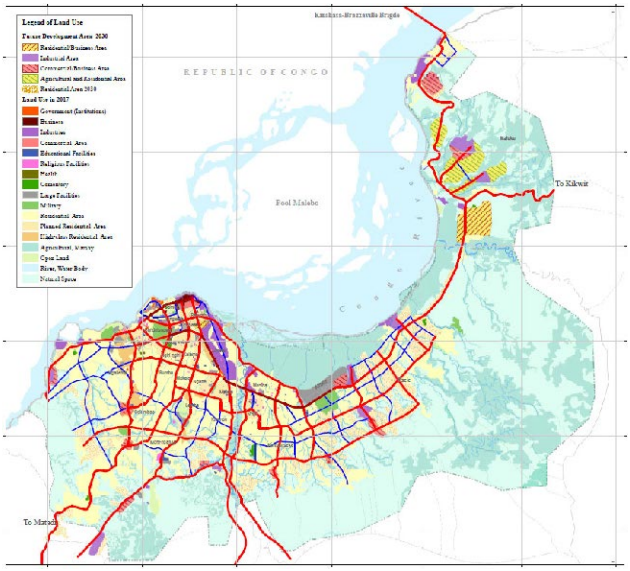
- : Negative impact
+: Positive impact
±: Mixed impact

1) Pollution
- Air quality: B+
- 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: B+
- Social institutions: D
- Physical splits of communities: D
- Historical and cultural resources: D
- Landscape: D
- Gender: D
- Sanitation, public health condition etc.: D
- Accidents, crime: B+
- Climate change, transboundary impacts: D

12. Location Map



(Future transport network 2030)

Project Code: TM-11	**Project Name:** **Traffic Information Provision for Route Choice by Utilizing ITS (Route Change)**	**Transport Sub Sector**
		☐ Railway and New Transit ☐ Bus Transport ☐ Road ☑ Traffic Management ☐Traffic Safety ☐ Environment ☐ Urban Planning ☐ Institution/Funding

Urban Transport Policy:	
☐ Managing Surging Demand	☐ Synchronizing Transit and Urban Dev.
☐ Network Development	☐ Maintenance and Operation Scheme
☐ Accessibility for All	☐ Customer-Focused Public Transport
☐ Coordination, Authorities and Funding	☑ Managing Traffic Flow and Safety
	☐ Reducing Environmental Impacts

Project Location	**Project Priority**	**Implementation Period**
Primary roads in Kinshasa City	☐Urgent ☐Short-term ☑ Medium-term	Total 3 years

1. Objectives of Project

- To maximize the road network function by providing real-time traffic information, traffic incident information;
- To facilitate the driver to select an appropriate route;
- To optimize traffic flow.

2. Expected Benefits

- Shortening travel time to destination by selecting route depending on real-time traffic information.

3. Project Description

［Traffic data collection］
- Installation of CCTV cameras to detect traffic conditions (congestion, accidents, etc.) utilizing image processing program at 15 locations.

［Data processing］
- Development of a processing system for detecting incidents;
- Development of an analysis system on accumulated accurate congestion information, traffic control information.

［Information provision］
- Development of an information provision system through the internet/smartphone apps;
- Installation of VMS on the roads to provide traffic information (8 locations)

4. Linkages with Other Projects/Sectors

- Introduction of Upgraded Traffic Signal Control Systems (TM-2)
- Shift Traffic Demand from Peak Hours in the City Centre (TM-10)
- Introduction of Park and Ride (TM-11)
- Restriction of Vehicle Use in the City Centre (TM-12)

5. Important Assumptions (Conditions for the Project)

This project should be conducted after construction of alternative route.

6. Implementing Agency

- CI, MITPR
- OR, OVD

7. Financing Scheme

☑ Public Sector of DRC
☑ International Donors
☑ Public Private Partnership
☐ Private Sector Initiative

8. Expected Operator (if any)

- CNPR
- OR

9. Project Cost (in 2017 Constant Price)

- Initial investment cost: USD 8.6 Million

10. Special Considerations

N/A

11. Environmental Impact

[Legend]:
A: Significant Impact
B: Moderate Impact
C: Unknown at this timing
D: No Impact

- : Negative impact
+: Positive impact
±: Mixed impact

1) Pollution
- Air quality: B+
- 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: B+
- Land use, Local & Communal resource use rights: D
- Traffic/public facilities, infra, social services: B+
- Social institutions: D
- Physical splits of communities: D
- Historical and cultural resources: D
- Landscape: D
- Gender: D
- Sanitation, public health condition etc.: D
- Accidents, crime: D
- Climate change, transboundary impacts: D

12. Location Map

Project Code: TM-12	**Project Name:** **Introduction of Park and Ride (Mode Change)**	**Transport Sub Sector** ☐ Railway and New Transit ☐ Bus Transport ☐ Road ☑ Traffic Management ☐Traffic Safety ☐ Environment ☐ Urban Planning ☐ Institution/Funding

Urban Transport Policy:

☑ Managing Surging Demand
☐ Network Development
☐ Accessibility for All
☐ Coordination, Authorities and Funding
☐ Synchronizing Transit and Urban Dev.
☐ Maintenance and Operation Scheme
☐ Customer-Focused Public Transport
☑ Managing Traffic Flow and Safety
☐ Reducing Environmental Impacts

Project Location
Kinshasa City Urban Area

Project Priority
☐Urgent
☐Short-term
☑ Medium-term

Implementation Period
Total 3 years

1. Objectives of Project
· To decrease transport demand in the city centre by promoting modal shift from private car to public transport.

2. Expected Benefits
· Promotion of utilization for public transport;
· Alleviation of traffic congestion in the city centre.

3. Project Description
［Park and Ride facilities］
· Introduction of Park and Ride facilities in the fringe area.
［Transfer information provision］
Development of a transfer information provision system for user through smartphones apps.

4. Linkages with Other Projects/Sectors
· Introduction of Upgraded Traffic Signal Control Systems (TM-2)
· Traffic Information Provision for Route Choice by Utilizing ITS (TM-9)
· Shift Traffic Demand from Peak Hour in the City Centre (TM-10)
· Restriction of Vehicle Use in the City Centre (TM-12)

5. Important Assumptions (Conditions for the Project)
This project should be conducted after implementation of bus priority lanes and BRT projects.

6. Implementing Agency
· Kinshasa city

7. Financing Scheme
☑ Public Sector of DRC
☑ International Donors
☑ Public Private Partnership
☐ Private Sector Initiative

8. Expected Operator (if any)
· Kinshasa city
· Private sector

9. Project Cost (in 2017 Constant Price)
· Initial investment cost: USD 24.2Million

10. Special Considerations
N/A

11. Environmental Impact

[Legend]:
A: Significant Impact
B: Moderate Impact
C: Unknown at this timing
D: No Impact

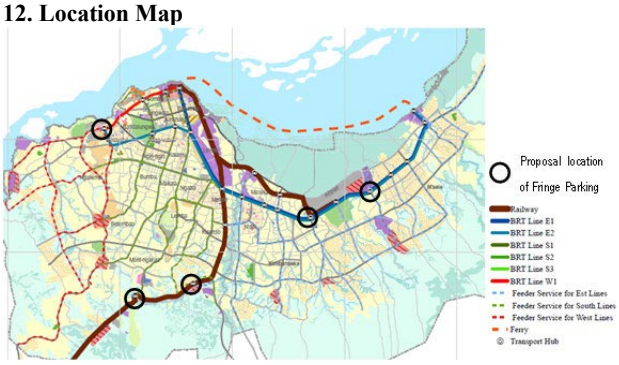
- : Negative impact
+: Positive impact
±: Mixed impact

1) Pollution
- Air quality: B+
- 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: B+
- Land use, Local & Communal resource use rights: D
- Traffic/public facilities, infra, social services: B+
- 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: D
- Climate change, transboundary impacts: D

12. Location Map



(Future public transport network 2030)

Project Code: TM-13

Project Name: **Installation of Bus Location System to Provide Information**

Transport Sub Sector
- ☐ Railway and New Transit
- ☐ Bus Transport
- ☐ Road
- ☑ Traffic Management
- ☐ Traffic Safety
- ☐ Environment
- ☐ Urban Planning
- ☐ Institution/Funding

Urban Transport Policy:
- ☐ Managing Surging Demand
- ☐ Network Development
- ☐ Accessibility for All
- ☐ Coordination, Authorities and Funding
- ☐ Synchronizing Transit and Urban Dev.
- ☐ Maintenance and Operation Scheme
- ☐ Customer-Focused Public Transport
- ☑ Managing Traffic Flow and Safety
- ☐ Reducing Environmental Impacts

Project Location
Kinshasa City Urban Area

Project Priority
- ☐ Urgent
- ☐ Short-term
- ☑ Medium-term

Implementation Period
Total 2 years

1. Objectives of Project

［Bus operator］
- To obtain the current operational situation of each bus (location, status, travel speed);
- To analysis appropriate bus routes and instruct its route by an operation manager.

［Bus user］
- To improve bus service quality such as dissemination of real-time bus arrival information;
- To promote to shift from private car to public transport.

2. Expected Benefits
- Promotion of utilization of public transport.

3. Project Description

[Data collection]
- Installation of equipment for transmitting location information on each bus (about 650 buses).

[Data processing]
- Development of a processing system for the collection database (location, status, travel speed).

[Bus location information system]
- Development of bus location information system for providing information on websites and smartphone apps.

4. Linkages with Other Projects/Sectors
- Implementation of BRT and bus priority lane projects
- Introduction of Park and Ride (TM-11)

5. Important Assumptions (Conditions for the Project)
This project should be conducted after implementation of bus priority lanes and BRT projects.

6. Implementing Agency
- TRANSCO, New TransKin

7. Financing Scheme
☑ Public Sector of DRC ☑ International Donors
☑ Public Private Partnership ☐ Private Sector Initiative

8. Expected Operator (if any)
- TRANSCO, New TransKin

9. Project Cost (in 2017 Constant Price)
- Initial investment cost: USD 1.8Million

10. Special Considerations
N/A

11. Environmental Impact

[Legend]:
A: Significant Impact
B: Moderate Impact
C: Unknown at this timing
D: No Impact

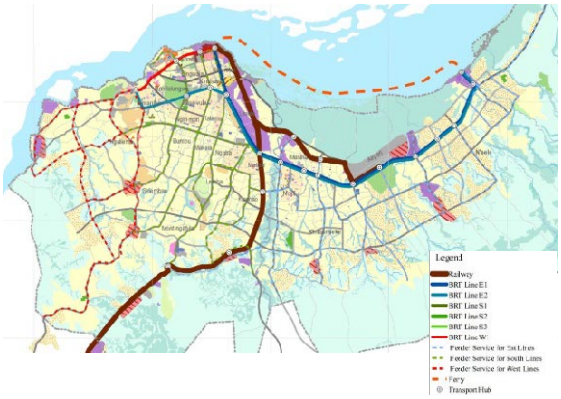
- : Negative impact
+: Positive impact
±: Mixed impact

1) Pollution
- Air quality: B+
- 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: B+
- Social institutions: D
- Physical splits of communities: D
- Historical and cultural resources: D
- Landscape: D
- Gender: D
- Sanitation, public health condition etc.: D
- Accidents, crime: D
- Climate change, transboundary impacts: D

12. Location Map



(Future public transport network 2030)

APP 1.6 Road Safety Projects

Project Code: TS-1	**Project Name:** **Development and Implementation of Road Traffic Accident Database System**	**Transport Sub Sector** ☐ Railway and New Transit ☐ Bus Transport ☐ Road ☐ Traffic Management ☑ Traffic Safety ☐ Environment ☐ Urban Planning ☐ Institution/Funding

Urban Transport Policy:

☐ Managing Surging Demand	☐ Synchronizing Transit and Urban Dev.
☐ Network Development	☐ Maintenance and Operation Scheme
☐ Accessibility for All	☐ Customer-Focused Public Transport
☐ Coordination, Authorities and Funding	☑ Managing Traffic Flow and Safety
	☐ Reducing Environmental Impacts

Project Location
Kinshasa City（Province-wide） as a pilot project,
Database should be a nationwide system

Project Priority
☑ Urgent
☐ Short-term
☐ Medium-term

Implementation Period
Total 1.5 years

1. Objectives of Project
- Establish systematic data collection procedure;
- Enables accident analysis (e.g. blackspots).

2. Expected Benefits
- Enhance transparency of monitoring indicators;
- Decrease of traffic accidents, fatalities and injured persons.

3. Project Description
- Review accident data collection system;
- Revise data collection reporting form;
- Develop a data system;
- Implement a database system in Kinshasa as pilot project.

