

Villes en développement



June 1993 - N°20

Operators of commercial urban services

The participants in the EBEN¹ symposium held in October 92² came to the following conclusions regarding the ethics governing the different forms of public service delegation³:

- strong and sometimes unexpected partnerships can be forged between urban authorities and private-sector companies;
- these partnerships impose moral obligations, respect for which contributes to the development of public service delegation;
- in addition to the general moral obligations under which all economic actors are placed (such as to combat corruption), public service delegates have specific obligations placed on them ;

- thus, the knowledge acquired by such delegates thanks to their privileged status must be considered as belonging to the inhabitants of the urban area concerned and to their representatives ;

- delegates must also accept as their own the community's goal of keeping the fabric of society strong. They must therefore think up ways of safeguarding the interests of the neediest ;

- several participants felt that risk-taking with regard to investments would in future become one of the delegates' obligations. Is it normal that the refusal to bear the costs and to run the risks associated with investing in sometimes highly capitalistic sectors is spoken of as respect for the public heritage⁴ ?

Once again, thoughts pertaining to the towns and cities of the North are even more relevant to those of the South. For instance, the development of services for the neediest requires the lowest production costs, but also suitable selling methods. Thus, the distribution of water by «water traders», i.e. supervised intermediaries between the delegates and small consumers who compete a little between each other and whose payments for water are



A fountain in Ouagadougou

Sylvy Jaglin - Documentation Française

measured by meters, is great progress compared with two catastrophic methods, namely free distribution and the limitation of distribution to households capable of paying for being connected to the water main.

In countries of the South, investment risk-taking is even riskier than elsewhere and also more difficult to encourage as most companies that apply for public service delegation contracts come from the North. However, the worldwide development of a «risk market» is a very positive factor. Such risks could be kept within reasonable limits by an international body that had the means of imposing economic sanctions on any organisation that

unilaterally breached a delegation contract. Since the collapse of the communist world, the chances of such a body being created have improved and all those who are aware of the challenge of urban growth in the South should actively support such an initiative.

Michel GERARD

¹ European Business Ethics Network

² on «The responsibilities of economic actors for shaping the urban environment»

³ concession, leasing, management contract, public service concession, delegated management etc.

⁴ F.Vergès, during the symposium.

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The Rabat-Salé RED

When the Moroccan water distribution company (SMD) ended concessions in the 1960s, the Moroccan authorities set up municipal public water and electricity distribution corporations. The district public water and electricity distribution corporation (RED) of Rabat-Salé took over from the SMD in 1965. At that time, it had 58,000 electricity users and 35,000 drinking water users to whom it distributed nearly 80 million kwh of electricity and 12 million m³ of water annually. Today, RED serves 210,000 electricity consumers and 173,000 water consumers. It distributes 630 million Kwh of electricity and 60 million m³ of water annually. The population in its catchment area has increased from 470,000 to 1,500,000 inhabitants.

The RED is governed by a Board of Directors, of which a third represent the state and two thirds are elected local councillors; it is managed in accordance with commercial laws and practices and does not benefit from any subsidies or tax exemptions.

From 1965 to 1992, the RED made investments which were very large in comparison with the pace of the region's economic development, amounting to Dh1,336 million¹ over 1980-1992. These investments were made in modern techniques and technologies within the framework of long-term master plans.

The resulting changes in distribution led to the creation of small and medium-sized industrial, commercial and service units in various fields of activity related directly or indirectly to RED. Thus, RED has played an active part in the region's economic and social development.

It is worth noting that this effort was made despite the stagnation of water prices from 1962 to 1977 and of electricity prices from 1965 to 1973; at the same time, a progressive pricing system was introduced (prices rose by increments, so that about 45% of users were charged Dh0.68 per Kwh for a cost price of Dh0.90 and Dh1.56 per m³ of water for a cost price of Dh3.69 per m³); finally, government departments and public-sector corporations accumulated large overdue accounts.

This effort was sustained by the judicious choice of investment projects, by rigorous management and by permanent mobilisation of human and material resources, by ploughing back net income and by implementing a long-term financial policy.

