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Groupe Huit

Town planning

Villes en développement got the interesting though surprising idea to ask a contractor to write the editorial for this issue.

Surprising idea because contractors do without town planning when it does not exist and do not complain about it with their customers.

Where town planning exists, contractors use it in many ways but have little reason to talk about it with their customers. Therefore, the fact that contractors are largely silent about town planning might get us to conclude that they are indifferent to the issue. I bear witness to the fact that this is not a fact.

Indeed, town planning is the result of in depth work by a permanent team which tries to deal with urban problems as a whole. It is true that from one country to another and depending on local resources, the objectives may be rather modest : alignment, urban order, localization of public buildings. But what is essential is the day-to-day knowledge of a given terrain, of its multiple facets and the translation of this knowledge into realistic public orientations.

This is precisely the basis for appropriate localization, sizing and phasing of development, which in turn is the guarantee of the quality of the works, buildings or networks which we build and sometimes even manage. Planners and urban service providers follow a different logic and each have their own

specific role to play but their efforts are linked in terms of the success and effectiveness of their achievements.

It is clear that our experience allows us to rapidly understand how a city functions and to plan efficient networks. However, without the assistance of a team in direct contact with all the problems of the city, we are bound to be faced with difficulties linked to data, constraints and perspectives unrelated to our own discipline. We may not be able to collect in a timely manner any observations on works that may interfere with our own : the consequences of such a situation are always costly. I would also like to emphasise the unifying effect of town planning documents on all economic players - which is an incentive in terms of productivity and optimization of collective resources, i. e. a determining factor for investors. For example, many Asian cities, inappropriately planned up to now, have finally understood through the Singapore model all the economic benefits they could draw from proper planning.

As a practitioner, the contractor is in a good position to observe that what is costly is not proper planning but non-planning. ■

Jean-Paul Paufique,
Lyonnaise des Eaux

Town planning and competitiveness in the Asian/Pacific region

by Gilles Antier, IAURIF

Statistics are harsh : average regional economic growth of 7 % last year; urban population growth of 3 % per year which is associated with and amplifies this movement; one urban dweller out of 2 will be Asian by 2020, with an increase in the urban growth rate during that period from 34 to 56 %. In addition, half of the national urban population lives in Bangkok, over one third in Seoul, Dacca or Manila.

While it is necessary, in order to assess urban and metropolitan planning in this region, to take into account the varying levels of development in the different countries (the differences are more striking than in Latin America or in Africa), there is little political variance. As a whole, "Asian modernity" first affirmed itself through strong regimes that managed to strike an efficient balance between liberal economy and authoritarian government in the Confucian tradition - from the Chinese dialectical model ("one country, two systems") to the successful although extreme case of Singapore (a country of 620 km² managed by the State without any local government system). In terms of planning, the main developing countries in the Asia/Pacific region follow 3 types of patterns.

In China and in Viet Nam, land planning documents essentially owe to the planning concepts of the former USSR : the notion of a master plan viewed as an interface with the five-year development plan was indeed characteristic of all major cities

in the region up to the end of the 80's. The situation there is similar to what prevailed in the cities of Central Europe or the former-USSR : despite total State control over land ownership and the means of production, and despite strict population control, major cities such as Beijing or Shanghai did not really stick to the theoretical framework of the master plans inherited from models designed in Leningrad and Moscow from 1936 to 1975. Academic concepts such as bypasses were used to define areas of decreasing density as well as green cuts but could not hold out for long given the nearly mechanical trends of expansion - cities adapted themselves to successive municipal or governmental projects (Beijing) or, as is happening today, to concepts imported by foreign investors.

These inherited patterns are now subjected to misadventures. Thus, in Shanghai, where an ambitious planning project (the Pudong Project) replaced in 1990 the century-long trend of expansion westwards : but this recent development may still produce uncertain results as the

multiplicity of short-term projects in the city-centre may seriously impact on the balanced logic of the overall plan. In Canton and Ho Chi Minh Ville, what prevailed until very recently was a general laissez-faire policy : new urban developments always used to prevail over any existing planning policy, particularly in inner cities. Finally, in Hanoi, a flexible approach prevailed : the master plan mainly aims at offering an attractive environment, adaptable to the many foreign projects - often on a very wide scale (1000 ha eventually for the Citra Project). The planning documents in these cities provide for an overall reassuring vision of controlled development. But they often include urban development strategies based on foreign capital and unclear land taxation systems - which in the final analysis will impact on overall organisation.

