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PRESS RELEASEEUROPEAN DEVELOPMENT FUND: FIFTEEN NEW SCHEMES FINANCED, TOTALLING  
MORE THAN 24 MILLION UNITS OF ACCOUNT

Fifteen schemes or programmes endorsed by the EDF Committee at its eighteenth meeting, held on 26 July, were approved on 27 July 1966 by the EEC Commission. These schemes, for which the second EDF will make grants totalling 24 316 000 u.a. (= US dollars), are as follows:

1. Allocation of a total sum of 4 800 000 u.a. to finance the scholarship programme for the 1966/67 academic year. This programme provides 1 630 scholarships in the main fields of training regarded as being of high priority for the associated countries: economic, agricultural and technical training, and studies connected with occupations for women. The programme financed by the EDF will be supplemented by the programme financed by the ordinary budget of the Commission (which provided over 300 scholarships in 1965/66).
2. Allocation of a total sum of 54 000 u.a. to finance periods of in-service training in the various Commission departments. The financial commitment authorized for the year 1966/67 will allow 20 government employees from the associated countries to spend an average of 5 months in Brussels.
3. Allocation of a total amount of 148 000 u.a. to finance a programme of seminars. In 1966/67, this will provide for approximately 1 500 participants attending 30 separate seminars. The authorized financial commitment will also cover the publication costs of the "Courrier de l'Association", a liaison publication which maintains contact with former scholarship-holders, in-service trainees and those who have taken part in seminars organized by the EEC.
4. Training of OTRACO personnel in Congo (Kinshasa): 114 105 000 Congolese francs, or 761 000 u.a. Training will be provided for all the senior staff (200 officials) of the Congo Transport Board (OTRACO), a partly-governmental organization responsible for most of the traffic in the vital areas of the Congo. In addition, a study will be made of the training requirements for medium-grade staff.

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5. Agricultural development in East Kasai in Congo (Kinshasa) : 562 425 000 Congolese francs, or 3 750 000 u.a. Fourteen thousand farming families (70 000 people) will be resettled on selected allotments, where they will cultivate food crops and cotton. The project, which is planned to cover six years, includes the provision of agricultural equipment and a programme to train Congolese officials.
6. Construction of two bridges over the rivers Lubilash and Luilu in Congo (Kinshasa): 300 000 000 Congolese francs, or 2 000 000 u.a. The project, which covers improvement of access and communicating roads as well as construction of the bridges, will provide a permanent link between the capital and the principal commercial centres in the province of East Kasai. It forms part of a general plan to reorganize agriculture in this province, the financing of which has also been approved (see above).
7. Road surveys in Rwanda: 22 000 000 Rwanda francs, or 220 000 u.a. These surveys concern (a) the road leading to the Gatumba bridge - a 15 km. stretch which links Gitarama and Ruhengeri and completes the north-south highway, and (b) the whole of the direct road (95 km) from Kigali to the Uganda frontier via Byumba and Gatuna.
8. Drainage of a cattle-raising area and establishment of a cattle-breeding ranch in Bambari in the Central African Republic: 500 000 000 Frs. CFA, or about 2 025 000 u.a. The aim is to promote animal husbandry and to breed draught animals of a strain resistant to trypanosomiasis, with a view to increasing animal-drawn tillage. A cattle-raising area of some 150 000 ha. will be drained and improved, and a cattle-breeding ranch covering 20 000 ha. will subsequently be established and equipped in the same area.
9. Extension of the National School of Administration in the Central African Republic: 139 000 000 Frs. CFA, or about 563 000 u.a. The School was built in 1963 at the Republic's own expense to train senior and medium-grade administrative staff. The proposed extensions will enable the School to carry out its programme of training a total of some 600 students in the next 20 Years.
10. National College of Agronomy in the Ivory Coast: 502 000 000 Frs. CFA, or about 2 034 000 u.a. This scheme covers the construction and equipment of college buildings and a boarding establishment for 200 students, and the laying out of an experimental farm. The College will train 24 agricultural engineers and 36 agricultural technicians each year, and will also be open to students from other African States.