RED achieved its results because it managed to adapt to changing circumstances and to the fabric of local society, characterised by the

interweaving of ancient customs and practices with modern ones. Thus, modern distribution techniques and management methods are combined with other ways and means more suitable to local realities. Thanks to the system of collecting dues by direct debits or by collectors visiting users' homes twice, the RED recovers 95% of its receivables. In addition, monitoring of the networks' throughput using counting techniques and modern leak detection methods has been complemented by measures to detect and to repress fraud... Throughput rates are close to 80% for water and 94% for electricity. The price-sharing system (advance financing by the RED and payment of prorata contributions by new consumers) and the system of subsidising connections to the mains (payments of their contributions by new, low-income users being spread over five years) have made it possible to improve servicing rates considerably. Modern techniques, rigorous management of human and material resources (wage costs account for around 11.5% of operating expenses), the choice of projects and of financial policy, adaptation to the local environment, and constant presence in the field have enabled RED to achieve excellent results, both economically and in terms of quality of service, and to project the image of a modern and efficient company, both regionally and nationally.

RED is a monopoly, but it operates under strict constraints with regard to pricing policy, and to the terms on which it carries out works and provides services. Charged with providing a public service deemed to be in the general interest and of strategic importance, it has to guarantee the same quality of service for all and a progressive pricing system that makes water distribution accessible to all.

The example of RED thus shows that it is possible to reconcile economic efficiency and the general interest within the framework of the public sector.

There seems to be no reason for privatising the RED. On the contrary, if its strategy were consolidated, it could become an active factor of regional development and the guarantee of success for the privatisation of failed public-sector companies.

Article based on information supplied by Mr Mohamed Fouad Djerrari, General Manager of RED, Rabat, Morocco.

Priority : management

The economy and urban services

In 1960, public services were the cornerstone of Africa's development. The provision of infrastructure facilities (transport, telephone, electricity) was expected to favour the exploitation in urban areas of the continent's immense wealth of material and human resources. Subsequent events have shown that this was an over-optimistic and simplistic view. Today, many African countries provide to those who can afford them, public utilities that function properly, at least in «modern» city districts. But the economy has not kept up. These public utilities are mainly consumer end-products destined for the elite. They have not helped to «structure» the competitive productive sector. Meanwhile, despite shortages of water, electricity and telephones, and despite the glaring backwardness of their urban public utilities, China, Thailand, Indonesia and even Vietnam have been as impressive by their economic growth as Africa by its stagnation. Today, they are developing their urban utilities on the basis of pre-existent demand.

Faced with deteriorating financial situations, which affect quality of service, the last 10 years have seen a succession of plans to restructure public services. These programmes have been so similar as not to reflect the complexity and diversity of the problems to be solved. When the reasons for their generally repeated failure are analysed, it is therefore difficult to decide to what extent their failure is due to the general environment (economic crisis and decline in creditworthy demand), to mistaken diagnoses and prescriptions, and to governmental unwillingness. However, several permanent features have been brought to light by studies conducted by French assistance.

Large capital assets

Public urban transport companies alone receive operating subsidies, which are much smaller than those granted to their equivalents in developed countries. There is general agreement that all the other commercial urban services are expected to balance their budgets independently. In fact, they have all benefited from very large capital subsidies, and some of them continue to do so. These subsidies were granted either by the state, in its heyday, or by external donors. They still enable the majority of the companies concerned to record solid long-term capital items in their balance-sheets,

⁽¹⁾ 1 dhiram = 0,61 FF.

which, in theory, means they are healthy and could be offered at a high price if privatised.

But negative cash-flows

Unfortunately, next to these apparently large capital assets, most of the companies concerned have catastrophic working capital and cash flows. Under economic structural adjustment, the former users of the public services in their heyday have, it is true, been turned into customers. But not by a long way yet have all these customers been identified and invoiced, and, above all, they are far from all having paid their bills. The n°1 problem facing urban services companies in Africa (and in certain South American countries too) are bills left unpaid by the state, by various public bodies, by untouchable VIPs and even by small-scale consumers. A variety of situations exist, ranging from cases of customers and employees colluding on a large scale to defraud the public utility companies, to relatively well-controlled situations where the accumulation of unpaid bills has political causes rather than technical ones. No company would survive such financial blood-letting. The fact that most senior managers of public-sector companies do not have the power to resist the pressure put on them by «African society» and by the political authorities who have appointed them is the main reason in favour of privatising the management of public utility companies.