The second prevailing factor is the general nature of strategic planning - planning being understood more as "general programming" than "heavy-weight planning" - which in any case is in conformity with the extremely liberal economies of many countries in the region and applies essentially to specific projects. Such general strategic planning can be seen from Seoul to Bangkok and from Kuala Lumpur to Jakarta. Even though there may be a planning document - including standards relating to density, rules on land use and outlines of transport networks - few implementation tools are available, in particular because of the lack of public control over land ownership (the notions of expropriation and land stock are unknown, except in the case of large scale infrastructural works of national interest). Fragmented local skills are unable to face up to land speculation, which often renders illusive the implementation of the plans. The use of approaches developed in Japan (land readjustment) or in Hong Kong (development packages)

lead to successful local operations, but the lack of overall cohesiveness soon became apparent through the inadequacy of networks or the proliferation of traffic jams. However, some local variants should be mentioned (public transportation system in Seoul, new towns of Greater Jakarta or Shah Alam in Malaysia) as well as recent trends (strengthening of the Bangkok Metropolitan Authority) which point to a form of planning or strategy at metropolitan level.

Finally, let's examine the situation of major Asian cities such as Manila or Taipeh, where town planning must be (re-)invented. The absence of any regulatory benchmarks, of any tool for State control over land ownership and of any planning document - even theoretical - (except in a few municipalities of Greater Manila) produced "classical" results : aborted new towns, traffic jams and paralyzed transportation system, etc. While the context of these metropolises of 3 to 8 million people tends to lead to heavy projects without any real consistency, their situation is not desperate as compared for instance to the planning strategy of the new Metro Manila Development Authority.

Such a diverse situation makes it obviously delicate to reach an overall conclusion. Generally, it seems however that because of the growing dysfunction of major Asian cities local authorities tend to be looking for more coherent strategies for their medium and long term development; but this seems to be less out of an objective interest in proper planning than out of their fear to lose part of the competitiveness of their cities. ■

Cairo - From planning to action

by Jean-Louis Pagès, IAURIF

At the beginning of the 80's, the city of Cairo underwent drastic changes.

From planning... In 1980, the population of Cairo grew by 3 to 4 hundred thousand people per year, inner city areas became less populated while urban development was in rapid and uncontrolled progress in the periphery, on the rich farming land of the Nile Delta. To this general picture, we must add the development of space-consuming and polluting industrial plants in the midst of residential areas, the threats to historical areas and to the Nile banks, the growing traffic flows, the degradation of the standards of living. The authorities did not have any instrument to assist them in their decision-making and management process. The master plan dating back to the 70's was largely inadequate given the size of the urban development process.

The decision made at the time to "conquer" the desert involved both planning and voluntary implementation of the plan. Indeed, in the desert, a lot of links and facilities had to be established, in particular for drinking water. For the Cairo residents who love their river, this policy was a drastic change, but it was necessary to protect agricultural resources.

The 1983 master plan outlined the main directions of the desired development: primarily, protection of agricultural land and, as a counterpart, new urban developments in the desert, reorganisation of the existing town but also, upgrading of the transport system, improvement of the localization policy for industrial plants, protection of

the archeological heritage, rehabilitation of old build-up areas, water resources and pollution control, definition of major infrastructural works and equipments at metropolitan level.

This document very directly led to diverse concrete actions, the interest of which soon became clear.

... to action

Developments in the desert, under the direct responsibility of the State, were the first step taken. Access infrastructure and facilities had to be built; which implied that construction mechanisms had to be transferred from farming areas to the desert. This is the "New Settlement Programme": Egyptian engineering firms can be consulted for a precise list of specifications for

each of these developments. A project of ring road is under study - a major road network linking up the various developments among them and linking them to the existing city.

Reorganisation of the existing town: Despite the efforts of the State to develop the desert, the force of inertia generated by the factors of disturbance in the existing town is important. To organise the city into **homogeneous sectors**, under the responsibility of the Governorates¹, was the second objective of the master plan: new centres, local transportation systems, amenities in each sector, delocalization of polluting activities, protection and rehabilitation of ancient areas...

This led to identify priority actions viewed as the most efficient - both in terms of regulation and in terms of policies and projects: housing and rental policies (the reform was just enacted in February 1996), delocalization policy for polluting industries, policy aiming at controlling informal developments on agricultural land (land policy, policy on amenities for new developments in the periphery of the city, where everything is still possible...)

