

Country Profile for **DEMOCRATIC REPUBLIC OF THE CONGO**



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COUNTRY FACT SHEET

COUNTRY		DEMOCRATIC REPUBLIC OF CONGO (DRC)
Capital	Kinshasa	
Language	French (official language), Lingala, Kingwana (Swahili), Kikongo and Tshiluba.	
Ethnic Groups	200, of which the majority are Bantu.	
Religion	Mostly Christianity	
Location	DRC is located in central sub-Saharan Africa, bordered to the northwest by the Republic of the Congo, to the north by the Central African Republic, to the northeast by South Sudan, to the east by Uganda, Rwanda and Burundi, and by Tanzania (across Lake Tanganyika), to the south and southeast by Zambia, to the southwest by Angola, and to the west by the South Atlantic Ocean and the Cabinda Province exclave of Angola.	
Surface Area	2,344,860 km ²	
Currency	Congolesse francs (CFD)	
Population	84,068,091 (as of 2018)	
President	Felix Tshisekedi	
Provinces	Bandundu, Bas-Congo, Equateur, Kasai-Occidental, Kasai-Oriental, Katanga, Maniema, Nord-Kivu, Sud-Kivu and Orientale	
Real GDP growth rate	3.9% (2018)	
GDP per capita	507 US\$ (2018)	
GDP	42,6 billion US\$ (2018)	
Inflation	29.3% (2018)	
Government Ratings	Bond	Moody's = Caa1 stable S & P = CCC+ positive

Main Exports	Other base metals, copper, ores, slag, ash, mineral fuels including oil and gems, precious metals
Main export partners	China, Zambia, Germany, South Korea, Spain
Main Imports	Packaged medicaments, animal blood, refined petroleum, poultry meat and excavation machinery
Main Imports partners	South Africa , China, Zambia, Belgium-Luxembourg and India.
Ease of Doing Business	184 (2018)
Global competitiveness	135 (2018)
Road network	67,671km
Speed Limit	90 km/h and 60km/h(Rural)

LIST OF ACRONYMS

AU	African Union
C-BRTA	Cross-Border Road Transport Agency
CDF	Congolese Franc
CFB	Caminho de Ferro de Benguela (Benguela Railway)
CFU	Office des Chemins de fer des Ueles (Office of the Uele Railways)
COMESA	Common Market for Eastern and Southern Africa
DRC	Democratic Republic of the Congo
ECCAS	Economic Community of Central African States
EGGLC	Economic Community of the Great Lakes Countries
EMKM	Entreprise Minière de Kisenge Manganèse
GDP	Gross Domestic Product
HDI	Human Development Index
ITCZ	Intertropical Convergence Zone
MNC	Mouvement National Congolais (Congolese National Movement)
ONATRA	Office National des Transports
PTCM	SADC Protocol on Transport, Communications and Meteorology
RTSA	Road Transport and Safety Agency
SACU	Southern African Customs Union
SADC	Southern African Development Community
SNCC	National Railway Company of Congo
UN	United Nations
WDI	World Development Indicators

EXECUTIVE SUMMARY

The aim of Democratic Republic of Congo (DRC) Country Profile Report (or the Report) is to provide a consolidated platform for the dissemination of information that is useful to key stakeholders in the cross-border environment, particularly cross-border road transport operators, regulatory authorities and trading parties. The information in this Report can be used to support informed decision making and identification of opportunities by operators and traders in respect of the Democratic Republic of Congo segment of the cross-border industry. Overall, this is an advisory report earmarked to support and enhance trade, economic development and regional integration in the region.

The Report provides information about DRC focusing on the road transport environment, requirements for undertaking cross-border road transportation, corridor developments, road transport projects currently taking place in the DRC, cross-border trade opportunities, cross-border trade (importation and exportation requirements and procedures) and the business environment specifically focusing on the ease of doing business.

The methodology utilised in this report was primarily desktop research using data sources of official documents, and information gathered through stakeholder consultations. Secondary sources such as working papers, journals and trade statistics information from relevant Regional Economic Communities (RECs) and relevant member states from the internet were also used.

The DRC is a member of the Economic Community of Central African States (ECCAS), the Southern African Development Community (SADC), the Common Market for Eastern and Southern Africa (COMESA), African Union (AU), United Nations (UN) and the Economic Community of the Great Lakes Countries (ECGLC). The country is a signatory to many regional and continental initiatives including the African Continental Free Trade Agreement.

The DRC's top 10 exports accounted for 99.2% of the overall value of its global shipments. Miscellaneous base metals were the fastest-growing among the top 10 export categories. Cobalt represents DRC's most valuable exported product at 35.5% of the country's total exports. The DRC's top import products in 2017 comprised packaged medicals, animal blood, refined petroleum, poultry meat and excavation machinery. The total DRC's exports during 2018 totalled about R387.6 million. The top four DRC's commodities exported to South Africa in 2018 totalled 97% of total exports. Base metals and articles of base metal recorded the highest with 67.9% of the total exports followed by machinery and mechanical appliances and precious metals.

- The DRC has over 84 million population, 80 million hectares of arable land and over 1,100 minerals and precious metals;
- The DRC is ranked the 90th out of global countries and recorded a GDP of about \$41.4bn in 2017 and it increased by 2.9% to \$42.6bn in 2018;

- The economy of the DRC is 8.6 times lower than South Africa's GDP with approximately \$42.6 billion;
- DRC GDP per capita declined by 3.4% from \$504 in 2017 to \$487 in 2018. Meanwhile, DRC's GDP per capita (\$487) in 2018 is 14.2 times far below South Africa's \$6,377;
- DRC's credit rating in 2019 is at substantial risks by both S&P Global Ratings (CCC+) and Moody's (Caa1);
- DRC is ranked 184 among 190 economies in the ease of doing business with 36.85 score; and
- DRC's global competitiveness index in 2018 scored 38.24 score and ranked 135th out of 140 countries.

There are many opportunities for investors, traders and cross-border road transport operators in the DRC include:

- **Construction sector:** Reconstruction of regional railroad infrastructure linking the DRC to regional countries e.g. along Benguela corridor from DRC to Lobito port in Angola;
- **Mining sector:** DRC is very rich in minerals and has most precious minerals. The country has over 60% of global cobalt reserves. There is a boom in the mining sector in DRC with copper and related metals grabbing the news spotlight. Opportunities also exist in diamonds, gold and manganese mining;
- **Cross-Border Road Transport:** There is massive demand for reliable and capable transport and warehousing services in the DRC, which creates opportunities for cross-border road transport operators;
- **Power generation:** The DRC has opportunities for continental power generation. Investors can invest or construct up to 100,000 Mega Watts of hydropower capacity that can electrify the whole of Africa;
- **Real Estate:** There is strong demand for housing with lack of property developers in the country which offers opportunities for real estate investment;
- **Information Communication Systems:** DRC has inadequate Information and Communications Technology and system. Investment in ICT systems has big potential in DRC given the population size;
- **Agricultural sector:** There is limited commercial agriculture against massive arable land. In this regard there are opportunities for investment in the agricultural value chain;
- **Manufacturing sector:** There are opportunities for manufacturing and processing of raw products, and investment in packaging infrastructure; and
- **Skills development:** There are massive opportunities for capacity building and skills development in the country.

1. INTRODUCTION AND BACKGROUND

1.1. Introduction

The aim of this Democratic Republic of Congo (DRC) Country Profile Report (or the Report) is to provide a consolidated platform for the dissemination of information that is useful to key stakeholders in the cross-border environment, particularly cross-border road transport operators, regulatory authorities and trading parties. The information in this Report can be used to support informed decision making and identification of opportunities by operators and traders in respect of the Democratic Republic of Congo segment of the cross-border industry. Overall, this is an advisory report earmarked to support and enhance trade, economic development and regional integration.

The Report provides information about DRC focusing on the road transport environment, requirements for undertaking cross-border road transportation, corridor developments, road transport projects currently taking place in the DRC, cross-border trade opportunities, cross-border trade (importation and exportation requirements and procedures) and the business environment specifically focusing on the ease of doing business.

1.2. Background

The Cross-Border Road Transport Agency (C-BRTA) is an economic regulatory authority founded in terms of the Cross-Border Road Transport Act No. 4 of 1998 (C-BRT Act), as amended, for the purpose of facilitating unimpeded movement of persons and goods between South Africa and neighbouring countries in the region support regional trade, economic development and regional integration.

The core mandate of the Agency is to:

- Improve the unimpeded flow of freight and passengers in the region;
- Introduce regulated competition in respect of cross-border passenger road transport;
- Reduce operational constraints for the cross-border road transport industry as a whole;
- Liberalise market access progressively in respect of cross-border freight road transport;
- Enhance and strengthen the capacity of the public sector in support of its strategic planning, enabling and monitoring functions; and
- Empower the cross-border road transport industry to maximise business opportunities and to incrementally regulate themselves to improve safety, security, reliability, quality and efficiency of services.

The four core functions of the C-BRTA are: Regulatory, Facilitation, Advisory and Law Enforcement.

There are other instruments that also provide the broader context of the mandate and functions of the Agency and they include the following:

- Southern African Development Community (SADC) Protocol on Transport, Communications and Meteorology (PTCM);
- Memorandum of Understanding on Road Transportation in the Common Customs Area pursuant to the Customs Union Agreement between the Governments of Botswana, Lesotho, South Africa and Swaziland (SACU MoU);
- Memorandum of Understanding on the development and management of the Trans-Kalahari Corridor (TKC MoU); and
- Bilateral Road Transport Agreements between South Africa, Malawi, Mozambique, Zambia and Zimbabwe.

The C-BRTA compiled this Report in pursuit of its mandate i.e. to provide advice and up to date information that can be used to advance regional trade, economic development and regional integration; to the Minister of Transport, road transport industry, traders and other stakeholders in the cross-border value chain.

The development of this Report is therefore aligned to the mandate of the Agency and the goals of enhancing opportunities for cross-border road transport operators, traders and ensuring that cross-border road transportation between the DRC and South Africa is conducted in a seamless way.

As a building block, it is envisaged that through all information in this Report, the C-BRTA contributes to the overall objectives of enhancing cross-border road transport system efficiency, intra-Africa trade, regional integration and business opportunities to cross-border road transport operators and business community in general.

1.3. Objectives of the Report

The objectives of the Report are to:

- Provide information to stakeholders for purposes of enhancing cross-border trade, trade facilitation, economic development and regional integration;
- Provide relevant information that can be used by traders and cross-border road transport operators in conducting their business;
- Assist relevant stakeholders to know and understand the requirements for doing business in the DRC;

- Assist transport operators to understand better the regulatory requirements and operational conditions that exist in the DRC which may have an impact on cross-border operations;
- Proactively provide up to date information on cross-border trade and road transport to current and aspirant cross-border traders and transport operators; and
- Provide information with respect to possible opportunities for South African cross-border road transport operators and prospective investors.

1.4. Methodology

The methodology utilised in this report is primarily desktop research using data sources of official documents, and information gathered from stakeholders' consultations. Secondary sources such as working papers, journals and trade statistics information from relevant Regional Economic Communities (RECs) and relevant member states from the internet were also used.

1.5. Structure of the Report

The Report is structured as follows:

- Chapter 1: Introduction and background outlining the objectives and scope of the Report;
- Chapter 2: Overview of DRC regarding its geographic location, language, and the DRC historical context;
- Chapter 3: Economic outlook regarding the recent economic developments in the DRC in terms of Gross Domestic Product (GDP) growth, trade environment, nature of goods traded, imports and exports analysis, business environment, the ease and cost of doing business and regional integration;
- Chapter 4: Road transport environment regarding legislative and regulatory requirements;
- Chapter 5: Passenger transport environment regarding legislative and regulatory requirements;
- Chapter 6: Rail transport environment;
- Chapter 7: Border Posts linking the DRC and connectivity to regional countries;
- Chapter 8: Challenges and Opportunities identified in the DRC for operators, traders and investors; and challenges encountered by operators when doing business in the DRC;
- Chapter 9: Contact details of Regulatory Authorities; and
- Chapter 10: Conclusions.

2. OVERVIEW OF DEMOCRATIC REPUBLIC OF CONGO

2.1. Geography

2.1.1. Land and location

The Democratic Republic of Congo, formerly known as the Republic of Zaire, is geographically the largest state which is located in central sub-Saharan Africa, bordered to the northwest by the Republic of the Congo, to the north by the Central African Republic, to the northeast by South Sudan, to the east by Uganda, Rwanda and Burundi, and by Tanzania (across Lake Tanganyika), to the south and southeast by Zambia, to the southwest by Angola, and to the west by the South Atlantic Ocean and the Cabinda Province exclave of Angola (Figure 1 below).

The country lies between latitudes 6°N and 14°S, and longitudes 12° and 32°E. It straddles the Equator with one-third to the North and two-thirds to the South. DRC is literally a geographic and (potentially) an economic giant on the African continent and the country has a 25-mile (40-km) coastline on the Atlantic Ocean but is otherwise landlocked. It is the second largest country on the continent with surface area of 2.26 million square kilometres (Km²), after Algeria (2.38 million square kilometres), and the capital city is Kinshasa (Figure 1 below). Kinshasa is located on the Congo River about 320 miles (515 km) from its mouth and is the largest city in central Africa, which is also the country's official administrative, economic, and cultural hub.

The DRC has 80 million hectares of arable land and over 1,100 minerals and precious metals in its territory. The population of the country according to Worldometers (2019) report is around 86,427,562 and the population density is 38 per Km² (99 people per mi²).

Figure 1: Map of the DRC provinces



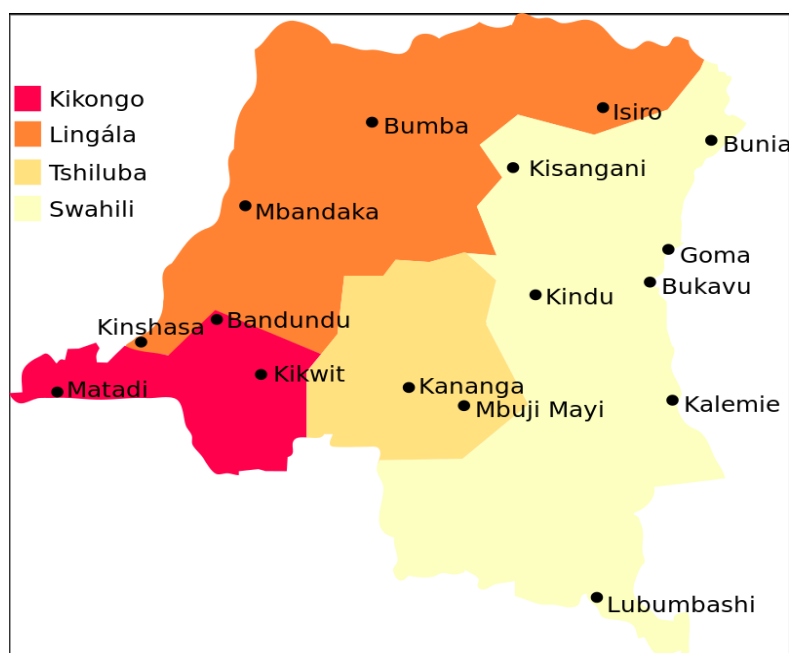
The country was originally divided into 11 provinces. Currently the country has 10 provinces namely: Bandundu, Bas-Congo, Equateur, Kasai-Occidental, Kasai-Oriental, Katanga, Maniema, Nord-Kivu, Sud-Kivu and Orientale as depicted above in Figure 1.

2.1.2. Language and ethnic groups

French is the only official language used for business transactions with four national languages which are Lingala, Kingwana (Swahili), Kikongo and Tshiluba (Figure 2 below). DRC has over 200 African ethnic groups of which the majority are Bantu.

The major kingdoms were those of the Kongo, Teke (Bateke), Luba, Pende, Yaka, Lunda, Songe, Tetela, and Kuba peoples. Major cultural clusters today include the Mongo (in the centre of the country), the Kongo (west), the Luba (south-central), the Lunda (south), the Bemba (southeast), and the Kasai (southwest). Bantu peoples in the north and northeast include the Ngala, the Buja, the Bira, the Kuumu, and the Lega (Rega).

Figure 2: Major Bantu languages in the DRC



2.1.3. Relief

The country's major topographical features include a large river basin, a major valley, high plateaus, three mountain ranges, and a low coastal plain. Most of the country is composed of the central Congo basin, a vast rolling plain with an average elevation of about 1,700 feet (520 metres) above sea level. The lowest point of 1,109 feet (338 metres) occurs at Lake Mai-Ndombe (formerly Lake Leopold II), and the highest point of 2,296 feet (700 metres) is reached in the hills of Mobayi-

Mbongo and Zongo in the north. The basin may once have been an inland sea whose only vestiges are Lakes Tumba and Mai-Ndombe in the west-central region.

The north-south Western Rift Valley, the western arm of the East African Rift System forms the country's eastern border and includes Lakes Albert, Edward, Kivu, Tanganyika and Mweru. This part of the country is the highest and most rugged with striking chains of mountains. The Mitumba Mountains stretch along the Western Rift Valley rising to an elevation of 9,800 feet (2,990 metres). The snow-covered peaks of the Ruwenzori Range between Lakes Albert and Edward lie astride the Ugandan border and mark the country's highest elevation of 16,763 feet (5,109 metres) at Margherita Peak. The volcanic Virunga Mountains stretch across the Western Rift Valley north of Lake Kivu.

High plateaus border almost every other side of the central basin. In the north the Ubangi-Uele plateaus form the divide between the Nile and Congo river basins. Rising to between 3,000 and 4,000 feet (915 and 1,220 metres), these plateaus also separate the central basin from the vast plains of the Lake Chad system. In the south the plateaus begin at the lower terraces of the Lulua and Lunda river valleys and rise gradually toward the east. In the southeast the ridges of the plateaus of Katanga(Shaba) province tower over the region; they include Kundelungu at 5,250 feet (1,600 metres), Mitumba at 4,920 feet (1,500 metres), and Hakansson at 3,610 feet (1,100 metres). The Katanga plateaus reach as far north as the Lukuga River and contain the Manika Plateau, the Kibara and the Bia mountains, and the high plains of Marungu.

The northern escarpment of the Angola Plateau rises in the southwest, while in the far west a coastal plateau zone includes the hill country of Mayumbe and the Cristal Mountains. A narrow coastal plain lies between the Cristal Mountains and the Atlantic Ocean.

2.1.4. Climate

Most of DRC lies within the inner humid tropical, or equatorial climatic region extending five degrees north and south of the Equator. Southern Congo and the far north have somewhat drier subequatorial climates. The seasonally mobile intertropical convergence zone (ITCZ) is a major determinant of the climate. Along this zone the trade winds originating in the Northern and Southern hemispheres meet, forcing unstable tropical air aloft. The air that is forced upward is cooled, and the resulting condensation produces prolonged and heavy precipitation. In July and August this zone of maximum precipitation occurs in the north; it then shifts into central Congo in September and October. Between November and February, the southern parts of the country receive maximum precipitation. Thereafter the ITCZ moves northward again, crossing central Congo in March and April, so this zone has two rainfall maxima. The extreme eastern highlands lie outside the path of the ITCZ and are subject to the influence of the southeastern trade winds alone. In addition to the

ITCZ, elevation and proximity to the Atlantic Ocean and its maritime influences also act as factors of climatic differentiation.

The country is divided into four major climatic regions. In the equatorial climate zone, temperatures are hot, the average monthly temperature rarely dropping below the mid-70s F (low to mid-20 degrees Celsius). Humidity is high, and it rains throughout the year. Annual precipitation at Eala, for example, averages 71 inches (1,800 mm). The tropical or subequatorial climate zone, marked by distinct dry and rainy seasons, is found north and south of the equatorial region. The dry season lasts from four to seven months (usually April to October), depending largely on distance from the Equator. In Kananga about 63 inches (1,600 mm) of precipitation falls annually. Short dry spells of several weeks' duration may occur during the rainy season.

The Atlantic climate zone is confined to the west coast. The low elevation and the cold Benguela Current are the major influences. At Banana the average annual temperature is in the high 70s F (mid 20 degrees Celsius), and precipitation averages about 30 inches (760 mm) yearly. The mountain climate occurs in the eastern high plateaus and mountains. In Bukavu, for example, the average annual temperature is in the mid-60s F (high 10s C), and annual precipitation levels measure about 52 inches (1,320 mm).

2.1.5. Plant and animal life

Plant life is lavish and varies between climate zones. The heart of the Congo basin is blanketed by an intricate forest system commonly known as the equatorial rainforest. There trees reach heights of 130 to 160 feet (40 to 50 metres), and numerous varieties and species of plants proliferate. Grasslands and woodlands are characteristic of the tropical climate zone, while stands of mangrove dominate the coastal swamps and the mouth of the Congo. The eastern plateaus are covered by grasslands, and mountain forest, bamboo thickets, and Afro-Alpine vegetation occur on the highest mountains.

The central basin is a vast reservoir of native trees and plants. Among these, mahogany, ebony, limba, wenge, agba, iroko, and sapele provide timber. Fibrous plants include raffia and sisal. There are also plants used in traditional medicine, including cinchona (the source of quinine) and rauwolfia (an emetic and antihypertensive), as well as copal, rubber, and palm trees. Many types of edible mushrooms grow wild; other wild edible vegetables grow in the forests, grasslands, and swamps. Imported eucalyptus trees, which grow in stands in the highlands, are used for construction timber and poles.

Animal life is also rich and diverse. Chimpanzees are found mostly in the equatorial forest, and gorillas live in the eastern mountains around Lake Kivu. Bonobos are also present, though they are

found only in lowland rainforests along the south bank of the Congo River. Elephants and various species of monkeys and baboons are found in forest and savanna woodlands; African forest elephants (a smaller, distinct species of elephant) are limited to the forest.

Birdlife includes pelicans, parrots, many species of sunbirds, pigeons, ducks, geese, eagles, vultures, cuckoos, owls, cranes, storks, and swallows. Insects are innumerable. There are hundreds of butterfly species; in the savanna woodlands, butterflies fill the skies at the beginning of the rains. There are also numerous varieties of bees, grasshoppers, caterpillars, praying mantises, beetles, dragonflies, scorpions, mosquitoes, tsetse flies, ants, termites, spiders, centipedes, and millipedes.

In spite of efforts to limit hunting, animal life has diminished. Several national parks, most in the eastern highlands, and wildlife preserves protect remaining species. They include Garamba, near the South Sudanese border; Virunga, north of Lake Edward in the Virunga Mountains; Maiko, west of Lake Edward; Kahuzi-Biega, north of Bukavu; Upemba, north of the Manika Plateau; Salonga, in the central Congo River basin; and Kundelungu, northeast of Lubumbashi near the Zambian border. Several of these parks have been recognized as UNESCO World Heritage sites: Garamba's expansive savannas and grass- and woodlands are home to a number of important species, including the critically endangered white rhinoceros; Virunga is notable for a variety of habitats—some of which include active volcanoes—and the especially broad biodiversity sheltered there; the tropical forests of Kahuzi-Biega are known for their diverse fauna and for populations of endangered eastern lowland gorillas; and Salonga, among the largest tropical rainforest reserves in Africa, is an important habitat for a number of endangered and endemic species. In addition to these, the Okapi Wildlife Reserve, home to a portion of the threatened okapi still living in the wild, also has been recognized as a World Heritage site.

