



## Transboundary Water Management in the Congo Basin (Gestion Transfrontalière de l'Eau dans le Bassin du Congo)

<b>Project Partner:</b>	International Commission of the Congo-Oubangui-Sangha Basin (CICOS)
<b>Project Region:</b>	Republic of the Congo, Democratic Republic of the Congo, Central African Republic, Republic of Cameroon, Gabon
<b>Project Term:</b>	Overall: 2006 - 2016 Current phase: January 2013 - July 2016
<b>Project Budget:</b>	Total: EUR 11 million Current phase: EUR 6 million

### Context

Located in the heart of Africa, the Congo basin extends across ten countries, in an area seven times larger than Germany. It is the second largest river basin worldwide just after the Amazon basin. With an average flow of 41,000 m<sup>3</sup>/s, the Congo River accounts for over a third of Africa's freshwater resources and offers considerable potential, particularly for the development of irrigation and hy-dropower production. The Congo is one of the main means of transportation in Central Africa, used for both transportation of passengers and transportation of goods. The network of waterways upstream of Kinshasa-Brazzaville is estimated at more than 25,000 km.

Aware of the development issues in the Congo basin, four riparian countries (Cameroon, Central African Republic, Republic of the Congo and Democratic Republic of Congo) signed in 1999 an agreement to establish a uniform river regime and creating the International Commission of the Congo-Ubangi-Sangha basin (CICOS). CICOS is mandated with the promotion of inland navigation and water resources development in the basin. The Government of the Federal Republic of Germany is supporting CICOS since 2006 with the implementation of the project on transboundary water management in the Congo basin.

### Project

The project aims to strengthen the capacities of CICOS in the sectors of inland navigation and water resources management. The project works in four intervention areas:

#### 1. Inland Navigation

The project facilitates the application of the Code on Inland Navigation CEMAC-DRC to improve the efficiency of inland navigation and increase security along the river.

#### 2. Regional Vocational Training Centre

The project supports the establishment and strengthening of the Regional Training Centre on Inland Navigation (CRFNI) through the design and implementation of training programs and the rehabilitation of its buildings and facilities.

#### 3. Water Management

In collaboration with the European Union, the French Development Agency and the African Development Bank, the project supports CICOS in the development of decision making tools for the development and sustainable management of water resources in the Congo basin.

#### 4. Organizational Development

The project supports the implementation of a participatory approach in the field of water management, through the establishment of dialogue platforms to inform, consult and involve stakeholders in the process of developing a Master plan for water resources development and management in the Congo basin (SDAGE).

### Impact

Since 2009, the CRFNI has trained more than 1500 crew members and administrative officers. In 2013, the Minister of Transport in DRC made it mandatory for all captains



navigating on the river to obtain a certificate from the CR-FNI. The Minister made this decision after reading the results of a CICOS study providing evidence that the main cause of accidents along the Congo River is due to the lack of training of the various crew members. With proper training, more than 200 lives could be saved annually.

In addition to promoting security on the river, the project supports CICOS and Member States with the reduction of non-physical barriers along the river. For instance, the Governments of DRC and the Republic of Congo agreed to eliminate a tax of 5.00 USD collected from all passen-

gers traveling between Kinshasa and Brazzaville. It is now cheaper and faster to travel between these two African cities. In the water sector the project facilitates the process of sustainable infrastructure development, which is an engine for economic growth. Access to electricity and water supply is still very low throughout the basin, less than 10 % in average. Despite the urgency, water infrastructures must be designed to reduce the impact on the environment and account for their potential effects in other Member States. The project is currently supporting the formulation of a guideline on prior notification to be tested in the process of developing Inga III.



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