4. Linkages with Other Projects/Sectors
- N/A

5. Important Assumptions (Conditions for the Project)
N/A

6. Implementing Agency
- Ministère de Transport et Vies de Communications (MTVC), Police nationale congolaise (PNC)

7. Financing Scheme
☑ Public Sector of DRC
☑ International Donors
☐ Public Private Partnership
☐ Private Sector Initiative

8. Expected Operator (if any)
- Commission Nationale de Prévention Routière (CNPR)

9. Project Cost (in 2017 Constant Price)
- USD 2.0 Million

10. Special Considerations
- Accident data collection from PCR, CNPR and hospitals needs to be integrated.

11. Environmental Impact

[Legend]:
A: Significant Impact
B: Moderate Impact
C: Unknown at this timing
D: No Impact

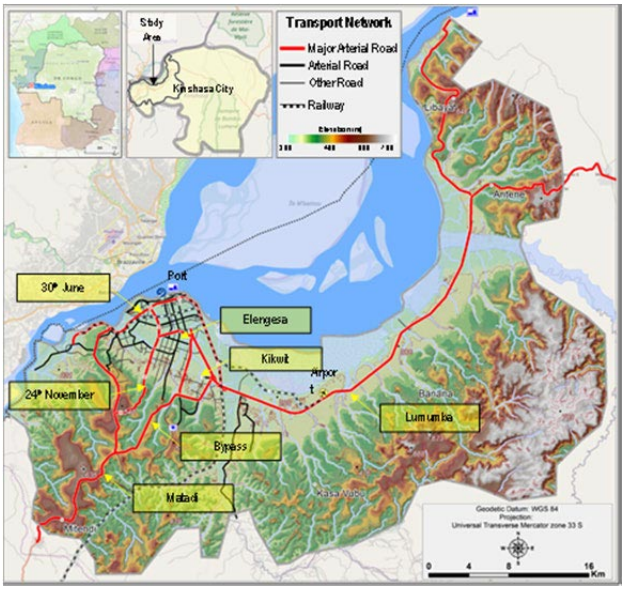
- : Negative impact
+: Positive impact
±: Mixed impact

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: D
- 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



Project Code: **TS-2**	**Project Name:** **Continuous Implementation of Road Safety Education and Awareness**	**Transport Sub Sector** ☐ Railway and New Transit ☐ Bus Transport ☐ Road ☐ Traffic Management ☑ Traffic Safety ☐ Environment ☐ Urban Planning ☐ Institution/Funding

Urban Transport Policy:

☐ Managing Surging Demand	☐ Synchronizing Transit and Urban Dev.
☐ Network Development	☐ Maintenance and Operation Scheme
☐ Accessibility for All	☐ Customer-Focused Public Transport
☐ Coordination, Authorities and Funding	☑ Managing Traffic Flow and Safety
	☐ Reducing Environmental Impacts

Project Location
Kinshasa City

Project Priority
☑ Urgent
☑ Short-term
☑ Medium-term

Implementation Period
Every year

1. Objectives of Project
- Selection of targets for awareness campaign;
- Development of programs as school curriculum;
- Implementation of activities continuously.

2. Expected Benefits
- Reduce fatal and serious traffic accidents.

3. Project Description
- Develop education program for school children;
- Set target and build campaign program for every year;
- Implementation of a campaign for road safety.

4. Linkages with Other Projects/Sectors
- Ministère de l'Education

5. Important Assumptions (Conditions for the Project)
- N/A

6. Implementing Agency
- Ministère de Transport et Vies de Communications (MTVC)
- Ministère de l'Education

7. Financing Scheme
☑ Public Sector of DRC
☑ International Donors
☐ Public Private Partnership
☐ Private Sector Initiative

8. Expected Operator (if any)
- Commission Nationale de Prévention Routière (CNPR)
- NGOs

9. Project Cost (in 2017 Constant Price)
- USD 1.0 Million/year (yearly budget)

10. Special Considerations
- N/A

11. Environmental Impact

[Legend]:
A: Significant Impact
B: Moderate Impact
C: Unknown at this timing
D: No Impact

- : Negative impact
+: Positive impact
±: Mixed 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: D
- 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

Project Code: TS-3

Project Name: Development of Road Safety Action Plan for Kinshasa

Transport Sub Sector
- ☐ Railway and New Transit
- ☐ Bus Transport
- ☐ Road
- ☑ Traffic Management
- ☑ Traffic Safety
- ☐ Environment
- ☐ Urban Planning
- ☐ Institution/Funding

Urban Transport Policy:
- ☐ Managing Surging Demand
- ☐ Network Development
- ☐ Accessibility for All
- ☐ Coordination, Authorities and Funding
- ☐ Synchronizing Transit and Urban Dev.
- ☐ Maintenance and Operation Scheme
- ☐ Customer-Focused Public Transport
- ☑ Managing Traffic Flow and Safety
- ☐ Reducing Environmental Impacts

Project Location
Kinshasa City

Project Priority
- ☐ Urgent
- ☑ Short-term
- ☐ Medium-term

Implementation Period
Total 1 year

1. Objectives of Project
- To improve traffic safety in Kinshasa City;
- To work closely with the national road safety strategy and relevant organizations.

2. Expected Benefits
- Decrease of traffic accidents, fatalities and injured persons;
- Implementation of road safety activities with relevant organizations in a coherent manner.

3. Project Description
- Development of a road safety action plan;
- Implementation of the action plan;
- Monitoring of activities and organizing a coordination group with relevant stakeholders.

4. Linkages with Other Projects/Sectors
National Road Safety Strategy (drafted in PDNIT)

5. Important Assumptions (Conditions for the Project)
National Road Safety Strategy

6. Implementing Agency
- Kinshasa Provincial Government, Ministère de Transport et Vies de Communications (MTVC)

7. Financing Scheme
- ☑ Public Sector of DRC
- ☑ International Donors
- ☐ Public Private Partnership
- ☐ Private Sector Initiative

8. Expected Operator (if any)
- N/A

9. Project Cost (in 2017 Constant Price)
- Study Cost: USD 0.7 Million
- Monitoring/assessment: USD 0.1 Million /3 years

10. Special Considerations
- The road safety action plan for Kinshasa should be implemented in line with the national road safety strategy.

11. Environmental Impact

[Legend]:
A: Significant Impact
B: Moderate Impact
C: Unknown at this time
D: No Impact

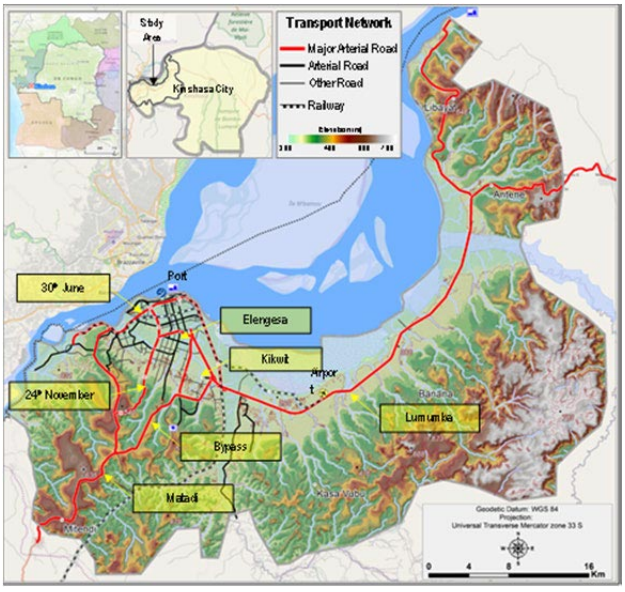
- : Negative impact
+: Positive impact
±: Mixed impact

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: D
- 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



Project Code: TS-4	**Project Name:** **Identification and Improvement Plan of Blackspots**	**Transport Sub Sector** ☐ Railway and New Transit ☐ Bus Transport ☐ Road ☑ Traffic Management ☑ Traffic Safety ☐ Environment ☐ Urban Planning ☐ Institution/Funding

Urban Transport Policy:

☐ Managing Surging Demand
☐ Network Development
☐ Accessibility for All
☐ Coordination, Authorities and Funding
☐ Synchronizing Transit and Urban Dev.
☐ Maintenance and Operation Scheme
☐ Customer-Focused Public Transport
☑ Managing Traffic Flow and Safety
☐ Reducing Environmental Impacts

Project Location
Primary and secondary roads in Kinshasa City, especially at intersections

Project Priority
☐ Urgent
☑ Short-term
☐ Medium-term

Implementation Period
Total 1 year (analysis)

1. Objectives of Project
· Efficient improvement of potential accident-prone locations.

2. Expected Benefits
· Visualizing road accident-prone locations on a map;
· Decrease of traffic accidents, fatalities and injured persons.

3. Project Description
· Development of data analysis system;
· Identification and prioritization of blackspots;
· Diagnosis and design improvement plan at each location;
· Implementation of improvement.

4. Linkages with Other Projects/Sectors
· Development and Implementation of Road Traffic Accident Database System (TS-2)

5. Important Assumptions (Conditions for the Project)
· N/A

6. Implementing Agency
· Ministère de Transport et Vies de Communications (MTVC),
· Ministère des Infrastructures, Travaux Publics et Reconstruction (MITPR)/OVD, OR

7. Financing Scheme
☑ Public Sector of DRC
☑ International Donors
☐ Public Private Partnership
☐ Private Sector Initiative

8. Expected Operator (if any)
· Accident data management : Commission Nationale de Prévention Routière (CNPR)

9. Project Cost (in 2017 Constant Price)
· Study Cost: USD 0.7 Million

10. Special Considerations
· N/A

11. Environmental Impact

[Legend]:
A: Significant Impact
B: Moderate Impact
C: Unknown at this timing
D: No Impact

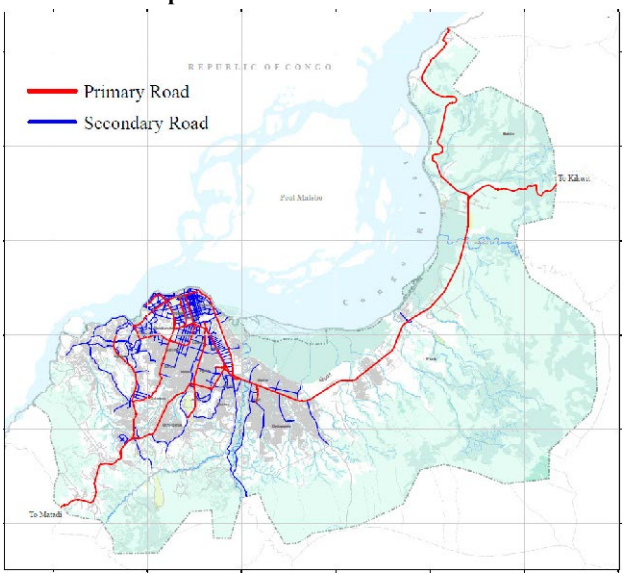
- : Negative impact
+: Positive impact
±: Mixed impact

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: D
- Physical splits of communities: D
- Historical and cultural resources: D
- Landscape: D
- Gender: D
- Sanitation, public health condition etc.: D
- Accidents, crime: B+
- Climate change, transboundary impacts: D

12. Location Map



Project Code: TS-5

Project Name: Improvement of Road Signs and Road Markings

Transport Sub Sector
- ☐ Railway and New Transit
- ☐ Bus Transport
- ☐ Road
- ☑ Traffic Management
- ☑ Traffic Safety
- ☐ Environment
- ☐ Urban Planning
- ☐ Institution/Funding

Urban Transport Policy:
- ☐ Managing Surging Demand
- ☐ Network Development
- ☐ Accessibility for All
- ☐ Coordination, Authorities and Funding
- ☐ Synchronizing Transit and Urban Dev.
- ☐ Maintenance and Operation Scheme
- ☐ Customer-Focused Public Transport
- ☑ Managing Traffic Flow and Safety
- ☐ Reducing Environmental Impacts

Project Location
Roads in Kinshasa City, particularly at intersections

Project Priority
- ☐ Urgent
- ☑ Short-term
- ☐ Medium-term

Implementation Period
Total 3 years (current roads)

1. Objectives of Project
- Improving road infrastructure for road safety.

2. Expected Benefits
- Contributing to respecting of traffic rules by road users;
- Fair and equitable law enforcement of traffic rules.

3. Project Description
- Identification and prioritization of road signs and road markings;
- Implementation of road signs and road markings.