2.1.6. Drainage and soils

The Congo River, including its 1,336,000-square-mile (3,460,000-square-km) basin, is the country's main drainage system. The river rises in the high Katanga plateaus and flows north and then south in a great arc, crossing the Equator twice. The lower river flows southwestward to empty into the Atlantic Ocean below Matadi. Along its course, the Congo passes through alluvial lands and swamps and is fed by the waters of many lakes and tributaries. The most important lakes are Mai-Ndombe and Tumba; the major tributaries are the Lomami, Aruwimi, and Ubangi rivers and those of the great Kasai River system. In addition, the Lukuga River links the basin to the Western Rift Valley.

Soils are of two types: those of the equatorial areas and those of the drier savanna (grassland) regions. Equatorial soils occur in the warm, humid lowlands of the central basin, which receive abundant precipitation throughout the year and are covered mainly with thick forests. This soil is

almost fixed in place because of the lack of erosion in the forests. In swampy areas the very thick soil is constantly nourished by humus, the organic material resulting from the decomposition of plant or animal matter. Savanna soils are threatened by erosion, but the river valleys contain rich and fertile alluvial soils. The highlands of the Great Lakes region in eastern Congo are partly covered with rich soil derived from volcanic lava. This is the country's most productive agricultural area.

2.2. Historical context of current and past conflicts

2.2.1. Conflicts in the early independence era

The conflicts in the DRC have roots that date back to the occupation by King Leopold II and through the colonial regimes. The Belgian regimes sowed the seeds and cemented the tradition of unchecked personal power, use of national resources for personal enrichment, brutal repression of the demands of the people for political freedom, and social divisions along ethnic and regional lines (Kisangani, 2012). Partly as a result of this tragic history, the DRC experienced a difficult and unstable post-independence era, marked by rebellions and secessionist wars starting in 1960 (Nzongola-Ntalaja, 2002).

The wars of the 1960s and 1970s are critically important for understanding the conflicts in modern day DRC and for thinking about workable strategies for resolving them and consolidating peace.

2.2.2. Ideological antagonism

One of the important causes of the conflicts in the early independence era was the strong ideological disagreement between the main political leaders. The first main issue of contention centred on self-determination. One side, led by Patrice Lumumba, advocated total ideological independence of the country from former colonizers and the West in general. The opposing side was more sympathetic to preserving strong ties with the West. While Lumumba was of the view that any cooperation with the West should be on an equal footing, his rivals, led by Moise Tshombe, wanted to preserve patrimonial relations with Belgium or "community with Belgium" (Kisangani, 2012).

The second line of antagonism pitched the pro-socialist proponents, led by Lumumba, against the pro-capitalists led by Tshombe. This ideological antagonism was the key cause of the Eastern rebellion of 1964-66 which was led by a pro-Lumumba coalition headed by Gbenye and Gizenga, with other key actors including Laurent Kabila who would later resurface as leader of the 1996 anti-Mobutu rebellion (Nzongola-Ntalaja, 2002). The ideological disputes caused political chaos following independence and were the key motivation behind the assassination of Lumumba, and the installation of pro-Western Mobutu in power. This course of events dramatically changed the

country's destiny, sowed the seeds of regional and ethnic antagonism, and instituted the long reign of dictatorial, autocratic, and kleptocratic regimes.

2.2.3. Ethnic dimensions of the DRC

Ethnicity played an important role in the conflicts at the dawn of independence and it continued to be central to modern day conflicts. A key factor at independence was the ethnic dominance of most political parties. Only Patrice Lumumba's Mouvement National Congolais (Congoles National Movement, MNC) advocated national unity and transcended ethnic affiliation (Kisangani, 2012).

Other parties were ethnic-based, and explicitly defended the interests of particular ethnic groups against the "threat of foreigners". Thus, for example, CONAKAT (created on 4 October 1958) was given the explicit mission of defending the interests of "authentic Katangans" (Lulua and Baluba from Katanga) against "strangers" (Lulua and Baluba from Kasai and Kivu, who were recruited to work in the mines by the UMHK). The xenophobia was fed, first, by the urban mining workers seeking to protect their employment, and second, by political elites (led by Tshombe) seeking to advance their own political agenda. These ethnic antagonisms were a key factor in the Kasai secession war of 1960-62 (Kisangani, 2012; Nzongola-Ntalaja, 2002).

It is important to underscore the fact that the ethnic orientation of the political process was a result of the fact that the colonial system deliberately denied space to the emergence of a dynamic middle class, thus suffocating civil society as an avenue for democratic expression and making ethnic kinship a default framework for political competition. The ethnic discourse in the DRC politics was therefore not a natural result of any inherent animosities among ethnic groups as is typically asserted in some analyses of African politics. Instead, as in other African countries, ethnicity became politicized as a result of the combination of the divide-and-rule agenda of the colonial administration, which was exploited by members of the national elites seeking convenient means of mobilising political support (Kisangani, 2012).

3. ECONOMIC OUTLOOK

3.1. Introduction

The DRC is a member of the Economic Community of Central African States (ECCAS), the Southern African Development Community (SADC), the Common Market for Eastern and Southern Africa (COMESA), African Union (AU), United Nations (UN) and the Economic Community of the Great Lakes Countries (ECGLC).

The economic outlook section presents the recent economic performance and developments in the DRC in terms of Gross Domestic Product (GDP) growth, trade environment looking at assessment and analysis of imports and exports into and from DRC, the business environment looking at the ease and cost of doing business as well as regional integration.

3.2. Economic Structure and Indicators

Economic structure of the DRC reflects the changing balance of output, trade, and incomes drawn from different economic sectors ranging from primary (farming, fishing, mining etc) to secondary (manufacturing and construction industries), tertiary and quaternary sectors (tourism, banking and software industries). Economic development in the DRC has been severely undermined by decades of instability and violence. Poor economic management aggravated by repeated political crises has constrained economic freedom and trapped much of the population in persistent poverty. Arbitrary taxation, poor infrastructure, marginal enforcement of property rights, and weak rule of law have driven many people and enterprises into the informal sector which accounts for more than 80% of economic activity.

3.2.1. Gross Domestic Product

Gross Domestic Product (GDP) is the sum of output within the economy's territory minus the sum of intermediate consumption (increased by taxes net of subsidies on products). It is measured in nominal terms and with market exchange rates.

An economic growth rate (GDP growth rate) is the percentage change in the value of all of the goods and services produced in a nation during a specific period of time, as compared to an earlier period. The economic growth rate is used to measure the comparative health of an economy over time. The numbers are usually compiled and reported quarterly and annually.

Table 1 below depicts the annual GDP and the GDP growth rate of the DRC from 2014 to 2018. In 2015, GDP increased by 7.0% compared to 2014 from \$35.9 billion to \$38.4 billion. In 2016, there was a slight increase of about \$2.1 billion from \$38.4bn to \$39.3bn resulting to positive economy of 2.3%. In 2017, about 5.3% GDP growth was registered from \$39.3bn in 2016 to \$41.4bn.

Approximately 2.9% hike of 2017 GDP (\$41.4bn) to \$42.6bn 2018 was documented. The absolute value of GDP in the DRC increased by \$1,2 billion with respect to 2017. Figure 3 below also signifies the progression of the GDP in the DRC of 18.7% from 2014 to 2018 meaning that the economy of the country is growing.

In 2018, GDP in DRC was 42.64 billion US dollars. In the ranking by GDP including 190 countries, DRC has the 90th rank that is close to the positions of such countries as Côte d'Ivoire and the Jordan. Compared to the United States of America which is at the top of the ranking with GDP of 20,494.05 billion US dollars in 2018, DRC has 99.79 % percent lower GDP (Table 1).

Table 1: DRC Annual GDP and GDP per capita

Year	Annual GDP	GDP growth	Year	GDP per capita	GDP per capita growth
2014	35.9	9.8%	2014	507	-0.4%
2015	38,4	7,0%	2015	509	0,4%
2016	39,3	2,3%	2016	499	-2,0%
2017	41,4	5,3%	2017	504	1,0%
2018	42,6	2,9%	2018	487	-3,4%

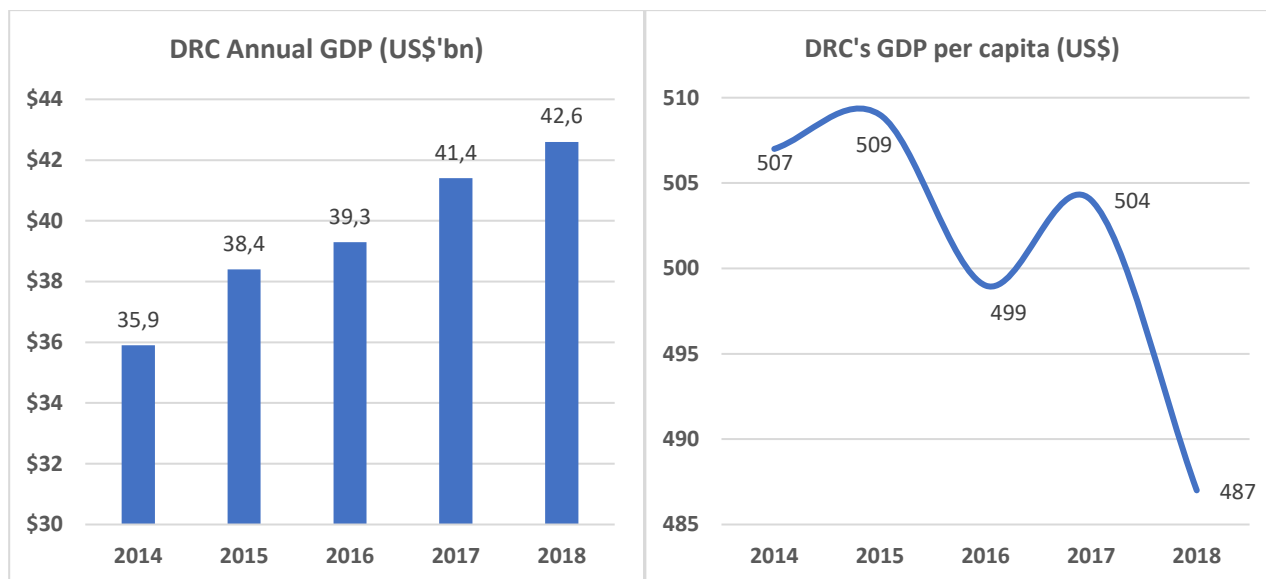
Source: <https://countryeconomy.com/gdp/democratic-republic-congo>

3.2.2. Gross Domestic Product per capita

GDP per capita is estimated as an economy's gross domestic product divided by the population. It is calculated on the basis of data for the three latest years available. Table 1 above shows the GDP per capita as a measure of country's gross domestic product by person from 2014 to 2018.

The GDP per capita of the DRC in 2014 recorded \$507, which \$2 less than in 2015, when it was \$509 resulting about 0.4% increase. In 2016, the GDP per capita dropped by 2% from \$509 in 2015 to \$499 and in the consecutive year (2017), the GDP per capita heightened from \$499 in 2016 to \$504 registering about 1% increase. In 2018, the GDP per capita lowered by 3.4% from \$504 to \$487. In overall, the GDP per capita dropped by about 3.9% from 2014 to 2018 meaning that the DRC population is still among the poorest whereas the national GDP recovered during the same period (Figure 3).

Figure 3: DRC Annual GDP and growth



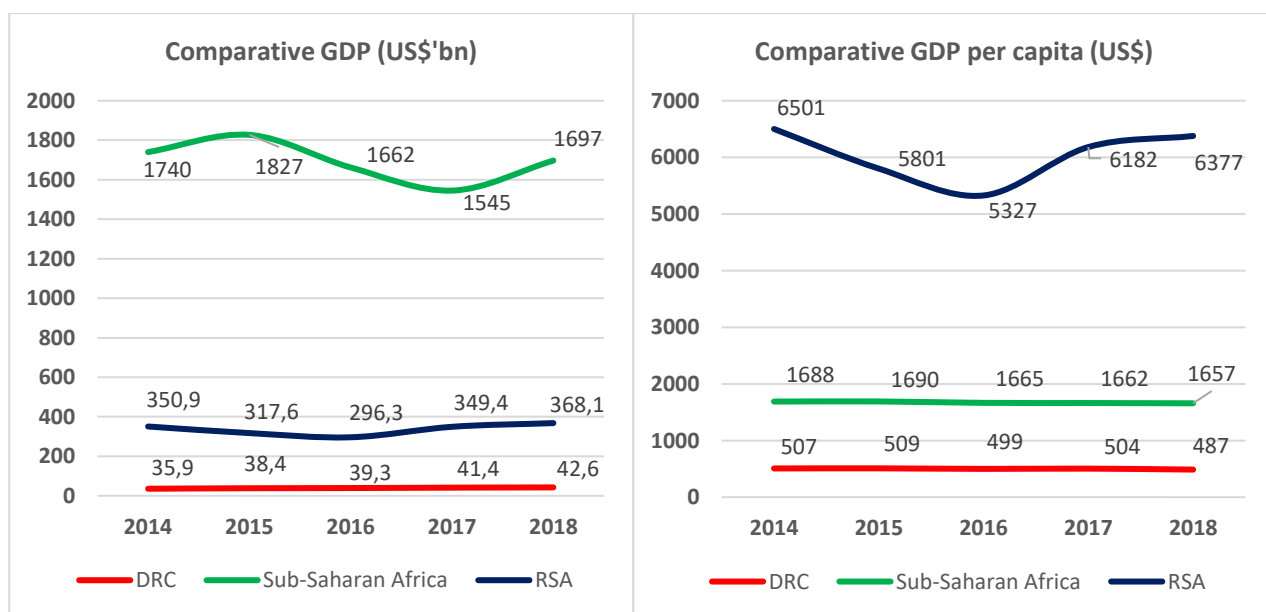
Source: <https://countryeconomy.com/gdp/democratic-republic-congo>

3.2.3. Comparison of GDP between DRC and South Africa

Figure 4 below illustrates the comparison of GDP between DRC and South Africa (RSA) from 2014 to 2018. Regarding the GDP in 2018, comparatively DRC is found to be 8.6 times lower than South Africa with approximately \$42.6 billion whereas the Sub-Saharan Africa is averaged \$1,697 billion.

The GDP per capita follows the same pattern whereby DRC is registered to be 14.2 times far under South Africa with \$487 while the Sub-Saharan Africa's GDP per capita averaged \$1,657.

Figure 4: Comparison of GDP between DRC and RSA

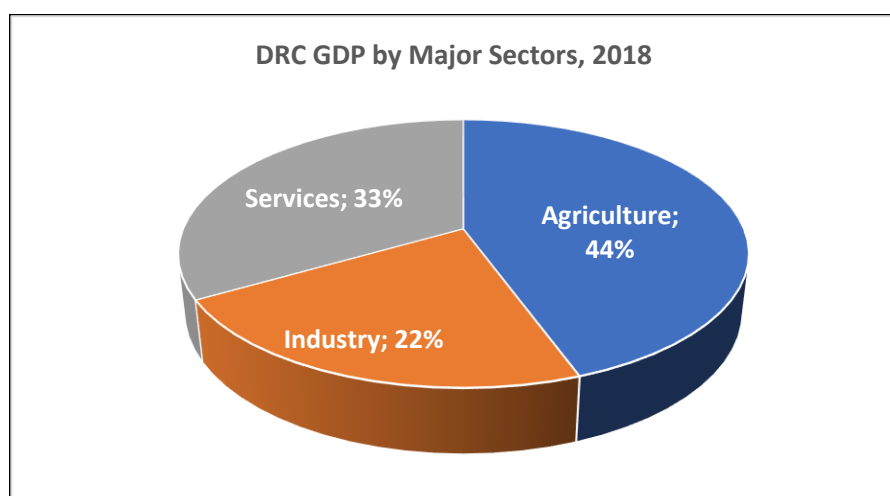


Source: <https://countryeconomy.com/gdp/democratic-republic-congo>

3.2.4. Gross Domestic Product by Sector

Figure 5 below depicts the GDP contribution of the major sectors in the DRC during 2018. The agricultural sector fulfils an important role in the economy of the DRC by contributing 44%, the industrial sector which is dominated by mining and mining-related construction followed by 22% and tertiary or services which comprise of wholesale and retail trade, telecommunications, transport, and banking services contributed 33.1%. The mining sector alone contributes 25% of taxes received in the DRC.

Figure 5: GDP by sector contribution in the DRC



Source: <https://countryeconomy.com/gdp/democratic-republic-congo>

3.2.4.1. Primary Sector

The primary sector is the key driver of growth in the DRC, as it contributed about 44% (Figure 5 above) of the national GDP. The primary sector is comprised of mainly subsistence farming. Cassava is the most widely-grown crop with smaller cash crops including tobacco, coffee, sugar cane, cocoa, rubber and palm oil. The DRC has an estimated 80 million hectares of available arable land with only 10% under cultivation.

Agriculture is an exceptionally important element of DRC's economy – arguably equal to that of mining. The potential of the country's agribusiness sector is enormous, given the vast extent of as-yet-unproductive arable land. But challenges remain, challenges that are similar to those across many countries in Africa; commercialization of production by smallholders, access to private-sector investment by farmers, Small and Medium Enterprises (SMEs) and international companies, and the ever-present infrastructure gap manifesting as developed logistic corridors and power availability.

3.2.4.2. Secondary Sector

The secondary sector is dominated by oil production, the mining industry and factory sector. Mines produce the copper, cobalt and mineral ores that accounted for more than 80% of export revenues in 2015. Oil is produced offshore and all of the country's crude output is exported.

The secondary sector performance is explained by the increase in production of the main mining products, in particular copper and cobalt, with production volumes of 1,225,227 tonnes and 109,402 tonnes respectively, while in 2017, the DRC produced 1,094,637 tonnes of copper and 82,461 tonnes of cobalt.

3.2.4.3. Tertiary Sector

The tertiary sector includes large retail, transport and communication components. Container stores and kiosks dominate the retail environment. Transport in the country is challenging due to barriers to land transport created by terrain and climate.

The sector's contribution to wealth creation fell by 1,2 percentage points in 2017 to 0.6 percentage points in 2018. The counter-performance recorded at the level of the "Buildings and Public Works" branch. It will be recalled that both public and private sector infrastructure works had experienced a decline in activity, after the real estate boom that had occurred at one time.

In the tertiary sector, a small increase of 1.1% in 2018 was noted compared to 2017, which recorded 3.0%, with a contribution to growth of 0.5 percentage points compared to 1.2 percentage points in 2017. According to the technicians of the Central Bank of Congo (BCC), this situation is the result of a decrease of 1.4% in the "Transport and Telecommunications" branch, after a growth of 2.7% in 2017. A counter-performance in this sector would justify this situation, in particular as a result of the decline in telecommunications activities, whose value added had fallen by 6,1 % and the slowdown in commercial activities.

3.3. Credit Rating

Rating agencies are important, powerful actors in financial markets because:

- They provide an independent assessment of financial instruments (the three main rating agencies, Standard and Poor's (S&P), Moody's Investors Service, and Fitch do not have the same rating for all issuers and do not rate the same issuers);
- By assigning a rating, they enable comparisons between financial instruments, even those that are different in nature (technically, a bank and a country with the same rating are

assessed to have the same capacity to repay their debt, even if these two actors are very difficult to compare); and by extension; and

- They help investors make decisions about investing or not in a specific instrument and at what cost, depending on their risk appetite. For all these reasons, rating agencies can influence financial markets.

The most well-known financial ratings are sovereign ratings, which are given to sovereign entities such as countries (or, more specifically, sovereign bonds). Developed countries typically have very high ratings. For example, the United States, Switzerland, or Singapore have the highest rating of AAA, while several economically important countries have a slightly lower rating, such as the UK, France, or Japan.

Developing countries vary widely in terms of creditworthiness, from investment grade ratings such as China, to low speculative grade. The least developed countries are typically at the end of the rating scale, such as the Democratic Republic of the Congo, although some are much better rated than their neighbours. Botswana for example fares well in Sub-Saharan Africa.

S&P Global Ratings affirmed the DRC's credit rating at "CCC+" (substantial risks) on the 2nd August 2019 and maintained the positive outlook. The ratings affirmation is supported by low government debt relative to GDP and the expectation that government debt will continue to be largely on concessional terms (Table 2 below).

Moody's downgrades the Democratic Republic of the Congo's rating to Caa1 (substantial risks), changes outlook to stable from negative on the 18th June 2019 (Table 2). The decision to downgrade the rating reflects Moody's assessment that the capacity of the country's policymaking institutions to respond to economic or political shocks is very weak. Although DRC's debt burden is low, even a moderately severe shock could raise the risk of default given very low-income levels and the large and dispersed population reliant on poor infrastructure.

Table 2: DRC Sovereign Risk Ratings

AGENCY	RATING	OUTLOOK	DATE
S&P	CCC+	positive	Aug 02 2019
Moody's	Caa1	stable	Jun 18 2019
Moody's	B3	negative	Dec 08 2017
S&P	CCC+	stable	Aug 04 2017

Source: <https://countryeconomy.com/gdp/democratic-republic-congo>

3.4. Monetary Policy

3.4.1. Inflation Rate

Inflation as measured by the consumer price index reflects the annual percentage change in the cost to the average consumer of acquiring a basket of goods and services that may be fixed or changed at specified intervals, such as yearly. The Laspeyres formula is generally used. Data for inflation are averages for the year, not end-of-period data:

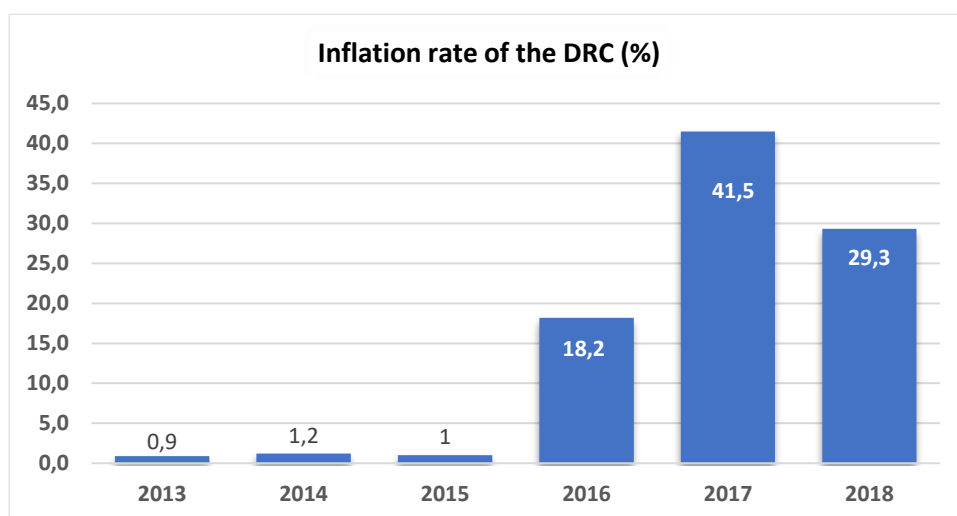
- In 2018, inflation rate for the DRC was 29.3 % down from 41.5 percent in 2017. Though Democratic Republic of the Congo inflation rate increased drastically in 2016 (18.2) by 1720% from 1 in 2015; and
- In the ranking by inflation rate including 189 countries, Democratic Republic of the Congo was the 7th close to the positions of such countries as Iran and the Liberia.

