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PRESS RELEASE

THE EUROPEAN DEVELOPMENT FUND: ELEVEN NEW SCHEMES TO BE FINANCED  
TO A TOTAL OF 29.5 MILLION UNITS OF ACCOUNT

After approval by the Committee of the European Development Fund at its seventeenth meeting on 16 June 1966, the EEC Commission decided on 29 June 1966 to finance a further eleven schemes by non-repayable grants from the EDF totalling 29 505 000 u.a. (= dollars).

1. Second annual instalment of the programme of aid to production in Mali: 407 900 000 Mali francs or some 1 652 000 u.a. This instalment will provide price support for Mali's three main agricultural products (cotton, groundnuts and rice) and structural improvements in respect of these crops (fertilizers, insecticides and training of supervisors).
2. Modernization of the roads linking Bobo-Dioulasso in Upper Volta with Koutiala and Kimparana in Mali: 1 370m. Mali francs (5 550 000 u.a.) plus 930m. Frs. CFA (3 767 000 u.a.), making a total of 9 317 000 u.a. This is an inter-state operation joining the main highway systems in the two countries, 118 km. of the new roads being in Upper Volta and 190 km. in Mali. It was economically necessary for the two countries to provide permanent and satisfactory road links both within and between the two territories.
3. Building of two bridges in Lower Casamance in Senegal: 145 000 000 Frs. CFA or about 587 000 u.a. Two bridges will be built on the Bignona-Selety road which forms part of the highway from Ziguinchor, the principal town of Casamance, to Bathurst, the capital of Gambia. From the angle of regional development, the operation is one of the steps being taken by the Senegalese Government, chiefly with EDF aid, to remedy the geographical isolation of the Casamance area and launch economic integration with Gambia.
4. Training centre for girls in Ouagadougou in Upper Volta: 105 300 000 Frs. CFA or about 427 000 u.a. A centre will be built in Ouagadougou, the capital of Upper Volta, to provide a yearly intake of 100 girls or so for training in embroidery and carpet-making combined with general education.

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5. Road surveys in Burundi: 22 750 000 Burundi francs or some 260 000 u.a. Stretches of the two principal roads in Burundi will be surveyed with a view to improvement: the road from Bugarama to the Rwanda frontier (80 km), and the Muramvya-Gitega stretch (49km) of the Bujumbura-Gitega road.
6. Geological and mineral exploration in Rwanda and Burundi: 42m. Rwanda francs (420 000 u.a.) and 35m. Burundi francs (400 000 u.a.), making a total of 820 000 u.a. In Rwanda the exploration will be mainly for cassiterite in the parkland of Kagera; in Burundi exploration will be carried out in the sedimentary terrain of the Ruzizi plain which may contain hydrocarbons, coal, salt, etc.
7. Agricultural development in Katanga in the Congo (Leopoldville): 477 400 000 Congolese francs or 3 183 000 u.a. The scheme is to develop Katanga's agriculture, in particular tobacco and a number of food crops, and to increase the income and improve the diet of the 8 500 families of planters in the area. The operation, which will last five years involves the provision of technical assistance by eleven experts, distribution of agricultural equipment, pesticides and fertilizers; the establishment of an agricultural training centre, and an investigation into the possibility of mechanizing tobacco cultivation.
8. Construction of the Mwene-Ditu-Mbujimayi road in the Congo (Leopoldville): 1 050m. Congolese francs or 7 million u.a. A 126-km asphalted road will be built to link the diamond-mining centre of Mbujimayi with the station of Mwene-Ditu on the railway between Fort-Franqui and Elisabethville. At present the two centres are linked by an unmetalled road which is quite unsuitable for the considerable passenger traffic and the many heavy vehicles it has to carry in this densely populated area, where trade is brisk.
9. Water supply for Fouar and Bambari in the Central African Republic: 405m. Frs. CFA or about 1 641 000 u.a. A water distribution system will be installed in the town of Bouar at a cost of 160m. Frs. CFA, and all the necessary construction work will be undertaken to supply water to the town of Bambari at a cost of 245m. Frs. CFA. A normal drinking water supply will be provided for these two urban centres, which in the last few years have become the two growth "poles" in the Central African Republic.
10. Comores islands: ringing of coconut palms in the Archipelago: 140m. Frs. CFA or about 567 000 u.a. The object is to protect the coconut palm plantations against damage by rats, and thus increase the production of copra by at least 25%. The ringing operation, which consists in affixing to the trunks of the coconut palms a smooth band of plastic material, will be carried out on about 2 million coconut palms in the course of a five-year programme.
11. Extension of Pointe des Galets harbour in the island of Reunion, a French overseas department: 1 000m Frs. CFA or some 4 051 000 u.a. The subsistence and economic life of the island are entirely dependent on overseas trade -exports of its only product, sugar, and imports of food and consumer goods, all of which pass through this, the only harbour.