4. Linkages with Other Projects/Sectors
- Other road rehabilitation projects.

5. Important Assumptions (Conditions for the Project)
- N/A

6. Implementing Agency
- Ministère de Transport et Vies de Communications (MTVC)

7. Financing Scheme
- ☑ Public Sector of DRC
- ☑ International Donors
- ☐ Public Private Partnership
- ☐ Private Sector Initiative

8. Expected Operator (if any)
- Commission Nationale de Prévention Routière (CNPR)
- Office des Routes (OR), Office des Voiries et Drainages (OVD)

9. Project Cost (in 2017 Constant Price)
- Road sign (5,000 items): USD 2.0 Million
- Road marking (50,000 items): USD 2.1 Million
- Traffic lane marking (30,000 km) :USD 0.75 Million

(Source: CNPR)

10. Special Considerations
- N/A

11. Environmental Impact

[Legend]:
A: Significant Impact
B: Moderate Impact
C: Unknown at this timing
D: No Impact

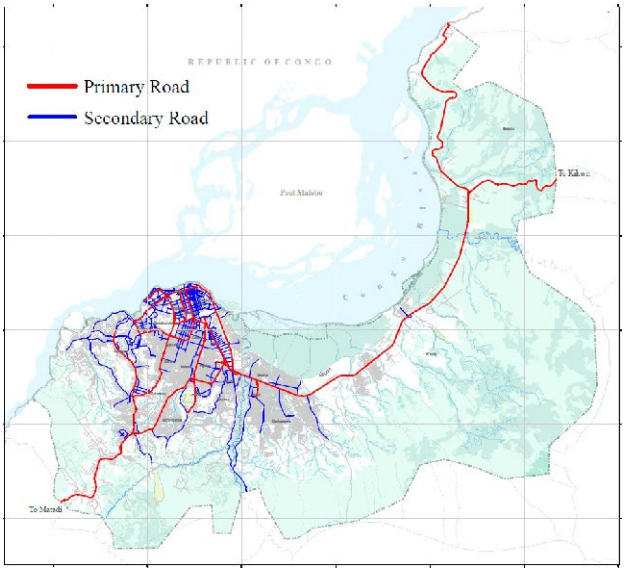
- : Negative impact
+: Positive impact
±: Mixed impact

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: B+
- Land use, Local & Communal resource use rights: D
- Traffic/public facilities, infra, social services: D
- Social institutions: D
- Physical splits of communities: D
- Historical and cultural resources: D
- Landscape: D
- Gender: D
- Sanitation, public health condition etc.: D
- Accidents, crime: B+
- Climate change, transboundary impacts: D

12. Location Map



Project Code: TS-6	**Project Name:** **Introduction of Mandatory Road Safety Audit**	**Transport Sub Sector** ☐ Railway and New Transit ☐ Bus Transport ☐ Road ☐ Traffic Management ☑ Traffic Safety ☐ Environment ☐ Urban Planning ☐ Institution/Funding

Urban Transport Policy:

☐ Managing Surging Demand
☐ Network Development
☐ Accessibility for All
☐ Coordination, Authorities and Funding
☐ Synchronizing Transit and Urban Dev.
☐ Maintenance and Operation Scheme
☐ Customer-Focused Public Transport
☑ Managing Traffic Flow and Safety
☐ Reducing Environmental Impacts

Project Location
Road development projects in Kinshasa City

Project Priority
☐ Urgent
☑ Short-term
☐ Medium-term

Implementation Period
Total 1 years (guideline)

1. Objectives of Project
· Ensure to improve the level of safety for road development projects;
· Reduce the risk of road accidents through design, construction and maintenance stages.

2. Expected Benefits
· Reduce traffic accidents, fatalities and injured persons.

3. Project Description
· Develop guideline of Road Safety Audit;
· Introduce Road Safety Audit for road development projects as requirement.

4. Linkages with Other Projects/Sectors
· N/A

5. Important Assumptions (Conditions for the Project)
· N/A

6. Implementing Agency
· Ministère de Transport et Vies de Communications (MTVC)
· Ministère des Infrastructures, Travaux Publics et Reconstruction (MITPR)

7. Financing Scheme
☑ Public Sector of DRC
☑ International Donors
☐ Public Private Partnership
☐ Private Sector Initiative

8. Expected Operator (if any)
· CNPR
· OR, OVD, ACGT, CI

9. Project Cost (in 2017 Constant Price)
· USD 0.7 Million
· Allocate ten percent of project cost to road safety.

10. Special Considerations
· N/A

11. Environmental Impact

[Legend]:
A: Significant Impact
B: Moderate Impact
C: Unknown at this timing
D: No Impact

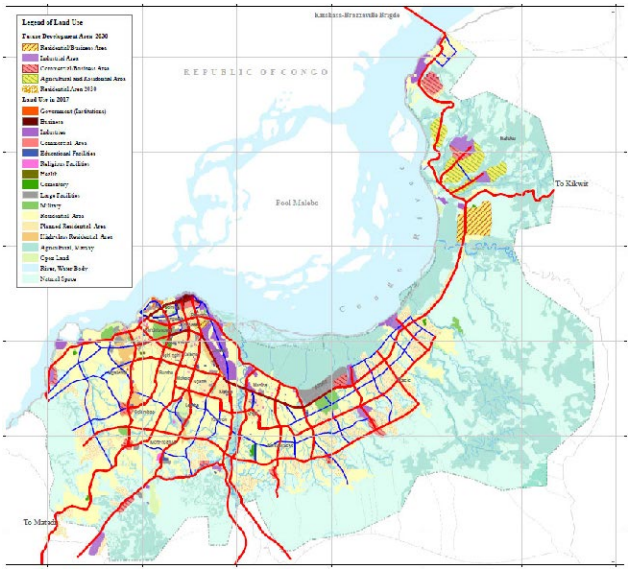
-: Negative impact
+: Positive impact
±: Mixed impact

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: D
- Physical splits of communities: D
- Historical and cultural resources: D
- Landscape: D
- Gender: D
- Sanitation, public health condition etc.: D
- Accidents, crime: B+
- Climate change, transboundary impacts: D

12. Location Map



(Future transport network 2030)

Project Code: TS-7	**Project Name:** **Update of Road Safety Regulations**	**Transport Sub Sector** ☐ Railway and New Transit ☐ Bus Transport ☐ Road ☑ Traffic Management ☑ Traffic Safety ☐ Environment ☐ Urban Planning ☐ Institution/Funding

Urban Transport Policy:

☐ Managing Surging Demand	☐ Synchronizing Transit and Urban Dev.
☐ Network Development	☐ Maintenance and Operation Scheme
☐ Accessibility for All	☐ Customer-Focused Public Transport
☐ Coordination, Authorities and Funding	☑ Managing Traffic Flow and Safety
	☐ Reducing Environmental Impacts

Project Location
National level and provincial level

Project Priority
☐ Urgent
☑ Short-term
☐ Medium-term

Implementation Period
Total 2 years

1. Objectives of Project
· Adoption of the revised Highway Code drafted in 2014.

2. Expected Benefits
· Proper law enforcement by the updated Highway Code.

3. Project Description
· Set up working group for this action;
· Revise draft of Highway Code;
· Submit bill of Highway Code to National Assembly.

4. Linkages with Other Projects/Sectors
· N/A

5. Important Assumptions (Conditions for the Project)
· N/A

6. Implementing Agency
· Ministère de Transport et Vies de Communications (MTVC)

7. Financing Scheme
☑ Public Sector of DRC
☐ International Donors
☐ Public Private Partnership
☐ Private Sector Initiative

8. Expected Operator (if any)
· N/A

9. Project Cost (in 2017 Constant Price)
· Revising Study Cost: USD 0.35 Million

10. Special Considerations
· N/A

11. Environmental Impact

[Legend]:
A: Significant Impact
B: Moderate Impact
C: Unknown at this timing
D: No Impact

- : Negative impact
+: Positive impact
±: Mixed 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

Project Code: TS-8	**Project Name:** **Improvement of Equipment for Law Enforcement**	**Transport Sub Sector** ☐ Railway and New Transit ☐ Bus Transport ☐ Road ☑ Traffic Management ☑ Traffic Safety ☐ Environment ☐ Urban Planning ☐ Institution/Funding

Urban Transport Policy:

☐ Managing Surging Demand
☐ Network Development
☐ Accessibility for All
☐ Coordination, Authorities and Funding
☐ Synchronizing Transit and Urban Dev.
☐ Maintenance and Operation Scheme
☐ Customer-Focused Public Transport
☑ Managing Traffic Flow and Safety
☐ Reducing Environmental Impacts

Project Location
National roads; Provincial roads; Primary roads in Kinshasa City

Project Priority
☐ Urgent
☑ Short-term
☐ Medium-term

Implementation Period
Total 1 years

1. Objectives of Project
· Strict and fair law enforcement for speeding.

2. Expected Benefits
· Reduce fatal and serious traffic accidents.

3. Project Description
· Installation of automated speed enforcement cameras;
· Procure vehicles for enforcement;
· Training for PCR officers (capacity enhancement).

4. Linkages with Other Projects/Sectors
· N/A

5. Important Assumptions (Conditions for the Project)
· N/A

6. Implementing Agency
· Police nationale congolaise (PNC)

7. Financing Scheme
☑ Public Sector of DRC
☑ International Donors
☐ Public Private Partnership
☐ Private Sector Initiative

8. Expected Operator (if any)
· PNC

9. Project Cost (in 2017 Constant Price)
· Speed Camera (10 cameras) : USD 0.85 Million
· Vehicle for enforcement (10 cars): USD 0.35 Million
(Total USD 1.2 Million)

10. Special Considerations
· N/A

11. Environmental Impact

[Legend]:
A: Significant Impact
B: Moderate Impact
C: Unknown at this timing
D: No Impact

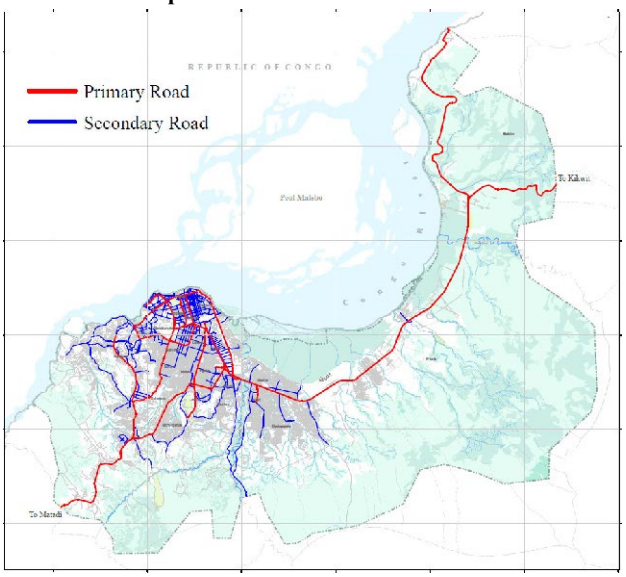
- : Negative impact
+: Positive impact
±: Mixed impact

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: D
- Physical splits of communities: D
- Historical and cultural resources: D
- Landscape: D
- Gender: D
- Sanitation, public health condition etc.: D
- Accidents, crime: B+
- Climate change, transboundary impacts: D

12. Location Map



Project Code: TS-9

Project Name: **Construction of a Model Training School for Driving Licence**

Transport Sub Sector
- ☐ Railway and New Transit
- ☐ Bus Transport
- ☐ Road
- ☐ Traffic Management
- ☑ Traffic Safety
- ☐ Environment
- ☐ Urban Planning
- ☐ Institution/Funding

Urban Transport Policy:
- ☐ Managing Surging Demand
- ☐ Network Development
- ☐ Accessibility for All
- ☐ Coordination, Authorities and Funding
- ☐ Synchronizing Transit and Urban Dev.
- ☐ Maintenance and Operation Scheme
- ☐ Customer-Focused Public Transport
- ☑ Managing Traffic Flow and Safety
- ☐ Reducing Environmental Impacts

Project Location
Kinshasa City

Project Priority
- ☐ Urgent
- ☑ Short-term
- ☐ Medium-term

Implementation Period
Total 4 years

1. Objectives of Project
- Improvement of the driving test environment.

2. Expected Benefits
- Improvement of drivers' manners.

3. Project Description
- Conceptual design and select a location;
- Design a training school / land acquisition;
- Construct building and facility;
- Training of staff.