Productivity and economies of scale

Public utility companies are sometimes criticised for their personnel's poor productivity, which allegedly causes the costs of providing their services to be much too high. At first sight, their average productivity does appear to be very low. However, surveys conducted by French assistance seem to have highlighted great disparities from one country to another; so one has to beware of superficial analyses. If economies of scale are taken into account, and they are considerable when the number of users goes up from a few tens of thousands to a few millions, the productivity of African personnel does not seem catastrophic. But, on the other hand, the excessive unit costs of this workforce, which are already very prohibitive in the civil service and in the productive sector, are even worse in African urban utilities. Unit personnel costs that are around 15 times the national per capita income (whereas they are around twice the national per capita income in Europe or in Asia) are quite common. All too often, in public-sector companies, the idea of public service is interpreted as serving the personnel



dam in Ivory Coast

Saur Afrique

of such companies. The privileges heaped onto this personnel (both among managers and the rank and file) explain their opposition to the very principle of institutional change. On the whole, however, the productivity and economic performance of commercial urban utilities in Africa are not always as bad as they are made out to be by hasty analyses: urban transport services in large African cities are often as good as their equivalents in Europe; the aggregate cost of drinking water does not seem to be any higher than in Europe.

As much as excessive production costs, what makes public utilities so expensive as factors of production for companies in the competitive sector results from anti-economic pricing structures whereby companies are overcharged and households are subsidised (which is exactly the reverse of what the dragons of Asia did to initiate their industrial take-off).

The top priority : management

Given Africa's frontiers, population and economies, the strategies implemented since independence for developing commercial urban utilities for the poor cannot really be criticised.

But, unfortunately, these utilities have nearly always been managed within inefficient internal management and economic frameworks (structure of beneficiaries, financing and pricing). Of course, not all the utilities are in such a calamitous state. Some senior managers have honestly and rigorously managed their utilities. Plundering public services can be prevented in Africa, even

within public-sector organisations. Some of the success stories that have occurred, outside north Africa which is a separate case, have not been sufficiently studied, particularly with a view to understanding how they managed, at least for a short time, to reconcile African social constraints with those of economic efficiency. Unfortunately, certain promising efforts have often been hampered by the general economic crisis.

The period of major development investment programmes is over. Another such period will undoubtedly occur only when new financing structures have been created which rely more on financial contributions by the customers, and less on international financing agencies. It will also be necessary to have won beforehand the battle for management. This will take quite a long time. What scope will there be for original management methods suitable for the specific features of each country and of each individual? Or else, as in Asia, will it essentially be a case of applying rigorously and strictly the classical principles of good management recommended in developed countries? This question is even more relevant to commercial public utilities than to companies in the productive competitive sector, as the former are lucky enough to be relatively (albeit not totally) protected from international competition.

Is privatisation inevitable ?

Some observers of African companies fear that their managers view privatisation as «a new form of the white man's witchcraft»

(Alain HENRY - in *Afrique Contemporaine*, January-March 1993). It is true that there is some danger of this. But, in this respect, northern and southern Africa lag behind the other continents. It would be wrong to think that it is a punishment specially reserved for Africa. The general trend towards privatisation of public utilities in South America, Asia and even Europe was later motivated by the need to satisfy the very strong demand for such services by creditworthy users and the enormous financing requirements this entailed. This phenomenon has been particularly striking in China, where bridges, motorways, electricity and drinking water production plants, and the services of entire neighbourhoods have been contracted out to private concessionaires in the name of no ideology other than the search for efficiency. In South America or in Asia, these privatisations are often «good deals», as the markets exist, along with very favourable anticipations. The picture is much less rosy in eastern Europe. And it is even less so in Africa south of the Sahara, where «good deals» are few and far between today: in Gambia, GAMTEL (a telecommunications company), which has been operating very well, has not been privatised, whereas GUC (water, electricity), which has failed and whose turnaround will require an enormous effort, has been privatised. The problem with the privatisation of urban utilities in Africa is that very few investors are interested and prepared to take the risk, except in the telecommunications sector. The few who have expressed some interest are almost never nationals of the country concerned and, faced with the risks involved, are hardly prepared to make large capital commitments. Another problem is that economies of scale are impossible. The fixed costs of having a complete team of foreign managers run a commercial urban utility, with its logistics and support staff, are often out of all proportion with the turnover of the company in question. Such costs will be lower when a sizeable part of such a private management team is of African origin.