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11. Asphaltting of the Atakpamé-Palimé and Atakpamé-Badou roads in Togo: 260 000 000 Frs. CFA, or about 1 053 000 u.a. An asphalt carpet will be laid on 180 km. of roads which are at present being improved with aid from the first EDF covering only the asphaltting of the most difficult stretches. The vital importance of the area for Togo's economy and the increase in traffic in the last few years have made it necessary to asphalt these roads to a width of 3m.50 over their whole length.

12. Roadbuilding in Curaçao in the Netherlands Antilles: 6 500 000 NA Fl., or about 2 917 000 u.a. The plan is to build roads that are needed for the economic and social development of the island of Curaçao, as well as roads to ease traffic problems in Willemstad.

13. Improvement of the airport in Curaçao: 1 370 000 NA Fl., or about 727 000 u.a. A number of improvements will be made to the airport in Curaçao (additional paved surface for standing four-engined jet planes, a new control tower, installation of radar and electronic equipment), to supplement the extensions carried out with bilateral aid provided by the Netherlands.

14. Construction of five bridges on the east coast of New Caledonia, a French overseas territory: 215 000 000 Frs. CFP, or about 2 395 000 u.a. The object is to build bridges to replace the ferry-boats at present used for the crossing of five rivers on Highway R.T.3. The scheme will provide permanent access to this area, where the population is at present frequently isolated during the rainy season; it will also enable the territory's authorities to promote tourism in the area, the prospects for which are very good.

15. School-building in French Polynesia: 78 000 000 Frs. CFP, or about 869 000 u.a. The scheme will provide 91 public elementary classes and housing for 32 teachers, in order to cater for the rapidly increasing population and improve the standard of primary education.

These decisions bring the commitments authorized under the second European Development Fund to a total of some 325 419 000 u.a., covering 157 schemes.

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Annexes: 15

Annexe : I

PROGRAMME OF SCHOLARSHIPS FOR 1966/1967

On 27 July 1966 the EEC Commission decided to finance, by non-repayable grants from the second European Development Fund, a programme of general technical co-operation under which scholarships are to be given to nationals of overseas States and countries associated with the Community.

The scheme was endorsed by the EDF Committee at its 18th meeting and should cost 4 800 000 units of account (= US dollars).

This programme follows on that for the academic year 1965/66, under which 1 434 scholarships were financed from the EDF, plus 326 from the Commission's ordinary budget. The total for that year was therefore 1 760 scholarships, of which 1 623 were awarded to nationals of the Associated States party to the Yaoundé Convention and 137 to nationals of the overseas countries, territories and departments.

The 1966/67 programme provides for 1 630 scholarships from EDF funds, to which will be added those financed out of the Commission's ordinary budget. The programme will still concentrate on the three main branches which have been given priority in view of the needs of the associated countries : economics (24 % of the scholarships in 1965/66); agricultural training (20 %); technical studies (41 %); plus studies connected with occupations for women (13 %).

It is interesting to note that over half the scholarship holders are now undergoing training lasting several years, so that out of the 1 630 scholarships for 1966/67 some 1000 will be extensions and 630 new awards.

Lastly, the Commission has decided to make even greater use of on-the-spot training possibilities by taking advantage of the African universities. Renewed progress was made in this direction in 1965/66, since the proportion of scholarship holders taking courses in Africa - in their own or a neighbouring country - rose to 21 % (361 awards) as against 18 % in 1964/65 and 9 % in 1963/64.

Annexe : II

PROGRAMME OF IN-SERVICE TRAINING FOR 1966/67

On 27 July 1966 the EEC Commission decided to finance, by non-repayable grants from the second European Development Fund, a programme of general technical co-operation under which in-service training will be arranged for functionaries from overseas States and countries associated with the Community.

The programme was endorsed by the EDF Committee at its eighteenth meeting and should cost 54 000 units of account (= US dollars).

The training will take place at the Commission's headquarters along the lines chosen by the governments sending the officials. It will include individual work, seminars for the discussion of matters of general interest, and study visits in the Member States.

In 1966/67, just as last year, twenty officials from the associated countries will be trained in Brussels for a period of five months.