4. Linkages with Other Projects/Sectors
- N/A

5. Important Assumptions (Conditions for the Project)
- N/A

6. Implementing Agency
- Ministère de Transport et Vies de Communications (MTVC)

7. Financing Scheme
- ☑ Public Sector of DRC
- ☑ International Donors
- ☐ Public Private Partnership
- ☐ Private Sector Initiative

8. Expected Operator (if any)
- Commission Nationale de Prévention Routière (CNPR), CONADEP

9. Project Cost (in 2017 Constant Price)
- USD 10.0 Million (exclude land acquisition)

10. Special Considerations
- N/A

11. Environmental Impact

[Legend]:
A: Significant Impact
B: Moderate Impact
C: Unknown at this timing
D: No Impact

- : Negative impact
+: Positive impact
±: Mixed 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: B±
- Social institutions: D
- Physical splits of communities: D
- Historical and cultural resources: D
- Landscape: D
- Gender: D
- Sanitation, public health condition etc.: D
- Accidents, crime: B+
- Climate change, transboundary impacts: D

12. Location Map

Project Code: **TS-10**	**Project Name:** **Introduction of Demerit Point System for Driving Licence**	**Transport Sub Sector** ☐ Railway and New Transit ☐ Bus Transport ☐ Road ☐ Traffic Management ☑ Traffic Safety ☐ Environment ☐ Urban Planning ☐ Institution/Funding

Urban Transport Policy:

☐ Managing Surging Demand	☐ Synchronizing Transit and Urban Dev.
☐ Network Development	☐ Maintenance and Operation Scheme
☐ Accessibility for All	☐ Customer-Focused Public Transport
☐ Coordination, Authorities and Funding	☑ Managing Traffic Flow and Safety
	☐ Reducing Environmental Impacts

Project Location
Primary roads in Kinshasa City

Project Priority
☐ Urgent
☑ Short-term
☐ Medium-term

Implementation Period
Total 3 years

1. Objectives of Project
· Strict and fair law enforcement for speeding.

2. Expected Benefits
· Reduce fatal and serious traffic accidents.

3. Project Description
· Study of demerit point system;
· Law amendment of the Highway Code.

4. Linkages with Other Projects/Sectors
· N/A

5. Important Assumptions (Conditions for the Project)
· N/A

6. Implementing Agency
· Ministère de Transport et Vies de Communications (MTVC)

7. Financing Scheme
☑ Public Sector of DRC
☑ International Donors
☐ Public Private Partnership
☐ Private Sector Initiative

8. Expected Operator (if any)
· Law enforcement: Police de Circulation Routière (PCR)

9. Project Cost (in 2017 Constant Price)
· Study cost: USD 0.35 Million

10. Special Considerations
· N/A

11. Environmental Impact

[Legend]:
A: Significant Impact
B: Moderate Impact
C: Unknown at this timing
D: No Impact

- : Negative impact
+: Positive impact
±: Mixed 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: D
- Physical splits of communities: D
- Historical and cultural resources: D
- Landscape: D
- Gender: D
- Sanitation, public health condition etc.: D
- Accidents, crime: B+
- Climate change, transboundary impacts: D

12. Location Map

Project Code: TS-11

Project Name: Improvement of Mobility and Medical Service for Accident Rescue

Transport Sub Sector
- ☐ Railway and New Transit
- ☐ Bus Transport
- ☐ Road
- ☐ Traffic Management
- ☑ Traffic Safety
- ☐ Environment
- ☐ Urban Planning
- ☐ Institution/Funding

Urban Transport Policy:
- ☐ Managing Surging Demand
- ☐ Network Development
- ☐ Accessibility for All
- ☐ Coordination, Authorities and Funding
- ☐ Synchronizing Transit and Urban Dev.
- ☐ Maintenance and Operation Scheme
- ☐ Customer-Focused Public Transport
- ☑ Managing Traffic Flow and Safety
- ☐ Reducing Environmental Impacts

Project Location
Kinshasa City

Project Priority
- ☐ Urgent
- ☑ Short-term
- ☐ Medium-term

Implementation Period
Total 3 years

1. Objectives of Project
- Improvement of post-crash care of victims;
- Strengthening the technical platforms of hospitals by providing human resources.

2. Expected Benefits
- Save victim's life as much as possible;
- Trauma care of victims.

3. Project Description
- Provide mobility (emergency vehicle, ambulance) to rescue teams;
- Enhance capacity of hospital staff.

4. Linkages with Other Projects/Sectors
- Police nationale congolaise (PNC), Red Cross

5. Important Assumptions (Conditions for the Project)
- N/A

6. Implementing Agency
- Ministère de la Santé Publique.

7. Financing Scheme
- ☑ Public Sector of DRC
- ☑ International Donors
- ☐ Public Private Partnership
- ☐ Private Sector Initiative

8. Expected Operator (if any)
- Red Cross
- Fire department

9. Project Cost (in 2017 Constant Price)
- Vehicle procurement: USD 0.7 Million
- Training: USD 3.5 Million

10. Special Considerations
N/A

11. Environmental Impact

[Legend]:
A: Significant Impact
B: Moderate Impact
C: Unknown at this timing
D: No Impact

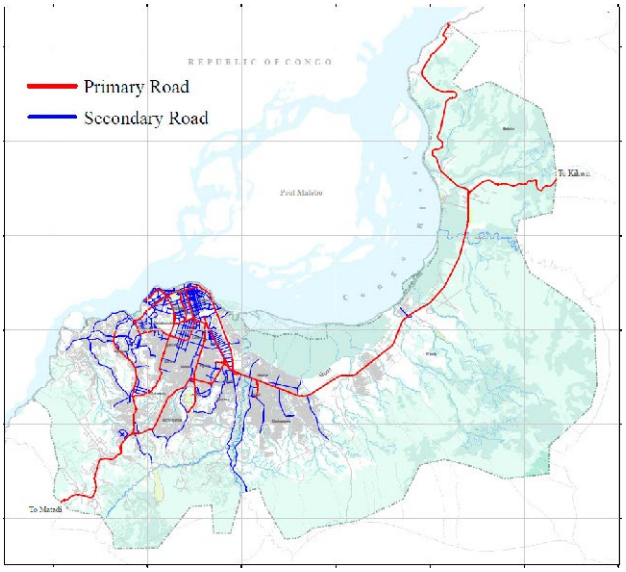
- : Negative impact
+: Positive impact
±: Mixed impact

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: D
- Physical splits of communities: D
- Historical and cultural resources: D
- Landscape: D
- Gender: D
- Sanitation, public health condition etc.: D
- Accidents, crime: B+
- Climate change, transboundary impacts: D

12. Location Map



APP 1.7 Waterborne Transport Project

Project Code: TW-1	**Project Name:** **Ferry Service: CBD (Ngobila Beach) – Kinkole Port**	**Transport Sub Sector** ☑ Railway and New Transit ☐ Bus Transport ☐ Road ☐ Traffic Management ☐ Traffic Safety ☐ Environment ☐ Urban Planning ☐ Institution/Funding

Urban Transport Policy:

☑ Managing Surging Demand	☐ Synchronizing Transit and Urban Dev.
☑ Network Development	☐ Maintenance and Operation Scheme
☐ Accessibility for All	☑ Customer-oriented Public Transport
☐ Coordination, Authorities and Funding	☐ Managing Traffic Flow and Safety
	☐ Reducing Environmental Impacts

Project Location
Kinshasa City

Project Priority
☐ Urgent
☑ Short-term
☐ Medium-term

Implementation Period
1 year for preparation
9 year for operation

1. Objectives of Project
· To decrease transport demand on Congo-Japan Boulevard and Lumumba by promoting modal shift from private vehicles to public transport

2. Expected Benefits
· Promotion of utilization of public transport
· Savings in travel time and vehicle operation cost between CBD and Kinkole

3. Project Description
· Preparation of ferry boats (6 boats)
· Operation of ferry services: Ngobila Beach – Kinkole Port (20 km)

4. Linkages with Other Projects/Sector
· Road network development and BRT service to Kinkole Port

5. Important Assumptions (Conditions for the Project)
· Ngobila Beach is available for this new ferry service

6. Implementing Agency
· Kinshasa Provinchal Government, Ministère de Transport et Vies de Communications (MTVC)
· Société Commerciale des Transports et des Ports / Commercial Society of Transport and Ports (SCTP)

7. Financing Scheme
☑ Public Sector of DRC
☐ International Donors
☑ Public Private Partnership
☐ Private Sector Initiative

8. Expected Operator (if any)
· Société Commerciale des Transports et des Ports / Commercial Society of Transport and Ports (SCTP)

9. Project Cost (in 2017 Constant Price)
· Initial investment cost (procurement of vessels): USD 18.42 Million
· O & M : USD 3.00 Million/year

10. Special Considerations
· None

11. Environmental Impact

[Legend]:
A: Significant Impact
B: Moderate Impact
C: Unknown at this timing
D: No Impact

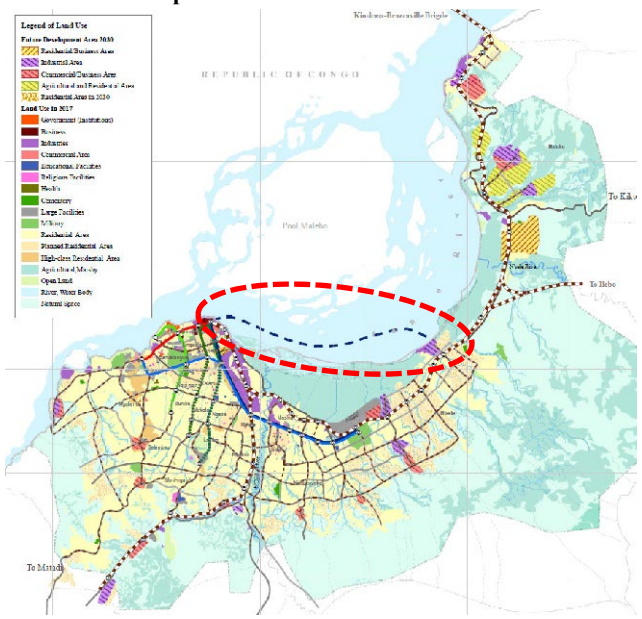
-: Negative impact
+: Positive impact
±: Mixed impact

1) Pollution
- Air quality: B+
- 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
- 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+
- Social institutions: D
- Physical splits of communities: B+
- Historical and cultural resources: D
- Landscape: D
- Gender: D
- Sanitation, public health condition etc.: D
- Accidents, crime: B+
- Climate change, transboundary impacts: B+

12. Location Map



Project Code: TW-2	**Project Name:** **Development of Kinkole Passenger Port**	**Transport Sub Sector** ☑ Railway and New Transit ☐ Bus Transport ☐ Road ☐ Traffic Management ☐ Traffic Safety ☐ Environment ☐ Urban Planning ☐ Institution/Funding

Urban Transport Policy:

☑ Managing Surging Demand	☐ Synchronizing Transit and Urban Dev.
☑ Network Development	☐ Maintenance and Operation Scheme
☐ Accessibility for All	☑ Customer-oriented Public Transport
☐ Coordination, Authorities and Funding	☐ Managing Traffic Flow and Safety
	☐ Reducing Environmental Impacts

Project Location
Kinkole, Kinshasa City

Project Priority
☐ Urgent
☑ Short-term
☐ Medium-term

Implementation Period
Total 3 years

1. Objectives of Project
- To operate ferry service between CBD (Ngobila Beach) and Kinkole Port

2. Expected Benefits
- Promotion of utilization of public transport

3. Project Description
- Construction of on-land facility for passenger terminal and parking lots
- Construction of mooring facility for ferry boats

4. Linkages with Other Projects/Sectors
- Road network development and BRT service to Kinkole Port

5. Important Assumptions (Conditions for the Project)
- N/A

6. Implementing Agency
- Kinshasa Provinchal Government, Ministère de Transport et Vies de Communications (MTVC)
- Société Commerciale des Transports et des Ports / Commercial Society of Transport and Ports (SCTP)

7. Financing Scheme
☑ Public Sector of DRC
☐ International Donors
☑ Public Private Partnership
☐ Private Sector Initiative

8. Expected Operator (if any)
- Société Commerciale des Transports et des Ports / Commercial Society of Transport and Ports (SCTP)

9. Project Cost (in 2017 Constant Price)
- Initial investment cost: USD 45.15 Million
- O &M : USD 1.81 Million/year

10. Special Considerations
- Minimum Resettlement may be needed in the development of the Kinkole port

11. Environmental Impact

[Legend]:
A: Significant Impact
B: Moderate Impact
C: Unknown at this timing
D: No Impact

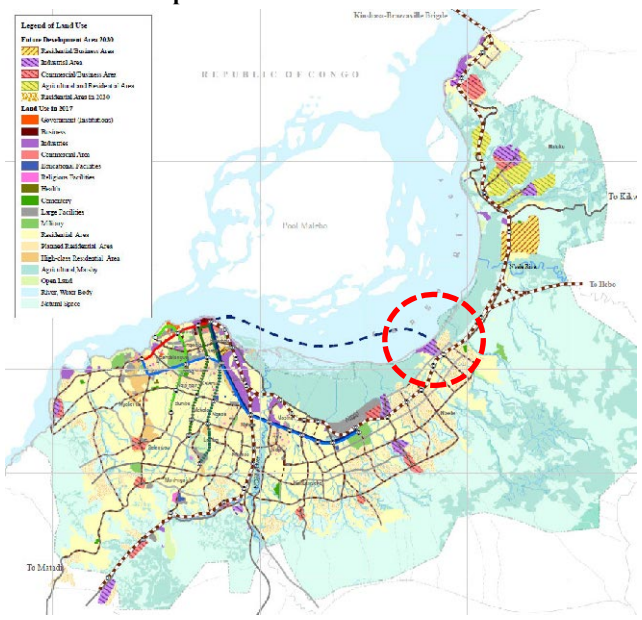
- : Negative impact
+: Positive impact
±: Mixed impact

1) Pollution
- Air quality: D
- Water quality: B-
- 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: 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 institutions: D
- Physical splits of communities: D
- Historical and cultural resources: D
- Landscape: D
- Gender: D
- Sanitation, public health condition etc.: D
- Accidents, crime: D
- Climate change, transboundary impacts: D

12. Location Map



APP 1.8 Project of Institutional and Financial Arrangement

Project Code: IF-01	**Project Name:** **Establishment and Operation of the Institutional Framework**	**Transport Sub Sector** ☐ Railway and New Transit ☐ Bus Transport ☐ Road ☐ Traffic Management ☐ Traffic Safety ☐ Environment ☐ Urban Planning ☑ Institution/Funding

Urban Transport Policy:

☐ Managing Surging Demand
☐ Network Development
☐ Accessibility for All
☑ Coordination, Human Resources and Funding
☐ Synchronizing Transit and Urban Dev.
☐ Maintenance and Operation Scheme
☐ Customer-Focused Public Transport
☐ Managing Traffic Flow and Safety
☐ Reducing Environmental Impacts

Project Location
Gombe/Kinshasa City

Project Priority
☑ Urgent (Establishment)
☐ Short-term
☑ Medium-term (Operation)

Implementation Period
Total 10 years

1. Objectives of Project
- To establish the institutional framework as a council method.
- To fulfil all roles expected to be carried out by the institutional framework.
- To take necessary actions for preparation for a succeeding institutional framework.