Among the problems that remain to be solved are: the rules of privatisation, its regulatory and supervisory framework, and establishing a balanced relationship between the private operators, the state, and public local authorities. Given the parlous state of government services, and considering the difficulties that developed countries have had in finding such an equilibrium, this too will take time.

François Verges, CEO of ICEA

The example of the Ivory Coast

When President Houphouët Boigny decided in 1959 to entrust the SAUR company with the running of Abidjan's water department, the international community reacted with indifference tinted with general disapproval. Formed in 1960 by the SAUR company with 100% French capital and about 50 expatriate managers, the SODECI company is now controlled by over 3,000 Ivorian shareholders. Thanks to the training and promotion of young Ivorian executives, the number of expatriate managers has been reduced to about a dozen. The SODECI company provides over 300 towns or large villages with a high-quality service. Its installations are well maintained. Out of 100m³ of water produced by its plants, 88 are invoiced, and 86 are paid for by its customers. It makes a profit and pays back to the state an average of over CFAFr9 billion annually, by way of funds and surtaxes, which are used to upgrade the installations and to service debts.

SODECI's success compared with EECI's failure was the main reason for which the Ivorian government decided to apply the same treatment to the electricity sector. At its request, the French SAUR and EDF companies formed la Compagnie Ivoirienne d'Electricité (CIE), which took over the provision of electricity on 1st November 1990. After having been formed with 100% French capital, 19% of CIE's capital is now owned by 6,400 Ivorian shareholders. Whereas EECI's cumulative losses had exceeded CFAFr120 billion, by the end of its second fiscal year, CIE's results have been extremely promising. Power cuts were reduced from over 50 hours a year to 24. Dues collected from private customers rose from under 60% to some 95%. The first two fiscal years ended with balanced budgets, which enabled the CIE company to pay back to the state CFAFr47 billion worth of surtax. Under the leadership of its Chairman, Marcel Zadi Kessy, who has been applying to the CIE the methods that had been so successful at SODECI, the CIE, which has invested over CFAFr28 billion in two years, is set to win its bet: i.e., to provide the Ivory Coast with a modern electricity service which can balance its books and contribute to the country's development, instead of being a burden on the state's finances.

The success of the Ivorian model is based on the sharing of responsibilities between the organisations best able to assume them. The state retains responsibility for the country's

hydraulic and electrical heritage. As this is made up of public assets, it is normal that the community as a whole should own them, and that, in addition to formulating policies in these sectors, it should retain the control of new investments. Its working procedures and its ability to call on international funding at low rates of interest are well-suited to its responsibilities. On the other hand, the running and maintenance of facilities, and the daily serving of customers, require quick decision-making, immediate adaptation of means to needs, and constant arbitration between options in order to achieve the public utility's goals in the most cost-effective way. A private company is better equipped to assume such responsibilities. Of course, delegating the management of a public utility to a private company is no easy task.

The first problem is opposition from those who hanker for the past, and whose (financial or political) interests benefited from the ponderousness, the blockages and the opportunities for special treatment of the privileged few that were features of the previous system.

The employees of the former nationalised corporation that has been taken over by a private company can be apprehensive about the future: this apprehension can generally be overcome by making an effort to communicate and to explain things.

