



DRC SNAPSHOT

FUELS IN THE DRC

SOURCES OF FUELS

DRC fuels are mainly imported by sea on the West Coast, overland from the south and through the port of Mombassa from East Africa.

Western Corridor: Carries approximately 85% of domestic fuels and is fed by tankers arriving in the Ports of Banana and Matadi in the Bas Congo Province. The unloading is at the Matadi and Ango-Ango terminal where 160ft tankers can be accepted. The corridor is linked to the commercial areas around Kinshasa by pipelines, and the central and outer regions by a comprehensive river network supplemented by a patchy rail and road network.

Southern Corridor: Fed from Tanzania by road and South Africa by fuel rail wagons at Kasumbalesa. This route is plagued with problems such as insufficient funding for basic commodities (diesel to run the locomotives for instance).

Eastern Corridor: Fed from Kenya/Uganda in the North and Tanzania in the South. This corridor has for some time been affected by the Kenya Pipeline Corporation (KPC) problems of under-capacity.

The DRC imports around 450,000 cubic metres annually, excluding MONUC,

KEY PLAYERS

Services des Entreprises Pétrolières Congolaises (SEP) is the main fuel logistics operator in the DRC. It is a semi-public company subjugated to private law. Its missions are: Receipt, storage, handling, transport and quality control of refined oil products from the entry point in the country to the delivery/consumption point. As a consequence, the company is in charge of countrywide maintenance, security and development of fuels infrastructure and equipment in compliance with technical and security standards. SEP-CONGO is also the exclusive customs agent for the customs clearance of oil products.

The major oil companies working in the DRC are: Shell, Fina, Total, Engen, COHYDRO, Congo Oil, Cobil



SEP- Congo depots- Kisangani Simi- Simi© UNJLC

ISSUES

Fuel availability

The poor condition of transport infrastructure (road, river, and rail) entails a shortage of all type of fuels in many locations. Fuel has to be flown to locations inaccessible by roads. Moreover, there is no strategic planning or a minimum fuel levels in the SEPs depots.

Drum Filling

It was noted that most SEP depots had a drum filling capability restricted to diesel only and these drums can be reused.

On the other hand, all aviation drums are filled and certified in Kinshasa. The cost of an empty drum for use with aviation fuels is \$65 USD. This is non-refundable and as the drum plant has no washing and re-spraying capability, the drum can only be used once, thereby wasting the \$65 USD each time a drum is required.

Criminality

The smuggling of oil products accounts for the loss of roughly 15 to 20% of the existing volumes and entails losses for SEP-CONGO and the Congolese state.

Quality of fuel

There is no central licensing system for fuels, but insurance qualifications force oil companies to meet the Joint International Group (JIG) standard to qualify. It is believed, from past experiences in Africa, that this is a weakness. There are many recorded incidents where fatalities occurred because of a lack in capabilities on the part of the contractor or because of a sub-contractor cutting corners.

RECOMMENDATIONS

Single Fuel Policy

In certain areas, mainly small bases served by aircraft, it may be prudent to look at a single fuel concept. This can be based on Jet A1 fuel as the common fuel. This is a well tried and tested system used by the US, NATO and other military forces. Jet A1 can be used in diesel engines with a less than 8% drop in output which is negligible in real terms and produces benefits in that it reduces the administration and logistic effort to support the base. Jet A1 CANNOT replace gasoline and must NOT be used in gasoline based engines

Use of rubber drums

This type of drum costs more initially than its metal competitor, but has a large number of advantages. The rubber drum is tough, robust and does not dent. This produces less deposit in the fuel, as is the case with metal drums, thus more fuel per drum can be obtained. When returning the drums, there is also a significant savings because the rubber drum can be "vacuumed" down to a smaller volume, allowing the storage of 10 rubber drums in the same volume as one metal drum. If no vacuum pump is available the ratio is 8 rubber drums to 1 metal drum.

