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Patrick Bultynck



Urban transport and sustainable cities

Since 1997, the French government has undertaken to renew urban policy dedicated to the sustainable development of cities, based on three principles: solidarity, consistency and citizenship. New resources have accordingly been developed to prepare a new generation of urban contracts integrating ambitious urban rehabilitation programmes.

At the same time, an Act designed to strengthen and simplify cooperation between communes, passed on 12 July 1999, offers a new framework for urban policies by focusing on the greater urban area.

In addition to the State/Region plan agreements under preparation for the 2000 – 2006 period, urban area contracts will be proposed to enable local authorities to implement planning, restructuring and equipment operations. The national debate, which I initiated last March with Louis Besson, Secretary of State for Housing, on the subject «Inhabiting, travelling.....”living” the city» has highlighted French people’s great expectations regarding the rationalization of urban planning rules, the social mix in cities and the organization of transport. The aim for transport is to better reconcile freedom of movement and quality of the environment, particularly by controlling the effects of the motor vehicle. This requires an increase in the contribution of public transport to travelling requirements and a reduction of car

traffic in city centres. The draft legislation under preparation on urban planning, housing and transport should open up new perspectives for public transport.

I must express my satisfaction that the most recent trends are following the same sound pattern the world over, and this includes the developing countries.

There is no denying the advantages of small-operator-based transport systems, especially for short trips. But I feel sure that in urban areas with strong growth in population and even stronger growth in mobility, the only way to limit dysfunctioning due to increasing car ownership (noise, atmospheric pollution, traffic jams, road hazard) and thereby contribute to the sustainable development of cities, is to develop public transport. This will be achieved by creating heavy, exclusive right-of-way transport systems within the framework of comprehensive urban travel policies.

The French Minister of Public Works, Transport and Housing will be at the entire disposal of those cities and countries that wish to request help or technical expertise in defining urban transport policies or projects. ■

Jean-Claude Gayssot,
ministre de l'Équipement,
des transports et du logement

Urban morphology and sustainable development

Does a pro-density policy save energy and pollution?

Yves Egal, Urban ecology consulting engineer, Orbanis

Forty years ago, Lewis Mumford¹ observed that in Los Angeles, motorways and their approach roads covered one third of the surface area and the remaining roads another third if garages and carparks were included. In all, 66% of urban space, whereas roads only occupy 25% of the inner-city area of Paris and 6.4% of Canton².

In France, daily trips have been studied in terms of transport-energy budgets (BET) of households in various urban areas. The BETs of households in low-density outer suburbs is twice that of households in the city centre³. Vincent Fouchier shows the same strong negative correlation between urban density and automobile use for all the communes of the «Ile-de-France» greater Paris area⁴. Peter Newman and Jeffrey Kenworthy conducted a more general study on the relation between density and car dependence in 31 big cities in the developed world⁵. This study produced a curve that was a hyperbole showing low fuel consumption in Hong Kong, Tokyo or Singapore (more than 80 inh./ha) and a huge increase in automotive consumption as density decreases in cities in Australia and above all, America. If the overconsumption of U.S. vehicle engines is taken into account, the *per capita* consumption of fuel, for the same standard of living and vehicle type, is shown to be multiplied by 3 or 4 whereas urban density is divided by 4 or 5!

Urban density and sustainable development

Density is conducive to the economic performance of a city. When well organized, it results in better access to places of work and business and consequently increased competition and better

productivity while being less energy and time consuming. On the whole, density makes infrastructure-wide economies of scale possible simply because it increases the number of potential users per invested and operated kilometre, whether in terms of transport, power distribution, communications, water supply, sanitation, rainwater drainage, district heating or cooling systems. Bringing people closer together makes for savings on everything... except building work, building upwards requires far more costly materials and techniques than building on a level.

What development for the city?