2. Expected Benefits
- Coordination among all stakeholders.
- Periodic and continuous monitoring of each project.
- Timely and feasible update of the M/P.
- Smooth and gradual transfer to a succeeding institutional framework.

3. Project Description
- Setting up the institutional framework (including necessary legal process, set up of activity procedures and standard formats, employment of supporting staff, and arrangement of activity space) [Urgent]
- Periodic and continuous monitoring of each project in accordance with a set condition [Medium-Term]
- The M/P update [Medium-Term]
- Preparation for establishment of a succeeding institutional framework and gradual transfer to it [Medium-Term]

4. Linkages with Other Projects/Sectors
Each project team will report implementation progress to the institutional framework.

5. Important Assumptions (Conditions for the Project)

6. Implementing Agency
Council for the implementation of transport master plan in Kinshasa (tentative)

7. Financing Scheme
☑ Public Sector of DRC
☑ International Donors
☐ Public Private Partnership
☐ Private Sector Initiative

8. Expected Operator (if any)
Council for the implementation of transport master plan in Kinshasa (tentative)

9. Project Cost (in 2017 Constant Price)
Initial Cost for establishment: USD20,500
Annual running cost: USD110,000/year

10. Special Considerations

11. Environmental Impact
1) Pollution
- N/A
2) Natural Environment
- N/A
3) Social and Economic Environment
- N/A

[Legend]:
A: Significant Impact
B: Moderate Impact
C: Unknown at this time
D: No Impact

- : Negative impact
+: Positive impact
±: Mixed impact

12. Location Map

Project Code: **IF-02**	**Project Name:** **Capacity Building**	**Transport Sub Sector** ☐ Railway and New Transit ☐ Bus Transport ☐ Road ☐ Traffic Management ☐ Traffic Safety ☐ Environment ☐ Urban Planning ☑ Institution/Funding

Urban Transport Policy:

☐ Managing Surging Demand
☐ Network Development
☐ Accessibility for All
☑ Coordination, Human Resources and Funding
☐ Synchronizing Transit and Urban Dev.
☐ Maintenance and Operation Scheme
☐ Customer-Focused Public Transport
☐ Managing Traffic Flow and Safety
☐ Reducing Environmental Impacts

Project Location	**Project Priority**	**Implementation Period**
Kinshasa city	☐ Urgent ☑ Short-term ☑ Medium-term	Total 10 years

1. Objectives of Project

· To enhance organizational and personnel capabilities, in order to contribute to smooth implementation of the M/P.

2. Expected Benefits

· Acquisition and enhancement skills related to the following;
- Coordination - Monitoring
- M/P update - Communication
- IT - Equipment operation and maintenance

3. Project Description

· Conducting trainings/workshops on coordination and monitoring for core members of the implementation framework at the beginning of the M/P implementation; trainings/workshops' program includes development of standard formats to be applied to the M/P implementation and monitoring [Short-term]
· Conducting trainings on communication, IT and equipment operation and maintenance for persons engaged in the M/P implementation [Medium-Term]
· Conducting trainings/workshops on the M/P update during the latter half to the year 2030 [Medium-Term]

4. Linkages with Other Projects/Sectors

Capabilities of organizations and personnel engaged in other projects, thus implementation will be enhanced.

5. Important Assumptions (Conditions for the Project)

6. Implementing Agency

Planned by Council for the implementation of transport master plan in Kinshasa (tentative)
Provided by external experts/organizations

7. Financing Scheme

☑ Public Sector of DRC
☑ International Donors
☐ Public Private Partnership
☐ Private Sector Initiative

8. Expected Operator (if any)

Council for the implementation of transport master plan in Kinshasa (tentative), and external experts/organizations

9. Project Cost (in 2017 Constant Price)

Annual cost: USD25,500/year
- Coordination training/workshop (3 days for 10-15 persons, 1 time/year)
- Monitoring training/workshop (3 days for 10-15 persons, 1 time/year)
- M/P update training/workshop (3 days for 10-15 persons, 1 time/year)
- Communication skill training (3 days for 10-15 persons, 1 time/year)
- IT skill training (3 days for 10-15 persons, 1 time/year)
- Equipment operation and maintenance training (3 days for 10-15 persons, 2 times/year)

10. Special Considerations

11. Environmental Impact

1) Pollution
- N/A
2) Natural Environment
- N/A
3) Social and Economic Environment
- N/A

[Legend]:
A: Significant Impact
B: Moderate Impact
C: Unknown at this time
D: No Impact

- : Negative impact
+: Positive impact
±: Mixed impact

12. Location Map

Project Code: **IF-03**	**Project Name:** **Preparation for Succeeding Institutional Framework**	**Transport Sub Sector** ☐ Railway and New Transit ☐ Bus Transport ☐ Road ☐ Traffic Management ☐ Traffic Safety ☐ Environment ☐ Urban Planning ☑ Institution/Funding

Urban Transport Policy:

☐ Managing Surging Demand
☐ Network Development
☐ Accessibility for All
☑ Coordination, Human Resources and Funding
☐ Synchronizing Transit and Urban Dev.
☐ Maintenance and Operation Scheme
☐ Customer-Focused Public Transport
☐ Managing Traffic Flow and Safety
☐ Reducing Environmental Impacts

Project Location	**Project Priority**	**Implementation Period**
Kinshasa City	☐ Urgent ☐ Short-term ☑ Medium-term	Total 5 years

1. Objectives of Project

- 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.

3. Project Description

- 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]

4. Linkages with Other Projects/Sectors

Each project team will start reporting implementation progress to the succeeding institutional framework, and be supervised by it.

5. Important Assumptions (Conditions for the Project)

6. Implementing Agency

Planned by the Council for the implementation of transport master plan in Kinshasa (tentative)
Provided by external experts/organizations

7. Financing Scheme

☑ Public Sector of DRC
☑ International Donors
☐ Public Private Partnership
☐ Private Sector Initiative

8. Expected Operator (if any)

Council for the implementation of transport master plan in Kinshasa (tentative) and external experts/organizations

9. Project Cost (in 2017 Constant Price)

Annual cost: USD144,000/year*

* Estimate based on this starting from the last five years to 2030, and does not include single payment for office set and so on for establishment of an authority as a succeeding institutional framework.

10. Special Considerations

11. Environmental Impact

1) Pollution
- N/A
2) Natural Environment
- N/A
3) Social and Economic Environment
- N/A

[Legend]:
A: Significant Impact
B: Moderate Impact
C: Unknown at this time
D: No Impact

- : Negative impact
+: Positive impact
±: Mixed impact

12. Location Map

Project Code **IF-02**	**Project Name** **Capacity Building**	**Transport Sub Sector** ☐ Railway and New Transit ☐ Bus Transport ☐ Road ☐ Traffic Management ☐ Traffic Safety ☐ Environment ☐ Urban Planning ☑ Institution/Funding

Urban Transport Policy:

☐ Managing Surging Demand	☐ Synchronizing Transit and Urban Dev.
☐ Network Development	☐ Maintenance and Operation Scheme
☐ Accessibility for All	☐ Customer-Focused Public Transport
☑ Coordination, Human Resources and Funding	☐ Managing Traffic Flow and Safety
	☐ Reducing Environmental Impacts

Project Location	**Project Priority**	**Implementation Period**
Kinshasa city	☐ Urgent ☑ Short-term ☑ Medium-term	Total 10 years

1. Objectives of Project

· To enhance organizational and personnel capabilities, in order to contribute to smooth implementation of the M/P.

2. Expected Benefits

· Acquisition and enhancement skills related to the following;
  - Coordination
  - Monitoring
  - M/P update
  - Communication
  - IT
  - Equipment operation and maintenance

3. Project Description

· Conducting trainings/workshops on coordination and monitoring for core members of the implementation framework at the beginning of the M/P implementation; trainings/workshops' program includes development of standard formats to be applied to the M/P implementation and monitoring [Short-term]
· Conducting trainings on communication, IT and equipment operation and maintenance for persons engaged in the M/P implementation [Medium-Term]
· Conducting trainings/workshops on the M/P update during the latter half to the year 2030 [Medium-Term]

4. Linkages with Other Projects/Sectors

Capabilities of organizations and personnel engaged in other projects, thus implementation will be enhanced.

5. Important Assumptions (Conditions for the Project)

6. Implementing Agency

Planned by Council for the implementation of transport master plan in Kinshasa (tentative)
Provided by external experts/organizations

7. Financing Scheme

☑ Public Sector of DRC
☑ International Donors
☐ Public Private Partnership
☐ Private Sector Initiative

8. Expected Operator (if any)

Council for the implementation of transport master plan in Kinshasa (tentative), and external experts/organizations

9. Project Cost (in 2017 Constant Price)

Annual cost: USD25,500/year
- Coordination training/workshop (3 days for 10-15 persons, 1 time/year)
- Monitoring training/workshop (3 days for 10-15 persons, 1 time/year)
- M/P update training/workshop (3 days for 10-15 persons, 1 time/year)
- Communication skill training (3 days for 10-15 persons, 1 time/year)
- IT skill training (3 days for 10-15 persons, 1 time/year)
- Equipment operation and maintenance training (3 days for 10-15 persons, 2 times/year)

10. Special Considerations

11. Environmental Impact

1) Pollution
- N/A
2) Natural Environment
- N/A
3) Social and Economic Environment
- N/A

[Legend]:
A: Significant Impact
B: Moderate Impact
C: Unknown at this time
D: No Impact

- : Negative impact
+: Positive impact
±: Mixed impact

12. Location Map

Project Code **IF-03**	**Project Name** **Preparation for Succeeding Institutional Framework**	**Transport Sub Sector** ☐ Railway and New Transit ☐ Bus Transport ☐ Road ☐ Traffic Management ☐ Traffic Safety ☐ Environment ☐ Urban Planning ☑ Institution/Funding

Urban Transport Policy:

☐ Managing Surging Demand
☐ Network Development
☐ Accessibility for All
☑ Coordination, Human Resources and Funding
☐ Synchronizing Transit and Urban Dev.
☐ Maintenance and Operation Scheme
☐ Customer-Focused Public Transport
☐ Managing Traffic Flow and Safety
☐ Reducing Environmental Impacts

Project Location
Kinshasa City

Project Priority
☐ Urgent
☐ Short-term
☑ Medium-term

Implementation Period
Total 5 years

1. Objectives of Project

· 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.

3. Project Description

· 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]

4. Linkages with Other Projects/Sectors

Each project team will start reporting implementation progress to the succeeding institutional framework, and be supervised by it.

5. Important Assumptions (Conditions for the Project)

6. Implementing Agency

Planned by the Council for the implementation of transport master plan in Kinshasa (tentative)
Provided by external experts/organizations

7. Financing Scheme

☑ Public Sector of DRC
☑ International Donors
☐ Public Private Partnership
☐ Private Sector Initiative

8. Expected Operator (if any)

Council for the implementation of transport master plan in Kinshasa (tentative) and external experts/organizations

9. Project Cost (in 2017 Constant Price)

Annual cost: USD144,000/year*
* Estimate based on this starting from the last five years to 2030, and does not include single payment for office set and so on for establishment of an authority as a succeeding institutional framework.

