

# 2.1 Democratic Republic of Congo Port Assessment

The river sector is under transformation since international development funds are pushing the Democratic Republic of Congo government to privatize the transport sector, which is partially controlled by the state-owned companies (such as SCTP and SNCC). Ports and rail track networks are interconnected but inefficient.

Regarding the west part of the country, the ports of Matadi-Boma-Banana are suffering from the competition of the Pointe Noire port (in Congo Republic) which now absorbs 60% of the import/export goods volume of the Democratic Republic of Congo. Bolloré Africa Logistics (BAL) made massive investments there (deep water port extension, new container terminal, rehabilitation of rail track to Brazzaville, a 2x4 ways highway and construction of a new port in Brazzaville on the Congo River shore).

It seems that BAL made an offer to the SCTP for running the Kinshasa port and the Matadi-Kinshasa rail line under their own management. The SCTP's unions are opposed to it because they fear staff reduction. BAL would then control the multimodal transport from A (ports on Atlantic Ocean) to Z (Brazzaville and Kinshasa then further away through river network) in both countries.

For information on Democratic Republic of Congo Port contact details, please see [4.4 Democratic Republic of Congo Port and Waterways Company Contact List](#).