Densification of a district can be achieved in two different ways:

- either by increasing the occupancy of a dwelling (internal density) people crowd into the existing area and reduce the living space per person⁶;
- or by increasing the building density by adding on surface areas «outside» the existing dwellings. The highest densities in the world are reached when a high internal density subsists despite an increase in building density: Hong Kong⁷, Singapore⁸, Mexico⁹.

The poor image of density is due to the evils associated with excessive internal densities: hardship, lack of privacy, lack of hygiene, crime, fire hazard and congestion (streets too

narrow). Building density need not produce these disadvantages providing it gives everyone the floor space they lack ... vertically instead of horizontally.

There nonetheless remain two evils wrongly ascribed to the densely built-up city: crime and congestion. Crime, which stems from anonymity and the concentration of people and property, has nothing to do with residential density. Los Angeles is far less dense than Hong Kong... and far less safe! Congestion often occurs in the dense parts of a city but it is largely caused by cars from the least dense parts (and the least well served by public transport).

Public transport and densification

The few existing studies on travel in developing cities have shown a fairly linear correlation between density in the built-up area and the use of public transport¹⁰. Abidjan, Dakar and Casablanca have less densely inhabited urban areas than Mexico, Buenos Aires or Caracas and make less use of public transport than these South-American cities with their rail transit systems. Which factor, density or the development of efficient public transport, accounts for the other? It has been shown that the more recently a city has developed, the less dense it is, because the automobile has been more closely involved in its evolution, even in low-ownership

countries: east coast / west coast of the USA, Dubai / Abu Dhabi / Masqat, Dakar / Nouakchott. The available transport modes certainly influence the density of a developing city. But can the introduction of mass transport change the density of an already formed city?

Good accessibility will certainly enhance a city centre and draw real estate investment if the market is open, but what is true for office buildings may not be true for housing (e.g. American «downtowns»). To enable a dense urban fabric with offices and dwellings to be preserved or built up under the «threat» of the automobile, all the following factors must be addressed at once: integrated and ranked public transport systems, different densities according to the route, a dynamic economy, drawing power of the city centre (public and cultural facilities, pedestrianization). The cities that have managed to weave together public transport and increased density are those that have acted with strong powers in periods of strong economic growth the Paris of Haussmann (train), Tokyo (train and underground right from the development stage), Hong Kong and Singapore (bus followed by underground), and Curitiba (bus). However, all these cities already had a built-up centre. But how will African cities fare, as they will have developed during the era of the automobile with very low building density in their centres.

Compactness

Urban density combined with efficient public transport is a factor of productivity and urban quality conducive to sustainable development, but unfortunately this can only be achieved with

buoyant economic growth. For as we have seen, building upwards is costly. Cities not favoured with such growth have to devise low-cost solutions to rehouse their inhabitants in overcrowded dwellings. As they cannot build higher they are obliged to make the most of all available space. This is urban compactness consistent with the most investment-efficient public transport buses and shared taxis. South Africa, for instance, is undertaking to organize its transport into urban corridors. Is urban utopia not simply total quality at all levels: municipal governance, economic growth, the real estate market, urban planning, architecture, public transport (technology and operation)? Density seems to be a necessary but not sufficient component. As regards good governance, which is essential, this can also be to the credit of the transport network manager. 15% of the rapid rail infrastructure in Hong Kong is paid out of revenue from the heavy real estate investments made in the vicinity of the stations by its manager, MTR¹¹. ■

Villes en développement - J. Poinso



Hong Kong

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Transport and the city: Why this dichotomy Developed countries / developing countries?

Jean-Christophe Hugonnard, Development Director, SYSTRA

The reconquering of cities through public transport is happening in developed countries. But what of the developing countries?

Reconquering cities through public transport in the developed countries

In the developed world, everyone agrees that the era of the private car has contributed to urban sprawl, peri-urbanization and

individualization. The limits of this model, due mainly to harmful effects of city driving (congestion, pollution and accidents) and to a strengthening political will during the 1980s, have heightened the importance of public transport. Today's vision is one of complementarity

between the transport modes. The emphasis on public transport is enabling the central areas of cities to be remodelled, creating a living environment worthy of the XXIst century. This effort is now keying in with the increasing requirements of sustainable development and public health. This movement extends to medium-sized cities or even small towns, with the emergence of new exclusive right-of-way transport modes to match their financial possibilities.