With these new decisions, the total commitments of the second European Development Fund have reached some 301 103 000 u.a. for 142 projects.

This set of decisions marks the beginning of the third year of application of the Yaoundé Convention, which entered into force on 1 June 1964.

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Annexes : 11

Annexe : I

MALI: SECOND ANNUAL INSTALMENT OF PRODUCTION AID PROGRAMME

On 29 June 1966, the EEC Commission decided to finance, by grants from the second European Development Fund (EDF), the second annual instalment of Mali's production aid programme. This instalment, which had been approved by the EDF Committee at its seventeenth meeting, will cost 407.9 million Mali francs or some 1 652 000 u.a. (= US dollars).

The Commission had taken note of Mali's five-year plan in July 1965 and had allocated 294 million Mali francs as the first annual instalment for the 1964/65 marketing year; this instalment also covered price support for cotton for 1963/64.

The second instalment will be applied to Mali's three main agricultural products: cotton, groundnuts and rice. Price support will be provided for the first two commodities to a total of 128.5 million Mali francs - 89 million for cotton and 39.5 million for groundnuts. Structural improvements in production will total 142.3 million Mali francs for cotton, 104.4 million for groundnuts and 32.7 million for rice. These improvements will be achieved mainly by distributing fertilizers and insecticides, encouraging wider practice of crop rotation and training supervisors.

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UPPER VOLTA AND MALI:

MODERNIZATION OF THE BOBO DIOULASSO-KIMPARANA  
AND KOUTILALA-KOURI ROADS

On 29 June 1966 the EEC Commission decided to finance an infrastructure improvement scheme in Upper Volta and Mali by grants from the second European Development Fund (EDF). The scheme, which had been approved by the EDF Committee at its seventeenth meeting, will cost 1 370 million Mali francs or some 5 550 000 u.a. (= US dollars) in respect of Mali, and 930 million Frs. CFA or 3 767 000 u.a. in Upper Volta.

Under the joint scheme two asphalted roads, 308 km. long, will be built to link Bobo Dioulasso in Upper Volta with Koutiala and Kimparana in Mali via Faramana and Kouri. This is therefore an inter-state operation joining the main highway systems in the two countries, 118 km. of the new roads being in Upper Volta and 190 km. in Mali. It was economically necessary for the two countries, in particular for the south-east of Mali and north-west of Upper-Volta, to provide permanent and satisfactory road links both within and between the two territories.

Studies carried out prior to the approval of the scheme predict for 1969, when the new roads come into operation, an average of 125 light vehicles per day for inter-state transport alone, corresponding to 54 000 tons per annum on the Koutiala-Kouri stretch, 50 000 tons p.a. on the Kimparana-Kouri section and 91 000 tons p.a. on the Bobo Dioulasso-Kouri road.