Table 3: DRC Inflation Rate

	VALUE	CHANGE, %
2013	0,9	0,0%
2014	1,2	33,3%
2015	1	-16,7%
2016	18,2	1720,0%
2017	41,5	128,0%
2018	29,3	-29,4%

Source: IMF: World Economic Outlook (WEO) Database, April 2019

Figure 6: DRC Inflation Rate



Source: IMF: World Economic Outlook (WEO) Database, April 2019

3.4.2. Exchange Rate

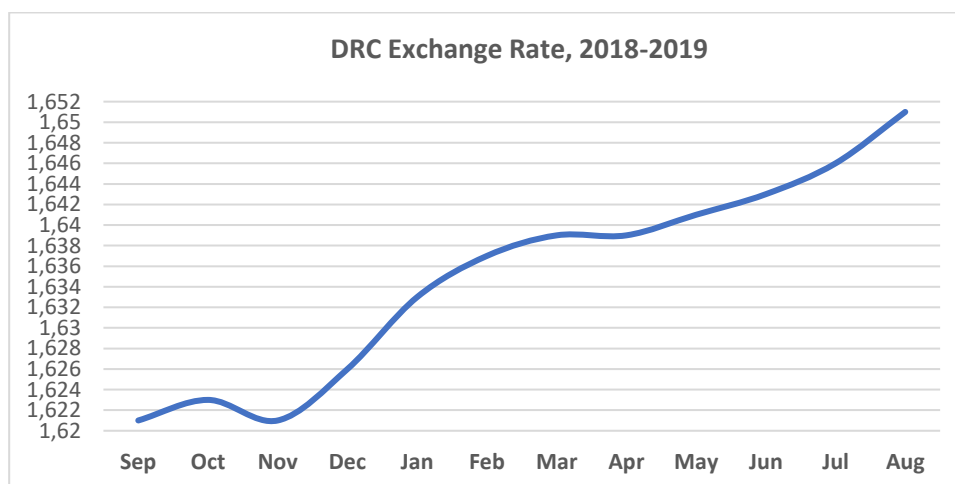
- Exchange rate for Democratic Republic of the Congo was 1,650.8 Congolese franc per US dollars;
- Though Democratic Republic of the Congo exchange rate fluctuated substantially in recent months, it tended to increase through November 2018 - August 2019 period ending at 1,651 Congolese franc per US dollars August 2019; and
- The DRC's currency has depreciated against the US dollar— from 1,621 Congolese franc per US dollar in September 2018 to 1,651 in August 2019. This has been accompanied by ongoing dollarization of the country's economy (Figure 7 below).

Table 4: DRC exchange rate

Year	Month	Value	Change, %
2018	Sep	1,621	
	Oct	1,623	0,12%
	Nov	1,621	-0,12%
	Dec	1,626	0,31%
2019	Jan	1,633	0,43%
	Feb	1,637	0,24%
	Mar	1,639	0,12%
	Apr	1,639	0,00%
	May	1,641	0,12%
	Jun	1,643	0,12%
	Jul	1,646	0,18%
	Aug	1,651	0,30%

Source: World Bank Global Economic Monitor, Monthly Update

Figure 7: DRC exchange rate



Source: World Bank Global Economic Monitor, Monthly Update

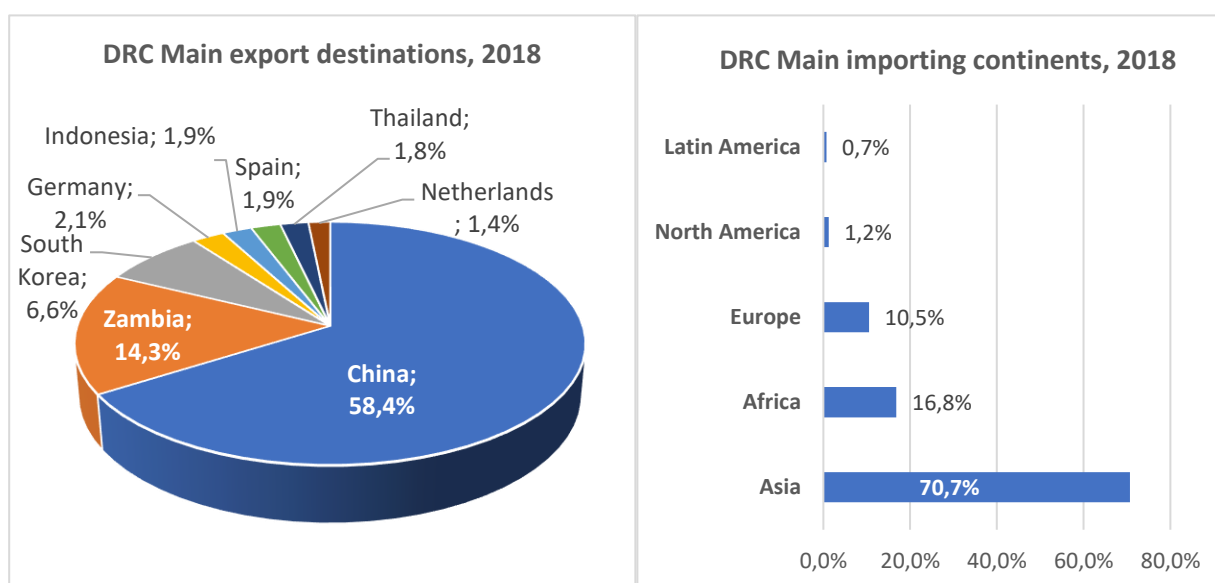
3.5. Trade Environment

3.5.1. DRC's main exports destinations

Figure 8 below shows that the DRC exported goods totalled an estimated US\$9.7 billion in 2018. That dollar amount reflects a 16.3% increase since 2014 and a 17.6% uptick from 2017 to 2018. The latest data shows that 93% of goods exported from DRC were bought by importers in China (58.4% of the global total), Zambia (14.3%), South Korea (6.6%), Italy (2.5%), Germany (2.1%), Belgium (2%), Indonesia (1.9%), Spain (also 1.9%), Thailand (1.8%) and Netherlands (1.4%).

From a continental perspective, 70.7% of the DRC's exports by value were delivered to Asian countries while 16.8% were sold to Africa importers. The DRC shipped another 10.5% worth of goods to Europe. Smaller percentages went to North American (1.2%), Latin America (0.7%) excluding Mexico but including the Caribbean, then Oceania led by New Zealand (0.003%).

Figure 8: DRC Main export destinations by continent in year 2018



3.5.2. Top export products of the DRC

The following export product groups represent the highest dollar value in the DRC global shipments during 2018. Also shown in the Table 5 is the percentage share each export category represents in terms of overall exports from the DRC.

- The DRC's top 10 exports accounted for 99.2% of the overall value of its global shipments. Miscellaneous base metals were the fastest-growing among the top 10 export categories,

cobalt represents DRC's most valuable exported product at 35.5% of the country's total (Figure 8); and

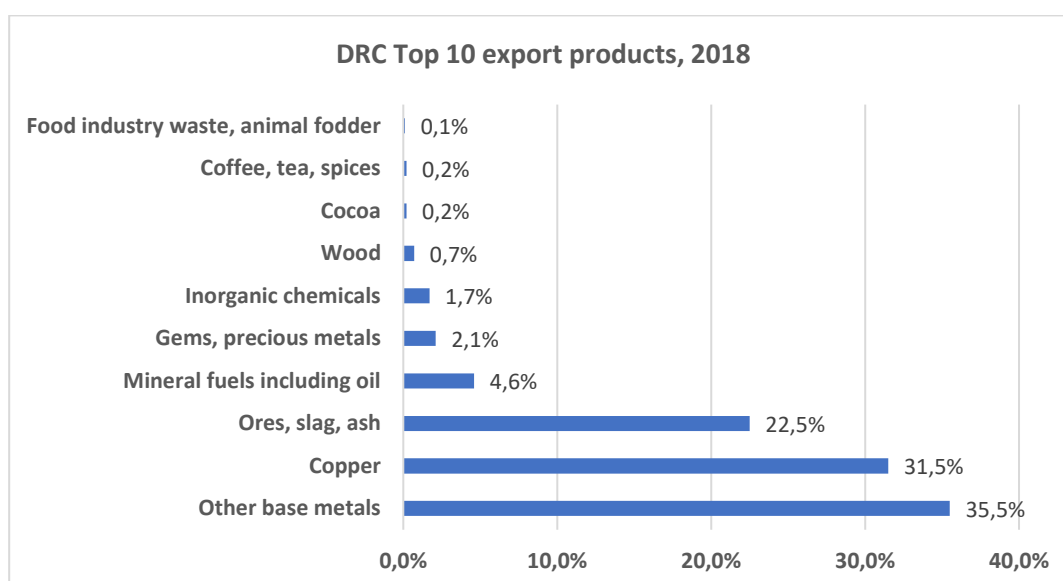
- In second place was refined copper and unwrought alloys (27.7%) trailed by copper ores and concentrates (12.6%), cobalt ores and concentrates (8.8%), crude oil (4.5%), unrefined copper (3.3%), unmounted and unset diamonds (1.4%), carbonates and percarbonates (1.1%), gold (0.7%) then tin ores and concentrates: (0.6%).

Table 5: Top 10 export products of the DRC

Products	US\$'million	%
Other base metals	3,500	35.5%
Copper	3,100	31.5%
Ores, slag, ash	2,200	22.5%
Mineral fuels including oil	448.7	4.6%
Gems, precious metals	208.4	2.1%
Inorganic chemicals	169.1	1.7%
Wood	66.7	0.7%
Cocoa	20.7	0.2%
Coffee, tea, spices	18.2	0.2%
Food industry waste, animal fodder	11.3	0.1%

Source: Workman, (2019).

Figure 8: DRC's top export products



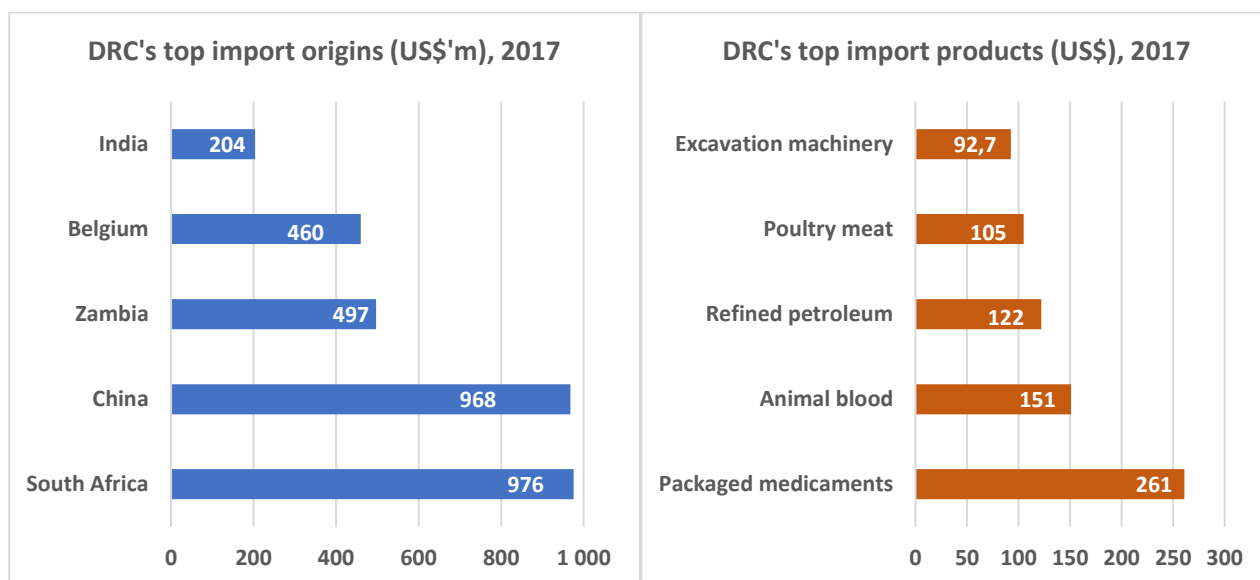
3.5.3. DRC's main imports origins

Figure 11 below represents the main exporting countries to the Democratic Republic of the Congo in 2017. The top import origins of the Democratic Republic of the Congo were South Africa with \$976m leading the exporting countries, followed by China (\$968m), Zambia (\$497m), Belgium-Luxembourg (\$460m) and India (\$204m).

3.5.4. DRC's top import products

The DRC's top import products in 2017 (Figure 9) comprised of packaged medicaments costing \$261m, animal blood (\$151m), refined petroleum (\$122m), poultry meat (\$105m) and excavation machinery (\$92.7m).

Figure 9: DRC's main import origins and top import products, 2017



3.5.5. Intra-Central Africa Trade

Table 6 below depicts how the DRC traded with Central Africa Regional Economic Community, Africa as a continent and the world in million US Dollars during 2017.

- As of 2017 the Democratic Republic of the Congo had a positive trade balance of \$2,549 million in net world exports. As compared to the DRC trading with Africa, the DRC had a negative trade balance of \$136 million in net imports signifying that the DRC imports more from African countries than export to them (Figure 10);

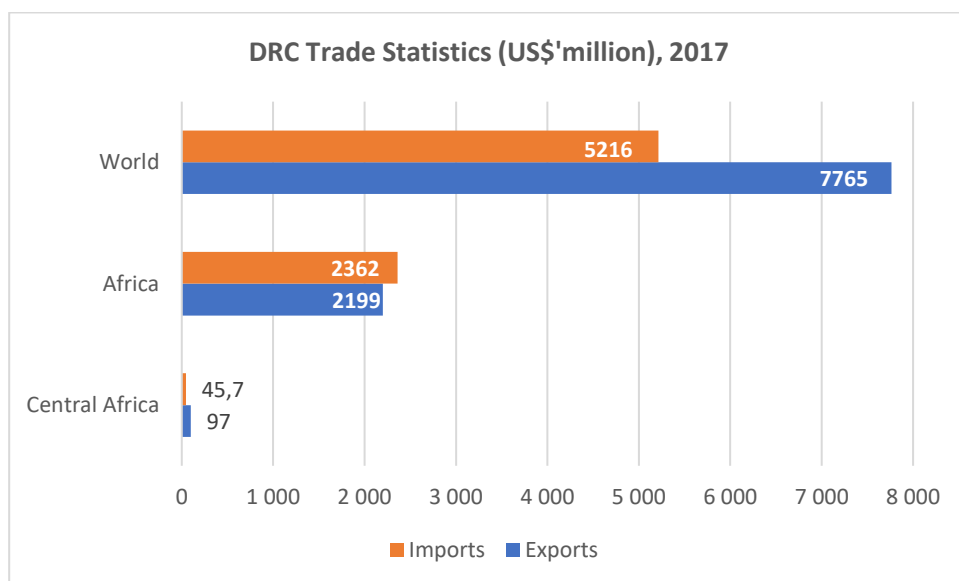
- Regarding intra-Central Africa trade as the DRC is the member of this Regional Economic Community, the DRC exported \$97 million worth of goods and imported about \$46 million. The DRC enjoyed trade surplus of \$51 million when trading with its regional block, although trading within the REC is limited; and
- One of the main causes of the current fragility in ECCAS region is inadequate infrastructure, particularly in energy and transport, which hamper private sector development and inter-regional exports. However, Central Africa is the part of the continent with the greatest hydropower potential, owning 58% of Africa’s potential. Despite this potential, the energy situation in these member states is far from satisfactory and is an obstacle to the establishment of an efficient industrial structure.

Table 6: DRC’s intra-Central Africa trade

Trade Balance	Central Africa	Africa	World
Exports	97	2 199	7 765
Imports	46	2 362	5 216
Balance of Payments	51	-163	2 549

Source: African Development Bank Group (2019)

Figure 10: DRC’s intra-Central Africa trade



3.5.6. DRC trading with South Africa

3.5.6.1. DRC exports

Table 7 below shows DRC's exports to South Africa from 2014 to 2018. The top four DRC's commodities exported to South Africa in 2018 totalled 97% of total exports. Base metals & articles of base metal recording the highest with 67.9% (R263.2 million) of the total exports; Machinery & mechanical appliances with R44.6 million contributing 11.5%; Precious metals with R39.6 million contributing 10.2% and Vehicles, aircraft, vessels & associated transport equipment recorded R28.6 million (7.4%).

The total DRC's exports during 2018 totalled about R387.6 million and the DRC experienced drastic decline of approximately 69.48% from R1,269.9 million in 2017 to 2018 exports.

Figure 11 below depicts that from 2014 to 2016, there was extreme increase of DRC's exports recording 627.5% from R189,3 million to R1,377.2 million, respectively. Then, from 2015 to 2018 a severe decline of 71.9% from R1,377.2 million to R387,6 million was experienced and the major contributing product was Base metals & articles of base metal (C15).

3.5.6.2. DRC imports

DRC's imports from South Africa revealed in Table 7 below comprise of 2014 to 2018 trade statistics. The top five DRC's commodities imported accounted for 82.7% of total imports in 2018. Machinery & mechanical appliances registered the highest with R5,631 million contributing 36.3%; Base metals & articles of base metal with 16.9% (R2,628 million); Mineral products with 12.2% (R1,897 million), Chemicals and chemical products recorded 9.7% (R1,498 million); and Plastics materials contributed 7.6% with R1,173 million.

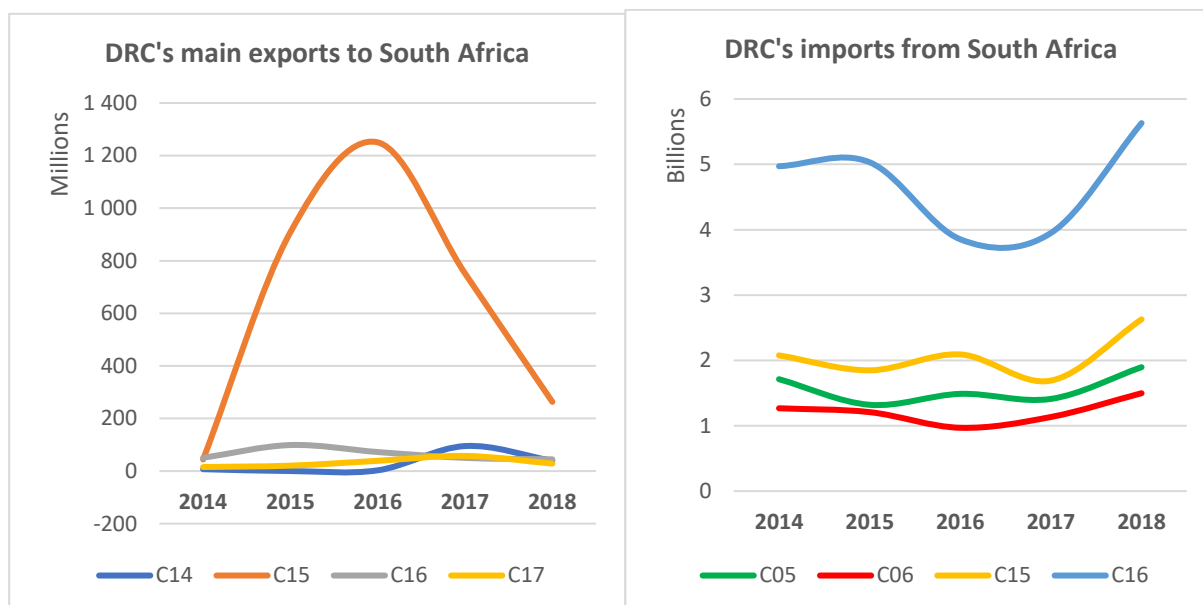
Figure 11 below describes the negative growth of 12.8% of the DRC's imports from South Africa between 2014 (R13,441 million) to 2017 (R11,723 million). From 2017 to 2018 an increase 24.4% was recorded and Machinery & mechanical appliances (C16) mainly contributed with 42.6% increase during the same period.

Table 7: DRC Exports and Imports from and to South Africa

E X P O R T S					
Goods	2014	2015	2016	2017	2018
Precious metals (C14)	7,3	0,2	2,9	95,2	39,6
Base metals & articles of base metal (C15)	44,0	908,7	1 250,3	751,6	263,2
Machinery & mechanical appliances (C16)	50,6	99,0	72,4	50,2	44,6
Vehicles, aircraft, vessels & associated transport equipment (C17)	15,4	20,6	39,1	57,7	28,6
Total	189,3	1 077,2	1 377,2	1 269,9	387,6
I M P O R T S					
Goods	2014	2015	2016	2017	2018
Mineral products (C05)	1 713	1 321	1 488	1 411	1 897
Chemicals and chemical products (C06)	1 268	1 209	969	1 135	1 498
Plastics materials (C07)	1 102	934	720	921	1 173
Base metals & articles of base metal (C15)	2 077	1 848	2 092	1 691	2 628
Machinery & mechanical appliances (C16)	4 971	5 032	3 853	3 950	5 631
Total	13 441	12 988	11 488	11 723	15 506

Source: Department of Trade and Industry

Figure 11: DRC Exports and Imports from and to South Africa

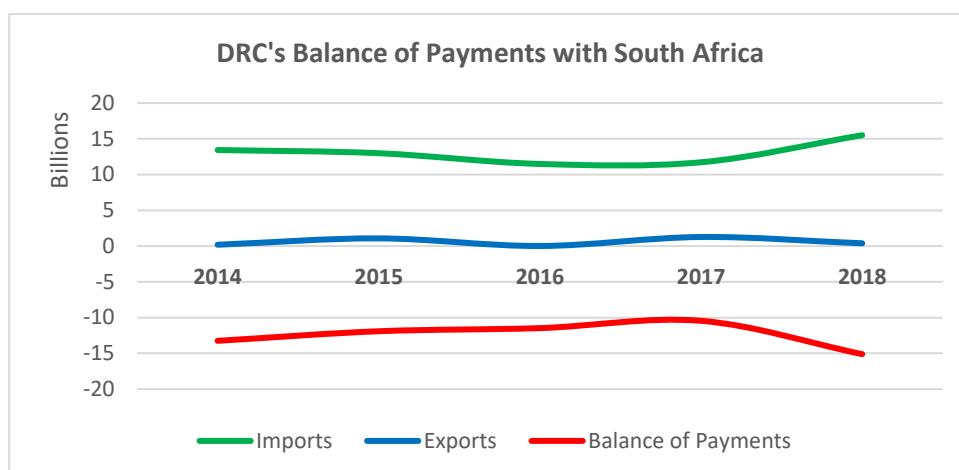


Source: Department of Trade and Industry

3.5.6.4. DRC's trade balance with South Africa

The total DRC's imports during 2018 totalled about R15,506 million which is an increase of 24.4% from R11,723 million in 2017 (Table 7 above). The balance of payments of the DRC in 2018 disfavoured the DRC with about R15,118.4 million of trade deficit (Figure 12).

Figure 12: DRC's trade balance with South Africa



3.5.7. South Africa and SADC main trade partners

Table 8 below exhibits the South Africa's exports and imports within the top SADC main partners processed from 2014 to 2018. Total value of goods that South Africa exported to SADC member states in 2018 was R261,763 million which is about 62% of South Africa's exports to SADC region. The top importing SADC partners were Botswana with R49,532 million contributing 18.9% of South Africa's exports. Mozambique followed with R39,282 million registering 15% and Figure 13 below illustrates that the DRC ranked number 5 with R15,506 million worth of South Africa's exports recording 5.9%.

The annual South Africa's imports from SADC member states totalled about R80,701 million and the top six exporting SADC partners to South Africa contributed approximately 55.5% (Table 8). The top exporting SADC partners to South Africa were Angola with R17,005 million contributing 21.1%. Mozambique followed with R13,127 million registering 16.3%. The DRC registered the lowest exporting partner to South Africa shown in Figure 13 below with R388 million constituting about 0.5% of South Africa's imports in the SADC region.