It reflects a realization that the city is a marvellous melting pot of development and productivity but that the resulting urban concentration has an individual and collective cost in terms of mobility in particular.

And in the developing countries?

Why advocate, as is often the case for developing countries, a different vision in which roads continue to be the main

beneficiaries of investment and public transport is limited to «hordes» of minibuses or microbuses operated by the private sector with no control by the public authority?

Is the undeveloped status fated to repeat the evils that cities in the developed countries are forever combating: costly, uncomfortable transport not accessible to all, pollution, congestion, insecurity. Early in the 1970s, the developed world had apparently decided that developing countries did not have the resources to develop exclusive right-of-way transport, or that if there was no other way out, the «exclusive busway» was the total weapon, as opposed to any heavier system (underground, tramway or other). The advocates of this approach were caricatured at the time by A. Armstrong

Wright, who nonetheless acknowledged that his theory of marginal-cost pricing could not apply to the motor vehicle for political reasons. But they are not now so sure of themselves. Recent reversals of opinion, highlighted by the article by S. Mitric and E. Dotson, illustrate a new interest in exclusive right-of-way transport.

It must be stressed that this movement is more positive in approach than the age-old hold-the-line policies, which in any case, several cities had decided to abandon (Caracas, Santiago, Sao Paulo, Mexico, Cairo, Hong Kong, Singapore, Seoul, Taipei). But at the threshold of this new era, whose advent we are celebrating, I feel that a few important issues deserve more in-depth debate:

- The exclusive busway is a short-term solution, which tends

only to work on paper. How many now-completed projects are really sustainable?

- For rapid rail transit to be efficient, it must be developed on a sufficient scale, of around 20 km/ million inhabitants. Below this threshold, the system runs idle, like a supercharged engine.

- Privatizing exclusive right-of-way transport, with the attendant risks, is the same as admitting or pretending to believe that traffic revenue can cover costs, in defiance of policy management in the noble sense of the term (Are health, education or green spaces charged at their rightful price?).

- Evaluating the benefit of exclusive right-of-way transport with a lifetime of thirty years at the very least (and a hundred years for the infrastructure), with discount rates that kill off

any economic benefit at the end of seven years (ten years at the most), is the same as denying that there is a reason for cathedrals compared with wooden churches.

- 12-year or even 15-year loans for such investments, when these should extend over thirty or fifty years, will block the system.

France sets the example of a country where public control of urban transport, which is a genuine fact, is coupled with operation by private companies to the great satisfaction of the passengers.

So no ifs and buts a little more effort.... ■

«Is the World Bank anti-metro?»

Chantal Barbieux, former head of the Isted "Cities Department"

This is the title of an article, recently published by Edward Dotson, senior expert, and Slobodan Mitric, principal specialist, on urban transport at the World Bank, referred to in the previous article by Jean-Christophe Hugonnard.

This article marks a far-reaching change in World Bank guidelines on urban transport policy. Over the past twenty years, the World Bank had clearly been loath to help to finance rapid rail transit for developing cities. Through aid for structural adjustment policies, it sought to promote an approach involving a large number of small operators in the competitive context of deregulated urban transport markets¹, with the aim of reducing or even withdrawing governmental or municipal financial contributions. The

underlying idea was to allow low-cost, self-financed flexible transport systems to establish themselves spontaneously. «Small is beautiful».