As these tonnages are well above the minimum normally considered sufficient to justify an asphalted surface, it has been decided to modernize the 308 kilometres by widening the road-bed to 9 metres and the carriage-way to 6 metres. A single invitation to tender will be issued for the whole of the work, which it is estimated will cost 9 317 000 u.a., to a number of preselected firms; the work will be carried out in two sections, in Mali and in Upper Volta, but it will be possible to put in tenders for the whole operation.

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Annexe : III

SENEGAL: TWO BRIDGES IN LOWER CASAMANCE

On 29 June 1966 the EEC Commission decided to finance an economic infrastructure scheme in Senegal by grants from the second European Development Fund (EDF). The scheme, which had been approved by the EDF Committee at its seventeenth meeting, will cost 145 million Frs. CFA or some 587 000 u.a. (= US dollars).

Two bridges, with their approach roads, will be built across the rivers at Baila and Diouloulou on the Bignona-Selety road in Lower Casamance. This road, linking Ziguinchor, the capital of Casamance, with Bathurst, the Gambian capital, forms part of a more important highway from Dakar to Ziguinchor via Kaolack and Bathurst, which has been classed as a trans-African road by the Transport Sub-Committee of the Organization of African Unity and is due to be improved in stages.

The two 120-metre bridges will replace the two ferries being used at present; the latter create bottlenecks and operating them causes a considerable financial burden. From the angle of regional development the operation is one of the steps being taken by the Senegalese Government, chiefly with EDF aid, to remedy the geographical isolation of the Casamance area, to launch economic integration with Gambia, and to improve links with the rest of Senegal, in particular the Cap Vert peninsula.

An invitation will be issued to tender for the whole contract, the design of the bridges being left to the firms making the tenders.

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Annexe : IV

UPPER VOLTA: TRAINING CENTRE FOR GIRLS IN OUAGADOUGOU

On 29 June 1966 the EEC Commission decided to finance, by grants from the second European Development Fund (EDF), a social infrastructure scheme in Upper Volta. The scheme, which had been approved by the EDF Committee at its seventeenth meeting, will cost 105 300 000 CFA francs, or some 427 000 u.a. (= US dollars).

A Centre will be built in Ouagadougou, the capital of Upper Volta, to provide a yearly intake of 100 girls or so with:

- (a) Training in embroidery and carpet-making;
- (b) General education supplemented by courses in domestic science, hygiene, child care and social legislation.

As up to the present there has been little if any organized vocational training for girls in Upper Volta, the Government wishes to encourage any attempts, even on a modest scale, to bring about progress in this direction.

The instruction given in the new Centre will fit the students for a lucrative occupation and will also prepare them for their role as mothers of families. With the sale of carpets and embroidery the Centre will be self-supporting and there will be no additional burden on public funds.

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BURUNDI: ROAD SURVEYS

On 29 June 1966 the EEC Commission decided to finance, by grants from the second European Development Fund (EDF), a technical assistance scheme in Burundi. The scheme, which had been approved by the EDF Committee at its seventeenth meeting, will cost 22 750 000 Burundi francs, or some 260 000 units of account (= US dollars).

Stretches of the two principal roads in Burundi will be surveyed with a view to improvement.

1. Road from Bugarama to the Rwanda frontier (80 km). This is Burundi's main highway and links the capital with the richest area in the country. Some 50% of the coffee crop is transported along this stretch, which also serves the Bukoro-Rwegura tea area, where the EDF has already financed new tea plantations and a factory. The present road is too narrow and too winding to take the traffic, which already in 1964 was estimated to be 150 vehicles per day at the Bugarama end.

2. The Muramvya-Gitega stretch (49 km) of the Bujumbura-Gitega road. The traffic on this road, which serves an area with a population of 800 000 to 1 million, is already considerable and will increase when the planned dam and hydro-electric station are built on the river Ruvuvu.

In both surveys the object is to draw up the final projects and prepare specifications prior to the issue of invitations to tender.