PROGRAMME OF SEMINARS FOR 1966/67

On 27 July 1966, the EEC Commission decided to finance, by non-repayable grants from the second European Development Fund, a programme for general technical co-operation under which seminars will be arranged and a review, the "Courrier de l'Association", will be published.

The programme was endorsed by the EDF Committee at its 18th meeting and should cost 148 000 units of account (= US dollars). Its aims are twofold : (1) to inform African and Malagasy nationals residing in Europe or Africa, and English-speaking Africans, about the Association with the EEC by means of seminars; (2) to maintain contact with former scholarship holders, in-service trainees and those that have attended seminars, through the "Courrier de l'Association".

Between July 1966 and July 1967, 30 seminars are to be arranged, with some 1 500 persons attending; the average length will be 4 days. This programme is more important than last year's, when 850 persons attended 28 seminars in Brussels, Béziers, Cagliari, Ghent, Göttingen, Haus Lerbach (Germany), The Hague, Liège, Montpellier, Naples, Sta Marinella, Strasburg and Toulouse.

As to the "Courrier de l'Association", five issues will be published with a circulation of between 4 000 and 5 000.

CONGO (LEOPOLDVILLE) : TRAINING OF OTRACO PERSONNEL

On 27 July 1966, the EEC Commission approved a grant from the second European Development Fund (EDF) for a general technical co-operation scheme in the Congo (Léopoldville). This scheme, which had been endorsed by the EDF Committee at its 18th meeting, will cost 114 105 000 Congolese francs or some 761 000 units of account (= US dollars).

The Congo Transport Board (OTRACO), a partly governmental organization, handles most of the traffic, by river and rail, in the vital areas of the Congo. The economic revival of the country, particularly in the northern, central and western provinces, depends largely on the return to normal operation of the Board, which provides a living for several hundred thousand people.

In 1959 OTRACO employed 1 000 foreign technicians, but their number has now fallen to 200, plus 59 experts supplied under various technical assistance schemes. It is therefore imperative to train Congolese staff, especially in the higher and middle grades.

This scheme has, therefore, two aims:

- (1) Training of senior supervisory staff, some 200 officials, in the light of an EEC study made in 1965. The training course will be for three grades (director, senior official grade A and senior head clerk) and it will be necessary to engage 10 teachers, with administrative staff;
- (2) Financing of a study on training needs for the remaining 935 officials in the middle grades. The study is to be carried out in nine months by four experts.

CONGO (KINSHASA): AGRICULTURAL DEVELOPMENT IN EAST KASAI

On 27 July 1966, the EEC Commission approved a grant from the second European Development Fund (EDF) in aid of an economic and technical assistance project in the Congo (Kinshasa). The cost of the scheme, which had been endorsed by the EDF Committee at its eighteenth meeting, is estimated at 562 425 000 Congolese francs, or about 3 750 000 u.a. (= US dollars).

The object is to revive peasant farming in Gandajika and Kalenda-Kashile in the province of East Kasai. For this purpose, 14 000 farming families, totalling 70 000 people, will be resettled on selected allotments where they will cultivate food crops (maize, manioc, groundnuts, beans) and cotton.

This plan, which will be carried out in close co-operation with the INEAC station in Gandajika, will be accompanied by the provision of various types of agricultural equipment, fertilizers, insecticides, and selected seed, and by a programme to train Congolese officials (10 administrative assistants and 140 advisers).

The project is planned to cover six years - six months' preparation, six months to get things moving, and five years of energetic action. The promotion of peasant farming forms part of a national programme for the reorganization of agriculture, and also comes within the framework of regional development. The agricultural scheme is supplemented by two others, also financed by the EDF, to improve the road network in East Kasai; these concern the construction of an asphalted road from Mbujimayi to Mwene-Ditu and of two bridges to replace three ferries over the Lubilash and Luilu rivers.

In financing these three interlocking schemes, the EEC will be helping to resolve the principal difficulties that confront East Kasai.



Annexe : VI

CONGO (KINSHASA): CONSTRUCTION OF TWO BRIDGES  
OVER THE RIVERS LUBILASH AND LUILU

On 27 July 1966, the EEC Commission approved a grant from the second European Development Fund (EDF) in aid of an economic infrastructure project in the Congo (Kinshasa). The EDF Committee had endorsed this scheme, which is estimated to cost 300m. Congolese francs, or some 2 million u.a. (= US dollars), at its eighteenth meeting.