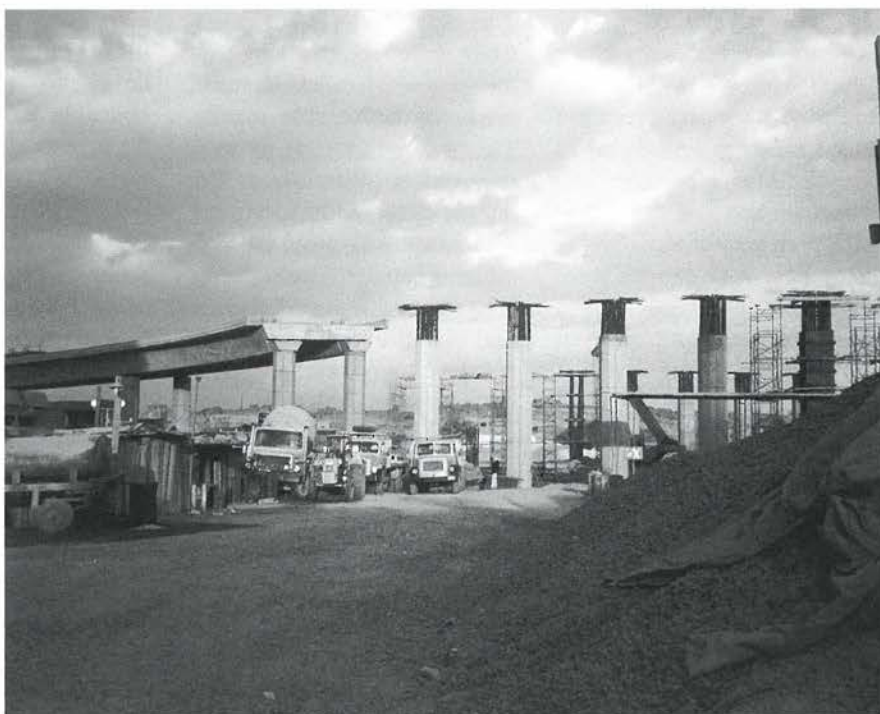
Opportunities in the heart of the city: major opportunities for a mutation of the city are presenting themselves: facilities are now built for the benefit of all. New ideas are being considered and presented to the Governorates, e.g.:

- delocalization of Sayeda Zeinab tannery and slaughter house;
- rehabilitation of the Fatimide walls and creation of a garden and of facilities for the benefit of the overpopulated neighbourhood (North Gamalya Project);
- urban reorganisation around the future interconnection node for public transports (South Giza Project);
- rehabilitation of historical areas at the heart of the old Muslim town (Darb-el-Asfar Project).

Finally, through the General Plan for Shubra-el-Kheima, the GOPP² - which is acting as "guardian" of the overall master plan for Greater Cairo, assists Government for implementation at local level. ■

1. There are 3 Governorates in Greater Cairo.
2. General Organisation for Physical Planning

The ring road, works at the bridge over the Nile, February 1996, access roads



Jean-Louis Pagès

Town planning in Morocco : a long tradition

by Jean-Emmanuel Cornu

In terms of town planning, Morocco can be proud of its long tradition. Indeed, from the beginning of this century, that country managed to ensure continuity in the design and implementation of remarkable country and town planning policies which helped to organise and control urban development in major towns (Casablanca, Rabat-Sale, Fes, Marrakech, Agadir, Meknes, Tangiers).

In fact, these towns of 500.000 to 3 million residents, give the general impression today of having undergone ordered development. Around the historical nucleus of the medina, where only a fraction of the population lives nowadays, a "new town" developed following the original plans designed by Prost and an innovative regulatory framework. The large size "new towns" carry out today inner city functions and do not register any major dysfunction. The problems are concentrated in the periphery, where urban pressure is at its most. The 1994 census shows that while urban growth slowed down in downtown areas, it is extreme in the periphery of Rabat, Agadir or Fes, with growth rates ranging between 5 and 10 % a year. Urban population in Morocco, which is now higher than rural population, trebled since the 60's.

In order to try and control growth in the periphery of towns, the Moroccan authorities did in the 60's resort to operational urban development but in the last 15 years or so, a new set up was adopted to better control urban development.

Operational urban development or town planning ?