For the authors of the article, two facts have now become clear: 1. Faced with urban growth and a high increase in car ownership, large metropolises in the developing countries, such as Mexico, Santiago de Chile, Cairo, Caracas and Tunis, have nonetheless decided to build rapid rail transit and tramway systems. These are the only transport modes that can solve congestion problems, meet

increasing demand and structure the city. The countries have financed these projects themselves with purchase credit for the equipment and bilateral aid. **The lack of involvement of the World Bank in these financing facilities is obvious.** 2. Although systems involving small operators have increased the transport supply, they are reaching their limits in terms of congestion, pollution, accidents, poor quality and the sharing of supply. This is compelling policy-makers to revert to «mass» transport systems. The World Bank's

«anti-metro» reputation, has given way in recent years to a new image with the Belo Horizonte and Recife (Brazil), Pusan (Korea) projects it has funded and the projects under study in Jakarta (Indonesia) and Manila (Philippines).

Reasons for the World Bank's reservations

There are many arguments against rapid rail systems:

- a feeling that client cities have not made an adequate study of the means required to make the road system efficient, particularly through traffic management,
- the overestimation of the capability of rapid rail to solve congestion problems and improve the quality of the city,
- the lack of comparative studies involving alternative solutions,

with the World Bank defending less costly systems (busways),

- the poor quality and unreliability of cost and revenue forecasts,
- the lack of local/national financial capabilities,
- the low contribution of rapid rail systems to the modal split of the cities concerned,
- competition with other priorities such as water, housing or health.

According to the authors, on the basis of experience feedback, a new approach is required, which involves rapid rail systems.

New approach

The new recommended approach is based on the World Bank's traditionally pragmatic, adaptive philosophy and on the lessons of experience. The main reasons for the World Bank to become involved in projects go beyond the functional capabilities of rail systems and their impact on land use and the environment, to include:

- the assurance that the demand of low-income groups is met,
- the use of rapid rail systems as catalysers for a sustainable transport policy integrating roads and public transport,
- the aim to increase public sector/private sector synergy,
- aid towards better integration of the economic and financial aspects of projects.

• Avoiding the pitfalls

The authors insist on the need for multi-criteria appraisals and analyses. Based on the appraisals, comparative studies must be made, ranging from the status quo to stepwise options. The greatest difficulties lie in the assessment of demand, the land-use policy and economic forecasts.

In addition, rail transit systems must be designed as components of an overall urban transport policy and an urban development strategy. They must be used as a lever for policies concerning private car restrictions, parking, road tolls and pollution control.

Livable autos.....for livable cities

Simone Feitler, head of the Transport and Mobility Group, Research Department, Renault
Perla Melcherts, expert adviser, research department interface in Brazil, Renault

Among a dozen international car manufacturers wishing to become established in Brazil, where until the recent opening up of borders, five American, German and Italian companies held sway, the Renault Group has decided to develop its industrial activities in Curitiba, in the province of Paraná in the south of the country. At the same time as this Ayrton Senna factory was inaugurated in December 1998, Renault, created a decentralized research base in Rio de Janeiro through its Department of Research, focusing on cooperation between industrialists and researchers, and between European experts and national experts. It is the first experience of this kind undertaken by Renault outside France. This initiative is based on a three-way partnership between Renault, the Federal University of Rio de Janeiro associated with other universities in the country, and French experts on transport and mobility including INRETS (National Institute for Transport and Safety Research). This base, which only has a few months experience for the moment, should broaden knowledge and understanding of the mobility of people and goods in cities of Brazil, identify current trends and devise new solutions with local stakeholders. The aim is for cross-fertilization between the European and Latino-American groups.



Ayrton Senna factory, Curitiba, Brazil

Renault

• Project «sustainability»

The utmost importance must be given to determining precise estimates of project costs and revenue. **This entails studies that may cost several million dollars, but they are critical to its success.** The responsible authorities must also demonstrate their ability to back the project in terms of loans, the capacity to replace equipment and the provision of any anticipated subsidies. Cost overruns and/or traffic overestimations, and the irreversible nature of rail systems, involve risks for these projects, which must be minimized through the reliability of the studies and assessments. The key factor in rapid rail development is the increasing involvement of the private sector. Public/private partnership options must be explored.