Another problem results from the bad habits acquired by both customers and employees before privatisation: late payment of bills in the former case, and carelessness in the latter case. Naturally, the solution is to «re-educate» those concerned to understand a number of simple but necessary points: delivering water or electricity costs money and all who benefit from this must pay the true price; a company's equilibrium, development and, in short, its life depend on all those who are part of it. Finally, the economic background is an important factor, which cannot be ignored.

In fact, there is a threshold beyond which delegating the management of an organisation cannot work miracles: this is when the state can no longer pay its creditors, which may result in the whole of the economy suffocating.

Marcel Pelissou, SAUR Africa

Urban passenger transport in Africa south of the Sahara

At a time when urban growth in African countries south of the Sahara continues, one of the public services that are essential to urban life - transporting people - has plunged into an unprecedented crisis. Some people see this as just the foreseeable and apparently quantifiable consequence of a gap between inadequate supply and excessive demand. But the new and very serious difficulties facing transport network operators in both French-speaking and English-speaking Africa lead us to consider another explanation: the disappearance almost everywhere of intermodal coordination.

The institutional, legal and financial frameworks set up in the 70s are being called into question right before our eyes. All the ways of ending the crisis proposed since 1985 have turned out, in varying degrees, to be unsuitable. Whether by law or not, the trend towards deregulation has been getting stronger, and theorists have suggested that the deregulation of commercial urban public services is the solution to meeting the needs of city-dwellers in the throes of an urban growth crisis. With two exceptions - SOTRA in Ivory Coast and Stage Coach in Malawi - all organised urban transport companies are now in direct (on line) competition with the informal sector, even where they have been granted total or partial exclusive rights by a concession agreement.

In order to understand the mechanics and the gravity of this crisis, it is necessary to consider the characteristics of urban transport systems in Africa south of the Sahara. Privately owned means of transport for groups or individuals (such as in-house or contract bussing of civil servants, employees and school-children) does not account for a significant share of the total volume of transport traffic. Bicycles are rare in this continent, as in Latin America or in the metropolitan areas of newly industrialised Asian countries, and they are not an alternative to mass transport facilities in large towns and cities. The use of private cars to transport individuals has developed only at the northern and southern extremities of the African continent.

Everywhere else, private use of motor cars has tended to diminish. The decline in the number of cars correlates with the fall in purchasing power. Imports of saloon-cars and small commercial vehicles meet the needs of self-employed group transport providers. In fact, passenger public transport in western



Conakry

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and central Africa originated from this sector, which, today, is the main supplier of transport services.

A few one-off experiments (conducted in Dakar, Kinshasa and Harare) have been carried out to study the use of railway infrastructures and facilities for servicing urban areas. But the lack of a suitable institutional framework and of adequate funding prevented these experiments from having a sustainably structuring impact on urban transport, which would have permitted the beginnings of some form of intermodal coordination.

Organised bussing networks appeared only in the 60s. Today, the only networks that remain are run by private law enterprises, managed in compliance with commercial law criteria, and which have benefited from long-term technical assistance. The majority of the capital of such enterprises can be owned by the state, local government authorities, or institutional investors; but they all have a foreign partner: we partner SOTRA, SOTRAC, SOTUC, STPN, SOGETRAG, SOTRAZ, and SOTRACA; other such companies include SNTN (Niger), KBS (Kenya), Stage Coach (Malawi), and ZUPCO (Zimbabwe).

To complete the picture, there are also state-owned enterprises - or enterprises whose capital is totally state-owned: X9 (Burkina Faso), GPPTC (Gambia), OTRACO (Burundi), UBZ (Zambia), which have managed to maintain a small-scale urban service thanks to income from their inter-city services.

Thus, there are two types of urban transport system in Africa south of the Sahara: unorganised, informal operators and private, commercial, industrial companies. So, contrary to what is often thought, the difference is NOT between the public sector and the private sector. This makes it easier to understand the bus network operators' main demand, i.e., that an end be put to unfair competition, which has had devastating effects, as, in some cases, operators have seen their receipts plummet by over 60% in under two years (Guinea, Cameroon, Congo).

All the solutions proposed to date cannot be implemented overnight, but only in the medium term:

- how can a regulatory authority be set up when the civil service has been severely weakened and when central and local government authorities are in the middle of a restructuring process?