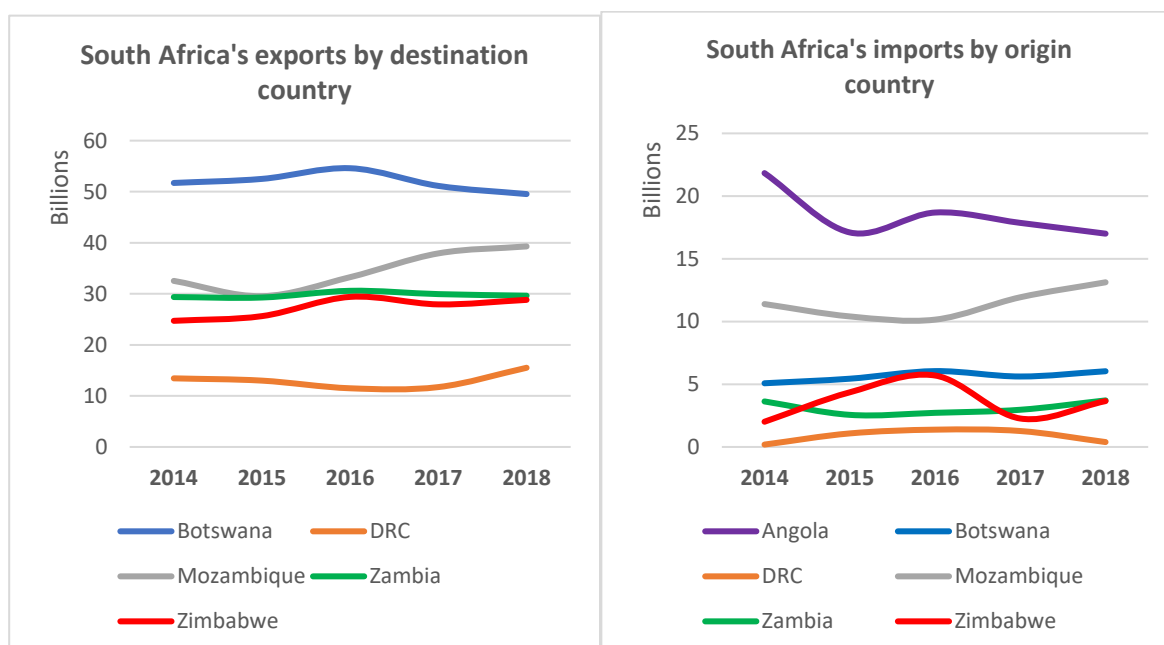
Table 8 ultimately describes that South Africa enjoys trade surplus in the SADC region during 2014-2018 period.

Table 8: South Africa's imports and exports, 2014-2018

E X P O R T S					
Country	2014	2015	2016	2017	2018
Botswana	51 714	52 507	54 595	51 131	49 532
DRC	13 441	12 988	11 488	11 723	15 506
Mozambique	32 529	29 532	33 262	37 918	39 282
Zambia	29 364	29 272	30 583	29 937	29 630
Zimbabwe	24 703	25 623	29 394	27 927	28 810
SADC	256 962	258 547	271 296	266 677	261 763
I M P O R T S					
Country	2014	2015	2016	2017	2018
Angola	21 832	17 102	18 690	17 865	17 005
Botswana	5 077	5 440	6 047	5 616	6 036
DRC	189	1 077	1 377	1 270	388
Mozambique	11 391	10 408	10 150	11 934	13 127
Zambia	3 627	2 559	2 720	2 964	3 711
Zimbabwe	2 008	4 355	5 696	2 267	3 656
SADC	68 849	68 236	73 964	77 100	80 701

Source: Department of Trade and Industry

Figure 13: South Africa's imports and exports, 2014-2018



Source: Department of Trade and Industry

3.6. Business Environment

3.6.1. Economic Freedom Index

Economic freedom is the fundamental right of every human to control his or her own labour and property. In an economically free society, individuals are free to work, produce, consume, and invest in any way they please, with that freedom both protected by the state and unconstrained by the state. In economically free societies, governments allow labour, capital and goods to move freely, and refrain from coercion or constraint of liberty beyond the extent necessary to protect and maintain liberty itself.

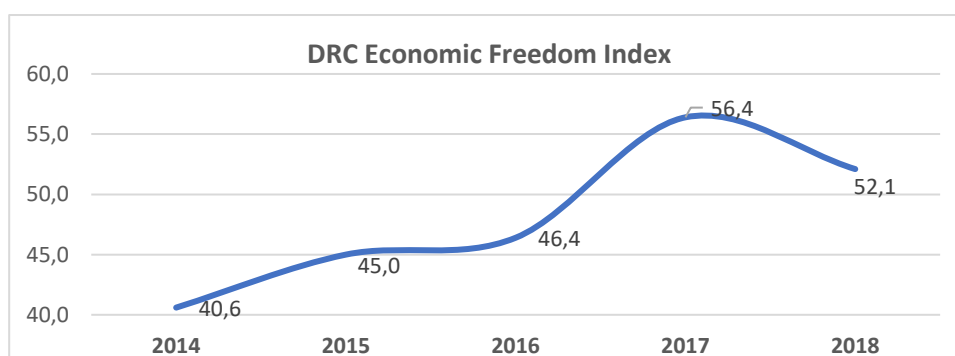
Table 9: DRC Economic Freedom Index

YEAR	VALUE	CHANGE, %
2014	40,6	2,53%
2015	45,0	10,84%
2016	46,4	3,11%
2017	56,4	21,55%
2018	52,1	-7,62%

Source: <https://countryeconomy.com/gdp/democratic-republic-congo>

Table 9 above illustrates the DRC's economic freedom index from 2014 to 2018. From 2014, the economic freedom score increased consecutively from 40.6 to 56.4 points in 2017 amounting to 38.9%. The Democratic Republic of Congo's economic freedom score in 2018 was 52.1, making its economy the 157th freest in the 2018 Index. Its overall score has decreased by 7.62% from 2017 (56.4), with sharp declines in monetary freedom, business freedom, and labour freedom overwhelming an improvement in judicial effectiveness. The DRC is ranked 34th among 47 countries in the Sub-Saharan Africa region, and its overall score is well below the regional and world averages (Figure 14).

Figure 14: DRC Economic Freedom Index



Source: <https://countryeconomy.com/gdp/democratic-republic-congo>

Economic development in the DRC has been severely undermined by decades of instability and violence. Poor economic management aggravated by repeated political crises has constrained economic freedom and trapped much of the population in persistent poverty. Arbitrary taxation, poor infrastructure, marginal enforcement of property rights, and weak rule of law have driven many people and enterprises into the informal sector, which accounts for more than 80 percent of economic activity.

3.6.2. Ease of Doing Business

The ease of doing business project provides objective measures of business regulations and their enforcement across 190 economies and selected cities at the subnational and regional level. The ease of doing business score captures the gap of each economy from the best regulatory performance observed on each of the indicators across all economies in the sample since 2005. An economy’s ease of doing business score is reflected on a scale from 0 to 100, where 0 represents the lowest and 100 represents the best performance. The ease of doing business ranking ranges from 1 to 190.

Table 10 illustrates the ease of doing business indicators which measure the difficulties of starting a business, enforcing contracts, paying taxes, resolving insolvency, protecting investors, trading across borders, getting credit, getting electricity, dealing with construction permits and registering property (World Bank, 2014).

Table 10: Doing business 2019 Indicators

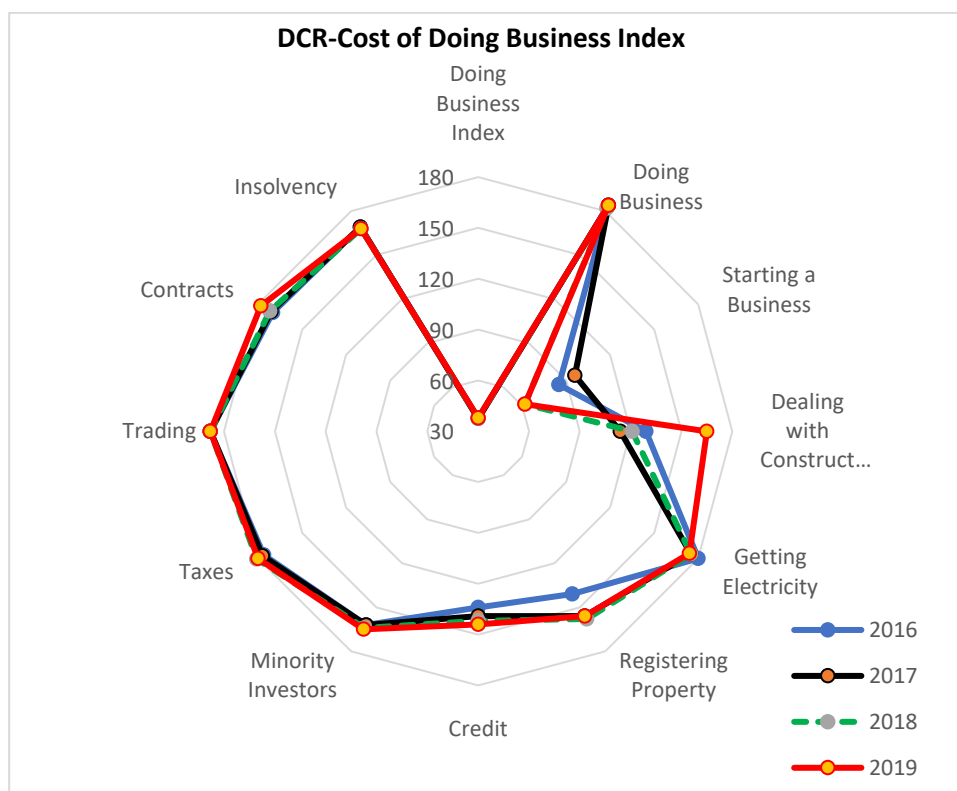
Starting a business	Procedures, time, cost and paid-in minimum capital to start a limited liability company
Dealing with construction permits	Procedures, time and cost to complete all formalities to build a warehouse and the quality control and safety mechanisms in the construction permitting system
Getting electricity	Procedures, time and cost to get connected to the electrical grid, and the reliability of the electricity supply and the transparency of tariffs

Registering property	Procedures, time and cost to transfer a property and the quality of the land administration system
Getting credit	Movable collateral laws and credit information systems
Protecting minority investors	Minority shareholders' rights in related-party transactions and in corporate governance
Paying taxes	Payments, time, total tax and contribution rate for a firm to comply with all tax regulations as well as post-filing processes
Trading across borders	Time and cost to export the product of comparative advantage and import auto parts
Enforcing contracts	Time and cost to resolve a commercial dispute and the quality of judicial processes
Resolving insolvency	Time, cost, outcome and recovery rate for a commercial insolvency and the strength of the legal framework for insolvency
Labor market regulation	Flexibility in employment regulation and aspects of job quality

Source: <https://countryeconomy.com/gdp/democratic-republic-congo>

Figure 15 below depicts the ease of doing business in the DRC from 2016 to 2019. DRC is ranked 184 among 190 economies in the ease of doing business, according to the latest World Bank annual ratings. The rank of the DRC deteriorated to 184 in 2018 from 182 in 2017.

Figure 15: Ease of doing business index in the DRC



Source: <https://countryeconomy.com/gdp/democratic-republic-congo>

Ease of Doing Business in the DRC averaged 183.5 from 2016 until 2019 reaching an all-time high of 184 in 2016, 2017, and 2019 and a record low of 182 in 2018. The DRC ease of doing business score averaged 37,65 from 2016 to 2019 (Table 11). The highest possible risk in terms of business climate. Due to a lack of available financial information and an unpredictable legal system, doing business in this country is extremely difficult.

Table 11: Ease of doing business index in the DRC

	2016	2017	2018	2019
Doing Business Index	37,53	37,57	37,65	37,85
Doing Business	184	184	182	184
Starting a Business	85	96	62	62
Dealing with Construction Permits	129	114	121	165
Getting Electricity	180	175	175	174
Registering Property	141	156	158	156
Credit	134	139	142	144
Minority Investors	162	162	164	165
Taxes	176	177	181	180
Trading	188	188	188	188

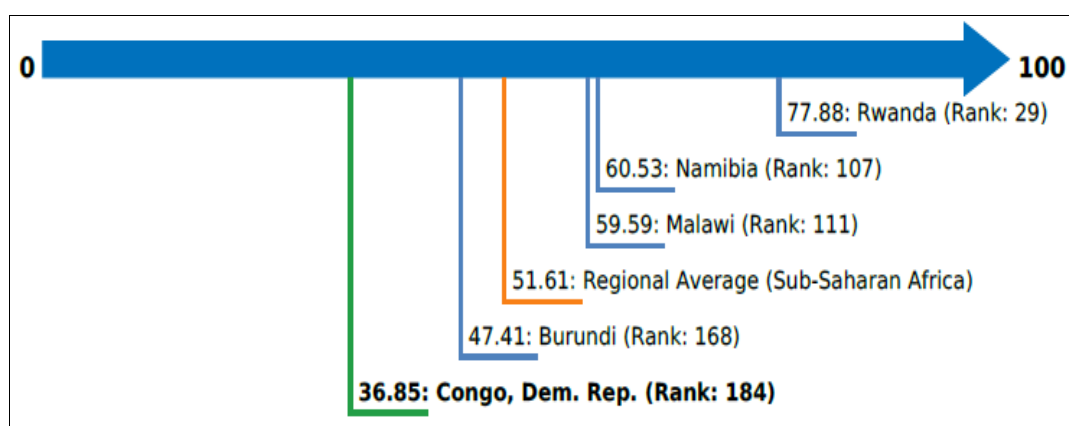
Source: <https://countryeconomy.com/gdp/democratic-republic-congo>

3.6.2.1. Ease of doing business by country

Figure 16 illustrates the ease of doing business by country in 2019. Rwanda ranked the easiest country to do business ranking 29 out of 190 economies. Namibia follows Rwanda in position 107 and these countries are above the regional average.

Burundi ranked 168 above the DRC with 184 in ease of doing business out of 190 economies though they are below the average regional score of 51.61.

Figure 16: Ease of doing business by country, 2019



Source: <https://countryeconomy.com/gdp/democratic-republic-congo>

3.6.3. Global Competitiveness Index

The Global Competitiveness Index (GCI) is a global study on the basis of which ranking of countries in terms of economic competitiveness in the world is formed. The World Economic Forum defines competitiveness as the ability of the country and its institutions to ensure stable economic growth, which would be stable in the medium term.

The index is composed of 12 pillars of competitiveness. They are Institutions, Infrastructure, Macroeconomic Stability, Health and Primary Education, Higher Education and Training, Goods Market Efficiency, Labour Market Efficiency, Financial Market Sophistication, Technological Readiness, Market Size, Business Sophistication, Innovation.

In 2018, global competitiveness index in Democratic Republic of the Congo was 38.24 score, down by 6.45 % from the previous year. In the ranking by global competitiveness index including 140 countries, Democratic Republic of the Congo has the 135th rank that is close to the positions of such countries as Sierra Leone and the Burundi. Compared to the United States of America which

at the top of the ranking with global competitiveness index of 85.64 score in 2018, Democratic Republic of the Congo has 55.35 % percent lower global competitiveness index.

3.6.4. Human Development Index and Life Expectancy

Human Development Index (HDI) is a composite index measuring average achievement in three basic dimensions of human development — a long and healthy life, knowledge and a decent standard of living.

In 2017, human development index for Democratic Republic of the Congo was 0.46 score (Table 12). HDI of Democratic Republic of the Congo increased from 0.45 score in 2016 to 0.46 score in 2017 growing at an average annual rate of 1.14 % (Figure 17). In the ranking by human development index including 188 countries, Democratic Republic of the Congo has the 110th rank and it is 1.5 times the rank of South Africa with 0.7 in 2017.

The DRC has been described as a "geological scandal", given that, despite its huge and varied resources, it remains one of the poorest countries in Africa: life expectancy at birth stands at 60.4 years, while male and female equal 58.9 and 62.0 years, respectively (African Development Bank, 2017).

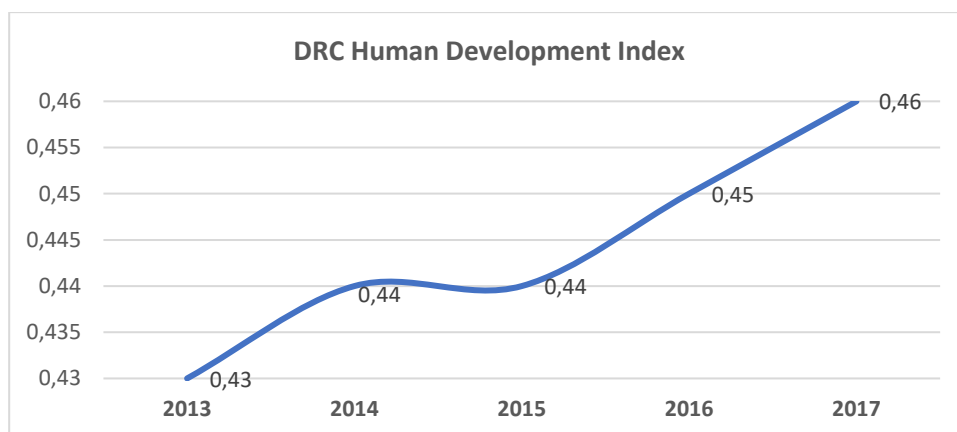
The most recent Human Development Indicator shows that DRC has the highest percentage of its population living on less than \$1.25 a day when ranked among its neighbours in the Great Lakes Region.

Table 12: DRC Human Development Index

YEAR	VALUE	CHANGE, %
2013	0,43	1.48 %
2014	0,44	2.31 %
2015	0,44	2.05 %
2016	0,45	1.77 %
2017	0,46	1.14 %

Source: <https://countryeconomy.com/gdp/democratic-republic-congo>

Figure 17: DRC Human Development Index



Source: <https://countryeconomy.com/gdp/democratic-republic-congo>

3.6.5. Corruption Perceptions Index

Corruption Perceptions Index (CPI) score relates to perceptions of the degree of corruption as seen by business people and country analysts, and ranges between 100 (highly clean) and 0 (highly corrupt).

Table 13 illustrates corruption perspective index from 2014 to 2018. The Democratic Republic of the Congo corruption perceptions index was at level of 20 score in 2018, down from 21 score previous year, which is a year-on-year change of 4.76 %.

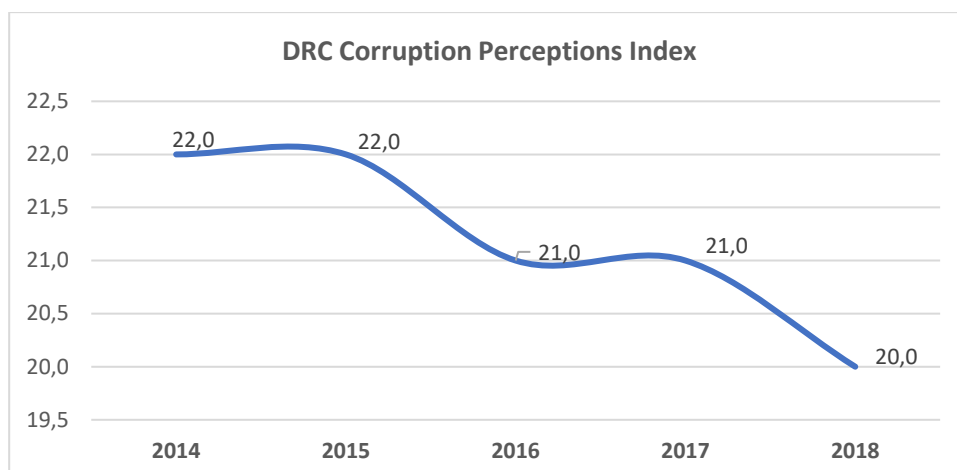
The overall change of the DRC's corruption perception index ranged between 20 and 22 that is 9.1% decrease from 2014 to 2018 (Figure 18). In the ranking by corruption perceptions index, DRC had the 161st rank out of 179 countries. This signifies that the DRC has the continued failure to significantly control corruption that is contributing to a crisis in democracy around the country. The DRC also fails to make serious inroads against corruption.

Table 13: DRC Corruption Perceptions Index

	VALUE	CHANGE, %
2014	22,0	0,0%
2015	22,0	0,0%
2016	21,0	-4,5%
2017	21,0	0.00 %
2018	20,0	-4,8%

Source: <https://countryeconomy.com/gdp/democratic-republic-congo>

Figure 18: DRC Corruption Perceptions Index



Source: <https://countryeconomy.com/gdp/democratic-republic-congo>

3.7. Regional Integration Index

The Africa regional integration index is designed to measure the extent to which each country in Africa is meeting its commitments under the various pan-African integration frameworks, such as Agenda 2063 and the Abuja Treaty.

The index, which is a joint project of the African Development Bank, the African Union Commission and the Economic Commission for Africa, covers the following dimensions: trade integration, regional interconnections and infrastructure, free movement of persons, productive integration, and macroeconomic policy convergence.

Integration is multi-dimensional for both Regional Economic Countries and for the countries within each Regional Economic Country. The majority of countries perform well on at least one dimension of regional integration, even if their overall regional integration score is not high.

There are few countries that are low performers across all dimensions. Each country can share lessons and insights with other countries on the areas where they perform strongly and also identify how to address any gaps going forward.

3.7.1. Overview of DRC's regional integration scores

Figure...below shows the DRC's regional integration scores in different 5 dimensions within the Regional Economic Communities of COMESA, SADC and Economic Community of Central African States (ECCA).

3.7.1.1. Trade integration

Trade integration measures the how the goods are moved more freely across the REC and the continent. When the country's trade flows are faster and more cost-effective, business and consumers in the regions benefit.

Figure 19 below depicts that the DRC trades at score of 0.833 within the COMESA (19 member states) of which its average trade regional score is 0.572 ranking number 3 lead regionally by Zambia with 1.000 (Appendix 1) and it is regarded as the high performing country.

The Economic Community of Central African States (ECCAS) is currently composed of eleven (11) member countries (Angola, Burundi, Cameroon, Central African Republic (CAR), Chad, Congo, DRC, Gabon, Equatorial Guinea, Sao Tome and Principe, Rwanda and Rwanda). On average intra-trading within the REC is 0.526 and the DRC ranks number 9 in this regional dimension with score of 0.275 and positioning itself under the low performing countries. Cameroon is leading with 0.980 (Appendix 2).

These results show that intra-ECCAS trade is limited because there is narrow range of goods produced and traded by its member states, these ECCAS countries have comparative advantages for the same products for which they are not important consumers, and the low complementarity of their trade profiles, showing that these countries have only few goods to trade between them.

DRC is among the bottom five performers ranking number 11, with a score of 0.489, which is below the RECs' average of 0.508. The contributing factor that the DRC appear among lowest average performing countries may be that 13 out of 15 SADC member states are part of the Free Trade Area, while DRC and Angola remain outside. South Africa the REC with score of 1.000 (Appendix 3).

SADC have had some success in facilitating trade through such programmes, they have faced challenges of limited implementation at national level, as well as requirements to implement different programmes and instruments in countries belonging to more than one REC. Expanding trade amongst the three RECs has been a challenge mainly due to overlapping memberships by the member states.

3.7.1.2. Regional infrastructure

Regional infrastructure measures infrastructure development across the region or the continent by means of highways being built across borders, flights taking passengers from one capital to another, electricity connectivity, water and sanitation, more people on mobile phones on city streets and at rural outposts.