In negotiations, the public sector must have a precise idea of the solution it wants to be implemented, consisting in the selected option, the costs, and responsibility and risk sharing with the private sector. Among the critical points are land acquisition problems which are mainly the responsibility of the public sector, levels of contributions to transport operations, institutional rules for fixing fares and guarantees of traffic levels.

What can the World Bank do in favour of rapid transit systems?

- facilitate institutional reforms to offer a more transparent environment for the private sector,
- help to strengthen local financial markets,
- provide the private sector with financial guarantees,

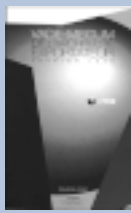
- improve knowledge and training in the public sector,
- assist in the development of the project.

Financial aid from the World Bank may consist in loans to the central government, which may be retroceded to a local authority. For the private sector, the Bank has a whole series of financial instruments.

The International Finance Corporation (IFC) can also provide financial assistance and have an interest in the company in charge of the project. ■

It must be emphasized that the position of E. Dotson and S. Mitric in favour of rapid rail and heavy transport systems is particularly interesting. It may be a turning point in the sustainable development of cities of the South, providing the general policy lines find expression in concrete projects.

1. Alan Armstrong Wright



Vademecum of the exporting architect.- by François Leyrat.- Paris: CFCE: 1999.-155 p. This document uses a chronological, practical and informative approach, in close consultation between CFCE

and AFEX, to present the information, aid and financing resources that can be used by French architects in their international activities. The players and available resources are given in a list of addresses, together with a glossary. Price: FRF 120.



Neighbourhood policy. Social life and citizenship in Recife.- by Dominique Vidal.- Paris: Editions de la Maison des Sciences de l'Homme, 1998.- 234 p. (Coll. Brasilia).

In an ethnographic field approach, Brasilia Teimosa, an urbanized favela in Recife in the north-east of Brazil, was the scene of a study on forms of life and identity-building, a study on inhabitants associations in their acting out of identities, a study on inhabitants associations in their social activities and the functioning of the municipal policy system, and a study on political representation and practices. Revised version of a thesis. Price FRF 140.



Decentralization and democracy in Tunisia. Democracy and spatial organization under the dir. of Hafedh Ben Salah and Gérard Marcou.- Paris: L'Harmattan, 1998.- 236 p. (Coll. Logiques Juridiques).

This joint document aims to provide answers to questions concerning municipal employees, municipal environment-related skills and decentralized planning. It also attempts to assess the decentralization experience in Tunisia and its impact on the workings of local and regional institutions, by examining fundamental issues such as the concept of local interest or local authority finance. Price: FRF 140.

Specific features of urban transport in Sub-Saharan Africa

Patrick Bultynck, World Bank, Africa Region

This sector is evolving in a context of high population growth of around 6% per year.

Despite the recent economic upturn in some countries of this region, emphasis must be placed on the extremely difficult travelling conditions in the metropolises of Sub-Saharan Africa, in an economic and social context in which poverty is a dominant factor that explains most of the specific features of transport demand and supply. At the centre of World Bank concerns are aims to improve the travelling conditions of the most underprivileged city-dwellers and to enhance efficiency in this sector by increasing accessibility, reliability and safety. The consequences to be drawn in terms of policy guidelines thus concern: (a) the institutional fragmentation of the sector, (b) the prevalence of walking in the modal split, (c) the predominance of the private sector in transport supply.

(a) Institutional fragmentation. Although ministries of transport are traditionally in charge of transport policy, many other ministries are also involved, not to mention local authorities.

(b) The prevalence of walking in the modal split. The figures speak for themselves. Walking accounts for 24% of total travel in Abidjan, 38% in Dakar, 42% in Ouagadougou, 53% in Nairobi and 60% in Bamako.

(c) Predominance of the private sector in transport supply. This is an atomized sector that works on the basis of short-term profitability in a fiercely-competitive context. However, the services provided often match demand closely and at affordable prices.