Two bridges, 140 and 78 metres long respectively, will be built over the river Lubilash and its tributary, the Luilu, near their junction; these will replace the three old ferries which are a serious obstacle to the development of traffic. The scheme also covers improvement of access and communicating roads totalling 17.5 km. in length. At the local level, it will provide a permanent link between the capital and the principal commercial centres in the province of East Kasai (Katanda, Gandajika and Kabinda); while, on the national level, it will help to improve the highway linking the lower Congo with Sankuru and Katanga via Kasai.

Coupled with the improvement of the asphalted road linking Mbujimayi and Mwene-Ditu (scheme approved by the Commission on 29 June 1966), this project forms part of a general plan to reorganize agriculture in this part of the province of East Kasai, the financing of which has also been approved by the EEC Commission.

RWANDA: ROAD SURVEYS

On 27 July 1966, the EEC Commission approved a project of technical assistance linked with investment in Rwanda, to be financed by a grant from the second European Development Fund (EDF). The scheme, which will cost 22m. Rwanda frs. or 220 000 u.a. (= US dollars), had been endorsed by the EDF Committee at its eighteenth meeting.

Three general surveys (one financed by the EDF) have recently been made in which roads have been classified according to their importance and a list has been drawn up of operations to improve the highways on which there is most traffic. Among the latter operations, the Rwanda Government has asked the EDF for financial and technical assistance to carry out two special road surveys concerning:

- (1) A 15 km. stretch of the road leading to the Gatumba bridge (which was designed and built with aid from the second EDF); this road, which links Gitarama and Ruhengeri, completes the north-south highway through the most densely populated area of the country (almost 650 000 inhabitants). When this road is improved, it will be possible for the substantial output of tin from the Gatumba mines to be transported directly to the Uganda frontier instead of to Kigali as at present.
- (2) The whole of the direct road, 95 km. in length, from Kigali to the Uganda frontier, which passes through Byumba and Gatuna (towards Kabalé, Mbarara and Kampala). This scheme is given high priority not only because of problems peculiar to Rwanda (in particular, the serving of the busy and densely populated area of the Mulindi, which is being energetically developed, particularly as regards tea cultivation), but also in view of the road works carried out in Uganda between Kampala and the Rwanda frontier.

Annexe : VIII

CENTRAL AFRICAN REPUBLIC: DRAINAGE OF A CATTLE-RAISING  
AREA IN BAMBARI

On 27 July 1966, the EEC Commission approved a grant from the second European Development Fund (EDF) in aid of an economic and social infrastructure project in the Central African Republic. This scheme, which will cost 500m. Frs. CFA or some 2 025 000 u.a. (= US dollars), had been approved by the EDF Committee at its eighteenth meeting.

The aim is to promote animal husbandry in the eastern part of the Central African Republic and to breed draught animals of a strain resistant to trypanosomiasis, with a view to increasing animal-drawn tillage. The first task is to drain an area which is likely to be abandoned by cattle farmers because of the disturbing increase in cattle mortality and infertility due to trypanosomiasis; subsequently, a cattle-breeding ranch covering 20 000 ha. will be established and equipped in the same area, for the dual purpose of producing draught oxen and, in the longer term, of breeding animals resistant to trypanosomiasis.

The scheme forms part of the Central African Republic's national Development Plan for cattle-raising and of its regional development plans; it is thus one of a number of schemes, also financed by the EDF, which are either in progress or under consideration.

Annexe : IX

CENTRAL AFRICAN REPUBLIC: EXTENSION OF THE NATIONAL SCHOOL  
OF ADMINISTRATION

On 27 July 1966, the EEC Commission approved a grant from the second European Development Fund (EDF) in aid of a social infrastructure project in the Central African Republic. The scheme had been endorsed by the EDF Committee at its eighteenth meeting, and is estimated to cost 139m. Frs. CFA or about 563 000 u.a. (= US dollars).