- Despite their own efforts to improve their productivity, how will transport companies return to profitability if unfair and unrestrained competition is not ended?

The achievements of French assistance and of French companies for more than 30 years in the urban transport sector in French-speaking Africa are under threat of destruction, and it is necessary to be aware of the negative consequences this would have.

Gérard Mouret
Secretary General, Gestrans

Management of municipal water services : training should come first

By the year 2025, at current demographic rates, out of a total world population of 8.2 billion people, five billion will be living in urban areas, of which 3.85 billion in megacities situated in developing countries.

Over the next 10 years, the financing requirements of the urban water market in developing countries have been estimated at USD132 billion, of which USD65 billion for sewerage systems.

But first of all, and equally important, municipal water services need to be organised more efficiently, and the operation and maintenance of municipal installations and networks need to be optimised. So it is necessary to emphasise the need to upgrade local facilities for training water professionals, to encourage the exchange of institutional and economic documentation, and to support technology transfers.

There is a need both for initial, diploma-awarding training to keep the water sector supplied with the competent young professionals that it badly requires, and for continuing education of existing staff to give them real professional qualifications, which either need upgrading or are non-existent.

The stakes are high, in terms of both efficient services and of the economy as a whole, particularly bearing in mind the following facts relating to the water sector:

- over the life-span of the installations, operating and maintenance costs (including depreciation charges) account for 3 to 4 times the cost of construction;

- wage costs account for half of the total charges borne by the water departments.

Staff requirements of municipal water departments are considerable. For example, the following ratios are used : engineers and managers 5%, technicians - supervisors 15%, operators 80%.

It has been estimated that for every 1,000 inhabitants between 0.45 and 0.75 water employees are required. Per million m³ of water distributed in various areas, the number of employees required is between 5.2 and 7.8. So several hundred thousand water employees on each continent are required to manage water (2.5 million employees worldwide!). Their professional efficiency has to be maintained by considerable initial and continuing training and education.

As regards drinking water conveyance, and the collection and treatment of waste and rain

water in urban areas, particularly in very large metropolises, there are, as it were, two «missing links».

1) Engineers/senior operating and maintenance technicians (supervisors) capable of actually operating the large facilities as well as the pumping stations, the water treatment plants and the distribution or collection networks, and of managing the teams of operators.

The lack of personnel of this kind means that it is impossible for the facilities to reach their expected performance ratings (even when well designed, they do not work); the equipment deteriorates too quickly for want of really professional maintenance, which shortens its life-span and generates very large repair costs. If this new level of supervisory executive is not encouraged to emerge, all investment efforts will be doomed to failure.

2) The creation of a hierarchical level called «Management executives and management clerks» for programming, raising the funds needed for investments, managing the services profitably, organising the human resources, and meeting the needs of users at the right price.

As regards developing countries, training by expatriate engineers in the more advanced countries remains useful, at least in certain specialities. But it is preferable to set up or to upgrade local on-the-spot training facilities in order to satisfy training needs both quantitatively and qualitatively by responding to the diversity of situations.

Existing training organizations, of which some provide a very good level of service, do not, however, meet all needs, for various reasons: their inability, through lack of resources, to receive enough trainees ; lack of skills in certain areas of technical and economic expertise; or because the training centres do not yet meet the needs of all the categories of personnel that are indispensable for a water department to work well.

The recent creation of the International Water Office (IWO) to which belong the French government, the EC commission, the World Bank, the PNUE and the GTZ, has made it possible in France to undertake joint actions which, until now, had been undertaken in an uncoordinated way; it has also given a boost to an ambitious programme of coordinated international actions; finally, it provides opportunities to collaborate with similar

bodies in Europe and throughout the world. In the field of designing training material, the cooperation ventures proposed by the IWO are part of an emerging international network of training and technology transfer centres which are to be twinned with the IWO and which cover everything to do with supporting the creation and development of such local or regional centres.

The IWO's know-how in these various fields enabled it to organise 203 training courses for 2,000 people in France in 1991-1992.