Figure 19 describes that the DRC has average regional infrastructure score of 0.428 ranking number 14 and it is closest to the average COMESA scores on regional infrastructure score of 0.439, thus the DRC in terms of regional infrastructure falls under the low performing countries. Seychelles leads in this dimension with 0.714 while the average of the top 4 countries is 0.573 (Appendix 1).

Figure 19 below shows that out of 11 ECCSA member states, the DRC ranks 9 with regional infrastructure score of 0.350 while the average overall regional score is 0.451. Congo topped this dimension 0.687.

The greatest deficits in infrastructure in the ECCAS concern transport (roads, railways, inland waterways, seaports and air transport), energy, and information and communication technology. Central Africa's transport system consists mainly of roads, which account for between 80% and 90% of freight movement and nearly 99% of passenger movement. But most roads are not paved and as for railway networks, they are disjointed and rare, while river transport is only handled by small operators.

Despite a very high potential for hydroelectricity, Central Africa has low rates of access to modern energy (electricity, liquefied petroleum gas, and kerosene). The region has huge fossil and renewable energy resources, but rural and semi-urban populations have limited access to energy. More specifically, Central Africa has less power grid interconnections than other African regions.

On average, SADC scored about 0.502 in the regional infrastructure dimension and the DRC scored 0.380 with the lowest rank of number 14. Botswana lead the REC with 0.820 (Appendix 3). The lowest score in the DRC may be exacerbated by transport costs that are extremely high, due mainly to the length of road corridors, unfavourable regulations, formal and informal market structures, uncertain freight transit times, and non-tariff barriers.

3.7.1.3. Productive integration

Productive integration matters mainly in creation of an economic base that is more resilient to shocks and more diverse. It also caters for building a more skilled regional labour force that adds value to goods and services while raising people's incomes on the ground. That includes opportunities with mining and manufacturing that are now shifting to Africa's advantage.

Figure 19 below demonstrates that the DRC is ranking number 14 with productive integration score of 0.368 while the COMESA's average productive integration score is 0.452. Egypt is leading in this regional dimension with 0.762.

The productive integration score of ECCAS on average recorded about 0.293 signifying that the performance of the whole region in this dimension is low although the top 4 countries score an average of 0.558 placing themselves on average performing countries. The DRC ranked number 8 with a low score of 0.158 (Figure 19) and Burundi lead the REC scoring 0.838 (Appendix 2). The economies of Central Africa are also marked by the weakness of productive systems in the industry, mining, and electricity. The region's huge potential is generally under-tapped. The national private sector has not yet succeeded in replacing the state, which has failed, in reviving production.

SADC region in terms of productive integration performed at an average score of 0.350, which is the same score with DRC in position 7 out of 15 member states under-study (Figure 19). This productive integration in this REC is led by Zimbabwe with 0.738. The low performing score of the REC is due to weak productive capacity in the SADC region as well as in Africa, high production costs, large infrastructure deficits and other challenges that affect SADC and Africa's competitiveness.

3.7.1.4. Free movement of people

Free Movement of People dimension matters when people travel with ease for business, tourism or education, and everyone benefits from opening up of borders. This free movement of people across RECs or Africa signifies an influential boost to economic growth and skills development. Gor (2017) adds that the Free Movement of People dimension has three indicators; the proportion of REC member countries whose nationals do not require a visa for entry, ratification (or not) of REC protocol on free movement of persons, and the proportion of REC member countries whose nationals are issued with a visa on arrival.

Free movement of people within COMESA averaged about 0.268 and the DRC ranked number 14 with the score of 0.132 whereas Seychelles ranked number 1 with 0.700 and Uganda, number 4 with 0.516 (Appendix 1). These regional results showcase the pace, differences in prioritisation, constraints and challenges of regional integration across the REC as well as across Africa (Figure 19).

In the ECCAS, the DRC ranks number 9 scoring 0.140 in the free movement dimension whereas the average REC score is 0.400. Appendix 2 depicts that São Tomé and Príncipe topped with 0.700 which is way higher than the average top 4 performing countries (0.583). In the ECCAS region, there has been little progress to implement the free movement of people as set out in the Treaty Establishing ECCAS (African Development Bank, 2005). Some member States underline security issues as the main reason for delaying implementation, however, more member states are offering fellow ECCAS citizens' visa on arrival and in some countries, the movement of people is relatively

fluid (African Union, 2014). Free movement of persons is effective only between four countries of CEMAC (Congo, CAR, Cameroon and Chad), in other member states the traveller must have a valid passport which is a document difficult to obtain in many countries, which greatly limits the movement of persons.

Free movement of people in the SADC region averaged about 0.530 and the DRC ranks number 14 with score of 0.079 placing it in the low performing countries. eSwatini in this dimension leads the region scoring 0.700 (Appendix 3). Many governments within SADC are reluctant to delegate power to regional, supranational arrangement as it challenges the role of the state. Meanwhile, the dominance of relatively more developed states such as South Africa, Namibia and Botswana, who prefer to pursue bilateral agreements with their key labour supplying partners, has made free movement a difficult issue within the region.

3.7.1.5. Financial and macroeconomic integration

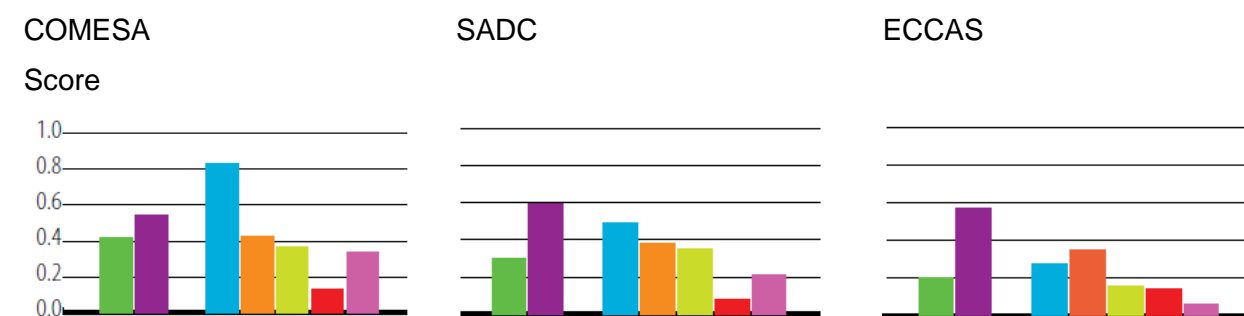
Financial and Macroeconomic Integration dimension is built up of two indicators namely; the regional convertibility of national currencies and the Harmonised Consumer Price Index (HCPI) based inflation rate differential.

Figure 19 portrays that COMESA has average score of 0.343 with DRC ranking number 13 at a score of 0.334. This means capital flows are not free across the REC, investment is low, and finances are not allocated where they can generate the most productivity.

The ECCAS has an average score of 0.599 whereas the DRC ranked number 8 scoring 0.062 (Figure 19). Gabon lead the REC with the score of 1.000 (Appendix 2). In DRC, the financial sector suffered from a defective and chaotic business climate characterized by hyperinflation, currency distortions and frequent change of exchange rate policy. Many banks therefore accumulated bad debts, causing them to grant only high-interest and short-term loans for external trade. Indeed, only the CEMAC zone has a relatively integrated financial market at the sub-regional level. For the other ECCAS countries, the financial sector is national, without any regional dimension and without formal institutional relations with CEMAC.

Regarding the financial and macroeconomic integration, the DRC ranked number 12 with a score of 0.241 falling under the low performing countries while the SADC region registered 0.397. South Africa topped with 0.915 (Appendix 3). Economically powerful countries are not necessarily better integrated in their RECs, with the exception of South Africa in SADC. There is a strong potential for the DRC to integrate more within their RECs by steering their economies towards the region.

Figure 19: Regional integration scores of the DRC in the RECs



Note:

- Average score
- Average score of 4 top performing countries
- Trade Integration
- Regional Infrastructure
- Productive Integration
- Free movement of people
- Financial and macroeconomic Integration

3.7.2. Regional Integration overall in countries by Regional Economic Community

Figure 20 below illustrates the progress being made on Regional Economic Community’s (REC’s) regional integration agendas. The RECs score highly on areas that they have prioritised on regional integration to date.

3.7.2.1. Common Market for Eastern and Southern Africa

The Common Market for Eastern and Southern Africa (COMESA) consists of 19 member states, and the DRC ranked number 10 with the overall regional integration index of 0.419 score that is positioning it in the average performing countries (Figure 20).

Kenya recorded the first in COMESA regional integration score of 0.573 that is slightly above the REC’s average score of 0.415 and above the top COMESA member states’ score of 0.542.

3.7.2.2. Economic Community of Central African States

In the ECCAS with 11 member states, the DRC ranks the 11th scoring the overall regional integration index of 0.196 of which the average REC overall regional integration index is 0.454 whereas the average score of the top 4 countries equals 0.572. Cameroon leads the ECCAS with 0.664 score. These results show that the REC is generally performing towards the average score and they also confirm that intra-regional trade is slightly below the average performing countries.

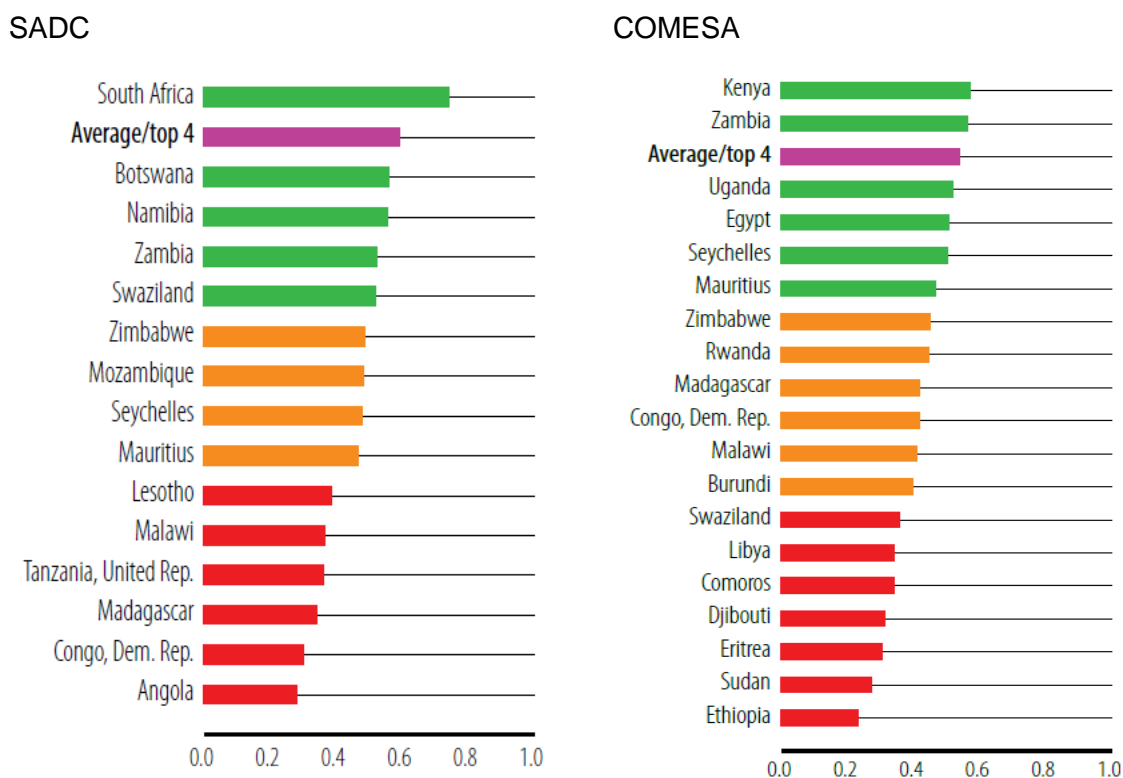
3.7.2.3. Southern African Development Community

SADC with 15 member states under study, the DRC ranked number 14 in the overall REC regional integration index with the score of 0.302, followed by Angola with 0.281, thus the DRC falls amongst the lowest performing countries in the SADC region. South Africa topped with 0.741 that is above the overall SADC average score of 0.457 and above the average of top 4 SADC member states' score of 0.597 (Figure 20). South Africa also represents 61% of regional GDP.

The overall SADC regional integration index including 5 dimensions during the 2016 publication were as follows: trade integration = 0.508; regional infrastructure = 0.502; productive integration = 0.350; free movement of people = 0.530; and financial and macroeconomic integration = 0.397. Therefore, the average SADC regional integration index was 0.457 which is an average performance of the REC.

The SADC had set itself the following targets: free trade area by 2008, customs union by 2010, common market by 2015, monetary union by 2016, and single currency by 2018 and all of these targets were missed. The reasons for this implementation gap could include misalignment between domestic sovereignty and regional benefits and limited consensus among the member states to move in a coordinated manner toward dismantling some of the barriers.

Figure 20: Regional integration scores of the DRC in the SADC and COMESA



Note:

- Country is a high performer – score is higher than average of countries
- Country is an average performer – score is within the average of countries
- Country is a low performer – score is below the average of countries
- Average of top performing countries within REC

- Scores are calculated on a score of 0 (low) to 1 (high).
- Average with a 95% confidence interval

4. TRANSPORT ENVIRONMENT

4.1. Overview

The Democratic Republic of Congo faces what is probably the most daunting infrastructure challenge on the African continent. Because of the conflict, networks have been seriously damaged or left to deteriorate, with about half of existing infrastructure assets in need of rehabilitation. Even before the conflict, the lack of basic infrastructure made it difficult to knit together the country's disparate economic and population centers. The country's vast geography, low population density, extensive forestlands, and crisscrossing rivers further complicate the development of infrastructure networks.

The country's inland waterways can provide low-cost surface transport, with only relatively modest investments needed to improve navigability (To that effect, under a five year World Bank project reported to have started in 2010, around 10,000 new or replacement markings are being installed along the navigable section of the Lualaba River, mainly the section Ubundu-Kindu (308 km) and Kongolo-Bukama (645 km) that complement the National Railway Company of the Congo (SNCC) railroad network along the Lubumbashi-Kisangani Corridor.

Also included in the program are the Mogalo-Oubangui section of the Lua river (141 km) and the Businga-Mobeka section of the Mongala river (342 km) in the agricultural rich North-Western part of the country (Equateur Province) to improve both day and night time navigation.

As part of the activity, the hydrometric network is also under rehabilitation through the installation of scales and depth gauging sections. These interventions complement the waterway rehabilitation activities supported by the European Union (EU) through the 10th European Development Fund (EDF) and the Belgian Technical Cooperation (BTC) and improve the integration of the intermodal network with SNCC regarding the West-South Corridor and the South-North Corridor.

4.2. Transport Infrastructure

The DRC realises the importance of regional cooperation for transport infrastructure development and signed tripartite agreements with neighbouring countries Zambia, Tanzania and Namibia that are aimed at enhancing the smooth flow of cross-border road and rail transportation. The DRC is also a member of the Northern Corridor Integration Projects Initiative (NCIPI) together with Rwanda, Uganda, Kenya and South Sudan. The objective of the initiative is to establish an interconnected rail and water transport system between the member countries. Ground transportation in the DRC has always been difficult and the country's vast geography, low population density, extensive forests and crisscrossing rivers further complicate the development of infrastructure networks.

4.3. Distance Matrix

Table 14 below shows distance matrix from the DRC capital Kinshasa. This table shows the distance between Kinshasa and major cities. The main application of a distance matrix is to show the distance between cities by road, to help with planning travel and haulage. In data analysis, distance matrices are mainly used as a data format when performing hierarchical clustering and multidimensional scaling.

Table 14: Distances from Capital City to Major Towns (km)

	Kinshasa	Matadi	Bandundu	Kananga	Mbuji Mayi	Lubumbashi	Kindu	Bukavu	Goma	Kisangani	Mbandaka
Kinshasa	0										
Matadi	355	0									
Bandundu	490	1,051	0								
Kananga	1,105	1,460	973	0							
Mbuji Mayi	1,283	1,638	1,151	179	0						
Lubumbashi	2,317	2,672	2,184	1,212	1,036	0					
Kindu	2,033	2,388	1,901	928	752	1,421	0				
Bukavu	2,660	3,015	2,528	1,556	1,379	1,432	627	0			
Goma	2,709	3,064	2,577	1,604	1,428	1,655	841	220	0		
Kisangani	2,624	2,979	2,492	1,520	1,344	2,013	591	647	856	0	
Mbandaka	3,192	3,547	3,059	2,087	1,911	2,831	1,878	2,028	2,237	1,577	0

Source: Trigona. 2018. <https://dlca.logcluster.org/display/public/DLCA/DRC>

4.4. Road Safety and Security

DRC's territory is partially enclosed. Almost all the provincial capitals can only be reached by air. The national road network is approximately 152,400 km long of which only 2% is sealed but is in a state of disrepair. Of the priority roads (covering 30,786 km), 25% of which are in good condition, 16% in fair condition and 59% in poor condition.

Out of the 86,821 km of local roads, only 11% are in good condition. There are also roads with checkpoints manned by DRC security forces, which sometimes set up temporary roadblocks, especially at night.

Vehicles are often searched for weapons and valuables and travellers are checked for identity papers. All forms of public transportation are unregulated. Taxis, mini-buses and trains are in poor mechanical condition and are often filled beyond capacity (Ministry of Planning, 2011).

4.5. Axle Load Limits and Weighbridges

Axle load limit in DRC is derived from the Inter-ministerial Order instituting measures to protect the National Road Heritage of 2011 (Table 15).

Table 15: Axle load limits

Axle load limits	LCA Country	Transit Country	Transit Country
Truck with 2 axles	21 tons	16,000 kg	18,000 kg
Truck with 3 axles	27 tons	22,000 kg	24,000 kg
Truck with 4 axles	50 tons	26,000 kg	28,000 kg
Semi-trailer with 3 axles	50 tons	26,000 kg	28,000 kg
Semi-trailer with 4 axles	50 tons	34,000 kg	36,000 kg
Semi-trailer with 5 axles	50 tons	40,000 kg	44,000 kg
Semi-trailer with 6 axles	50 tons	46,000 kg	50,000 kg
Truck & drawbar trailer with 4 axles	50 tons	34,000 kg	37,000 kg
Truck & drawbar trailer with 5 axles	50 tons	40,000 kg	45,000 kg
Truck & drawbar trailer with 6 axles	50 tons	46,000 kg	53,000 kg
Truck & drawbar trailer with 7 axles	50 tons	n/a	56,000 kg

Source: Trigona. 2018. <https://dlca.logcluster.org/display/public/DLCA/DRC>

4.6. Road Class and Surface Conditions

There are several classifications of roads in DRC shown in Table 16 below. As per the official classification, roads are divided into four distinct categories which are managed by various governmental bodies:

- i. National Roads;
- ii. Priority regional roads;

- iii. Secondary regional roads; and
- iv. Local roads.

The National roads, including Priority and Secondary roads, are managed by Office des Routes (OdR). Local roads are managed by the Direction des voies de Desserte Agricole (DVDA). The Office des Voiries et Drainage is in charge of all urban roads comprise of sealed and paved roads.

Table 16: Classification of roads

Classification	Road Description
National road (Bitumen-Gravel)	All paved and dirt roads intended to be paved on major international routes and on major national routes. These roads are part of the public domain of the State and are managed by Office des Routes
Priority Regional road (Sand / Dirt – Gravel)	They are public domain of the province and are also managed by Office des Routes
Secondary Regional Road (Sand / Dirt – Gravel)	They are public domain of the Province and are also managed by Office des Routes
Local road (Sand / Dirt – Gravel)	They are public domain of the Province and are managed by the Direction des Voies de Desserte Agricole

Source: Trigona. 2018. <https://dlca.logcluster.org/display/public/DLCA/DRC>

4.6.1. Road Inventory

The road network is organized as a network of national roads and each province maintains a network of provincial roads. The provincial roads are divided into a network of priority and secondary roads.

4.6.2. Bridges

The road network under the responsibility of the Office des Routes is comprised of:

- 1,886 bridges including 445 permanent bridges (concrete structures) which represents 23% of bridges; and
- 750 semi-permanent bridges (metallic structures); and

- 691 temporary bridges representing 37% of bridges.

An analysis of the modernization of 118 bridges was conducted (Office des Routes, 2011) and the findings were that given the ages of the bridges, more than 90% of the bridges were in a poor or average condition.

4.7. Road Corridor Assessment

4.7.1. International Corridors linking the DRC

Because of its special geographic configuration, DRC is a semi landlocked country with only 32 km of coastline. The remaining part of the country is opened outward through corridors that connect it to international trade. There are several international corridors linking the DRC to other countries:

4.7.1.1. The Northern Corridor and the Central Corridor on the Eastern borders

a) The Northern Corridor

The Northern Corridor links the landlocked countries of Uganda, Rwanda and Burundi with Kenya's maritime port of Mombasa. Similarly, the Northern Corridor serves Eastern part of the Democratic Republic of Congo, Southern Sudan and Northern Tanzania. Thus, the Northern Corridor infrastructure connects all the five countries of the East African Community and beyond.

It is the busiest and most important transport route in East and Central Africa. It totals about 7,000km, of which 60% is paved and 40% is unpaved. Because of their heavy reliance of the Northern Corridor for their overseas trade, as well as the trade among themselves, Burundi, Democratic Republic of Congo, Kenya, Rwanda and Uganda are contracting parties to the Northern Corridor Agreement.

The Agreement provides the legal framework for collaboration among these countries on matters related to transit transport; customs control; documentation and procedures; as well as the development of infrastructure and facilities relating to sea ports, inland ports and waterways, roads, railways, pipelines and border posts.

The Northern Corridor is a multi-modal corridor, encompassing road, rail, pipeline and inland waterways transport. The main road network runs from Mombasa Sea Port through Kenya and Uganda to Kigali in Rwanda, Bujumbura in Burundi and to Kisangani in the Democratic Republic of Congo.

The road network also links Kenya and Uganda to Juba in South Sudan. The rail network runs from Mombasa Sea Port through Nairobi, Malaba, and Kampala to Kasese in Western Uganda, close to the border with the Democratic Republic of Congo. A branch line radiates from Nakuru to Kisumu on Lake Victoria, from where rail wagon ferries link the system to Port Bell in Kampala.

Another rail branch line runs from Tororo in eastern Uganda to Pakwach in northern Uganda. River steamers are used to provide links with Nimule in South Sudan from Pakwach. The oil pipeline runs from Mombasa through Nairobi and Nakuru to Kisumu and Eldoret in western Kenya, from where the landlocked countries access their fuel imports.

The international and intra-regional trade in the Economic Community of Central African States as engine of economic growth in the region is hampered by high costs of doing business, including:

- High costs of transport and delays;
- Numerous NTBs (non-tariff barriers) and associated administrative costs along the transit chain;
- Lack of implementation by member states of various protocols on trade and transport facilitation;
- Low level of awareness of laws, regulations and agreements/conventions;
- Lack of facilitation mindset; and
- Limited capacity to package bankable projects.