10. Special Considerations

11. Environmental Impact

1) Pollution
- N/A
2) Natural Environment
- N/A
3) Social and Economic Environment
- N/A

[Legend]:
A: Significant Impact
B: Moderate Impact
C: Unknown at this time
D: No Impact

- : Negative impact
+: Positive impact
±: Mixed impact

12. Location Map

Appendix 2 of Volume 1

STRATEGIC ENVIRONMENTAL ASSESSMENT

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

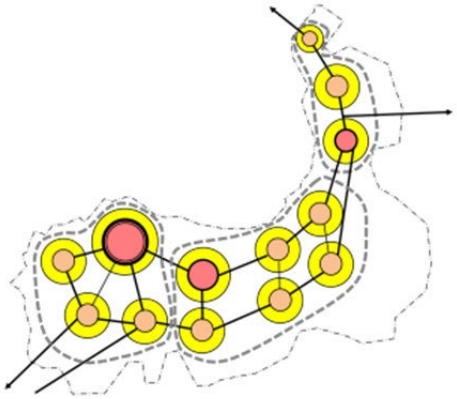
Composantes	Phase et résultat de l'Etude	Examen environnemental
1. Scenarios de développement alternatif à l'horizon 2040	a. Plan d'occupation du sol b.Projection du développement économique c. Projection de la population	EES
2. Enquêtes et analyses de transport	d. Plan de transport en commun e. Plan d'aménagement routier f. Plan de gestion de circulation	
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 transport en commun	1.1 Modernisation du chemin de fer	Y	10
	1.2 Développement du système du BRT	Y	
	1.3 Bus et Paratransit	Y	
2 Plan d'aménagement routier	2.1 Projets de routes stratégiques	Y	76
	2.2 Routes primaires	Y	
	2.3 Routes secondaires	Y	
	2.4 Voies express urbaines	Y	
	2.5 Schéme d'entretien routier	N	
3 Plan de gestion de circulation	3.1 Projets de gestion de la sécurité routière	N	24
	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	
	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 causesd'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

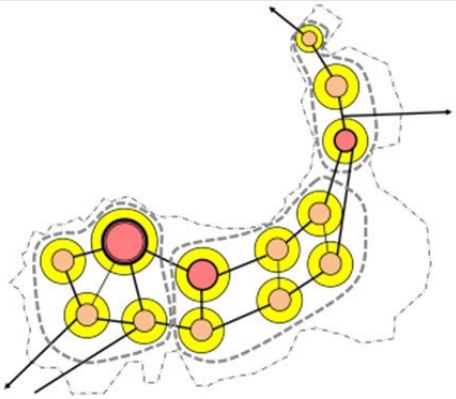
Eleko	Molongo na eyano ya malongi	Botaleli mambi ma biloko biye bizingi mokili
1. Bolengeli mabongisi tii na 2040	a. bolengeli bosaleli mabele b. botaleli mambi ma mimbongo c. botaleli motangu ya batu	Molongi mpo na biloko biye bizingi mokili na mpe efandeli ya batu (EES)
2. Malongi ya bomemi batu na engumba lelo na mpe mikolo mikoya	d. bolengeli ya Mbulamatali mpo na bomemi batu e. botaleli mambi ma ba nzela f.botaleli etamboleli ya mituka to bimemeli	
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 yambo j. 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 ya molongo ya ngambu ya nse to SUD ya engumba munene ya Kinshasa na bokaboli biteni bia mabele kolandana na motuya ya eteni na eteni.		Bofongoli ba nzela ya sika nde bokopesa mpe bobongisi to bokolisi motuya ya bisika bia sika, bokokitisa bokangami ya mituka na nzela 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 Mbulamatali ya bomemi batu	1.1. Bobongisi ba nzela ya rail	Y	10
	1.2. Bobongisi lolenge ya BRT	Y	
	1.3. Ba bus na mpe mituka misusu	Y	
2. Bolengeli bobongisi ba nzela	2.1. Bobongisi na nzela ya motuya penza	Y	76
	2.2. Bobongisi kaka ba nzela ya munene	Y	
	2.3. Bobongisi ba nzela ya kolanda eye ya munene	Y	
	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 etamboleli na ba nzela	3.1. Mabongisi ya loelenge ya bokengeli ya batu na kati ya ba nzela	N	24
	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

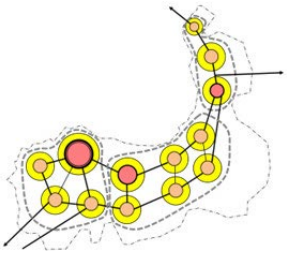
Components	Phase and Output of the Study	Environmental Examination
1. Development Scenarios toward 2040	a. Land use plan b. Economic development projection c. Population projection	SEA
2. Urban Transportation Survey and Future Prediction	d. Public Transport Plan e. Road Development Plan f. Traffic Management Planning	
3. Project Implementation Plan	g. Identification of Projects h. Implementation Structures	
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 Transport Plan	1.1 Modernization of Railways	Y	10
	1.2 Development of BRT System	Y	
	1.3 Bus and Paratransit	Y	
2 Road Development Plan	2.1 Strategic Road Projects	Y	76
	2.2 Primary Roads	Y	
	2.3 Secondary Roads	Y	
	2.4 Urban Expressways	Y	
	2.5 Road Maintenance Scheme	N	
3 Traffic Safety, Control and Management Plan	3.1 Road Safety Management Projects	N	24
	3.2 Safer Roads and Mobility Projects	N	
	3.3 Safer Vehicles Projects	N	
	3.4 Safer Road Users Projects	N	
	3.5 Post-crash Care Projects	N	
	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 km^2) of Kinshasa City (9,985 km^2) 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.

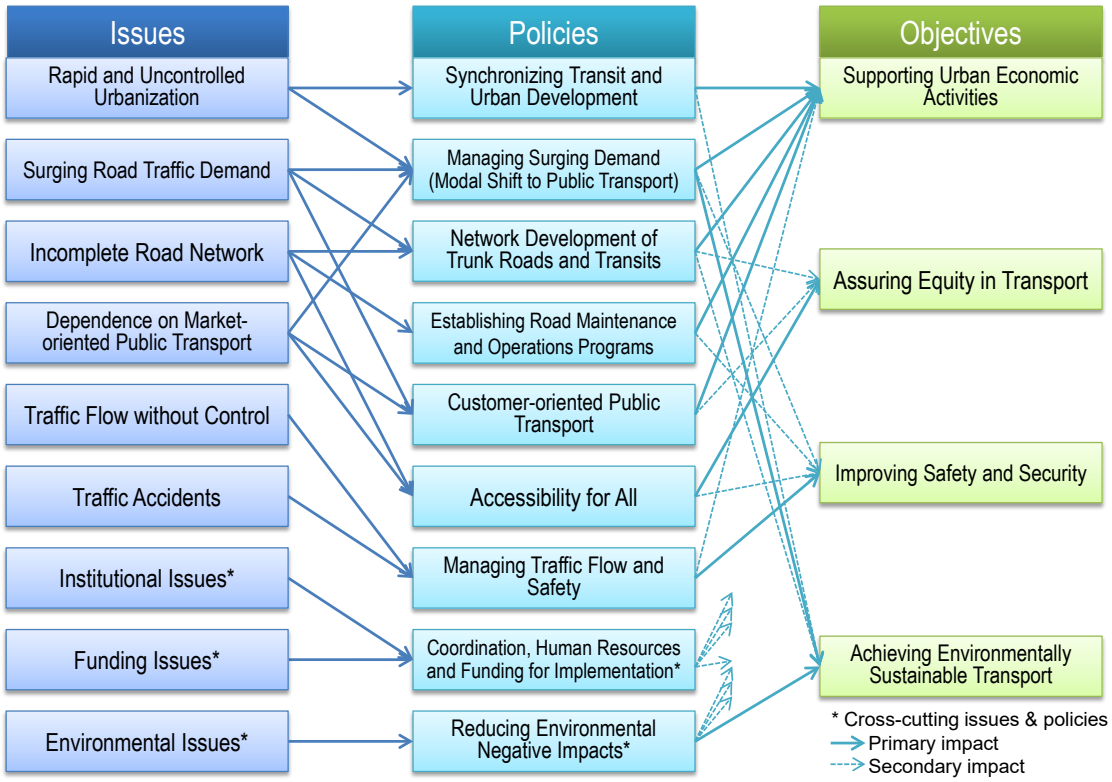
1.2 Rationale and Objectives of the PDTK

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

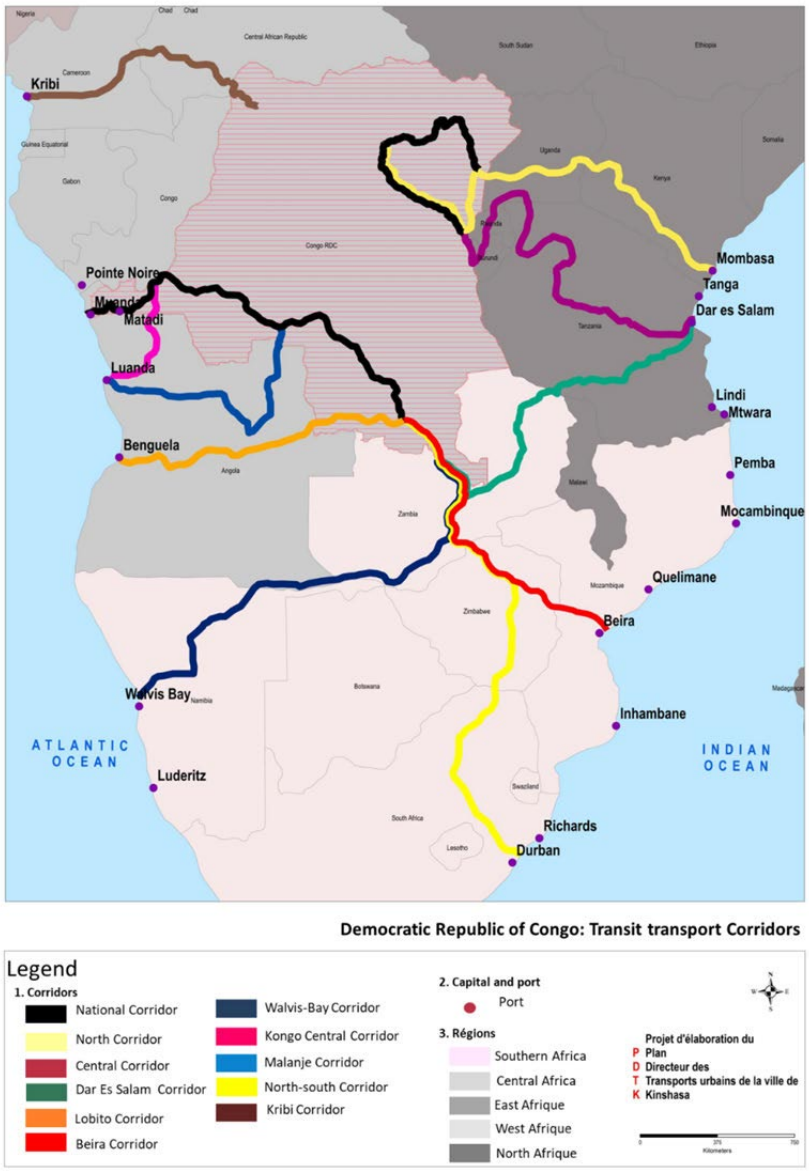
To facilitate the trade flows in the region, the eleven economic corridors have been identified connecting with Central Africa, Southern Africa and a part of East Africa (Table1.3.1 , Figure 1.3.1). These corridors are a part of a long-term approach to facilitate international trade as well as the development 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 Corridor	Banana-Kinshasa (about 400km) by road/rail, Kinshasa-Ilebo (about 800km) by river, Ilebo-Lubumbashi (about 1,500km) by rail	The historical corridor and the route to connect with the Atlantic Ocean
2. North Corridor	Mombasa-Kisangani (2,466km) by road	The corridor passing through Kenya, Uganda, and/or Burundi and DRC
3. Central Corridor	Dar es Salaam-Bujumbura-Bukavu (1,539km) by road/Dar es Salaam-Kigoma (1,254km) by rail and Kigoma-Kalemie by river	The corridor is a set of multimodal transport routes (rail, road, river and lake) linking Tanzania, Burundi, DRC, Uganda and Rwanda. It is integrated by a treaty under SADC (South African Development Community).
4. Dar es Salaam Corridor	Dar es Salaam-Kigoma (1,254km) by rail, Kigoma-Lubumbashi (913km) by road	The corridor connects Tanzania, Malawi, DRC and Zambia through rail and road network.
5. Lobito Corridor	Lobito-Lubumbashi-Mapiri Mpochi (2,304km/2,156km) by rail/road	The corridor connects to the port of Lobito in Angola through Zambia and DRC. The Angolan railway was rehabilitated in 2015.
6. Beira Corridor	Beira-Lusaka-Lubumbashi by rail/road (2,652km/1,593km)	The corridor connects to the port of Beira in Zimbabwe through Zambia and DRC.
7. Walvis Bay Corridor	Walvis Bay-Lusaka-Lubumbashi (2,600km) by rail/road	The corridor connects to the port of Walvis Bay in Namibia through Zambia and DRC.
8. Bas Congo Corridor	Kinshasa-Lufu-Luanda (1,060km) by road	The multimodal corridor linking Kinshasa City, Bas Congo and the Luanda Port in Angola
9. Malanje Corridor	Luanda-Kananga (1,137km) by road	The corridor links the Southwestern provinces of DRC and the Port of Luanda
10. North South Corridor	Durban-Lusaka-Lubumbashi by road/rail (2,933km/3,276km)	The longest corridor in Southern Africa linking South Africa, Zimbabwe, Zambia and DRC. The treaties have been made in COMESA and SADC.
11. Kribi Corridor	Kribi-Akula (2,050km) by road	The corridor connects to the Cameroon port of 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)