It has a full-time training team composed of 23 trainer-engineers and senior technicians, who have at their disposal training equipment specially designed for training people in water technology and skills. The IWO has training facilities that are on a scale unique in Europe: - in Limoges, the IWO has a vast technology hall in which vocational trainees can specialise and consolidate their technological knowledge using real equipment.

The equipment installed on the hydraulic benches and the various devices enable participants to learn all about the latest developments in advanced technology and in operations computing.

- In La Souterraine, the industrial test and applications centre has a whole set of life-size technical installations which the trainees themselves operate and maintain. These installations exist for no other purpose than to train people in the skills of waste domestic or industrial water treatment or in the treatment of mud, and in the skills required to operate water distribution and sewerage «networks».

Trainees also have access to the national water documentation and information centre, which has nearly 150,000 items of which 100,000 are computerized.

This know-how, which is unique in the world, has now been made available to international development assistance movements. The IWO's role is to support similar bodies so that they may be able to develop their own local skills within the framework of a long-standing relationship based on a genuine partnership.

Jean-François Donzier,
General Manager,
International Water Office

News of French Development Assistance

Ministry of Cooperation

Since the beginning of May, the various offices involved in devolution, decentralisation and decentralised development assistance (DEV/IDD) have relocated to:
*20 rue Monsieur, 75007 Paris, France,
Secretary's tel. (33 1) 47 83 16 83*

JVE (Jeunes, ville, emploi)

The Ministry of Cooperation organised a symposium entitled: «The young, city life, jobs: what future for African youth?», which was held from 26th to 29th October last. Following this well-attended gathering (there were 600 participants including 120 from African countries), a round table organised on the 4th March 1993 brought together the French partners who laid the foundations for a commitment based on the JVE programme. To undertake this programme, a FFfr10million budget will be made available over three years.

A JVE committee has just been created, with a permanent secretariat. Three aims were defined: support for scientific research (an invitation to tender for research contracts and a data base), mobilisation of African countries and of bi- and multilateral partnerships, support for arranging projects. A final communication and information plan will foster exchanges by establishing links between the various partners.

*Contact: Fanny Chauveau,
Secrétariat Permanent JVE-ISTED,
6 rue de Talleyrand, 75007 Paris-France,
Tel: (33.1) 45 55 75 64*

ADP

The annual study day organised by the Association of Urban Development and Cooperation Professionals will take place on Friday 3rd September 1993 at l'Ecole des Ponts et Chaussées, 28 rue des Saints Pères, 75007 Paris; the theme will be: «Space and time in towns and cities».

Contact : ADP c/o Villes en Développement, Arche de la Défense, 92055 Paris-la-défense, Cedex 04, France,

UNCHS-Habitat

The United Nations Centre for Human Settlements held its 14th commission meeting in Nairobi from 26th April to 5th May. Most of the discussions centred on urban management, construction materials, world housing strategy and the choice of themes for the Habitat 2 conference which will be held in 1996 in Istanbul. Twenty years after the first Habitat conference in Vancouver, Habitat 2 will take stock of the actions undertaken by the UNCHS and will discuss two themes:

- human settlements in a more and more urbanised world;
- a decent home for all.

All the documents concerning the 14th session of the UN commission on Human Settlements will be available shortly at Villes en Développement.

DAEI

The Department of Economic and International Affairs (DAEI) of the ministère de l'Équipement, des Transports et du Tourisme has just published «L'Annuaire du Personnel à l'International». This restricted document lists the personnel managed by the personnel department of the ministry and by the DAEI, most of whom have been posted abroad.

Contact : Jean-Paul Fiorese, METT/DAEI, Bureau du Personnel à l'International (IPI), Arche de la Défense, Paroi Sud, 92055 Paris La Défense Cedex 04, France, Tel. (33.1) 40 81 27 83, Fax : (33.1) 40 81 27 81.

- The DAEI will soon published in the «DAEI-Economica» collection a document entitled: «Public-private sector partnership/Financing of infrastructures».

Contact : Villes en Développement

Afrique communes

This NGO for urban and municipal development in west Africa was set up at the end of October 1992 in Abidjan. Its aims are: improvement in urban and municipal management, the drawing up of development projects, the enhancement of the urban environment, the training of municipal employees, the development of urban data banks and municipal EDP systems. A first «Lettre d'Afrique communes» was published in April 1993.