The whole related costs are allocated gradually to the landlocked Economic Community of Central African States and the region is a net importer and very uncompetitive compared to other economies:

- 37% of the total logistics costs in landlocked Northern Corridor member states are attributable to road transport costs;
- Direct costs of delay contributed to more than 2% of the total logistics costs;
- Hidden costs of delays constitute 40% of the total logistics costs; and
- Delays on the northern transport corridor is estimated to cause a loss of an estimated \$800 per day per truck, hence increasing the cost of doing business in the region.

b) The Central Corridor

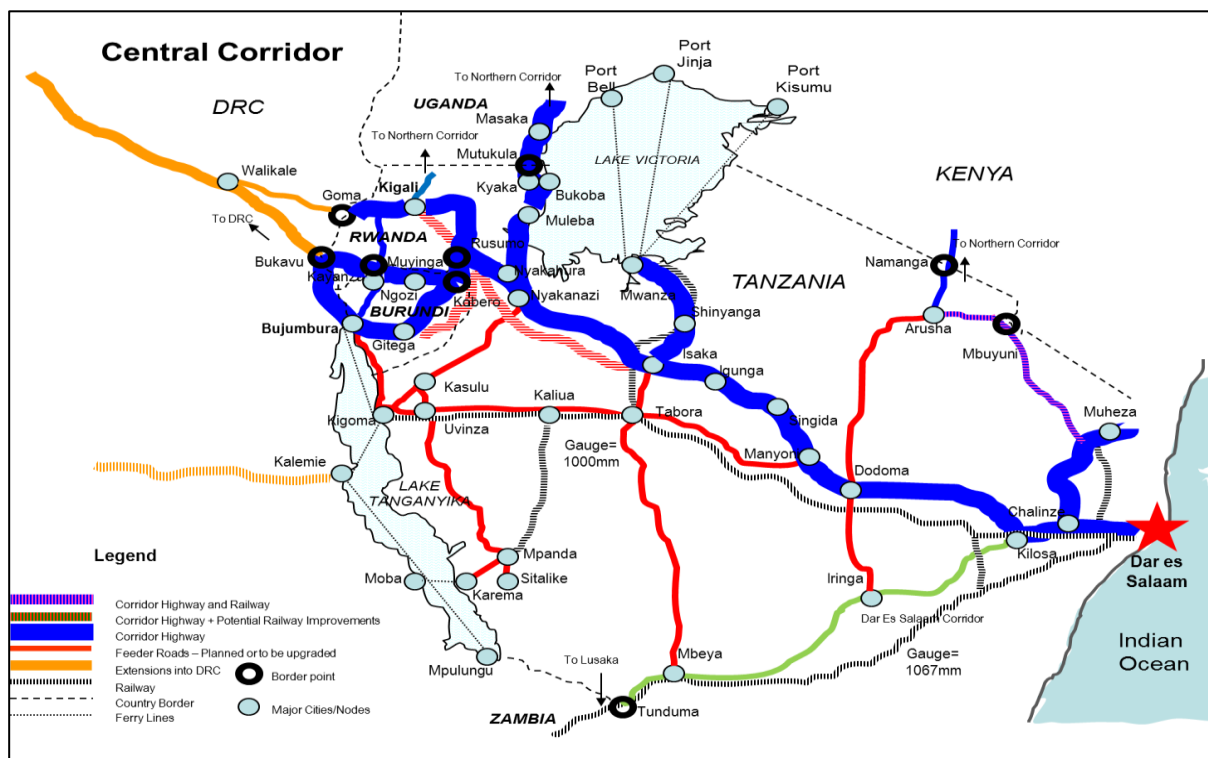
The Central Corridor is managed by the Central Corridor Transit Transport Facilitation Agency (TTFA). The TTFA is a multilateral agency formed by five Member States (Burundi, DRC, Rwanda, Tanzania and Uganda) with cooperation from both public and private sector stakeholders.

Transit routes cover cargo and passenger transport utilising:

- All Tanzanian roads connecting to Burundi, Democratic Republic of Congo, Rwanda and Uganda together with all roads and railway systems in these landlocked countries connecting to the central corridor (Figure 21 below);
- The Port of Dar es Salaam;
- The Railway system operated by Tanzania Railways Corporation;
- Isaka Dry Port;
- The freight and marine services provided by Uganda Railways Corporation and Marine Services Company Limited respectively and other private companies on Lake Victoria;
- The Port of Mwanza, Kemono Bay, Port Bell and Jinja Port;
- The marine services provided by Marine Services Company Limited and other public and private Companies on lakeTanganyika;
- The Port of Kigoma, Bujumbura, Moba, Baraka, Kasanga, Kalundu and Kalemie;
- Deep sea and coastal shipping services calling at Dar es Salaam port; and
- Kidatu inland trans-shipment terminal and other transit routes and facilities as determined from time to time.

The main challenges of the Central Corridor are related to border and customs procedures, infrastructure, inland non-traffic barriers such as police road blocks, weigh bridges and revenue check points as well as domestic non-traffic barriers that impede the smooth flow of trade.

Figure 21: Map of Central corridor



4.7.1.2. The Southern borders

The Southern Corridor accounts for a significant percentage of southern DRC export/regional freight. Exporters and importers in Katanga have a variety of options open to them for transporting goods.

They can link up with the Central Corridor and the port of Dar es Salaam or take a variety of routes to Nacal, Beira, Maputo (Mozambique) or through to the port of Durban (South Africa).

Transport corridors in this region are mainly being transformed into integrated economic corridors through the Spatial Development Initiative (SDI).

In order to meet the objectives, set by the SDI, there has been more investment including cargo tracking, tax guarantees (which are used on most of the corridors) and a high percentage of freight containerization.

4.7.1.3. The Western borders

The Equateur region (through Zongo port and/or the Oubangui river) can receive goods through Bangui from three ports abroad:

- The Douala port in Cameroon (congested);
- The Kribi port (new) in Cameroon (a brand-new port already partly operational); and
- The Libreville port in Gabon (assessed by WFP shipping).

In addition to the Matadi port, there are three other options for transporting goods from the ocean to Kinshasa:

- The Lobito port in Angola;
- The Luanda port in Angola; and
- The Pointe Noire port in the Congo Republic.

4.8. Main Domestic Road Corridors

Three major economic corridors on which the country's future development depends can be identified taking into account the distances between key production sectors and their relation to the country's main infrastructure link. The following corridors are:

4.8.1. Lubumbashi-Goma (road)

Lubumbashi-Kalémie-Goma: This route is mainly useful in terms of integrating the country between cities and is also used by the mining industry.

4.8.3. Matadi-Kinshasa-Lubumbashi (road and rail)

Matadi-Kinshasa-Lubumbashi: This route plays a major role in international trade. The section from Matadi to Kinshasa is the main route for the transport of imports to Kinshasa and for legal exports from the DRC using the Matadi port. The second part between Kinshasa and Lubumbashi cannot be yet a major corridor since half of the way is in very bad condition.

4.8.4. Bunia-Kisangani-Kinshasa (road & river)

Bunia-Kisangani-Kinshasa: This route is now a major way for transporting goods from eastern Africa to Kinshasa (especially second-hand cars from the Middle East or Asia). The Congo River is also crucial for transporting timbers, agricultural products and fish from the centre of the country to Kinshasa.

4.9. Fuel Prices in the DRC

In 2016, gasoline prices for Democratic Republic of the Congo was 1.49 US dollars per litre. Gasoline prices of Democratic Republic of the Congo increased from 1,28 US dollars per litre in 2010 to 1.49 US dollars per litre in 2016 growing at an average annual rate of 14.1% (Table 17).

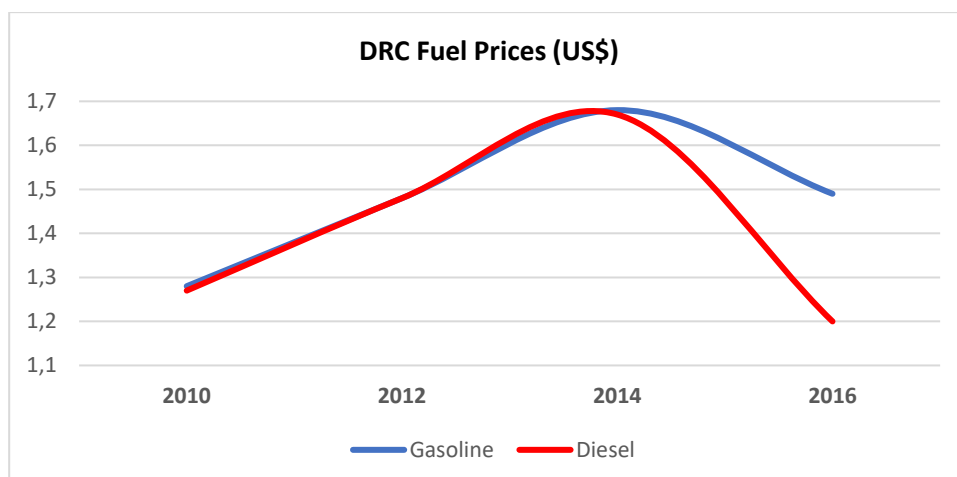
Figure 22 shows the price of diesel from 2010 to 2016. Diesel fuel prices for Democratic Republic of the Congo from 2010 to 2014 which is an increase of 24% from 1,27 US dollars per litre to 1,20 US dollars per litre, and then dropped from 2014 to 2016 by 28.1%. Diesel fuel prices of Democratic Republic of the Congo decreased by 5.5% from 1,27 US dollars per litre in 2010 to 1,20 US dollars per litre in 2016.

Table 17: Fuel prices in the DRC (US\$)

	US Dollars		Bi-annual percentage change	
	GASOLINE	DIESEL	GASOLINE	DIESEL
2010	1,28	1,27	4,07%	4,96%
2012	1,48	1,48	15,63%	16,54%
2014	1,68	1,67	13,51%	12,84%
2016	1,49	1,20	4,07%	-28,14%

Source: World Development Indicators (WDI)

Figure 22: Fuel prices in the DRC



4.10. DRC Goods Permits issued by the C-BRTA

Table 18 below shows the number of DRC goods permits issued by the C-BRTA 2017/18 and 2018/19 financial years. The total number of goods permits issued by the C-BRTA was 64,016 and 62,257 for 2017/18 and 2018/19, respectively. The growth rate of the goods permits revealed a decline of 2.7%.

Regarding South Africa and the DRC route, the C-BRTA issued about 5,738 and 8,170 in 2017/18 and 2018/19, accordingly. The DRC goods permits increased by 42,4% from 2017/18 to 2018/19 constituting 13.1% of the total number of goods permits issued by the C-BRTA.

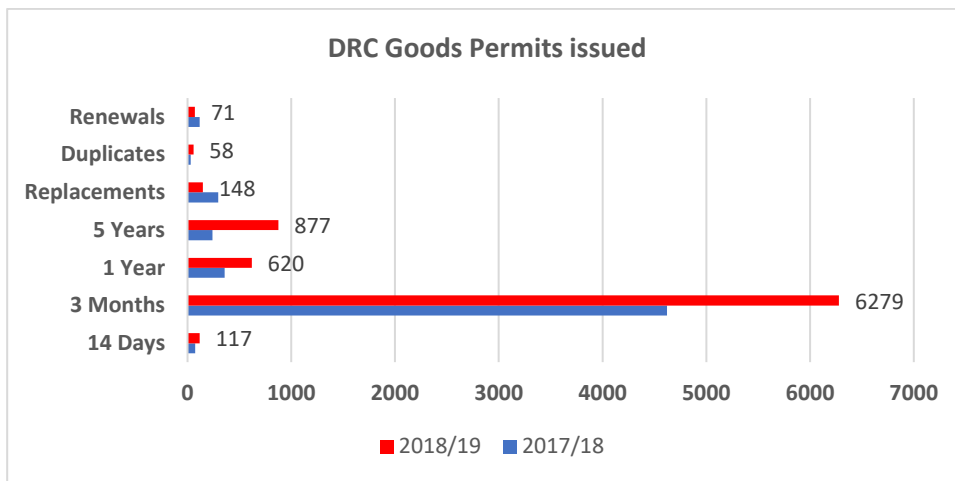
The DRC Three-months temporary goods permits topped in 2018/19 with 6,279 contributing 76,9% followed by 877 permanent 5-years permits that registered 10,7%. Ultimately, the total increase of goods permit in the DRC routes shows business opportunities that are growing between South Africa and the DRC (Figure 23).

Table 18: DRC goods permits issued by the C-BRTA

	2017/18	2018/19	Total Permits used		DRC permit growth	2018/19 permit contribution
			2017/19	2018/19		
14 Days	75	117	3,312	2,603	56,0%	1,4%
3 Months	4,621	6,279	48,644	47,234	35,9%	76,9%
1 Year	358	620	3,858	3,863	73,2%	7,6%
5 Years	240	877	1,910	2,600	265,4%	10,7%

Replacements	295	148	2,516	2,552	-49,8%	1,8%
Duplicates	32	58	335	416	81,3%	0,7%
Renewals	117	71	3,441	2,989	-39,3%	0,9%
Total	5,738	8,170	64,016	62,257	42,4%	100,0%
Percentage	9,0%	13,1%				

Figure 23: DRC goods permits issued by the C-BRTA



4.11. Regulatory Environment

4.11.1. Office of Multimodal Freight Management

The Office of Multimodal Freight Management (OGEFREM) is a public institution of technical and commercial nature of the Democratic Republic of Congo. As a member of the Union of African Shippers' Councils (UASC), OGEFREM then called the Office of Maritime Freight Management was initially created by a Presidential Decree N°80/256 of the 12th of November 1980 to execute the following actions:

- To be of assistance to shippers;
- To render technical advice to the Congolese government concerning transport; and
- To promote an efficient transport chain.

It was later on, on the 03rd of December 2009 by the Decree N°09/63 that OGEFREM, due to extension of its field of action to include all modes of transport that it was renamed as the Office of Multimodal Freight Management.

4.11.2. Economic development, Trade and Regulations

As a member of the Economic Community of Central African States (ECCAS), the Southern African Development Community (SADC), the African Trade Insurance Agency (ATIA), and the Economic Community of the Great Lakes Countries (ECGLC), there are many regulatory departments in the Democratic Republic of Congo that are empowered in regulatory activities such as tax revenue, control & quality insurance, pre-shipment inspection etc. It's in that sense that OGEFREM has put in place various mechanisms in place in order to further monitor the unit price and origin of goods, so that all shipments to the Democratic Republic of Congo must be accompanied by an Electronic Cargo Tracking Note (BESC) Commonly known in the DRC as FERI, FERE, and CD.

4.11.2.1. FERI

The FERI is the french acronym of "Fiche Electronique de Renseignement à l'Importation" (Electronic Data Sheet for Importation Information) a certificate required for clearing the import of goods. The procedure was implemented with the Decree N011/18 on the 11th April 2011. This electronic certificate also enables the tracking of Congolese goods from the port of origin where it is issued to the port of transit. Failure to subscribe to this tracking certificate in advance will be deemed to violate the transport regulations of DRC as cargo will not be cleared if the valid required FERI certificate is not accompanying the shipment. In addition, applications for goods arriving at the port of destination will result in high fines.

4.11.2.2. FERE

The FERE, which is a french acronym for "Fiche Electronique de Renseignement à l'Exportation" (Electronic Data Sheet for Exportation Information), was officially launched by OGEFREM on the 01st of August 2019, and has the same characteristics as the FERI certificate except the fact that it is required for clearing the export of goods from DRC to the final destination;

4.11.2.3. Certificate of destination

The Certificate of Destination or "Attestation de Destination" in French, is an electronic document that accompanies the shipment from the port of transit to the DRC by road or rail. It is important to note that there are two types of Certificate of Destination:

- The first one links the ocean freight part of the freight movement and the subsequent road or railway part of the shipment; and
- The second type covers shipment originating from the African Region.

NB: *It is important to note that as of January 22nd, 2019, the Inter-Ministerial Decree No 008/CAB/VPM/MIN/TC/2019 has reinforced the compulsory subscription of all these cargo cover documents for all goods destined to the DRC.*

4.11.3. Challenges and opportunities

4.11.3.1. Challenges

In terms of challenges currently faced by OGEFREM, there are difficulties related to the geographical position of DRC as a semi-enclaved country. As such, there are many issues when it comes to applying DRC's transport regulations throughout the national territory.

Though it is easier to apply transport regulations on the western part of the country due to the fact that goods are unloaded at the port of Boma in the Kongo Central province, it is more complicated to apply the same regulations on the eastern and southern parts as goods are usually unloaded at transit ports, in foreign territories. In addition, the lack of suitable infrastructures (road, rail, etc.) further cause problem.

4.11.3.2. Opportunities

To overcome these difficulties, the DRC through OGEFREM as its regulatory authority, has put in place support infrastructures such as the construction of a dry port by the Kasumbalesa border post, which was launched on the 01st of May 2018. This dry port will be connected to major maritime ports namely, Beira, Mombasa, Dar-Es-Salaam, Walvis Bay and Durban ports through which a great amount of goods destined to DRC transit.

This facility will be comprised of necessary equipment and infrastructures and will handle the functionalities of a maritime port among them cargo handling, storage, inspection, quarantine, immigration and clearance of goods. This will help to eventually eradicate fraud and contribute to improve the public revenue collection.

The dry port will also be a solution to the various issues faced by cross border traders at the Kasumbalesa border post which is a strategic location connecting various corridors. It will accommodate COMESA trade facilitation instruments such as the Yellow Card, the Regional Customs Bond Guarantee Scheme and COMESA Virtual Trade Facilitation system.

4.11.4. New developments

In the DRC, currently there are new road developments, investment opportunities & national fund for the promotion of public transport as follows:

- With regards to road development, the Haut-Katanga province recently signed a contract to rehabilitate the Kasumbalesa - Mokambo - Sakania road axis in order to facilitate road traffic.

Additionally, opportunities to invest in the road sector through public-private partnerships for private operators in mass transport systems are numerous; and

- Now, concerning a national fund for the promotion of public transport, there is indeed a public institution with technical and commercial nature called FONER which is the acronym for “Fonds National d'Entretien Routier”. This public institution aims to collect and administer adequate resources for the financing of road infrastructure management.

4.12. Procedures for Establishing a business in the DRC

The National Agency for Investment Promotion (ANAPI) provides assistance to investors who are interested in doing business in the DRC. In order to benefit from incentives under the DRC’s Investment Code (which include customs duty and tax exemptions), investors need to submit a business plan with stipulated fees below.

Table 19: Business Plan Required Fees

Document	Fee	Duration
Business plan	\$ 1,000 fee to ANAPI to assess eligibility	30 days to decide on an investment project.
Businesses investing less than \$200,000	\$ 500 fee for the assessment	

The steps to establish a business in the DRC:

- Complete the application form at the Guichet Unique or online Guichet Unique;
- Submit the application with other required documentation at the Guichet Unique or register online;
- Seek a receipt from the Guichet Unique and pay required fees at a designated bank; and
- Request a registration certificate from the Trade and Personal Property Credit Register.

Required application information:

For Corporations:

- Completed application form;
- Four copies of the company’s charter, Statement of Subscription (document showing shareholding structure);
- Proof of available capital;

- Signature of the manager; and
- Copies of identity documents of the business manager and shareholders.

Note: Corporations pay the Guichet Unique fee of \$110 to certify the company's charter, register at the Trade and Personal Property Credit Register, publish the company's charter in the Official Journal, and obtain authorization and a business license.

For Sole Proprietors:

- Completed application form;
- Copy of the applicant's identity document;
- Criminal record;
- Proof of residence; and
- Signature.

Note: Sole proprietorships pay \$40 to receive a National Identification Number, business registration, and authorization to open business. There is no minimum capital requirement for corporations. Limited liability companies must provide capital of at least \$20,000. In addition to the afore-mentioned application requirements, some sectors have additional requirements for starting and conducting commercial activities. The DRC established the Guichet Unique, a single point ("one-stop shop") for business creation. The Guichet Unique launched in April 2013, to be the only authority to perform essential formalities for business creation with the aim of approving business applications within three business days from receipt.

4.12.1. Mining

To open a mining trading post, one must concurrently apply at the Ministry of Mines and the Mining Service Department. The application should have the following elements:

For Sole Proprietorships:

- A copy of the applicant's identity card or the resident card;
- Three copies of the applicant's passport biographic data page;
- Certified copy of the Trade and Personal Credit Register (RCCM);
- A valid fiscal attestation showing tax records;
- Banking references;
- \$50,000 deposit for diamond trading, \$25,000 for gold trading;

- Evidence of the ability to pay the DRC Treasury an annual royalty of \$200,000 for diamond trading and \$50,000 for gold; and
- Criminal record from country of residence.

For Corporations:

- RCCM certification;
- Notarised statutes with proof of deposit;
- National identification number;
- Fiscal attestation;
- Banking references;
- Evidence of a deposit of \$50,000 for diamond trading post and \$25,000 for gold one; and
- Evidence of the ability to pay the DRC Treasury an annual royalty of \$200,000 for diamond trading and \$50,000 for gold.

Conditions for Diamond and Gold trading:

- Trading post may only operate in Kinshasa or the immediate zone of the mine;
- The agreement is valid for one year and is renewable;
- All buyers must have official ID cards issued by the Ministry of Mines;
- Diamond and gold exporters must pay taxes at 1.25 percent of the export value;
- The minimum purchase for a gold trading post is 25 kilograms per month; and
- The minimum purchase for a diamond trading post is:
 - ✓ First quarter: \$10,500,000
 - ✓ Second quarter: \$12,000,000
 - ✓ Third quarter: \$15,000,000
 - ✓ Fourth quarter: \$10,500,000

4.12.2. Forestry and Logging

4.12.2.1. Forest operations

- Obtain operational authorization from the Ministry of Environment's Direction of Forest Management
- Official fees:
 - ✓ For royalty on forest concession: \$0.50 per hectare for industrial logging;
 - ✓ For cutting down timber: 1.25 percent ex-works value per cubic meter of rough timber; and
 - ✓ For license of traditional cutting down of timber: \$50 per hectare.

4.12.2.2. Lumber exportation

- Obtain a purchasing contract from the Ministry of Environment's Forest Management Department. Official Fee:
 - ✓ \$2,500 per contract for artisanal lumber with official permit from the Ministry of Environment
 - ✓ \$3,000 per contract for concessionaires with official forest title from the Ministry of Environment
 - ✓ \$10,000 per contract for other business people/non-official loggers.

4.12.2.3. Reforestation

Obtain a concession contract from the Ministry of Environment. Official Fee for the reforestation tax:

- 4 percent ex-works value per cubic meter of rough timber;
- 2 percent ex-works value per cubic meter of exported rough timber; and
- Official fee for the wood-cutting tax: \$2 per hectare.

4.12.3. Banking

Starting September 2017, the Central Bank of Congo (BCC) requires shareholders to have minimum capital of \$30 million to start a commercial bank. Those seeking to launch commercial banks in the DRC must also obtain a Presidential authorization through the BCC.

Official Fees:

- Initial Agreement Fee (Governor of BCC acceptance of the project): \$2,195; and
- Obtain final agreement from BCC: \$300,000 (which represents 1 percent of minimum capital required prior to opening a bank).

4.12.4. Transportation

4.12.4.1. Air transport

- Import aircraft: Authorization from the Ministry of Transport's Civil Aviation Division;
- Evaluation: \$10,600 to \$12,600;
- Official Fee: From \$2,000 to \$6,000;
- Aircraft registration: Authorization from the Ministry of Transport's Civil Aviation Division;
- Official fee: From \$300 to \$6,000;
- Operating License: Authorization from Ministry of Transport's Civil;

- Aviation Division;
- Evaluation: \$5,000;
- Official Fee: \$5,000; and
- Additional fees: \$30,000 to \$3,000,000 (based on the number of passengers and weight of the aircraft).
- The civil aviation authority is planning to issue Air Operator Certificates (AOC) to all DRC airlines in 2017. Those without an AOC will not be allowed to operate.