The National School of Administration in Bangui was built in 1963 by the Central African Republic at its own expense. The aim of the present scheme is to enlarge the existing building and construct and equip the boarding establishment, a dining hall, kitchens, a few service quarters and a common room.

Since it became independent, the Central African Republic has suffered from a serious shortage of senior and medium-grade administrative staff. The Government's aim in founding the Bangui School of Administration was to provide training for such staff, and it is hoped that, in the next twenty years, a total of some 600 students - the absolute minimum in relation to the country's needs - will be trained at the School. Unless the proposed extensions are carried out, this programme and the satisfactory functioning of the School will be seriously jeopardized.

IVORY COAST: NATIONAL COLLEGE OF AGRONOMY

On 27 July 1966, the EEC Commission approved a grant from the second European Development Fund (EDF) in aid of a social infrastructure investment in the Ivory Coast. The scheme had been endorsed by the EDF Committee at its eighteenth meeting, and is estimated to cost 502m. Frs. CFA, or about 2 034 000 u.a. (= US dollars).

A National College of Agronomy will be established to train senior-grade agricultural staff in the Ivory Coast (agricultural engineers and technicians). The scheme covers the construction and equipment of college buildings and a boarding establishment for 200 students, and the laying out of an experimental farm.

Since 1960 the Ivory Coast's economy has had the highest growth rate of all the States associated with the EEC, owing to extensive industrialization. Agriculture is nevertheless still one of the main economic assets of this country, which ranks third among world producers of coffee and pineapples, fourth for cocoa, and sixth for bananas. Productivity in agriculture and in animal husbandry is, however, still low, owing particularly to the shortage of suitably qualified agriculturalists. There are four centres in the Ivory Coast which provide agricultural training for the lower and medium grades, but senior grades are at present always trained abroad. For this reason, the Ivory Coast Government, after having recently established the National College of Agriculture, has included the foundation of a National College of Agronomy as one of the most important projects in its development plan. This training centre for higher staff will be open to students from other African states, particularly the neighbouring countries.

The College will train 24 agricultural engineers and 36 agricultural technicians each year.

Annexe : XI

TOGO: ASPHALTING OF THE ATAKPAME-PALIME AND ATAKPAME-BADOU ROADS

On 27 July 1966, the EEC Commission approved a grant from the second European Development Fund (DF) in aid of an economic infrastructure project in Togo. The scheme, which is estimated to cost 260m. Frs. CFA, or some 1 053 000 u.a. (= US dollars), had been endorsed by the EDF Committee at its eighteenth meeting.

An asphalt carpet will be laid on the roads from Atakpamé to Palimé and Badou (a total of 180 km.); these roads are at present being improved with aid from the first EDF.

The area concerned a population of about 223 000 and provides over 80% by value of Togo's exports: virtually all the production of coffee and cocoa is concentrated there. Development of the road network in the area has not kept pace with the increase in production and in traffic, which is at present estimated at 60 vehicles per day. The first improvement scheme financed by the EDF covered only the asphaltting of the most difficult stretches on the two roads. In view of the vital importance of the area for Togo's economy and the increase in traffic in the last few years, the Togo Government asked the EDF to complete the modernization of these roads by asphaltting them to a width of 3m.50 over their whole length.

NETHERLANDS ANTILLES: ROADBUILDING IN CURAÇAO

On 27 July 1966, the EEC Commission approved a grant from the second European Development Fund (EDF) in aid of an economic infrastructure project in the Netherlands Antilles. The scheme had been endorsed by the EDF Committee at its eighteenth meeting, and will cost NA Fl. 6 500 000 or some 2 917 000 u.a. (= US dollars).

The plan is to build roads that are needed for the economic and social development of the island of Curaçao, as well as roads to ease traffic problems in Willemstad.

The island's main economic problem is that of structural unemployment which, accentuated by the population increase, threatens to assume disastrous proportions. The public authorities are therefore doing their utmost to encourage new industries in Curaçao. Before new industries of any considerable scale can be established, the works financed by the EDF to widen the fairway of the harbour will have to be carried out, and the inner harbour will have to be improved; the EDF has also been asked to provide funds for the latter purpose. Importance is also attached to the promotion of tourism, which has developed substantially in the last fifteen years or so.