Impacts of urban transport

Owing to the dysfunctioning of urban transport systems in Sub-Saharan Africa, they produce negative effects on the city, its economy and its inhabitants. These include noise, atmospheric pollution, traffic jams and traffic accidents.

Atmospheric pollution alone has a considerable, and progressively greater effect on people's health and on the quality of the urban environment. This dysfunctioning undermines the sustainable economic, social and urban development of African cities. It is particularly hard to bear for the poorest city-dwellers.

The solution lies in a combination of measures within an overall policy designed to improve the workings of the city.

World Bank guidelines: towards an overall approach

At the regional level, World Bank transport policy guidelines for Sub-Saharan Africa are initiated, discussed and disseminated under an enlarged regional partnership: the Sub-Saharan Africa Transport Policy Program (SSATP) which has five components including one on urban transport. In June 1999, the urban transport component brought together 18 African countries (ministries of transport, local authorities, road sector professionals), regional institutions (United Nations Economic

Commission for Africa, African Development Bank, Municipal Development Programme), donors, (France, Belgium, the Netherlands, Sweden), researchers and consultants, and the expert network SITRASS (International solidarity for transport in Sub-Saharan Africa).

Five major guidelines were adopted:

A. Institutional reform. The basis of this reform is institutional coordination, framework adjustment, synergy between transport modes, the strengthening of local human resources, closer involvement of the State (in its regulatory role), the quest for durable financing mechanisms and strong involvement of local authorities.

At the methodological level, the reform process centres on the following principles:

(a) broader sectoral dialogue, (b) preparation of a sectoral policy document fixing long-term guidelines, (c) appropriation of the process by local authorities, (d) an overall approach to the transport problem.

B. Travelling safety. Road safety in cities of Sub-Saharan Africa forms part of a more global problem of a general coalition for road safety.

The increasing numbers of traffic accidents require a comprehensive approach involving data collection, infrastructure improvement, awareness raising, protection of the most vulnerable user categories, etc.

C. Air quality management in urban surroundings.

Midway through 1998, the SSATP Urban Transport component coope-rated with the World Bank Institute (formerly the Economic Development Institute, EDI) to launch an initiative on air quality in cities of Sub-Saharan Africa. The aims are three-fold: (a) make local players aware of the severe impact of pollution from motorized transport; (b) identify a body of technical, institutional and regulatory measures to substantially reduce this pollution and (c) help to implement a long-term national and regional strategy aimed at improving air quality.

A recent study (November 1999) reveals that in the case of Dakar, the impact of pollution on people's health and the urban economy can be estimated at 2.7% of the Senegalese GDP. The method is to (a) conduct a specific study on pollution for each applicant city, (b) hold a national seminar, (c) implement an action plan.

D. Functioning and financing of microbusinesses. The integration of the universe of the transport microbusiness marks an adjustment to the African context, which is itself dependent upon the recognition of the essential economic and social function of private carriers.

A better knowledge of the operating rules of this major supplier of employment enables its efficiency and sustainability to be improved over the medium term (inter alia for the renewal of its vehicle fleet).

E. Upgrading of municipal expertise. In partnership with the Municipal Development Programme, based in Cotonou, through training sessions for municipal managerial staff.

Lessons and comments on experiences of recent years

A. A policy reform is not realistic without investment in this sector. Such investment forms the «visibility grid» of policy-makers in Sub-Saharan

Africa as elsewhere, because it gives concrete expression to changes and improvements for the inhabitants.

B. The impact of awareness-raising campaigns in favour of the bicycle is slight. In rural areas of Sub-Saharan Africa, the bicycle is associated with poverty, an image that city-dwellers who have migrated from the countryside wish to leave behind them in their quest for «modernity».