4.12.4.2. Road Transport

Authorization to transport passengers: Obtain from the Ministry of Transport's Office for Road Transport (ORT):

- Official Fee: Ranges from \$20 to 50 annually;
- Authorization to transport goods: Obtain from the ORT;
- Official Fee: Ranges from \$35 to 100 annually;
- Authorization for international transport: Obtain from the ORT;
- Official Fee: Up to \$100 annually;
- Travel warrant of international transport: Obtain from the ORT;
- Official Fee: \$10 annually;
- Toll for foreign vehicles at border crossings;
- Official Fee paid per turnpike:
 - ✓ Car: \$20
 - ✓ Small Truck: \$30
 - ✓ Truck: \$30
 - ✓ Tractor: \$50
- Technical control certificate: Obtain from the ORT;
- Official Fee: Ranges from \$7 to \$15 annually;
- Driving license for roadways and railways: Obtain from the ORT; and
- Official Fee: Ranges from \$20 to \$75 annually.

4.12.5. Telecommunication

The Authority of Regulation of Posts and Telecommunications (ARPTC) prepares the license and specifications, which are then approved and signed by the Ministry of Post, Telephone and Telecommunication and published in the official journal.

The main procedures to operate in the telecommunication industry under the public service concession are as follows:

- Obtain a license specifying frequency; and
- Create business as a limited liability company.

4.12.5.1. Internet Service Providers

The following steps are required to operate an Internet network:

- Submit an application to the ARTC; and
- Meet the ARTC licensing requirements.

5. PASSENGER TRANSPORT

5.1. Transport and driving in the DRC

An underdeveloped transport infrastructure, numerous safety concerns and the country's vast size make getting around certain areas of the Democratic Republic of Congo extremely difficult. While getting around in cities can be done by road and a few, but limited, public transport options, travel between major cities is best done via air travel.

5.1.1. Public transport in the DRC

5.1.1.1. Cross-border passenger transport

Table 20 below displays the number of DRC passenger permits issued by the C-BRTA 2017/18 and 2018/19 financial years. The total number of passenger permits issued by the C-BRTA was 25,077 in 2017/18 and 24,068 in 2018/19. The growth rate of the passenger permits documented a 4.02% decline.

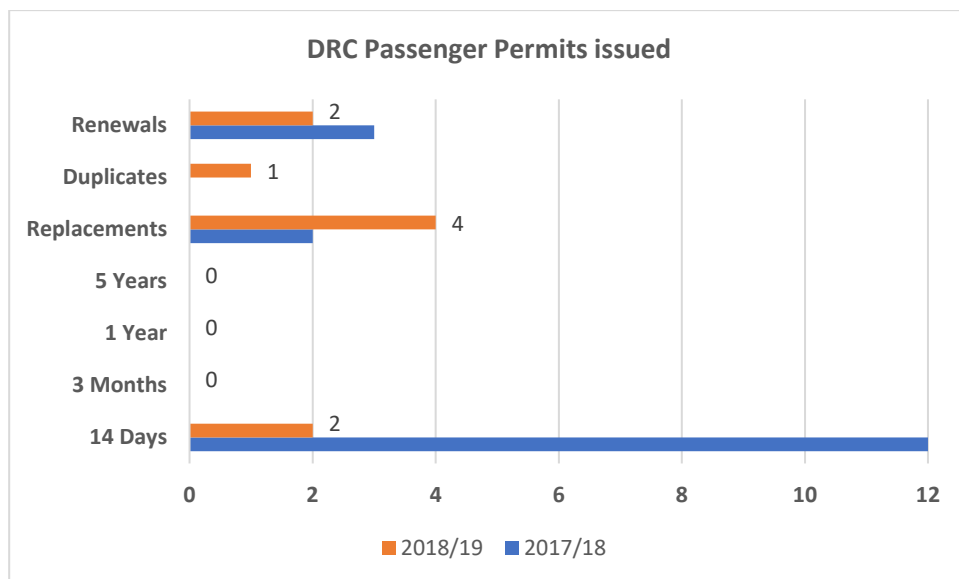
The C-BRTA issued passenger permits on South Africa and the DRC route amounting to 17 and 9 in 2017/18 and 2018/19, respectively. The DRC passenger permits decreased by 47,1% from 2017/18 to 2018/19 constituting 0.04% of the total number of passenger permits issued by the C-BRTA.

The DRC 14-days temporary passenger permits were 2 in 2018/19 while 4 permits were replaced, 1 duplicated and 3 renewed. Finally, it can be concluded there is no permanent cross-border passenger transport business between South Africa and the DRC (Figure 24 below).

Table 20: DRC passenger permits issued by the C-BRTA

	2017/18	2018/19	Total Permits used		Total permit
			2017/19	2018/19	growth
14 Days	12	2	22,771	21,830	-4,13%
3 Months	0	0	49	20	-59,18%
1 Year	0	0	321	366	14,02%
5 Years	0	0	15	27	80,00%
Replacements	2	4	432	469	8,56%
Duplicates	0	1	83	58	-30,12%
Renewals	3	2	1,406	1,298	-7,68%
Total	17	9	25,077	24,068	-4,02%
Percentage	0,07%	0,04%			

Figure 24: DRC passenger permits issued by the C-BRTA



5.1.1.2. Trains

Rail services are very infrequent and unreliable in the Democratic Republic of Congo. Despite some rail refurbishment projects by Chinese firms operating in the mining sector, there are very few passenger services.

5.1.1.3. River travel

The DRC has thousands of kilometres of navigable waterways. Traditionally water transport has been the dominant means of moving around in approximately two-thirds of the country.

6. RAILROAD TRANSPORT IN THE DRC

Rail transportation is provided by the Congo Railroad Company (Société Nationale des Chemins de Fer du Congo) and the Office National des Transports (Congo) (ONATRA) and the Office of the Uele Railways (Office des Chemins de fer des Ueles, CFU). Like much of the infrastructure in the Congo, the railways are poorly maintained, dirty, crowded and dangerous.

6.1. Passenger Rail-transport

Table 21 below depicts that in 2013, the number of passengers carried by railways in the DRC was 30 million passenger-km, which are the number of passengers transported by rail times kilometres travelled and from 2013 to 2014, the number of passengers carried by railways declined by 33.3% to 16.7 million passenger-km. The total number of passengers carried by railways that declined from 2013 to 2015 amounted to 44.3%.

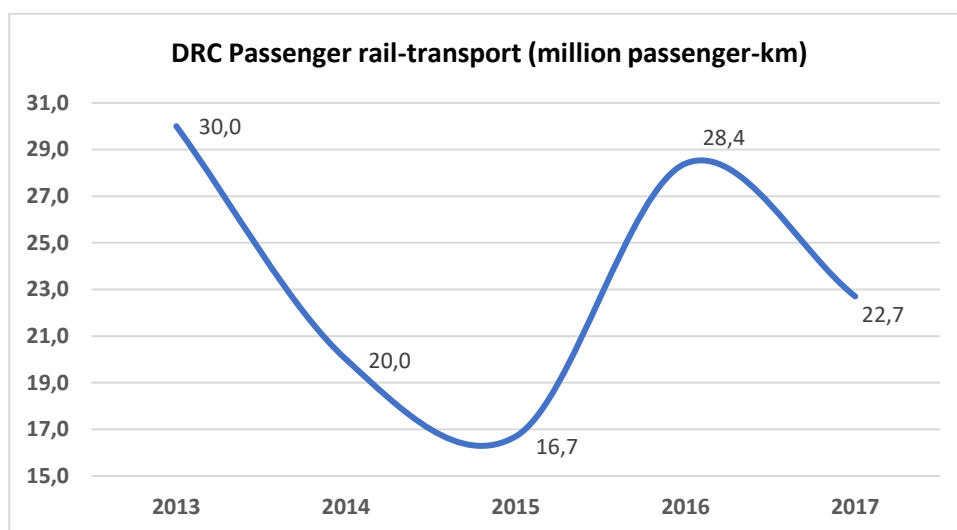
Figure 25 below displays that from 2015 to 2016, there was a drastic increase of 70.1% to 28.4 million passenger-km and a reduction of 20.1% was recorded from 2016 to 2017 amounting to 22.7 million passenger-km.

Table 21: Number of passengers carried by rail in the DRC, (million passenger-km)

Year	2013	2014	2015	2016	2017
Passengers	30,0	20,0	16,7	28,4	22,7
Year-on-Year change	35,1%	-33,3%	-16,5%	70,1%	-20,1%

Source: World Development Indicators (WDI)

Figure 25: Number of passengers carried by rail-transport in the DRC



Source: World Development Indicators

6.2. Freight Rail-transport

Table 22 below illustrates that the volume of goods transported by railways in the DRC in 2013, was 174 metric tons times kilometres travelled (million ton-km). From 2013 to 2014, the volume of goods transported by railways declined by 14.9% to 148 million ton-km. The total volume of goods transported by railways that dropped from 2013 to 2015 amounted to 23.6%.

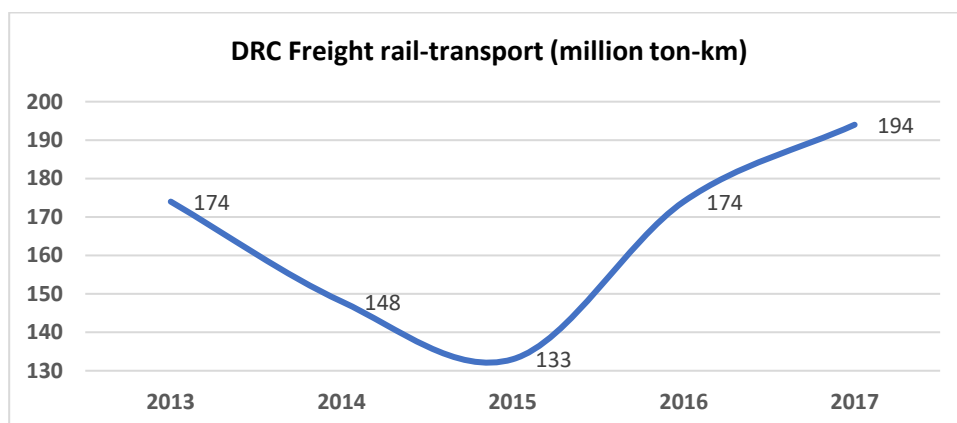
Figure 26 below shows an increase of 30.8% from 2015 to 2016 to 174 million ton-km and the total volume of goods transported by railways also increased by 45.9% from 133 million ton-km in 2013 to 194 million ton-km in 2017.

Table 22: Volume of goods transported by rail in the DRC, (million ton-km)

Year	2013	2014	2015	2016	2017
Goods	174	148	133	174	194
Year-on-Year change	2,4%	-14,9%	-10,1%	30,8%	11,5%

Source: World Development Indicators

Figure 26: Volume of goods transported by railways in the DRC



Source: World Development Indicators

6.3. Railway Regional Developments

6.3.1. Re-opening of Benguela Railroad

The export of minerals from the interior of south-central Africa through the port of Lobito, in Angola, by means of the Benguela Railway (Caminho de Ferro de Benguela – CFB) restarted during the first week of March 2018. This marked the resumption of a service that had been disrupted more than 30 years ago by the Angolan civil war (Campbell, 2018). Macauhub news agency (2019) stated that the Benguela Railroad (Figure 27 below) already transports ore to the Atlantic port of Lobito

under a cooperation agreement signed in 2017 with the National Railway Company of Congo (SNCC).

The first train consisted of 25 wagons carrying 50 containers, filled with 1,000 tons of manganese ore. The shipment came from the Entreprise Minière de Kisenge Manganèse (EMKM), in the Kisenge district of Katanga province, in the DRC.

The re-initiation of the service was made possible by the complete reconstruction of the line by the China Railway 20 Bureau Group Company. The project costs amounted to US\$1.83-billion and involved the laying of the track and the construction of 67 stations, as well as the supply of locomotives and rolling stock.

6.3.2. Lobito corridor

The route between Lobito (which lies in Benguela province) and the most westerly station in Angola (Luau, in Moxico province, which lies on the border with the DRC) is 1,344 km long (Macauhub news agency, 2019).

To promote the use of the CFB and Lobito to export mineral ores, the Angolan government has reduced customs dues payable on goods transported on the line. The first ore shipment from Kisenge to Lobito paid tariffs of US\$103. Seventh Taxation Region reported that maximising the traffic on the CFB will allow the large-scale investments made in its reconstruction to be remunerated.

In terms of the initial accord between the CFB and the DRC's railways (the Société Nationale des Chemins de Fer du Congo), one train of 25 wagons (carrying 50 containers) runs from Kisenge to Lobito each week. However, the DRC government has planned to expand the scale of operations, adding 50 more wagons and increasing the frequency of the trains to five a week. (EMKM is reported to be increasing its production. It is believed that it already has a stockpile of 540,000 tons of manganese ore at its Kisenge operation). Freight transport is said to increase from 94,000 tonnes per year to more than 300,000 tonnes, including international traffic, notable ores mined in the regions of Katanga, in the DR Congo (Macauhub news agency, 2019) and this means that the Lobito port can once against target Congolese mining exports while it is also possible that Zambian copper could be exported along the same route as the government of Zambia received about US\$8.1 million grant in 2018 from the African Development Fund towards developing its own connection to the Benguela line (Southern Times, 2019).

A properly functioning Lobito corridor would take days off the journey time to a world class port that offers the fastest access to American and European markets. As export volumes have increased

from the DRC, the roads have become more congested and delays at the border more protracted. This new export corridor exploits existing national rail infrastructure, removes trucks from the roads and offers an alternative route to markets.

Figure 27: Map of DRC rail network



7. BORDER POSTS

The DRC has the longest land border in Sub-Saharan Africa, stretching a total of 10,481km (6,512.5 miles) in length. A total of nine countries share a land border with the DRC. North of the country is South Sudan and the Central African Republic. Countries bordering the east part of the DRC are Tanzania, Burundi, Uganda, and Rwanda. The Republic of Congo borders the western part of the country, while Angola and Zambia are situated southern part of the country.

7.1. DRC and Zambia

Zambia is situated south of the DRC and is one of its bordering countries. The border starts near Lake Tanganyika and moves westwards to the DRC-Angola-Zambia tri-point, covering a total length of 2332km (1,449 miles).

7.1.1. Kasumbalesa Border Post

Kasumbalesa is the border post between DRC and Zambia (Figure 28). This is a one stop border post and is one of the busiest border posts with commercial vehicles cleared at the border travelling from and destined to South Africa, Tanzania, Namibia, Mozambique and other SADC countries. Kasumbalesa is also the border post where five major ports merge the port of Durban, Dar es Salaam, Beira and Walvis Bay from SADC and the port of Mombasa from East Africa.

Figure 28: Kasumabalesa one stop border post



7.1.1.1. Road-users border requirements

For road-users travelling with vehicles they need to have:

- Valid driver's license;
- Vehicle registration papers;

- Third-party Insurance fee between ZMW400 -ZMW500 depending on the type of vehicle;
- They also pay a carbon tax fee of US\$50., road user charge and temporary import permit. Road Access US\$30 valid for a year; Council Levy US\$20 per car paid on entry and exit.

7.1.1.2. Challenges

The following are the main challenges identified at this border post:

- Informal trading between these countries is rife. All kinds of goods are being sold at this border post;
- Insecurity and smuggling;
- inadequate facilities (no lodging or sanitation facilities and truckers relieve themselves in bushes posing a health risk; and infrastructure for traders;
- The road condition from Chililapombwe – the Zambian border town to the border post (20 km) and from Kasumbalesa to Whisky (10km) which requires immediate attention;
- Trucks carrying hazardous goods, fuel and perishable goods among other wait in long queues; Inadequate pre-clearance of goods; and
- Short border operating hours (06:00-18:00).

7.1.1.3. Border Agencies and Coordination

The DRC Government recognizes only four public service providers at Kasumbalesa border post namely:

- Customs;
- Immigration;
- Bureau; and
- Health Department.

The Zambian side of the border at Kasumbalesa has about eleven Government agencies including:

- The office of the President;
- The Drug Enforcement Commission;
- Zambia Police;
- Customs and Excise Division of Zambia Revenue Authority;
- The Immigration Department;
- The Department of health;
- The Zambia Environmental Management Authority;
- Ministry of Agriculture;
- Road Transport and Safety Authority (RTSA);
- Ministry of Works and Supply Weigh Bridge Department; and

- Zambia Bureau of Standards (ZABS).

7.1.1.4. Border information

- Address 20.1 km or 23 minutes North of Chililabombwe, Zambia
- Contact Kasumbalesa Border
- Telephone +260(0)21 138 4800
- Telefax +260(0)21 138 0532
- Opening Times 06h00-18h00(GMT+2) Time Guideline

7.1.1.5. Kasumbalesa clearance procedures

The Kasumbalesa border post makes clearance of merchandise from and into Katanga province of the DRC. The cleared merchandise includes goods such as copper, cobalt, chemicals, cars, machinery, electronics and foodstuffs.

The border post makes final clearance of some goods, processes Inland-Transits as well as Through-Transits. There is a wide range of intermediaries involved in goods conveyancing such as Customs Brokers, transport operators, banks and insurance companies. The Customs Brokers are always licensed by the customs division to provide services to the trading community, such as provision of bonds, required when consignments move in transit.

The Customs Brokers form an important link between the business community and customs. Compliance with Zambian trade regulations needs coordination with many if not all parties involved in importations and exportations. However, dealing with all supply chain players including submitting documentation to relevant authorities', results in indirect or direct Trade Transaction Costs. Many of these Trade Transaction Costs are wasteful and require avoidance by both public and private economic actors (Grainger, 2008).

The process of clearance at Kasumbalesa begins with Customs Brokers framing declarations, based on the documentation presented to them by traders, which are then submitted electronically to Customs. The documentation required depends on the type of importation or exportation under process. On average, one in Zambia needs seven and eight documents to export or import respectively (World Bank, 2014). The volume of paper work required to cross the Kasumbalesa border post is too much and this expands trade related costs.

7.1.1.6. Documentation requirements on the Zambian side

Table 23 below describes the documentation required to clear goods at Kasumbalesa border post depending on the type of consignment. These documents listed are not obtainable at the border post, but they can be accessed in designated places in Lusaka, Zambia.

Table 23: Documents required on the Zambian side

Import documents	Export documents
Commercial invoice	Export declaration form
Contract of sale	Certificate of origin where necessary
Bills of lading	Phyto-sanitary certificates where necessary
Road Consignment note	Timber verification certificates
Manifests and packing lists	Packing lists
Certificate of origin	Road Consignment note
Permits for restricted goods such as pharmaceuticals	Cargo manifest Customs declaration form
Customs declaration form	Commercial invoice; bills of lading

7.2. DRC and Angola

Angola shares the longest land border with the DRC, of all its bordering countries. The land border between the two countries is 2,646km (1,644 miles) in length. The border starts at the Zambia-Angola-DRC tri-point and extends west to the Atlantic Ocean. Angola has an exclave located in the DRC's maritime territory, from which most of Angola's oil is sourced. Many of Angola's offshore oil platforms are located within DRC's territory.

7.2.1. Matadi/Noqui border posts

This is the border crossing from the DRC into Angola.

There is also Luau border post on Angola's eastern border with the DRC.

7.3. DRC and Uganda

Uganda is the DRC's eastern neighbor. The two countries share a land border that stretches 545 miles (877 km) in length. The Ruwenzori Mountains, a mountain range with Sub-Saharan Africa's third-highest peak, is situated on the border. The international border starts at the tri-point connecting South Sudan, the DRC, and Uganda, and moves southwards to the Rwanda-DRC-Uganda tri-point, marked by the 11,959-foot high Mount Sabyinyo. The Semliki River is 140km (87-mile) long river that forms part of the Uganda-DRC border.

Bunagana is a border town found along the international border and connects the DRC's town of Goma to Uganda's town of Kabale. The DRC-Uganda international border experiences frequent conflict between militia forces drawn from both countries and governmental troops.

7.3.1. Mpondwe/Kasindi border posts

Mpondwe is the one-stop-border-post (OSBP) and a Border Export Zone (BEZ) is situated at Mpondwe. The objective of a one-stop-centre is to speed up service delivery at the Uganda-DRC border. This border post is the busiest border point in terms of trade activities. Most of the trade is conducted by the cross-border traders who cross to and from Uganda taking and bringing back merchandise. However, most of these cross-border traders are facing challenges including poor market structures where they operate from at the borders, complicated border crossing procedures, mistreatment from scrupulous individuals among others. The border post also handles large cargo and high traffic of business.

There are other two border posts that are bordering Uganda and DRC namely, Bunagana and Mahagi/Goli.

7.4. DRC and Rwanda

Rwanda is in the east of the DRC. This small East African country shares a land border with the DRC that is 221km (137 miles) in length, the shortest of all DRC's international borders. The summit of Mount Sabyinyo, sitting on the Rwanda-Uganda-DRC tri-point, represents the start of the border, from where it moves south until it ends at the Burundi-Rwanda-DRC tri-point.

The two countries have border controls along the border and have established a one-stop border facility to hasten cross-border movement.

There are stark contrasts between the border districts in Rwanda and DRC in terms of their economic and political characteristics. In general, the Congolese side displays weak, locally contested state authority, insecurity, negotiable and inconsistent economic regulation, and greater opportunities for employment. The Rwanda side of the border is characterized by strong, centralised political authority, physical security, heavy regulation (both social and economic) and a relative lack of employment prospects.

7.4.1. La Corniche/Rubavu border posts

La Corniche border post, commonly referred to as Grande Barrière is located in Gisenyi is a city in Rubavu district in Rwanda's Western Province. Gisenyi is adjoining with Goma, the city across the border in the Democratic Republic of the Congo. The border post meets the required standards of a proper functional border post and reduce the overall transit time for cargo and passengers while easing trade and commerce.

Gisenyi has two borders with Goma, the Petite Barrière and the Grand Barrière. These names are a little misleading because the Petite Barrière is physically larger and features much higher traffic volumes. The majority of small-scale traders are crossing the border at Petite Barrière, while most heavy trucks/lorries cross at the Grande Barrière. However, of late, a number of heavy trucks have been observed to also cross the Petite Barrière.

7.5. DRC and South Sudan

South Sudan is among the DRC's bordering countries and is situated to the northeast of the country. The border stretches 713km (443 miles) in length. The South Sudan-DRC border starts at the tri-point connecting Uganda, South Sudan, and the DRC, and extends west to the Central African Republic-DRC-South Sudan tri-point. The border is the most recent of all DRC international borders, as it was established during the formation of the state of South Sudan in 2011. The security situation in border areas, especially with South Sudan and the Democratic Republic of the Congo (DRC), is particularly dangerous.

South Sudan has three principal border crossings with the DRC namely, Bazi, Okaba, and Kaya.

7.6. DRC and Burundi

Burundi shares a 236 km (147 mile) border with the DRC (South Kivu Province). The border remains highly porous and is important for the trafficking of minerals, arms, drugs and smuggled goods (including truckloads of fuel, beer, fabric, second-hand clothes, cattle, and other imported items). Key actors who operate at the border (both formally and informally) include the police, army, traders, local cattle herders and fishermen.

7.6.1. Gatumba/Kavimvira border posts

Gatumba-Kavimvira border post is the main crossing point between Burundi and DRC, on the road connecting Bujumbura and Uvira (RN4 in Burundi). Customs at this border post processes trade in agricultural goods by small traders, with some 5,000 individuals crossing the border daily. Gatumba-Kavimvira border post attracts almost double the amount of traffic compared to all the other entry points combined, and an estimated 60% of all traffic from DRC to Burundi.

Less formal control also takes place in eight other land-based entry points across the provinces of Bujumbura rural, Bubanza, and Cibitoke. The second most important crossing point between the two countries is via the Burundi-Rwanda one-stop-border post of Ruhwa. This is only 1km from the tri-border point with DRC, Rwanda and Burundi, and 80km from Bujumbura on the RN5.