From 1960 to 1980, the disappearance of shanty towns was the main objective of country and town planning policies. Important resources were set aside for this purpose : mobilisation of public land, appropriate funding, creation of public operators at national and regional levels, under the supervision of the Ministry of Housing and Town Planning. This policy, which was essentially based on housing and operational urban development, produced undeniable results. The major shanty towns were removed or restructured. But this policy turned out to be more and more costly given the high building standards and costs of housing, and less and less social despite the use of an equalization system. It reached its limits when public land stock was exhausted.

In addition, it did not provide a satisfactory answer to the problem of informal housing which was an alternative for disadvantaged communities. Informal housing was proliferating, in particular outside urban perimeters, without any

development plan or control structure. The fact that, as from 1976, municipalities were granted within the Communal Charter the power to issue building permits did add to the general confusion. Given the lack of approved plans and appropriate regulatory framework, it was also difficult to control the production of "formal" housing.

A new mechanism

To face up to the challenge, Moroccan authorities modified their strategy and emphasised from then onwards town planning and the control of any form of construction. From the 80's, a vast regulatory and institutional framework was progressively set into place. In 1992, a complete regulation redefined the town planning framework (SDAU¹, urban development plans, building lots, building permits). The provisions of the SDAU are imposed to administrations and the 1/2000 development plans can be legally binding vis-a-vis third parties.

There are important changes in the attribution of responsibilities. The Division of Town Planning moved from the Ministry of Housing to the Ministry of Home Affairs, which means that the Moroccan authorities wish to strengthen their control over urban development. While security concerns are not completely foreign to that move, the search for a new balance of power between the State and municipalities with regard to urban development is at the heart of this reform, which aims at better management of urban development. The urban agencies set up in the major towns are responsible for the development of town planning documents² but also, and above all, for their implementation and management. The approach was initially tested in Casablanca and then applied to major towns in the country. Today, Rabat, Fes, Agadir, Marrakech have,

or will soon have, approved urban development plans, which is a significant step forward. Urban agencies, which have important resources (often coming from the breeding ground of the Casablanca urban agency), are now operational in these towns.

New challenges

While the new approach already achieved significant results, there are still problems. The financing of infrastructural networks and housing for the greatest numbers have not yet been solved in a satisfying manner as compared to the challenge of informal housing development.

As regards infrastructure, the SDAU and urban development plans are already used to develop overall plans for transports, drinking water and sanitation, but the construction of these various networks will require significant resources, hence the need for financial arbitration involving a redefinition of the current housing policy, which is today too costly and not sufficiently focused.

The ways and means to channel the dynamics of informal housing remain to be found. The high construction standards and costs prevailing in Morocco are not consistent with a policy aiming at housing the greatest numbers of people. Therefore, public players will have to refocus their action and direct available resources towards infrastructure and networks rather than on construction per se. Thus, social pressure may be avoided and urban development controlled. ■

1 Master Plans for country and town planning

2 with the technical assistance of the Michel Pinseau consulting firm which has been directly entrusted by the highest authorities in the country (from 1981) with all urban development studies for Casablanca, Rabat, Fes, Agadir, Marrakech, Meknes.

Developing tools for urban development : the N'Djamena case

by Groupe Huit

Town planning is no longer fashionable in Africa. The limited impact of planning documents (master plans, urban development plans), which however mobilised significant resources, led to serious doubts as to their rationale, either because town expansion went on, often in an uncontrolled manner, or because poor public budgets made it difficult to make any financial forecasts.

Too centralised, unrelated to programming, too distant from the decision-making process, slow and inconsistent with new developments : such are the many criticisms expressed - but there are no concrete proposals to face up to the situation : not even anybody saying "above all, don't do anything!". Urban planners deserted the scene and frequently, it is the water and electricity concession holders who draw up urban development plans because they obviously have to plan for future networks.

No need to say more : town planning is necessary; its tools must be renovated, i.e. drastically french aid simplified. Such effort was recently undertaken in N'Djamena within the framework of a funded project. The ambition there is to achieve a threefold objective with simple tools : to rehabilitate urban memory; to identify priorities; and to propose a development framework over 15 years.

Rehabilitate urban memory

The knowledge about urbanization in Africa is perhaps poorer today than it used to be fifteen years ago, because less people lived in towns at the

time and because urban development plans were produced which provided an opportunity to update urban data. Today, various attempts at producing databases should be supported (e.g. MDP¹) - sometimes, however these are too ambitious to be easily generalized. Hence the proposal to launch a step-by-step process with an "inventory" involving a limited range of data aimed at assessing, for each major neighbourhood, people's access to infrastructure and amenities.