The present scheme will help to improve the road network which is inadequate for the present traffic; the situation is steadily deteriorating. The road works in Willemstad will relieve congestion on the main road linking the two parts of the town, which lies across a channel leading to the harbour, and will also provide access to sites where further extensions to the town will be built. The housing situation is particularly bad in Willemstad, many parts of which are insalubrious and overpopulated, largely owing to unemployment and the rapid increase in population (2.9% a year). The first EDF is financing the infrastructure works for one of the housing schemes in this area.

As in the case of improvements to the airport at Curaçao, the financing of which was discussed by the EDF Committee at the same meeting, the aid provided by the Community for this scheme is complementary to bilateral aid granted by the Dutch authorities.

NETHERLANDS ANTILLES: IMPROVEMENT OF THE AIRPORT AT CURAÇAO

On 27 July 1966, the EEC Commission approved a grant from the second European Development Fund (EDF) in aid of an economic infrastructure project in the Netherlands Antilles. The scheme, which had been endorsed by the EDF Committee at its eighteenth meeting, will cost NA Fl. 1 370 000 or about 727 000 u.a. (= US dollars).

A number of improvements will be made to the airport at Curaçao. An additional paved surface will be laid down for standing four-engined jet planes, a new control tower will be built and equipped, and radar and electronic navigation and landing aids will be installed.

Curaçao is the principal island of the Netherlands Antilles and the seat of the central Government; the development of the economic life of the island depends on communications with the outside world. The introduction of four-engined jets by the big air companies that serve Curaçao necessitated several improvements; with bilateral aid provided by the Netherlands, the runway was lengthened and the airport buildings extended and modernized. The present EDF scheme is for other improvements which could not be carried out before because the necessary funds were not available.

This scheme forms part of the same programme as the road-works project which was considered by the EDF Committee at the same meeting.



NEW CALEDONIA: CONSTRUCTION OF FIVE BRIDGES ON THE EAST COAST

On 27 July 1966, the EEC Commission decided to make a grant from the second European Development Fund (EDF) to finance a scheme for investment in economic infrastructure linked with technical assistance in New Caledonia, a French overseas territory. This project, which is estimated to cost 215m. Frs. CFP, or some 2 395 000 u.a. (= US dollars), had been endorsed by the EDF Committee at its eighteenth meeting.

The object is to build bridges to replace the ferry-boats at present used for the crossing of five rivers on Highway R.T.3. The project is of both social and economic interest. In the rainy season, this highway is regularly cut by flood-water, so that the ferry-boats can no longer run; the area in question, which has a population of 8 000, is thus frequently threatened with more or less prolonged isolation. From the economic point of view, the scheme will improve conditions for goods transport (about 7 000 tons per year) and general traffic, which is at present estimated at 60 vehicles a day, with peaks of 120 and 260 vehicles a day.

The principal economic interest of the project lies, however, in the development of tourism. Owing to the very great attraction of the region for tourists, the territory's Tourist Office will make a special effort to publicize the scheme and encourage **improvements** in hotels and transport). New Caledonia's economy and finances are geared entirely to exports of nickel (95% of exports), and its trade balance is therefore wholly conditioned by fluctuations in the price of this product. For this reason, the French Plan for public investment in this territory in 1966-70 envisages a return to equilibrium through the development of tourism and rural activities.

FRENCH POLYNESIA: SCHOOL BUILDING

On 27 July 1966, the EEC Commission decided to make a grant from the second European Development Fund (EDF) in aid of a social infrastructure project in the French overseas territory of Polynesia. The scheme, which is estimated to cost 78m. Frs. CFP or some 869 000 u.a. (= US dollars), had been endorsed by the EDF Committee at its eighteenth meeting.

The object is to provide 91 public elementary classes and housing for 32 teachers, replacing the present establishments which are inadequate, obsolete or temporary. The scheme forms part of the territory's education plan for 1966-70, the aims of which are:

- (i) to build more schools in order to cater for the rapidly increasing population (it is estimated that there will be about 33 000 pupils in 1970, as against 23 000 in 1963);
- (ii) to improve the present unsatisfactory standard of primary education so that the more able pupils may pass on to secondary or technical education.