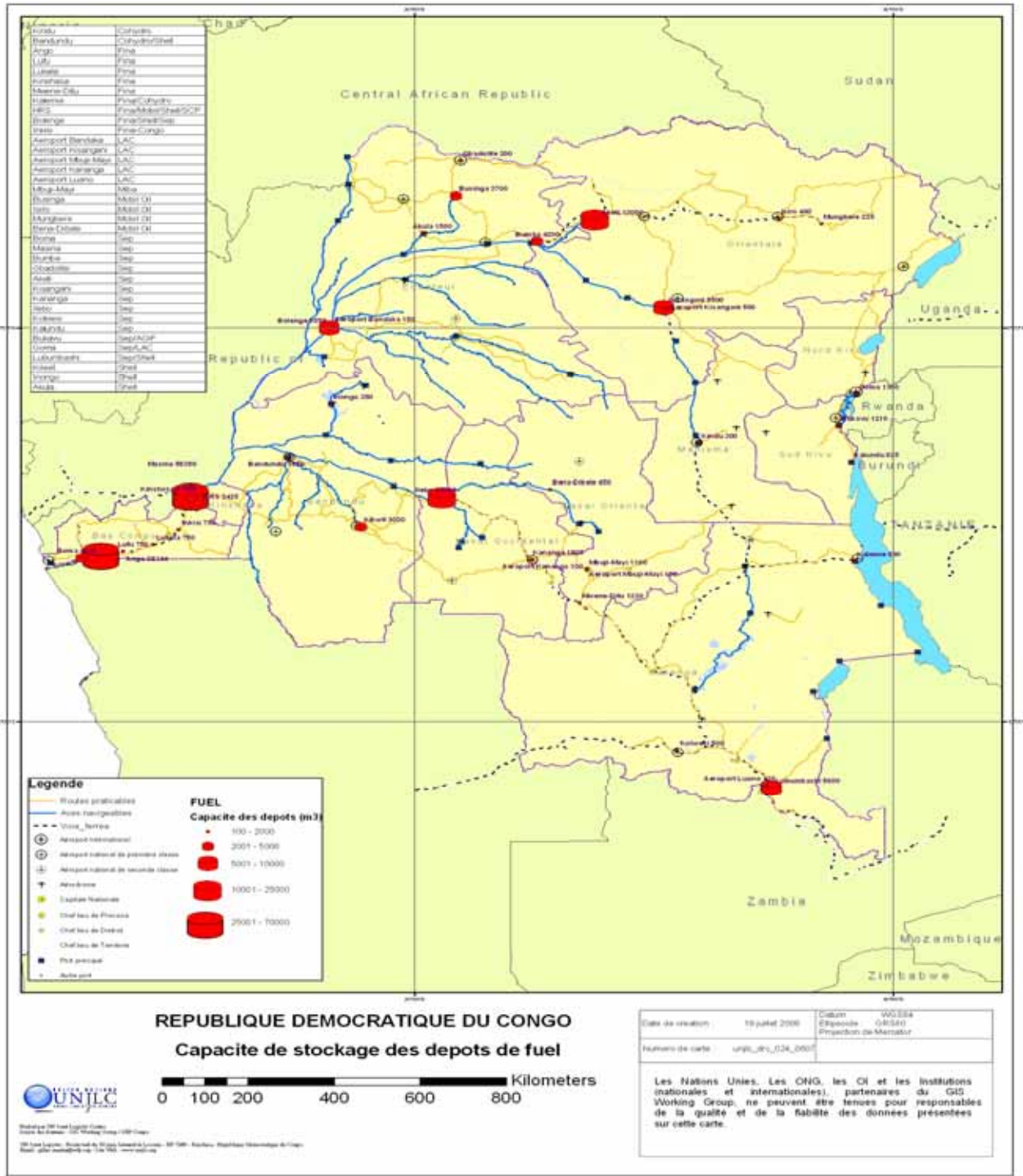


Rubber drum

Unified Fuel Contract

MONUC has the best trading position since it is the largest user of fuel in DRC. Their monthly totals of some 8 million litres of Jet A1 and 1, 25 million litres of diesel dwarfs the humanitarian annual total of around 120,000 litres of diesel and 170,000 litres of Jet A1. Therefore, a unified fuel contract would enable UN agencies to benefit from MONUC trading position.

The humanitarian community also suffers from the lack of fuels in areas where SEP Congo does not operate. In MONUC case, they operate using their own fuel sections, which are more expensive but a better system to ensure operations are continuous. A unified fuel contract would enable agencies to avoid shortages in areas where SEP Congo does not operate.



SEP Congo storage capacities

This snapshot was drawn on a **Survey of the Humanitarian fuels situation in the Democratic Republic of the Congo** publicly available online from the UNJLC website- www.unjlc.org/DRC