Identify priorities

This inventory is made up of a number of charts and maps on

population data, land use, infrastructure and amenities. On the basis of a system of indicators and ratings, the various neighbourhoods can be classified in terms of the level of servicing of the various communities and suggestions can be made - hence the acronym used : IPIE (Inventory for planning infrastructure and amenities)

Propose a development framework

The recommendation is to stick to "structural" documentation for medium term intervention. There are no zoning indications; it is merely a plan used as a reference framework for the construction of future networks and operations. The plan only includes the layout of major roads (large mesh of 100 ha), the main drainage facilities and the land reserved for major equipment only (e.g. airport). The plan is drawn up on the basis of the inventory. The inventory data can also be used for projections over 15 years of population, land use and amenities as well as for comparisons between future and current situations.

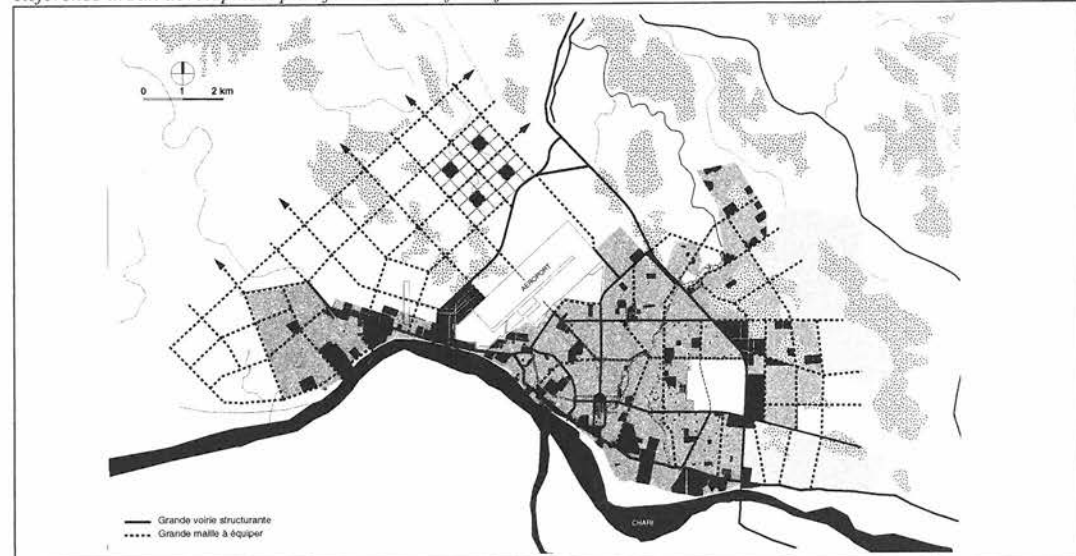
Application to N'Djamena

These tools (inventory, reference plan, large mesh) were used in the N'Djamena project,

steered by the French bilateral aid unit based at the Municipality, in close coordination with the Urban Development Directorate. At present, there are 600 000 people living in N'Djamena over a municipal territory of 5 500 ha. Even though the population growth rate (currently 6 %) is on the way down, there should be 800 000 people living there in the year 2000 and approximately 1.3 million in 2010. Nearly one third of the population settled in the East on rather flat and easily flooded areas (due to heavy rains associated with the Chari floods). By examining satellite imagery and recent Institut of Geography records, one notes that the overall drainage system of the town should be reviewed. In terms of urban planning, there are 3 objectives : limit expansion eastwards and offer better opportunities for settlement in the West, organise the town and its extensions around the structuring of its major roads (large mesh), launch the process through short term physical actions and capacity-building of urban and land management institutions. ■

1 Municipal Development Project

Reference urban development plan for the town of N'Djamena





Gestion partagée à Ouagadougou. Pouvoirs et périphéries (1983-91) by Sylvie Jaglin. Paris : Khartala-ORSTOM, 1995, 659 pp (Coll. Hommes et Sociétés)

The restructuring of Ouagadougou, which happened between 1983 and 1991, was associated with efforts aimed at designing innovative mechanisms for the production of amenities and the management of neighbourhood services. The approaches used are based on the sharing of service charges and management responsibilities between residents and institutional players.