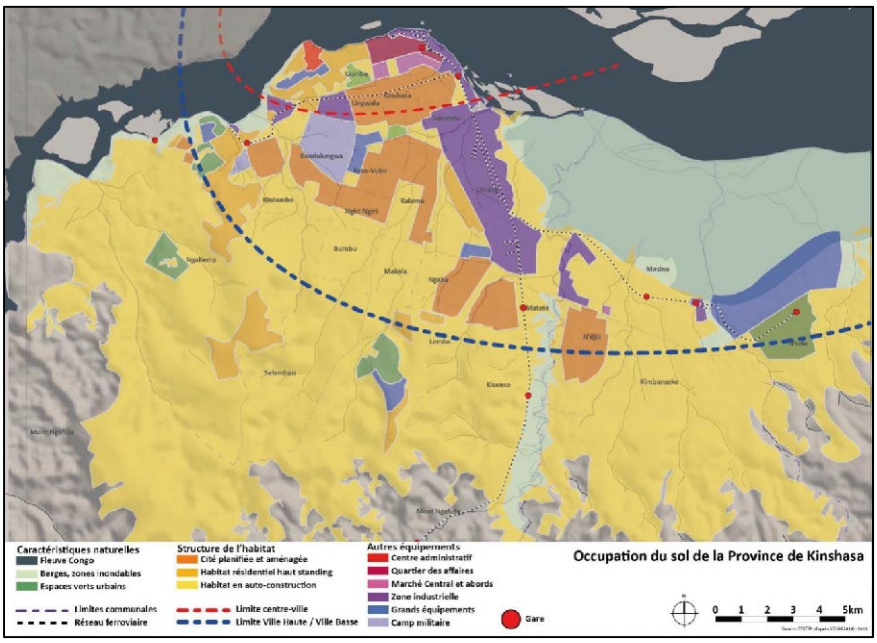
PDNIT (Le Plan Directeur National Intégré des Transports / National Integrated Transport Master Plan) is being formulated by the Infrastructure Unit by contracting the joint venture of Louis Berger and SYSTRA with finance from the African Development Bank (AfDB). The PDNIT will prepare an integrated 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 plan	Provision of future economic and demographic situation Provision of economic development and spatial development To balance social environment with residents To define urban facilities and services
Analysis on the current and historical urban situation	Analysis of former urban planning 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

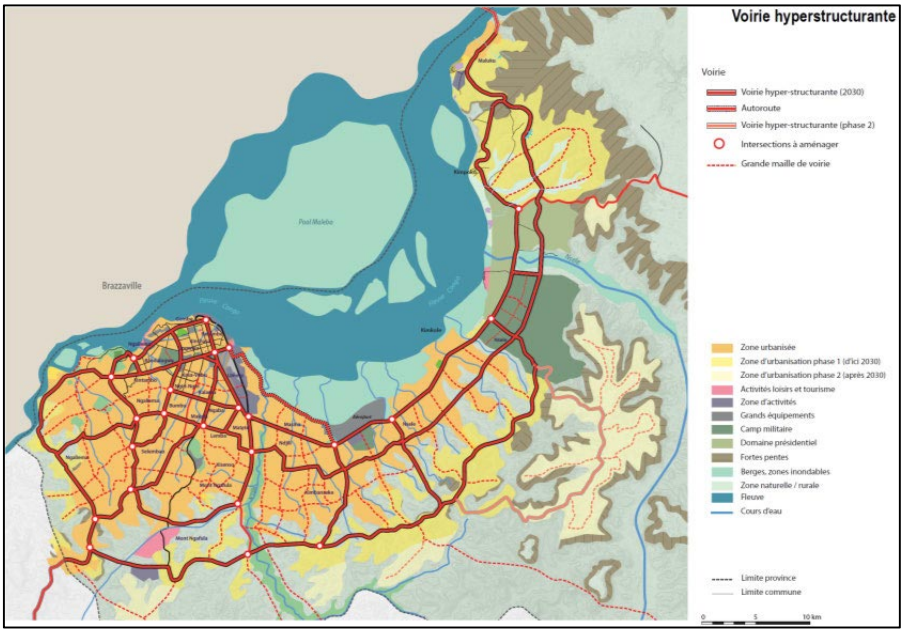
Source: SOSAK

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

Table 1.3.3 The Contents on Transportation in SOSAK

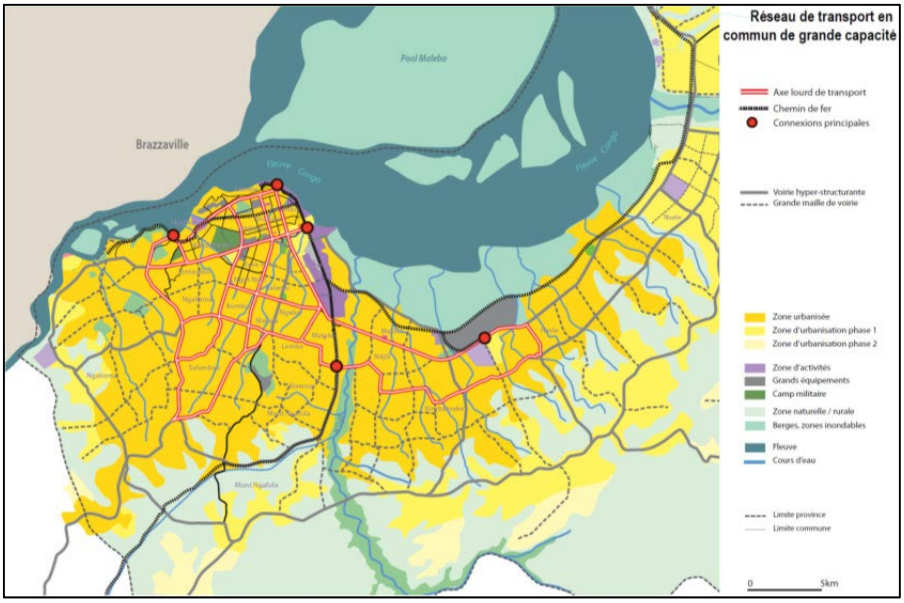
Road Network	● The proposed urban road network by SOSAK is show in Figure 1.3.3. ● In principle, an urban road network is planned to form a mesh of 2km considering the accessibility to the arterial roads assuming that every resident in urban areas can access arterial roads within 1km of walking or approximately 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 Transport	● The public transport network is shown in Figure 1.3.4. ● 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

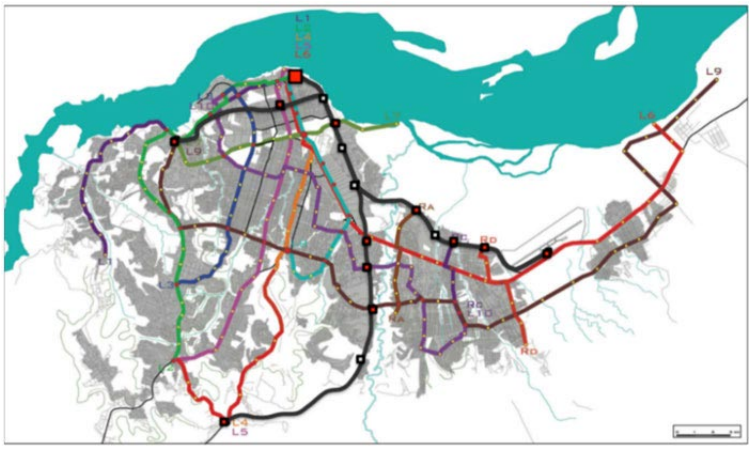
(2) Urban Transport Study of Kinshasa (Etude du Plan de Mobilité de Kinshasa) (CTB, 2011)

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.

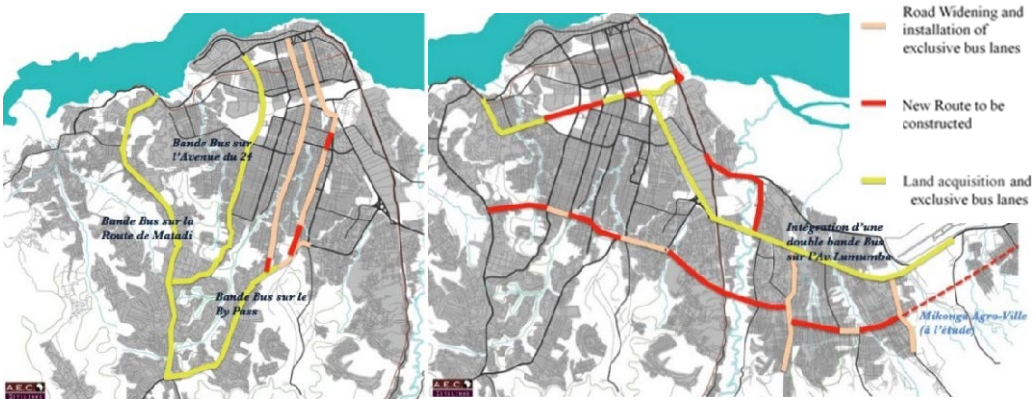
The improvement of the existing railway of approximately 70km including track and station improvement was proposed.

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. Strengthening Road Network as Short Term Projects		
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-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
B-2	Improvement of Bus Terminals	・ Prevention of boarding/alighting on carriage way with policy and facility measures ・ Identification of bus stops, installation of space and facilities for bus stops and terminals
B-3	Reform of minibuses	・ Minibus support measures for rapid and reliable bus operation ・ Clear bus fare policy making ・ Support measures for purchasing new bus coaches
C. Securing Safety for Walkers and Promoting Walking		
C-1	Installation of Walkways	・ Study on security and safety of pedestrians and improvement of walking environment ・ Identification of areas with large number of pedestrians ・ Pilot project of widening of walkways
C-2	Easing Crossing of Arterial Roads	・ Lack of facilities for pedestrians ・ Formulating technical standard of pedestrian facilities ・ Formulation and application of the technical standards for installing pedestrian traffic signals, safety area in median and pedestrian crossing
D. Implementation of Urban Transport Plans		
D-1	Implementing Study of Urban Transport Plan	・ Establishing a steering committee, a technical committee and a project management unit for the implementation and monitoring of the urban development plan (*Plan Directeur d'Urbanisme*, *PDU*) presented in the Vision 2025 inviting relevant stakeholders
D-2	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 ・ Sharing the database ・ Supporting and monitoring of a technical committee ・ Workshops among stakeholders
E. Institutional Development and Finance		
E-1	Institutional Arrangement for Developing Multi-modal Transport System	・ Institutional and regulatory framework for PDU implementation ・ Establishment of Urban Transport Authority (*Autorité Organisatrice des Transports Urbains, AOTU*) ・ Defining and clarifying the jurisdiction of each organization
E-2	Establishment of AOTU	・ Establishing an institution (*AUTU*) for managing and implementing urban transport policy by both private and public sectors
E-3	Financing	・ Preparing the budget of PDU and establishing a sustainable funding mechanism for multi-modal transport system ・ Estimating investment demand, budget for operation and funding from external sources ・ Formulating business plans
E-4	Rearrangement of Institutions and Regulations	・ Clarifying burdens and role sharing of central and provincial governments for transport projects ・ Proposing the rearrangement of organizations for coordination ・ Reviewing institutional and regulatory frameworks proposed by "Reform study of the institutional framework for urban transport" (*Étude de réforme du cadre institutionnel des transports urbanis*) by 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 Route*s / 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

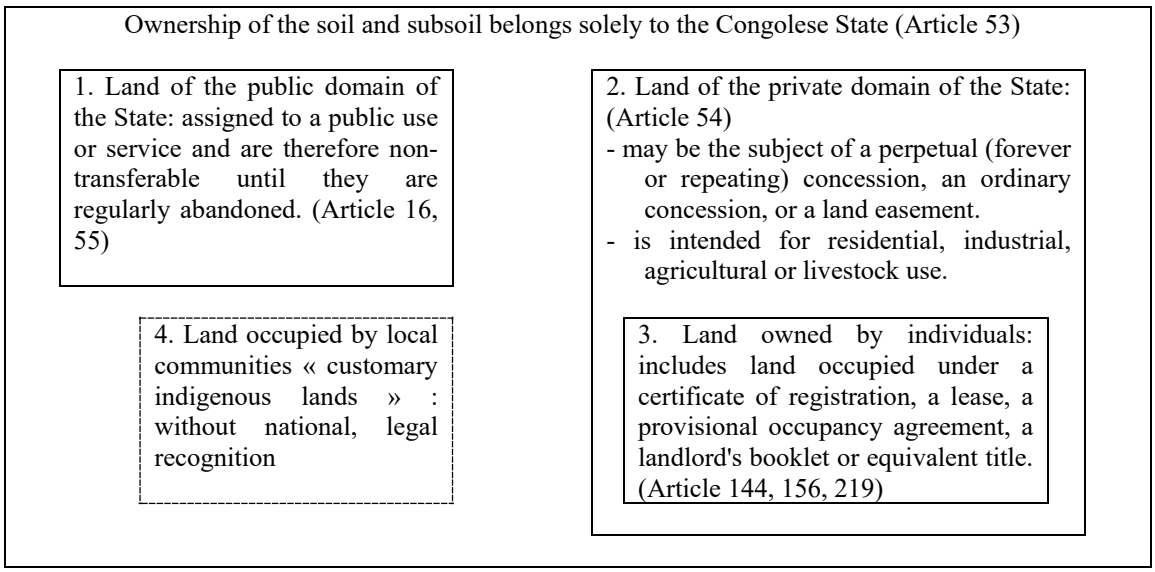
These are all other lands other than those reserved for public use. This land may be the subject of a perpetual concession, an ordinary concession or a land easement. This land is intended for residential, industrial, agricultural or livestock uses.