For Burundian and Congolese nationals, the only necessary documentation to cross the border is an official laissez-passer or passport, or most commonly a laissez-passer issued by the Economic Community of the Great Lakes Region, known locally as the CEPGL (Communauté Economique

des Pays des Grands Lacs, Economic Community of the countries of the Great Lakes). Cost remains a barrier to acquiring these documents (a passport costs the same as a teacher's monthly salary) and passing through informal crossing points remains common practice (see below). Residents of the communes located on the border can cross with only their national identity card for a maximum of 15 days (having received a jeton, or token, at the border post).

7.7. DRC and Tanzania

There is no land border with Tanzania, the only option to go directly from DRC to Tanzania is to cross Lake Tanganyika. There is a port of Kalemie where passengers traverse the lake with a cargo boat to Kigoma.

7.8. DRC and Central African Republic

The borders with Central African Republic and the DRC are closed and other land borders may close at short notice.

7.9. DRC and Republic of Congo

Crossing the Congo River between Congo Kinshasa (DRC) and Congo Brazzaville can be a real headache. The crossing involves taking a speedboat (canot-rapide), which takes ten minutes and costs US\$25. Boats sail from 8.30am to 4pm Monday to Saturday, and until noon on Sunday. Boats usually do not run on holidays.

In 2018, DRC and the Republic of Congo entered into an agreement to develop and finance the first road-rail bridge project linking their capitals – Kinshasa and Brazzaville. This landmark project consists of a 1 575km toll bridge over the Congo River. It will include a single railway track, a double-lane road, sidewalks, and a single border checkpoint at each end, connecting to existing road infrastructure in both countries. The cost estimate in 2017 was \$550 million (R7.7 billion).

The two governments have mandated Africa50 – an infrastructure investment platform investing in bankable projects – and the African Development Bank to develop the project as a public-private partnership, while the bank will act as the debt provider under the guidance of the Economic Community of Central African States.

The construction of this bridge will not only connect the two cities, but also promote the integration of the region across borders. No start or completion dates were given for the construction of the bridge.

8. CHALLENGES AND OPPORTUNITIES IN THE DRC

8.1. Challenges

The Democratic Republic of Congo holds the continent's richest mineral wealth. Yet, it has suffered war and violence for most of its history, its economy remains woefully underdeveloped and its people impoverished. The DRC has remained fragile, owing to persistent, protracted conflict in the country's eastern regions and elsewhere, as well as rampant corruption and looting of state assets.

Additionally, the DRC Congo is facing many challenges that must be overcome to establish the fundamentals for successful regional integration. These challenges comprise:

- Infrastructure development in terms of (transport, energy, information and communication Technology, shared waters);
- The reduction of non-tariff barriers;
- Economic diversification and the development of productive capacities;
- The response to climate change, the rational management of natural resources, and protection of the environment;
- Peace-building to break the vicious circle of instability and fragility;
- The operationalization and harmonization of the regional free trade areas;
- Human and institutional capacity building at the regional level;
- Improvement of the business climate;
- The mobilisation of domestic resources and stronger public-private partnerships;
- Youth employability; and
- The leadership and involvement of senior authorities in implementing harmonized regional instruments.

8.2. Opportunities

The Democratic Republic of the Congo has potential to become the most economically successful country in Africa and this is undoubtable. The DRC with its rich endowment of natural resources, 197 million acres of arable land and over 1,100 minerals and precious metals, large population and strategic location in Central Africa make it a potentially rewarding market for U.S. companies, but the DRC's commercial and investment climate remains challenging:

8.2.1. Power generation

The DRC has a potential to install up to 100,000 Mega Watts of hydropower capacity. There's also a good opportunity in construction of power transmission and distribution facilities. But copper cable theft might be the same issue as in the RSA. Some of the opportunities in the power generation consists of:

- Construction and operation of power generation facilities (including hydro and solar);

- Construction and operation of transmission and distribution facilities; and
- Production of basic equipment and accessories (cables, junction boxes, switches, etc).

8.2.2. Infrastructure and Transportation

Infrastructure and transportation are immensely underdeveloped in the DRC and previously built infrastructure is now decrepit after years of mismanagement and war, hence, there is opportunities for:

- Construction business;
- Water treatment and supply;
- Garbage collection and processing, recycling;
- Sewerage facilities; and
- Roads construction.

8.2.3. Mining

Mining in the DRC is full of returns. The first step is understanding the regional politics and operating costs. Transparency has vastly improved. Licenses and tariffs are not left to chance. Investors must still address human capital issues and management. But an anxious and interested labour force is ready to learn. Equipment, expertise and capital are the inside track for investors. Copper grabs the news spotlight but value opportunities exist in diamonds, gold and manganese.

8.2.4. Human Settlement

Real estate market in the DRC is enormous, especially for urban centres, like Kinshasa, Lubumbashi, Kisangani, Goma, Kolwezi, Bukavu and Matad. Sustained population growth over the last thirty years and the changing socio-economic development led to a rapid development of Congolese towns and a strong demand relative to supply.

Currently, the sector is characterised by a very low number of property developers and the lack of institutions specialising in funding real estate projects. Property stands out, in response to Government efforts to address the acute housing deficit, particularly among the urban populations in the cities of Kinshasa and Lubumbashi. However, the price of units (above US\$ 25,000) is well above the affordability scale for a typical working lower middle-income household in Kinshasa (about US\$ 500).

DRC has a housing deficit of about 4 million units, while the annual housing requirement is close to 250,000 units. The housing requirement in Kinshasa alone, is estimated at about 140,000 units annually, according to the Centre for Affordable Housing Finance in Africa (CAHF) 2018 report.

8.2.5. Logistics and Warehousing

The DRC's transport infrastructure is vastly underdeveloped and dilapidated. Given these conditions, reliable and capable transport and warehousing is in high demand. Margins are high, but challenges still remain. Cement imports and mineral exports require a change in the sector. Dependent on the current infrastructure, both heavy construction and mining struggle to reach full potential. Transport and warehousing are necessary to access the most volatile or remote parts of the country.

8.2.6. Information and Communications Technology

Information and Communications Technology is always a virtual gold mine in a country of more than 80 million people like in the DRC. But this gold mine has not been tapped. Estimates have mobile penetration rate slightly above 25 percent. News circulation is limited outside the main cities of Kinshasa and Lubumbashi. Internet penetration is all but non-existent outside internet cafes. Mobile phones provide an opportunity for accessing a vastly growing consumer base, especially with a large amount of Congolese outside its urban areas.

8.2.7. Agriculture and Agribusiness

The main agricultural exports in terms of value are unmanufactured tobacco, green coffee, sugar, wheat and dry rubber which still have great potential, as commercial agriculture is limited. Most farmers are still subsistence or small-scale. A lack of manufacturing and packaging infrastructure hinders the country's ability to move the value chain further onshore and capture greater profits and rewards for the farmers.

The livestock and fishery sectors are also reported to have the highest potential including:

- Poultry, meat, and fish production (farming);
- Packaging facilities;
- Food processing;
- Irrigation;
- Cooling storages and warehouses; and
- Logistic centres and delivery.

8.2.8. Tourism and Leisure

There are only few places for sports and exploration activities and there are no activities for families with kids and teenagers but there are amazing opportunities for development and good tourist inflow such as:

- Playground facilities for families with small kids;
- Wedding\Family and Business Events\Funeral agency for middle class Congolese and expats;

- Bed-and-breakfast economy class hotels with an organized tours service;
- Regular organized tours;
- Co-working spaces (shared offices with the good Internet connection). This type of space could be particularly popular with Congolese entrepreneurs, often looking for real estate solutions to develop their business; and
- Sports facilities of any type.

9. CONCLUSION

This Democratic Republic of Congo Country Profile Report articulated information that is useful to key stakeholders in the cross-border value chain. The information is envisaged to provide input towards enhancing cross-border trade, trade facilitation, economic development and regional integration and efficiency of cross-border road transport operations.

The DRC is a member of several RECs in Africa, which demonstrates the country's commitment to improving trade and integration with other African countries. As articulated, there are many opportunities that can be explored by investors, traders and transport operators in the DRC particularly with respect to the mining, agriculture and transport sectors. There are also many initiatives the country is pursuing with the objective of improving trade with regional countries. The DRC like many other African countries is a signatory to the African Continental Free Trade Agreement.

However, it is important to note that there are many challenges the DRC face, which must be overcome if the country is to significantly enhance trade with fellow African countries. In this regard, effort should be directed towards power generation, manufacturing and mineral processing investment and transport infrastructure investment, amongst others.

10. CONTACT DETAILS OF RELEVANT AUTHORITIES

Table 23 below lists information of key stakeholders in the cross-border road transport environment for both South Africa and DRC. Should a cross-border transport operator or any other stakeholder face any challenge or need assistance during conducting cross-border business, it is recommended that they contact the following stakeholders.

Table 13: Contact Details

Republic of South Africa	
Cross-border Road Transport Agency	+27 (0)12 471 2000
Agriculture	+27 (0)12 319 6000
DHA	+27 (0)13 793 7311
SANRAL	+27 (0)12 844 8000
SAPS	+27 (0)12 393 1000
SARS Customs	0800 00 7277
RAF	+27 (0)12 429 5000
Democratic Republic of Congo	
Ministère du Transport 117, Bld du 30 juin, Blg ONATRA Kinshasa 1, Kinshasa Congo, Democratic Republic of	Tel: (+243) 81 691-4754
Société Nationale des Chemins de fer du Congo (SNCC) Place de la Gare n°115, Lubumbashi République Démocratique du Congo	Tel: (+243)991 008 004; (+243)993 577 812 and (+243)997 029 350 Fax: +243 23 41 170 E-mail: snccdg@yahoo.fr and vts@vecturis.com
Régie des Voies Aériennes (RVA) Avenue Aérodrome n° 548 Commune de Barumbu Quartier N'Dolo B.P. 6574, Kinshasa 31 République Démocratique du Congo	Tel: (+243) 81 368 01 34 E-mail: rva.dg@rva.cd and regiedesvoiesaeriennes@yahoo.fr

Office Nationale des Transport (ONATRA) 177, Boulevard du 30 Juin, building ONATRA B.P. 98, Kinshasa I République Démocratique du Congo	Tel: (+243)81 463 58 55 E-mail: onatrakin@gmail.com
Régie des Voies Maritimes (RVM) Bureau de représentation à Kinshasa Avenue de la Nation, n° 19, Immeuble Banque congolaise, 6ème étage Commune de la Gombe B.P. 13999, Kinshasa 1 République Démocratique du Congo	Tel: (+243) 15104958 and (+243) 997 036 029 E-mail: rvmkinshasa@yahoo.fr
Régie des Voies Fluviales (RVF) 2357, Route des Poids Lourds Kinshasa N'Dolo République Démocratique du Congo	Tel: (+243) 81 0531 031 E-mail: regiedesvoiesfluviales@yahoo.fr and masinianatole@yahoo.fr
Chamber of Commerce in DRC (Federation des Entreprises du Congo) FEC 10 avenues des aviateurs – Commune de la Gombe BP 7247 Kin 1 Kinshasa DRC	Tel: (+243) 81 2488 890 Fax: (+243) 242 97800 660 E-mail: fec@fec.cd; feccongo2@yahoo.fr Website: www.fec.cd
Zambia	
Chirundu Border Post	Chirundu, Tel: +260 211383700
Zambia Development Agency	+260 211-220177
Road Development Agency	+260 21 1253088
Road Transport and Safety Agency	+260 211-230553
National Road Fund Agency	+260 211 – 253145/255660

Ministry of Tourism and Arts	+260 211-238772
Ministry of Transport and Communications	+260 211 25144
Ministry of Commerce, Trade and Industry	+260 211 228301
Zambia Revenue Authority	+260 211 380000/383232
Zambia Tourism Board	+260 211-229087/9

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APPENDICES

Appendix 1: COMESA regional Integration scores and rankings

Overall classification				Dimension 1 Trade integration				Dimension 2 Regional infrastructure			
Country	Score	Rank	Category	Country	Score	Rank	Category	Country	Score	Rank	Category
Kenya	0.573	1	+	Zambia	1.000	1	+	Seychelles	0.714	1	+
Zambia	0.565	2	+	Egypt	0.900	2	+	Libya	0.556	2	+
Uganda	0.520	3	+	Dem. Rep. of the Congo	0.833	3	+	Burundi	0.515	3	+
Egypt	0.511	4	+	Kenya	0.811	4	+	Egypt	0.506	4	+
Seychelles	0.506	5	+	Uganda	0.749	5	+	Mauritius	0.485	5	=
Mauritius	0.470	6	+	Libya	0.690	6	+	Kenya	0.483	6	=
Zimbabwe	0.454	7	=	Zimbabwe	0.646	7	=	Malawi	0.479	7	=
Rwanda	0.450	8	=	Sudan	0.642	8	=	Sudan	0.477	8	=
Madagascar	0.420	9	=	Rwanda	0.601	9	=	Zimbabwe	0.466	9	=
Dem. Rep. of the Congo	0.419	10	=	Malawi	0.575	10	=	Zambia	0.437	10	=
Malawi	0.412	11	=	Mauritius	0.547	11	=	Swaziland	0.437	11	=
Burundi	0.401	12	=	Madagascar	0.532	12	=	Rwanda	0.430	12	=
Swaziland	0.359	13	-	Burundi	0.523	13	=	Dem. Rep. of the Congo	0.428	13	=
Libya	0.345	14	-	Comoros	0.487	14	=	Ethiopia	0.402	14	=
Comoros	0.343	15	-	Swaziland	0.471	15	=	Madagascar	0.358	15	-
Djibouti	0.317	16	-	Eritrea	0.445	16	-	Eritrea	0.339	16	-
Eritrea	0.308	17	-	Seychelles	0.216	17	-	Djibouti	0.333	17	-
Sudan	0.275	18	-	Ethiopia	0.185	18	-	Uganda	0.301	18	-
Ethiopia	0.233	19	-	Djibouti	0.005	19	-	Comoros	0.196	19	-
Average	0.415			Average	0.572			Average	0.439		
*Average/Top 4	0.542			*Average/Top 4	0.886			*Average/Top 4	0.573		

Dimension 3 Productive integration				Dimension 4 Free movement of people				Dimension 5 Financial and macroeconomic integration			
Country	Score	Rank	Category	Country	Score	Rank	Category	Country	Score	Rank	Category
Egypt	0.762	1	+	Seychelles	0.700	1	+	Seychelles	0.500	1	+
Kenya	0.749	2	+	Uganda	0.516	2	+	Comoros	0.489	2	+
Uganda	0.610	3	+	Mauritius	0.458	3	+	Djibouti	0.481	3	+
Zambia	0.610	4	+	Kenya	0.442	4	+	Mauritius	0.472	4	+
Madagascar	0.610	5	+	Zambia	0.442	4	+	Rwanda	0.464	5	+
Djibouti	0.575	6	+	Zimbabwe	0.400	6	+	Uganda	0.426	6	+
Malawi	0.503	7	=	Swaziland	0.395	7	+	Libya	0.416	7	+
Swaziland	0.495	8	=	Rwanda	0.332	8	=	Madagascar	0.398	8	=
Burundi	0.489	9	=	Malawi	0.295	9	=	Zimbabwe	0.396	9	=
Rwanda	0.422	10	=	Madagascar	0.200	10	=	Kenya	0.381	10	=
Seychelles	0.402	11	=	Comoros	0.200	10	=	Egypt	0.354	11	=
Mauritius	0.389	12	=	Djibouti	0.189	12	=	Zambia	0.337	12	=
Eritrea	0.384	13	=	Burundi	0.147	13	-	Dem. Rep. of the Congo	0.334	13	=
Dem. Rep. of the Congo	0.368	14	-	Dem. Rep. of the Congo	0.132	14	-	Burundi	0.333	14	=
Zimbabwe	0.361	15	-	Eritrea	0.084	15	-	Eritrea	0.287	15	=
Ethiopia	0.344	16	-	Ethiopia	0.074	16	-	Malawi	0.210	16	-
Comoros	0.340	17	-	Sudan	0.058	17	-	Ethiopia	0.162	17	-
Sudan	0.115	18	-	Egypt	0.032	18	-	Sudan	0.084	18	-
Libya	0.065	19	-	Libya	0.000	19	-	Swaziland	0.000	19	-
Average	0.452			Average	0.268			Average	0.343		
*Average/Top 4	0.683			*Average/Top 4	0.529			*Average/Top 4	0.485		

Appendix 2: ECCAS regional Integration scores and rankings

Overall classification				Dimension 1 Trade integration				Dimension 2 Regional infrastructure			
Country	Score	Rank	Category	Country	Score	Rank	Category	Country	Score	Rank	Category
Cameroon	0.664	1	+	Cameroon	0.980	1	+	Congo	0.687	1	+
Gabon	0.580	2	+	Angola	0.964	2	+	Angola	0.659	2	+
Congo	0.531	3	=	Gabon	0.783	3	+	Gabon	0.524	3	=
Chad	0.512	4	=	Chad	0.747	4	+	Cameroon	0.482	4	=
Central African Republic	0.507	5	=	Rwanda	0.569	5	=	Equatorial Guinea	0.419	5	=
Rwanda	0.485	6	=	Central African Republic	0.517	6	=	Rwanda	0.416	6	=
Equatorial Guinea	0.403	7	=	Equatorial Guinea	0.359	7	=	São Tomé and Príncipe	0.396	7	=
Angola	0.325	8	-	Congo	0.335	8	=	Central African Republic	0.395	8	=
Burundi	0.276	9	-	Dem. Rep. of the Congo	0.275	9	-	Dem. Rep. of the Congo	0.350	9	-
São Tomé and Príncipe	0.256	10	-	Burundi	0.002	10	-	Burundi	0.339	10	-
Dem. Rep. of the Congo	0.196	11	-	São Tomé and Príncipe	0.001	11	-	Chad	0.196	11	-
Average	0.454			Average	0.526			Average	0.451		
*Average/Top 4	0.572			*Average/Top 4	0.869			*Average/Top 4	0.588		

Dimension 3 Productive integration				Dimension 4 Free movement of people				Dimension 5 Financial and macroeconomic integration			
Country	Score	Rank	Category	Country	Score	Rank	Category	Country	Score	Rank	Category
Burundi	0.838	1	+	São Tomé and Príncipe	0.700	1	+	Gabon	1.000	1	+
Rwanda	0.711	2	+	Central African Republic	0.660	2	+	Chad	0.978	2	+
Cameroon	0.439	3	=	Congo	0.520	3	=	Cameroon	0.966	3	+
Gabon	0.245	4	=	Cameroon	0.450	4	=	Central African Republic	0.887	4	+
Congo	0.242	5	=	Chad	0.450	4	=	Congo	0.872	5	+
Chad	0.190	6	=	Rwanda	0.378	6	=	Equatorial Guinea	0.868	6	=
São Tomé and Príncipe	0.176	7	=	Gabon	0.350	7	=	Rwanda	0.350	7	=
Dem. Rep. of the Congo	0.154	8	=	Equatorial Guinea	0.350	7	=	Dem. Rep. of the Congo	0.062	8	-
Central African Republic	0.073	9	-	Burundi	0.140	9	-	Burundi	0.059	9	-
Equatorial Guinea	0.020	10	-	Dem. Rep. of the Congo	0.140	9	-	São Tomé and Príncipe	0.008	10	-
Angola	0.000	11	-	Angola	0.000	11	-	Angola	0.000	11	-
Average	0.293			Average	0.400			Average	0.599		
*Average/Top 4	0.558			*Average/Top 4	0.583			*Average/Top 4	0.958		

Appendix 3: SADC regional Integration scores and rankings

Overall classification				Dimension 1 Trade integration				Dimension 2 Regional infrastructure			
Country	Score	Rank	Category	Country	Score	Rank	Category	Country	Score	Rank	Category
South Africa	0.741	1	+	South Africa	1.000	1	+	Botswana	0.820	1	+
Botswana	0.559	2	+	Zambia	0.628	2	+	Seychelles	0.668	2	+
Namibia	0.555	3	+	Namibia	0.620	3	+	Namibia	0.666	3	+
Zambia	0.523	4	+	Botswana	0.611	4	+	South Africa	0.591	4	+
Swaziland	0.520	5	+	Swaziland	0.549	5	=	Swaziland	0.584	5	+
Zimbabwe	0.488	6	=	Lesotho	0.541	6	=	Mozambique	0.503	6	=
Mozambique	0.483	7	=	Mozambique	0.530	7	=	Malawi	0.466	7	=
Seychelles	0.481	8	=	Mauritius	0.513	8	=	Zimbabwe	0.456	8	=
Mauritius	0.466	9	=	Madagascar	0.499	9	=	Zambia	0.444	10	=
Lesotho	0.386	10	-	Malawi	0.491	10	=	Mauritius	0.444	9	=
Malawi	0.367	11	-	Dem. Rep. of the Congo	0.489	11	=	Angola	0.435	11	=
United Rep. of Tanzania	0.364	12	-	Angola	0.488	12	=	United Rep. of Tanzania	0.389	12	-
Madagascar	0.343	13	-	United Rep. of Tanzania	0.329	13	-	Madagascar	0.388	13	-
Dem. Rep. of the Congo	0.302	14	-	Seychelles	0.246	14	-	Dem. Rep. of the Congo	0.380	14	-
Angola	0.281	15	-	Zimbabwe	0.084	15	-	Lesotho	0.292	15	-
Average	0.457			Average	0.508			Average	0.502		
*Average/Top 4	0.595			*Average/Top 4	0.715			*Average/Top 4	0.686		

Dimension 3 Productive integration				Dimension 4 Free movement of people				Dimension 5 Financial and macroeconomic integration			
Country	Score	Rank	Category	Country	Score	Rank	Category	Country	Score	Rank	Category
Zimbabwe	0.738	1	+	Swaziland	0.700	1	+	South Africa	0.915	1	+
South Africa	0.551	2	+	Seychelles	0.700	1	+	Namibia	0.650	2	+
Zambia	0.533	3	+	Zambia	0.693	3	+	Botswana	0.589	3	+
Mozambique	0.465	4	+	Zimbabwe	0.664	5	+	Seychelles	0.500	4	=
Swaziland	0.394	5	=	Mauritius	0.664	4	+	Zimbabwe	0.498	5	=
United Rep. of Tanzania	0.383	6	=	South Africa	0.650	6	+	Mauritius	0.451	6	=
Dem. Rep. of the Congo	0.350	7	=	Namibia	0.650	6	+	Lesotho	0.421	7	=
Madagascar	0.301	8	=	Botswana	0.600	8	=	Swaziland	0.372	8	=
Seychelles	0.291	9	=	Lesotho	0.600	8	=	Mozambique	0.333	9	=
Malawi	0.280	10	=	Malawi	0.600	8	=	Madagascar	0.324	10	=
Angola	0.268	11	=	Mozambique	0.586	11	=	Zambia	0.320	11	=
Mauritius	0.257	12	-	United Rep. of Tanzania	0.521	12	=	Dem. Rep. of the Congo	0.214	12	-
Namibia	0.189	13	-	Madagascar	0.200	13	-	United Rep. of Tanzania	0.197	13	-
Botswana	0.175	14	-	Dem. Rep. of the Congo	0.079	14	-	Angola	0.166	14	-
Lesotho	0.073	15	-	Angola	0.050	15	-	Malawi	0.000	15	-
Average	0.350			Average	0.530			Average	0.397		
*Average/Top 4	0.572			*Average/Top 4	0.689			*Average/Top 4	0.663		