C. The real challenge for non-motorized transport is the systematic integration of walking which, for several years more, will form a significant, if not a preponderant proportion of urban travel. An ambitious policy for the safety of pedestrian trips includes improvements to walkways and junctions, the construction of overpasses, the elimination of black spots and awareness-raising campaigns.

D. The impacts of motorized two-wheeled transport on atmospheric pollution, people's health and urban productivity are increasing. It is time to think about an alternative, or at least complementary, travel policy use of railways for urban transport services and promotion of public transport.

E. It is an illusion to aim to privatize public transport corporations without reconsidering the entire urban transport landscape and more specifically, the financing of this sector.

The attraction of investors requires not only an appropriate regulatory framework but also improvements in traffic conditions, control over competition, an investment financing mechanism able to meet the criteria of (a) equal treatment of all operators, (b) transparency and sustainability and (c) accessibility for the users.

F. There are negative consequences, which must be stressed, of totally opening up the urban transport market without setting up effective regulation measures: increase

in numbers of minibuses that create traffic jams and pollution and systematically cream off the profitable lines, excess supply capacity, unsafe vehicles for passengers, unscheduled stops on the road, decline in the quality of service.

The lesson is clear. To achieve a successful liberalization policy, it is first necessary to set up an appropriate regulatory framework.

G. Improvements in traveling conditions require a series of measures to improve public sector operations: coordination of services, training and capacity building, development of an intermodal policy and infrastructure investment.

H. No sustainable improvement is conceivable without strong municipality involvement in global urban transport problems. It is therefore also through appropriation by the local authorities that mobility improvements will be achieved in African metropolises. ■

Training



Space, societies and cities in the Arab world

Doctoral training provided by the Université François-Rabelais de Tours, with the aid of the host laboratory URBAMA (Urbanization in the Arab World), a joint CNRS-University unit. This Diplôme d'Études Approfondies (DEA) is a postgraduate diploma required for the continuation of studies towards the Doctorate of the University of Tours. The spatial approach is important but it is closely associated with sociological, anthropological, economic, historic and political approaches. Registration by 15 November of this year.

→ Contact: DEA «Espaces, sociétés et villes dans le monde arabe», Université François-Rabelais, UFR Droit d'Économie et des Sciences Sociales, BP 0607, 37206 Tours Cedex 3, France, Fax 33 (0)2 47 36 84 71, E-mail: dea.monde.arabe@droit.univ-tours.fr

«Sciences-Po» urban planning programme

Since 1969, the advanced specialized programme in planning and urban development (CCSAU) of «Sciences-Po» (political science college) has offered a multidisciplinary course on the city. The teaching covers an analysis of multi-level operation of urban spaces and learning how to implement land use planning or development projects. It is set in the French context but also includes international dimensions and future trends in urban occupations. It is a preparation for the DESS postgraduate diploma in urban planning and local development.

→ Contact: CSSAU, 1 place Valhubert, 75013 Paris, France, Fax 33 (0)1 53 60 80 41, E-mail: dess.urba@sciences-po.fr, Website: // www.sciences-po-urbanisme.com

International expertise on cities of the South

The French urban planning institute, Paris VIII, offers professionally-oriented postgraduate training in urban projects in the developing countries. This training comprises an option from the DESS specialized advanced studies diploma on urban planning and development, given by IFU. It is a two-year course that includes seminars, lectures and participation in an urban planning workshop in a city of the South. The next admission session for 1999-2000 will take place on 27 September 1999.

→ Contact: Mrs Martine Ruff, DESS secretary, IFU, Fax 33 (0)1 64 68 00 84, E-mail: jpduchemin@univ-paris8.fr, for the attention of Mrs Ruff.

Exhibition "French knowhow on planning and urban development"

The International Affairs Office of the Directorate General of Urban Planning, Housing and Construction, of the Ministry of Public Works, Transport and Housing, has organized an exhibition to present French knowhow on planning and urban development, on the international front.

This exhibition illustrates longstanding urban planning practice at different operating levels, with a view to adapting legislation, methods and techniques to contemporary urban environment transformations.