Price : FF. 190

→ Contact : Editions Khartala, 22-24 boulevard Arago, 75013 Paris, France

Les nouvelles formes de mobilité spatiale dans le monde arabe, under R. Escalier and P. Signoles, Volume II - Tours, Urbama, 1995. (Research brochure No. 28); Volume I still to be published at the end of 1996.

Case studies carried out for a research on "Economic, social and cultural transformation and changes in internal migration flows in the Arab world : Morocco, Algeria, Tunisia, Egypt, Sudan, Jordan".

Price : FF. 130

→ Contact : URBAMA, B.P. 2221, 37021 Tours cedex, France

Lieux d'Islam. Cultes et cultures de l'Afrique à Java. Paris : Autrement, 1996, 309 pp (Coll. Monde, H.S. No. 91-92, Feb. 1996)

This rigorous publication is organised around a typology of the main important places of Islam : religious, historical, mystical, cultural; it shows that Islam, far from being monolithic, is diverse and multicultural.

Price : FF. 149

→ Contact : Editions Autrement, 17 rue du Louvre, 75001 Paris, France

The opinion of a Sirius resident

P.C.C. Michel Gérard

Dear Friend from Earth,

You told me in your last letter that town planning is no longer in good books on your planet. And as you know that we are ahead of you by some 100 years, you are asking for my opinion.

Challenging town planning? It could never happen here. But it is true that on our planet, "planning" never meant "controlling all the legs of the millipede" as happened in some of your countries on Earth up to a recent date. As we always spontaneously engaged in what you call market economy, it would never however occur to us that our local governments should give up any notion of collective management and strategy (because towns are never static). Indeed, what is planning but a collective strategy aiming at ensuring that our towns function properly and are beautiful?

As I can't tell you everything about our experience on Sirius, I shall only deal with two major aspects drawn from our century old town planning history :

- rapid spatial extensions of some towns, big or small
- internal transformation of major towns.

Radid spatial extensions

Over the last 20 years, we came out of a century long period of massive settlement. These harsh times are over, and the population of our planet is now stable. But at the beginning of the century, all towns were growing and the biggest were growing faster than the smaller ones. As if they had been linked together by invisible links, the biggest towns seemed to rule over everything else. In addition, growth was much faster in the

half of our planet which was not as rich as the rest. In the beginning and during nearly fifty years, things were described as the beginning of Doomsday; it is always so with the people of Sirius when they are faced with an unknown phenomenon.

Today, several of our major towns have over 100 million people living in them and nobody finds it surprising any longer. Nobody is concerned about it any longer because all towns, from the largest to the smallest, are very beautiful and well organised.

Initially, the governments of the countries on Sirius had been troubled because there were constant fights between those who said that the expansion of towns had to be slowed down and those who argued that towns had to be organised in a timely manner. The former blamed the latter for being in favour of immoderate urban growth.

The issue was solved when a general law was passed, stipulating that anyone who might find a sure way to put a stop to town growth would be covered in gold for his whole lifetime while any useless proposal in this regard would lead to death by hanging. Indeed, governments considered that such an individual would be utterly responsible for the ill-being of future generations who would have to live in disorganised towns.

When you walk about the very attractive streets of our towns

nowadays, it is difficult to imagine that they used to look very modest in the old days, that they were lined with peasant houses instead of the beautiful buildings we now have. The change happened one hundred years ago, because of what our predecessors and in particular those faced with rapid urban growth did. They immediately focused on what is essential : they anticipated town growth in order to channel it, direct it and provide for an "organised land supply" always ahead of demand.

Some fifty years ago, when the economies of the various continents began to converge at a fast rate, it became quite easy to set up in the towns (where urban growth was slower) all the facilities that had not been initially provided for lack of resources. The simplest ideas then onwards became the best. The professionals of the beginning of the century must be thanked for realizing that the methods used had to be adapted to the economic situation of the towns; that "doing things very fast and rather well" was better than "doing things slowly and extremely well".

Our historical studies clearly show how those professionals, who were frequently trained in countries wealthier than their own, managed to redirect their know-how, to convince governments and to create appropriate and extremely simple urban rights and land tenure instruments. They also abandoned unrealistic building standards. Their movement was so convincing that their colleagues from the wealthier countries soon followed suit because it is true that what works under harsher conditions will necessarily work even better in a less complex situation.

Thanks to those professionals, investments from the wealthier countries came forward : their realistic approach generated trust. The richer countries themselves played it wisely : they had understood why the fast developing countries with

little resources allotted a large part of what they had to anticipate on future developments in their towns. (That was logical because the less resources you have, the more shrewdly you must allot each and everyone of your units of account ; but - you might find this surprising - it was not that easy to make the residents of our planet understand it.) By way of solidarity, the richer countries added to these resources.

