

3.1 Democratic Republic of Congo Fuel

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Petroleum activities in the Democratic Republic of Congo are organized around the exploration / production, refining, transportation, storage and distribution of petroleum products.

Fuel supply and distribution is managed by SEP Congo (Service des Entreprises Pétrolières Congolaises).

The stakeholders in the Oil industry are divided as follows:

- The refiner, transporter and storage (SOCIR AND SEP-CONGO)
- The GPDPP Group (Groupement professionnel des distributeurs des produits pétroliers (TOTAL ENGEN, Cobil, FINALog, SOFICO) for the marketing of petroleum products and lubricants
- The GENAPEP (Groupement des entreprises nationales pétrolières privées) / CPN COPENA, GNPP and others for marketing of petroleum products by the private sector
- The COHYDRO (Congolaise des hydrocarbures), Government Counsellor for Hydrocarbons.

DRC imports 100% of its petroleum products and 57 suppliers in the sector have been approved by the Minister of Hydrocarbons as of February 2012 (still in 2015).

(Source: [République Démocratique du Congo Ministère des Hydrocarbures](#))

Fixed installations in the country

Installed capacity 233.911m3 (until 2001) including:

- 5 (five) pumping stations (Ango-Ango, Lufu, Lukala, Inkisi and Masina)
- 9 (nine) Aviation depots (Ndjili, Lubumbashi airport, Mbandaka Airport, Mbuji-Mayi airport, Kananga airport, Goma airport, Kisangani Airport, Kalemie airport and Gbadolite airport)
- 26 ground depots interconnected by a network of HF radio telecommunications and GSM (Ango-Ango, Boma, Muanda, Kinshasa, Masina, Ilebo Lubumbashi, Mwene Ditu, Kananga, Mbuji-Mayi, Kikwit, Inongo Bandundu, Mbandaka, Kisangani, Businga, Bumba Isiro Kalemie, Kindu, Bukavu, Kalundu Akula, Bena Dibebe, Aketi and Mungbere);

Information may also be found at: <http://www.mytravelcost.com/petrol-prices/> which is updated monthly.

For information on Democratic Republic of Congo Fuel contact details, please see the following links:

4.7 Democratic Republic of Congo Fuel Provider Contact List

4.1 Democratic Republic of Congo Government Contact List

Fuel Pricing

Fuel pricing is controlled by the Government. Prices are set by the Ministry of Economy.

There are currently two orders that govern the fuel pricing in DRC:

- The Ministerial Decree No. 008/CAB/MIN-ECO & COM/2012 of 29 May 2012 fixing the price of land fuels (gasoline Super, Diesel, Oil and FOMI);
- The Ministerial Decree No 009/CAB/MIN-ECO & COM/2012 of 29 May 2012 fixing the price of aviation fuel (JET A1)

Fuel Prices as of: December 2015	
Petrol (per litre)	Bunia: \$1.2 / Isiro \$1.7 / Ango \$2.3 / Dungu \$1.9 Kalemie: \$1.3 / Moba \$1.6 / Kabalo \$2.2
Diesel (per litre)	Bunia: \$1.2 / Isiro \$1.7 / Ango \$2.3 / Dungu \$1.9 Kalemie: \$1.4 / Moba \$1.7 / Kabalo \$2.1
Paraffin (per litre)	n/a
Jet A1 (per litre)	n/a

Seasonal Variations

Seasonal Variations	
Are there national priorities in the availability of fuel, e.g. are there restrictions or priorities for the provision of fuel such as to the military? (Yes / No)	Yes
Is there a rationing system? (Yes / No)	n/a
Is fuel to lower income/vulnerable groups subsidized? (Yes / No)	n/a
Can the local industry expand fuel supply to meet humanitarian needs? (Yes / No)	Yes
Is it possible for a humanitarian organization to contract directly a reputable supplier/distributor to provide its fuel needs? (Yes / No)	Yes

Fuel Transportation

Fuel supply and storage throughout the country is done using the following entry points:

- In the West (Bas-Congo): imported finished products (gasoline, diesel, jet A1, Avgas, oil, fuel and LPG) arrive by tankers or by barge from the SOCIR refinery and are discharged to the oil port of Ango-Ango Matadi before being pumped through pipelines except for fuel and other oil which are transported by tankers.
- In the South (Katanga) finished products enter through Sakania and Kasumbalesa and are either discharged to the filling of Lubumbashi, or transported by railcar to Kolwezi and Kasai (Mwene Ditu Kananga).
- In the East (North Kivu, South Kivu and North Katanga) imported finished products are discharged in Kalemie, Kalundu, Bukavu or Goma. But in 1997, SEP had momentarily lost control of imports in the east.

Products movement:

- Operating a pipeline network (6 of 718 km of which 2 of 6" axis Matadi -Kinshasa (662 km), 2 of 6" plus 1 of 10" axis -Kinshasa Masina (44 km) and 1 of 6" - axis Masina-Ndjil (12 km) annual pumping capacity (1.200.000 m³) and barges, tank wagons and tankers at a respective installed capacity of: 800 m³, 5.454 m³ and 1.616 m³;
- Operating a river network: 7 units including 5 pushers, one barge and one canoe;
- Operating a railway network: 132 units with 2 locomotives and 130 tank cars (axis Kasai and Katanga 112, Bas Congo - Kinshasa axis 18);
- Operating a ground network (road equipment and engineering equipment): 292 units including 53 carriers, 39 trailers, 35 tractors, 5 trays, 44 vehicles, 92 vans, 17 cars and seven motorcycles.

Customs clearance:

- Customs broker, public road transport of goods under Customs
- Official clearing and forwarding agent of petroleum products,
- 13 customs agents and 11 bonded warehouses approved by DGDA throughout the country;

Transportation in remote areas:

Some transporters used to going to hard-to-access places have equipped their special trucks with tanks. See [3.2 Democratic Republic of Congo Transporters](#) for more information.

Standards, Quality and Testing

Industry Control Measures	
Tanks with adequate protection against water mixing with the fuel (Yes / No)	Yes
Filters in the system, monitors where fuel is loaded into aircraft (Yes / No)	Yes
Adequate epoxy coating of tanks on trucks (Yes / No)	Yes
Presence of suitable fire fighting equipment (Yes / No)	Yes

Standards Authority	
Is there a national or regional standards authority? (Yes / No)	Yes
If yes, are the standards adequate/properly enforced? (Yes / No)	Yes
Testing Laboratories	

Are there national testing laboratories? (Yes / No)	Yes
Fuel Quality Testing Laboratory	
Company	OCC (Office Congolais de Contrôle)
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