*Contact : Jean Saint-Vil,
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Côte d'Ivoire, Tel. (225) 44 06 06*

Continuing Training of Development Assistance personnel

Training courses :

- **23rd - 27th August 1993 in Paris - France**
Instruments and methods of projects for strengthening local authorities
- **24th - 28th August 1993 in Paris - France**
Local development and the regeneration of urban districts
- **30th August - 1st September in Paris - France**
Sectorial strategy «Urban Development, space management and municipal development»
- **Early November 1993, in Cotonou - Bénin**
Decentralisation and municipal development.

Contact :- on the spot : Mission de Coopération ; - in Paris : Département de la formation (DAG/F2), ministère de la Coopération, 57 bd des Invalides, 75007 Paris ; Tel. (33.1) 47 83 18 40 ; Fax: (33.1) 47 83 18 69

Symposia

Helsinki - Finland 26th Sept. - 2nd October 1993

Cities for tomorrow. The direction of change. International congress of IFHP (International Federation for Housing and Planning)

Contact : *Secrétariat Général IFHP Finlande, Conseil national du Logement, PO Box 100, 00521 HELSINKI, Finlande, tél. 358.0/148 88 412*

Toulouse - France 19th-23rd October 1993

SITEF 93 - International GIS (Geographical Information System) Symposium: Town and country management and regional development.

Contact : *Scot Conseil, Parc technologique du Canal, 1 rue Hermès, 31526 RAMONVILLE, Cedex, France, tél. 33/61 39 46 32*

Antwerp - Belgium 25th-30th October 1993

City 93 - EPH 93: First global and European conference on **urban environment social issues, and health in cities**, organised notably with the support of the World Health Organisation (WHO) and the UN programme for the Environment (UNEP).

Contact : *City 93 et EPH 93 Secrétariat, Community Health Services, Uitbreidingsstraat 506, B-2600 ANTWERP, Belgium, tél. 323/230 92 32*

Books

Séminaire de perfectionnement des élus municipaux de la région de Kayes (Mali). Advanced seminar for town councillors in the Kayes region, (Kayes, Niolo-du-Sahel, Kita), Kayes, 9-12 février 1993.- Evry: Syndicat d'Agglomération Nouvelle, 1993.- mult. This seminar was an opportunity for 40 Malian and French participants to share their experiences of various problems such as the management of markets, the collection of household refuse, water, sanitation and sewage. Practical recommendations were written for each theme studied.

Contact : *Syndicat d'Agglomération Nouvelle d'Evry, BP 62, 91002 Evry Cedex, France*
Prix : 40 FF.

Comptoirs et villes coloniales du Sénégal, Saint-Louis, Gorée, Dakar by Alain Sinou. Paris : Karthala-Orstom, 1993.- 364 p. (coll. Hommes et sociétés)

In writing a history of the trading posts and colonial towns of Senegal, France's first colony in west Africa in the 18th century, the author's underlying intention is to describe how the thoughts and deeds of a small minority of western administrators and technicians in planning matters changed, and how doctrines are drawn up and what impact they have on urban space, by their being confronted with the practices of city-dwellers.

Contact : *Karthala, 22/24 boulevard Arago, 75013 Paris, France.*
Prix : 160 FF.

Les jeunes en Afrique. I : Evolution et rôle. II : La politique et la ville. Ed. by H. d'Almeida-Topor, O. Goerg, C. Coquery-Vidrovitch, F. Guitart.- Paris : l'Harmattan, 1992.- 2 vol., 571 + 526 p.

Vol. I contains contributions on the following topics: the concept of youth, demography, marriages, dropping out, training and employment, the various forms of social supervision. Vol. 2 discusses how young people relate to politics, as well as how young people express their culture. The publications ends with a verbatim report on a round table about the young and cities.

Contact : *l'Harmattan, 7 rue de l'Ecole Polytechnique, 75005 Paris, France.*
Prix : 260 + 280 FF.

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