Internal transformation within major towns

When towns grew in size, serious problems appeared - and not just in peripheral areas. We were faced with major transformations in the centre of our towns - and this is still happening today. There, we very nearly went on a very wrong path : professionals, all over the planet, talked about towns and their various neighbourhoods as if they were made up of buildings and networks that could easily be demolished and rebuilt in a different way. Professional circles therefore were discussing the best manner to put buildings together. Until the day when a great scientist said that there was a relationship between the shell and the animal that secreted it. He applied that principle to towns. The arguments on how to organise buildings together stopped and everyone everywhere tried to understand how towns functioned. A few hard-core demiurges still tried to demonstrate that people on Sirius were like hermit crabs capable to adapt themselves to yet unseen types of towns. But progress in "urban physiology" - that is the name we give to this scientific discipline - was very quick and the arguments soon ceased...

People then became aware of some basic facts : towns, their peripheral areas and the networks they form together, although varying from country to country, were regulated by

the same principles - a little bit like what happens for all living beings on our planet.

This realization was immediately put to use by our predecessors. As research went on, they progressively tested their plans to check whether they were realistic or not. Urban art was aimed at orientating and managing towns in such a way that residents, when asked about it a few years later, swore that they never called on any urban planner to help them. Professional awards were given to those who succeeded in remaining inconspicuous.

In the last fifty years, the progress achieved in the area of urban physiology were so decisive that some of our achievements even seem to go against natural laws, maybe so because our way to deal with problems also changed : in a manner of speaking, we learned to modify the shell without affecting its genesis.

Thus, a century ago, demiurges said : " We should make sure that towns do not separate people on the basis of their being rich or poor " ; and they worked courageously and even foolhardily against it. Huge resources went into projects doomed to failure. Today, we are saying : given that towns both concentrate and sort out people, let us use the mechanism called "birds of a feather flock together" as well as the reverse mechanism of "one always needs someone smaller" ; these are the two underlying principles of spatial distribution of people and activities in order to achieve the best possible urban infrastructure, services and organisation with local governments being used as levers. Such are the connections between the various neighbourhoods in our towns, which allows the most efficient - although non monetary - economic, social and environmental transfers from the most advantaged towards the most disadvantaged.

Useless to add that we work a lot on the interface between richer and poorer neighbourhoods, on

changing areas, on new opportunities. We continuously test and adjust our ideas through the teachings and models offered to us by urban physiology on many different subjects.

This scientific discipline helps us to keep away from utopia and to stick to realistic approaches in the best interest of people on Sirius.

Planning is effective if realistic

The subjects I dealt with in order to present our professional experience are not exhaustive but they are the most important aspects of our work and anything I might add would derive from the same realistic approach. Indeed, the trials and errors made one hundred years ago led urban planners to fully realize that if they overestimated their strength in the face of economic and social forces which engineered town development and transformation, they would simply be incapacitated. And that, on the contrary, if they carefully observed the situation, and fully assessed the forces at play and the way they operated, their action could really be effective.

Allow me a last comment : in your last letter, you seem to be really keen to draw a distinction between town "management" and "planning", as if the two had to be in opposition and we had to choose one course of action or the other. I find this funny : for us, they are the two sides of a same coin : it is not possible to give life to towns without giving them directions and it is not possible to give them directions without fully appreciating how they live. ■

Training



ENPC

Excerpts from the 1996 Guide on training sessions of the Ecole Nationale des Ponts et Chaussées, in particular, international courses :

- **Rehabilitation operations in urban neighbourhoods**, Sept. 30 to Oct. 25, 1996.
- **Urban services : organisation, financing, tarification, management**, Nov. 4 to 15, 1996.
- **Urban transport**, June 3 to 21, 1996.

→ *Contact : ENPC, Direction de la formation continue, Département international, Stéphanie Boscher, 28 rue des Saints-Pères, 75007 Paris, France, Tel : (33-1) 44 58 28 28*

IAURIF

As part of their international activities, IAURIF (Town Planning and Development Institute for the Ile de France region) and GDTA (Group for aerospatial remote sensing) are organising two training sessions on Spatial remote sensing and GIS from June 3 to 7 in English and from Sept. 23 to 27, 1996, in French.