Drawn up in five versions (French, French-English, French-Spanish, French-Russian, French-Chinese), it includes twenty posters (format 0.95 x 0.65m), that can easily be fixed or bonded to any backing.

The following basic subjects are covered in the form of texts, photographs or drawings:

1. Presentation of the exhibition.
2. Diversity of French urban landscapes.
3. Protecting the urban environment.
4. Controlling spatial development: skills and tools.
5. Land use map.
6. The mixed development zone.
7. The urban planning operators.
8. New towns.
9. Master plans.
10. New forms of urban planning.
11. Urban planning agencies.
12. International activities.
13. Documentary engineering and new technologies.
14. Geographic information systems.
15. The citizen's place.
16. Urban fringes and city entrances.
17. Land policies.
18. Rebuilding the city on the city.
19. Public transport renewal.
20. "Friendly" transport in the city.

This exhibition is made available to French foreign diplomatic offices to be presented at events devoted to urban planning such as conferences, fairs and exhibitions.

→ *Further information can be obtained from: Mrs Francine Gibaud, Head of the International Affairs Office, Directorate General of Urban Planning, Housing and Construction, Ministry of Public Works, Transport and Housing, Tel: 33 (0)1 40 81 11 94, Fax: 33 (0)1 40 81 95 30*

ISTED Cities Department

François Croville, divisional public works engineer (TPE) has replaced Chantal Barbieux at the head of the ISTED Cities Department.

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News on cooperation

World Bank strategy for urban development and local government assistance

A meeting was organized by Isted at the request of the Ministry of Foreign Affairs and the Ministry of Public Works, with the support of the French Development Agency. It brought together thirty consultants, experts, researchers and Administration representatives to discuss the document presented by the World Bank "A strategic view of urban and local government issues: implications for the Bank", which was commended for its quality.

This document emphasizes the need for a comprehensive approach to sustainable cities and refers to four criteria propounded by the World Bank for urban development (livability, competitiveness, good governance and management, bankability) but it is not sufficiently explicit on the component linkages. The most significant developments since the

last guideline on "Urban policy and economic development; an agenda for the 1990s" concern a better balance between the efficiency of cities (market logic) and the necessary mainstreaming of problems of the underprivileged (poverty reduction).

The participants wondered whether it was the right approach to prioritize big cities and metropolises to the detriment of secondary cities, less important in market terms.

They hoped that the research and study work on urban cooperation backed by the French teams would be better taken into account both at the European level and by the other international donors such as the World Bank.

→ *For information: World Bank site: http://www.worldbank.org/htm/tdp/urban/strategy/urb_str.htm*

Addressing and urban management Workshop on 28, 29 and 30 April 1999

In most of the developing countries, the supply of urban services is made very difficult because roads have no names and houses no numbers. During the past ten years, tens of cities in francophone Africa and Mozambique have developed a new tool in response to these problems. *Addressing* is a low-cost urban management tool tailored to cities in developing countries. These operations have yielded tangible results for the improvement of services to underprivileged populations and the collection of municipal revenue. *Addressing* has even helped to control the cholera epidemics in Mozambique and Guinea Conakry.

Representatives of eight African countries (Benin, Burkina Faso, Cameroon, Guinea Conakry, Mauritania, Mozambique, Senegal and Togo) came together for a workshop of experts and practitioners, from 28 to 30 April 1999 in Paris. Its aim was to

draw lessons from ten years experience with addressing in Africa. This workshop was financed by the French Ministry of Foreign Affairs and the World Bank. It was organized by the *Groupe Huit*.

The workshop was part of a *Knowledge Management Initiative* with the following aims:

- . Collect knowhow on addressing in twelve African countries,
- . Organize this knowhow into a methodological guidebook in four languages,
- . Disseminate the knowhow on the web and through training seminars in Latin America, Asia and English-speaking Africa, where this approach has not yet been tested.

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Groupe Huit



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