Annexe : VI

BURUNDI AND RWANDA:

GEOLOGICAL AND MINERAL EXPLORATION

On 29 June 1966 the EEC Commission decided to finance a general technical co-operation scheme in Burundi and Rwanda by grants from the second European Development Fund (EDF). The scheme, which had been approved by the EDF Committee at its seventeenth meeting, will cost 42 million Rwanda francs, or some 420 000 u.a. (= US dollars) in respect of Rwanda, and 35 million Burundi francs or 400 000 u.a. in Burundi.

Geological and mineral exploration will be undertaken in the parkland of Kagera in Rwanda and in the Ruzizi plain in Burundi.

In Rwanda the exploration will be mainly for cassiterite, for which the signs are promising, and wolfram, lithium, beryl and columbo-tantalite.

In Burundi exploration will be carried out in the sedimentary terrain of the Ruzizi plain, which is classed among the areas in Central Africa that may contain not only hydrocarbons, but also coal, salt, phosphate and sulphur.

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CONGO (LEOPOLDVILLE):

AGRICULTURAL DEVELOPMENT IN KATANGA

On 29 June 1966 the EEC Commission decided to finance an investment and technical assistance scheme in the Congo (Leopoldville) by grants from the second European Development Fund (EDF). This scheme, which had been approved by the EDF Committee at its seventeenth meeting, will cost 477 400 000 Congolese francs or some 3 183.000 u.a. (= US dollars).

The scheme is to develop Katanga's agriculture, in particular tobacco and a number of food crops. The aims are four: to increase the income of part of the rural population in Katanga; to supply Congolese industry with tobacco from local sources instead of having recourse to costly imports; to provide a larger and better-balanced diet for workers on the land; and to create a large food surplus which can be marketed in the mining centres of South Katanga, thus reducing imports of food products.

The operation will last five years and affect 8 500 families, a total of about 38 000 persons. It will take the form of training of farmers by four technical assistance teams comprising eleven experts; distribution of agricultural equipment, pesticides and fertilizers; establishment of a centre to train 140 Congolese supervisors and 125 high-grade farmers; and an investigation into the possibility of mechanising tobacco cultivation as an experiment among 400 selected growers.

A Katanga Rural Development Company will be set up to carry out the scheme and to market the products; the company may subsequently become a co-operative. It is reckoned that by the end of the fifth year the marketable output will total 1 625 tons of tobacco, 5 500 tons of maize and 1 600 tons of manioc. As these crops will lead to a reduction in imports from the neighbouring countries, the saving in foreign exchange will amount to 378 million Congolese francs by the fifth year and 444 million Congolese francs from the eighth year on.

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CONGO (LEOPOLDVILLE):

MBUJIMAYI-MWENE DITU ROAD IN SOUTH KASAI

On 29 June 1966 the EEC Commission decided to finance and economic infrastructure scheme in the Congo (Leopoldville) by grants from the second European Development Fund (EDF). The scheme had been approved by the EDF Committee at its seventeenth meeting and will cost 1 050 million Congolese francs or some 7 million u.a. (= US dollars).

A 126-km. asphalted road will be built to link the mining centre of Mbuji mayi with the station of Mwene Ditu, on the Fort Francqui-Elisabethville railway. At present the two centres are linked by an unmetalled road which it is difficult and costly to maintain and which is not at all suited to the heavy traffic it carries. It is estimated that the average traffic density is 500 vehicles per day, which is considerably higher than the minimum level above which a road needs to be asphalted.

The whole South Kasai province, of which Mbuji mayi is the capital, depends on the road for its supplies and exports. Half the traffic is provided by the Mbuji mayi diamond mines alone, which, with their output of 15 million carats, account for 75% of the world's supply of industrial diamonds. Furthermore, there is a heavy concentration of population along this road - about 500 000 - reaching in certain areas a density of 200 per square km., which is exceptional for Africa. As a result there is a considerable passenger traffic and trade is brisk.