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.



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 target property	Following categories of target property are liable to expropriation for 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 public utility	The public utility is capable of extending to the most diverse needs of 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: properties, goods, and zones	Expropriation for reasons of public utility may be ordered either for one or more individually designated properties or for all the goods included in a given perimeter. 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 action	The expropriation proceedings originate in a decision pronouncing the public utility of the works and ordering the expropriation.
Article 6	Information to be included in the decision	This decision is taken: (A) for ordinary expropriation or by perimeter, by a decree signed by the 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 decision	The decision shall be published in the Official Gazette and brought to 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 collective rights	In the case of collective rights of enjoyment, the population shall also be 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 owner cannot be found	If an interested person cannot be affected by one of the procedural acts, the administration shall notify the public prosecutor to the court of the district which shall urgently take the measures it considers useful for 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.
Article 10	Rental and other rights	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.
Article 11	Claims by the owner	Claims, observations and agreements to which the expropriation 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, if any.
Article 19	Registration fee	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 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 adopt a code of good conduct for its members; 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 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 environmental law	Loi No. 11/009 du 09 juillet 2011 portant principes fondamentaux relatifs a la protection de l'environnement	Law on fundamental principles relating to the protection of the environment	2011
	Chapter 1: General provisions Chapter 2: The institutional framework Chapter 3: Procedural Mechanisms Chapter 4: Financing mechanisms Chapter 5: Management and Conservation of Natural Resources Chapter 6: The prevention of risks and the fight against pollution and nuisances Chapter 7: Liability Chapter 8: Offenses and Punishments Chapter 9: Transitional, abrogatory and final provisions.		
Building permission	Arrêté ministériel no CAB/MIN-ATUHITPR/ 006/ 2014 du 04 avril 2014 portant réglementation de l'octroi du Permis de construire en République Démocratique du Congo	Ministerial Order regulating the granting of Building Permits in the Democratic Republic of Congo	2014
Waste	Arrêté interministériel no. 001/CAB/MIN/PME /2012 et no. 003 CAB/MIN/ECO&COM/2012 du 21 août 2012 portant interdiction de fabrication, d'importation ct de commercialisation des emballages non biodégradables	Ministerial Order prohibiting the manufacture, import and marketing of non-biodegradable packaging	2012
Nature conservation	Loi no. 14/003 du 11 fevrier 2014 relative a la conservation de la nature	Law on the conservation of nature	2014
	Title I: General provisions; Title II: Conservation measures; Title III: Biological and genetic resources and traditional knowledge Title IV: Financing mechanisms Title V: Offences and penalties; Title VI: Repeal and final provisions.		
	Arrêté ministériel no. 018/CAB/MINTOUR /2005 du 30/05/05 portant réglementation des sites touristiques en République Démocratique du Congo.	Ministerial Order regulating tourist sites in the Democratic Republic of Congo.	2005
	Décret no. 10/15 du 10 avril 2010 fixant les statuts d'un établissement public dénommé Institut Congolais pour la Conservation de la Nature en sigle « I.C.C.N. »	Decree on a public establishment known as the Congolese Institute for Nature Conservation, ICCN	2010
	Arrête ministériel no. 006/CAB/MIN/ TOURISME/00/MWB/2015 du 21 mai 2015 relatif à la règlementation des sites touristique en République Démocratique du Congo modifiant et complétant l'Arrêté no. 018/CAB/ MIN.TOUR/2005 du 30 mai 2005, portant règlementation des sites touristiques en République Démocratique du Congo	Ministerial Decree on the regulation of tourist sites in the Democratic Republic of Congo amending and supplementing Order No. 018 / CAB / MIN.TOUR / 2005	2015
Forest management	Loi No. 011/2002 du 29 août 2002 portant code forestier	Forest Code	2002
	Décret no. 14/018 du 02 août 2014 fixant les modalités d'attribution des concessions forestières aux communautés locales	Decree on laying down the procedures for the allocation of forest concessions to local communities	2014
Land	Loi no. 73-021 du 20 juillet 1973 portant régime général des biens, régime foncier et immobilier et régime des sûretés, telle que modifiée et complétée par la loi no.	(Land Law) Law on general property regime, land and real estate regime and security rights regime,	2004 ?

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 d'execution de la loi no 73-021 du 20 juillet 1973 portant regime general des biens, regime foncier et immobilier et regime des suretes	Order on laying down implementing measures for Law No 73-021 of 20 July 1973	1974
	Decret no. 13/032 du 25 juin 2013 portant reglementation de l'exercice de la profession d'expert immobilier	Decree on regulating the practice of the profession of real estate expert	2013
	Arrêté interministériel no. 0001/CAB/MIN/ AFF. FONC/2013 et no. /CAB/MIN/ FINANCES/2013/806 du 06 mai 2013 portant fixation des droits fixes proportionnels, taxes, frais techniques et cadastraux à percevoir à l'initiative du Ministère des Affaires Foncières.	Inter-ministerial order on fixing the proportional fixed duties, taxes, technical and cadastral fees to be collected on the initiative of the Ministry of Land Affairs.	2013
Agriculture	Loi no. 11/022 du 24 decembre 2011 portant principes fondamentaux relatifs a l'agriculture	Law on on fundamental principles relating to agriculture	2011
	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 Title II: Sovereignty, obligations of the state and the public 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 coutumiers	Law on establishing the status of customary chiefs	2015
	CHAPTER I: General provisions CHAPTER II: Exercise of customary authority CHAPTER III: Rights, obligations, judicial status and incompatibilities CHAPTER IV: Disciplinary Arrangements and Remedies CHAPTER V: Conflicts of customary power CHAPTER VI: Final provisions		
Gender Equal rights	Loi no. 15/013 du 1er août 2015 portant modalités d'application des droits de la femme et de la parité	Law on detailed rules for the application of the rights of women and the parity	2015
Work safety	Loi no. 015/2002 du 16 octobre 2002 portant Code du Travail.	Labour Code	2002
	Ordonnance-loi no. 78-8 du 29 mars 1978 portant modification du décret-loi du 29 juin 1961 organique de la sécurité sociale.	Order-law amending the Decree-Law of 29 June 1961 Organic Social Security. (Definition of occupational disease)	1978
	Arrêté ministériel no. 13 du 4 août 1972 modifié par arrêté départemental no 70/77 du 5 mai 1977 relatif à l'hygiène sur les lieux de travail	Ministerial Order on hygiene in the workplace.	1972
HIV at work places	Arrêté ministériel no. 12/CAB.MIN/ETPS/RM/ 42/2009 du 11 avril 2009 portant création, organisation et fonctionnement de l'Unité d'exécution du Programme de Lutte contre le VIH-SIDA dans le monde du Travail	Ministerial Order on the establishment, organization and operation of the Implementation Unit of the Program to Combat HIV / AIDS in the working environment	2009

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
Target 3.6 Road safety	By 2020, halve the number of global deaths and injuries from road traffic accidents.	3.6.1 Death rate due to road traffic injuries Indicator: Number of road traffic fatal injury deaths per 100 000 population (age-standardized)
Target 9.1 Sustainable infrastructure	Develop quality, reliable, sustainable, and resilient infrastructure, including regional and trans-border infrastructure, to support economic development and human well-being, with a focus on affordable and equitable access for all.	- Proportion of the rural population who live within 2km of an all-season road - Passenger, freight volumes by mode of transport
Target 11.2.1 Urban access	By 2030, provide access to safe, affordable, accessible, and sustainable transport systems for all, improving road safety, notably by expanding public transport, with special attention to the needs of those in vulnerable situations, women, children, persons with disabilities, and older persons.	11.2.1 Proportion of population that has convenient access to public transport, by age, sex and persons with disabilities Indicator: Proportion of the population that has a public transit stop within 0.5km
13.1. Climate change adaptation	Strengthen resilience and adaptive capacity to climate- related hazards and natural disasters in all countries	13.1.1 Number of deaths, missing persons and directly affected persons attributed to disasters 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 Infrastructure, Public works and Reconstruction	➢ The project promoter ● Responsible to develop PDTK ● 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, Nature Conservation and Tourism	➢ The responsible institution to implement the Decree No. 14/019 of August 2014. ● 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 institutions	➢ The institutions responsible for urban planning, road and transportation in 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 d'Urbanisme)	* On development control and urban planning * 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 Nature en sigle)	* On legally designated protected areas
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 de Kinshasa) (Direction d'Assainissement)	* On drainage, waste water treatment and solid waste management
REGIDESO (Régie de distribution d'eau)	* On drinking water supply
OVD (Office des Voiries et Drainages / Office of Roads and Drainage)	* On drainage and waste water treatment
Secretariat General des Affaires Foncier (Cadastre Fiscal)	*On standard procedure of land acquisition, relocation, resettlement, 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 Committee (JCC)	• To approve work * plan, review overall progress • 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 (TWG)	• To work with JICA mission on daily basis and facilitate necessary arrangements for 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.

* : '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.

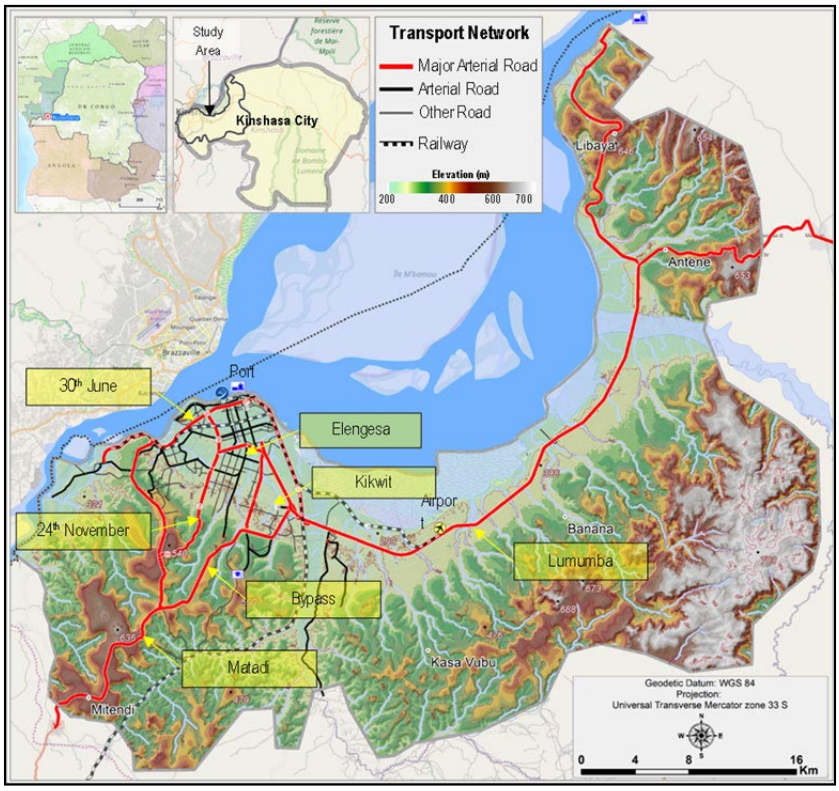
The project components of the Study are summarized in Table 2.1.1.

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.

Study Area

Kinshasa City

Source: The Study Team and De Saint Moulin, 2005

Figure 2.1.2 The Study Area and Kinshasa City