→ *Contact : IAURIF, Nicolas Fol, 251 rue de Vaugirard, 75740 Paris cedex 15, France, Tel : (33-1) 40 43 79 91*

Information available
on CD-Rom

CD-ROM on "Road standards". This second edition covers the main standards used in France (some 641) for roads: structures, pavements and embankments, road amenities.

→ *Contact*: Service d'études techniques des routes et autoroutes (SETRA), Bureau de vente, 46 avenue Aristide Briand, B.P. 100, 92223 Bagneux cedex, France

CD-ROM Urbadisc

The new 1996 release involves the previous partners: bibliographic databases from France (Urbamet and Génie urbain), Britain (Acompline and Urbaline), Spain (Urbaterr), Italy (Bibliodata, Docet, Art Press, Archivio Progetti), directory of French research, directory of publications and documentation centres, glossaries... In addition, there is the Orliis database of DIFU (Deutsche Institut für Urbanistik). There should be two updates in 1996.

Public price: single workstation: FF. 5000; multi-workstation: FF. 9500

→ *Contact*: Villes en développement-ISTED, Arche de la Défense, 92055 Paris la Défense, cedex, France.

Municipal Development Programme (MDP) West and Central Africa Module

MDP has organised in Lome, Togo, from March 19 to 21 a workshop on "Decentralisation and training: the new tasks of local development", which will get together African representatives from local governments, central governments and training centres. Publications (in french) on previous workshops:

- I. Community participation in municipal management
- II. African municipalities and local economic development
- III. Information systems on land tenure and local tax systems (out of stock)
- IV. Growth management in large coastal towns in West Africa
- V. The conduct of the decentralisation process
- VI. Communes and local development in the Sahel countries
- VII. Decentralisation in Burkina Faso

Distributed in France and in Europe by Villes en développement-ISTED, Arche de la Défense, 92055 Paris la Défense, cedex 04, France (FF. 150) For other countries, contact PDM-Module Afrique de l'Ouest et du Centre directly: BP 01-3445, Cotonou, Benin (CFA F 10,000.-).

News on cooperation

The office for local government and urban development of the french Ministry of Cooperation

organises, jointly with the division in charge of professional training, a workshop on cooperation strategies in the urban sector at the Ecole Africaine des Metiers de l'Architecture et de l'Urbanisme in Lome, Togo, from May 21 to 24, 1996. Opened to some 50 participants, French cooperation technical assistants, advisers of cooperation missions or African partners.

Association of Urban Development and Cooperation Professionals

The minutes of the one-day workshop held on Sept. 8 on "Financing urban development in the countries of the South" have just been published. Price: FF. 100.

→ *Contact*: Villes en développement-ISTED, Arche de la Défense, 92055 Paris la Défense, cedex, France

CODATU

The 7th conference was held in Delhi, India, from February 12 to 16, on the theme of urban transport in developing countries. The conference discussed topics related to institutional organisation, financial management and technical choices as well as the problems of large-scale urban transport systems (underground systems) and their financing by the private sector. The next conference is planned for Cape Town (South Africa) at the end of 1998.

Habitat II

A regional workshop will be held in Bamako, Mali, from May 6 to 8, 1996, to discuss the national action plans drawn up by French-speaking African countries (with the support, inter alia, of the UN and France) in the course of the preparation of Habitat II. This workshop, organised by UNCHS and largely financed by French cooperation, should get together some 15 French-speaking African countries.

Also, the "International Action contribution of France" shows that an average of FF. 2 bn of development aid funds were allocated yearly to the urban sector between 1990 and 1994. 85 % of these funds were used for investments and for supporting the management capacity of commercial urban utilities. Urban management, with FF. 130 million yearly, is the theme of French cooperation with Subsaharian Africa.

During the Habitat II conference, a series of high-level technical meetings will be held at the Istanbul Institute of French Studies. A programme of cultural events jointly organised with Turkish partners will be available.

→ *Contact*: French Consulate, Istiklal Caddesi No. 8, Taksim, Turkey

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Directeur de publication :
Jean Baudoin, président de
l'ISTED
Rédacteur en chef :
Michel Gérard, de l'Association
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urbain et Coopération
(ADP)
Comité de rédaction :
Xavier Crépin,
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ISTED
Centre de documentation
et d'information
"Villes en développement"
Arche de la Défense,
92055 Paris-la-Défense Cédex
France
Tél. (33.1) 40 81 15 74
Fax. (33.1) 40 81 15 99