The width of the road-bed will be 9 metres and of the carriage-way 6 metres. Tenders for the work as a whole will be invited from a number of preselected firms.

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CENTRAL AFRICAN REPUBLIC:

WATER SUPPLY FOR THE TOWNS OF BOUAR AND BAMBARI

On 29 June 1966 the EEC Commission decided to finance a social infrastructure scheme in the Central African Republic by grants from the second European Development Fund (EDF). The scheme, which had been approved by the EDF Committee at its seventeenth meeting, will cost 405 million Frs. CFA or some 1 641 000 u.a. (= US dollars).

A water distribution system will be installed in the town of Bouar at a cost of 160 million Frs. CFA, and all the necessary construction work will be undertaken to supply water to the town of Bambari at a cost of 245 million Frs. CFA.

A normal drinking water supply will be provided for these two urban centres, which in the last few years have undergone such development as to make them the two growth "poles" in the Central African Republic, one in the west and the other in the east. Bambari, the capital of the Ouaka prefecture and cotton-growing centre, and Bouar, the capital of the Bouar-Baboua prefecture and centre of the stock-raising area, are the country's second and third towns in size of population and economic importance.

In Bambari - population 26 000 - the new water supply system will provide for the town's needs in the form of reservoirs and pumping stations until 1975 and in the matter of the main network until 1985. It is estimated that by then the population will have grown to 50 000.

In Bouar, where the present population is 22 000, the new system will be sufficient for the town's needs until 1985, when the population will have reached 30 000.

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COMORES ISLANDS: RINGING OF COCONUT PALMS

On 29 June 1966 the EEC Commission approved a grant from the second European Development Fund for an economic project in the Comores Archipelago, a French overseas territory. The scheme had been endorsed by the EDF Committee at its seventeenth meeting and will cost 140 million CFA francs, or roughly 567 000 u.a.(= dollars).

The object is to increase by at least 25% the production of copra, which comes third in value among the exports from this territory, and thereby to improve the earnings of some 40 000 planters' families, at the same time increasing tax and customs receipts. The coconut palm plantations are to be protected against damage by rats by a combined operation: ringing of the coconut palms and rat control. Damage is at present estimated at 75% of production. The ringing operation, which consists in affixing to the trunks of the coconut palms a smooth band of plastic material, which prevents the rats from climbing, will be carried out on about 2 million of the 5 million existing coconut palms in the course of a five-year programme.

This aid from the EDF is supplementary to that from the French investment fund for economic and social developments (FIDES), which will bear most of the expense of the supervisory staff required.

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REUNION: EXTENSION OF POINTE DES GALETS HARBOUR

On 29 June 1966 the EEC Commission decided to finance an economic infrastructure scheme in the island of Reunion, a French overseas department, by grants from the second European Development Fund (EDF). This scheme, which had been approved by the EDF Committee at its seventeenth meeting, will cost 1 000 million Frs. CFA or some 4 051 000 u.a. (= US dollars).

Under the scheme the only harbour in the island, at Pointe des Galets, will be enlarged as it is not big enough to cope with present-day traffic. The economic situation of the island, which has about 400 000 inhabitants, is shaped by the fact that sugar-cane is the only crop and that its production of foodstuffs and supply of fish are insufficient to feed the population. Consequently Réunion must export its sugar and import most of its consumer goods. Furthermore, the bulk of its trade is with places over 10 000 km. away. As a result freight and warehousing charges weigh heavily on its economy, making imports 30% dearer on the average and reducing the real value of its exports.

The indispensable improvements to its harbour installations will be undertaken by the EDF on the one hand, and by Réunion's Chamber of Commerce and the French FIDOM, on the other. The EDF's contribution to the scheme will cover the building of a dock for cargo-ships, with two berths for ships up to 190 metres long and 120-metre wide clear spaces, and of another for fishing-boats.

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