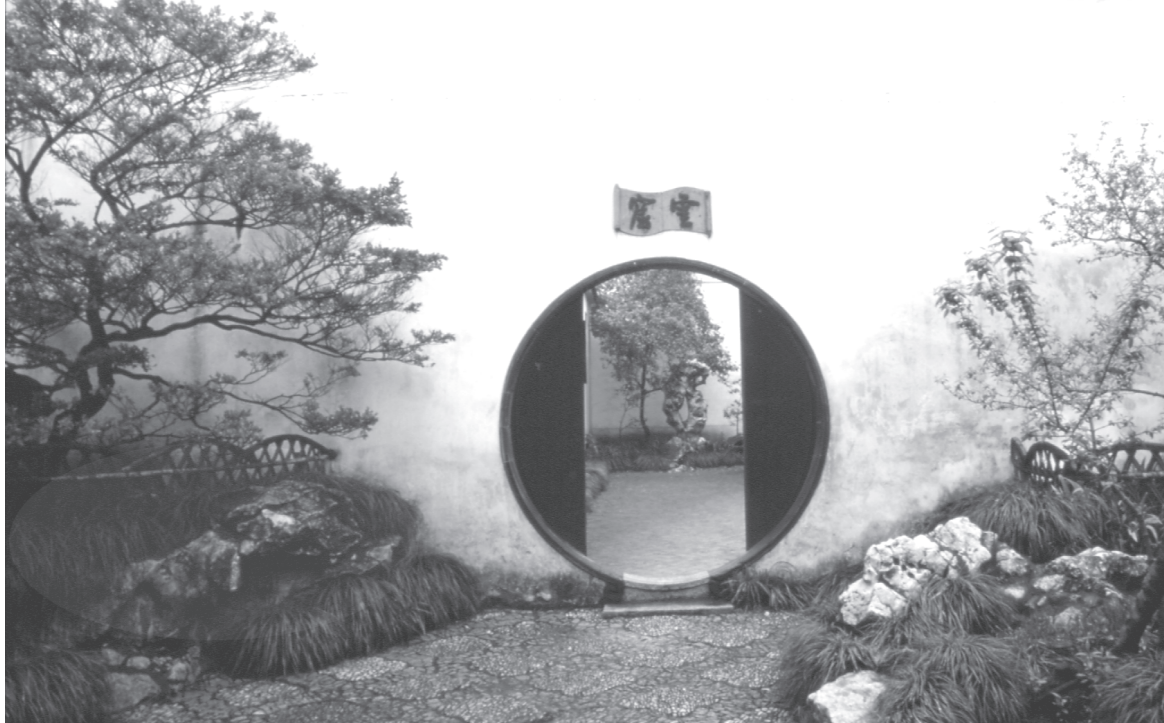


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Françoise GED

Suzhou - Garden of the Master of Nets

## Urban China

China's recent development accounts for a significant part of world growth that is increasingly bound up with the urban process. The country now has 50 cities with more than a million inhabitants, mainly in the eastern third of the country. For the past ten years, there has been high diversification of an urban fabric characterized by the multiplication of medium-sized cities (between 200,000 and 500,000 inhabitants). The result is a spectacular progression in the number of urban communes (from 347 to 640 between 1986 and 1996), mainly in the coastal region and spreading towards the inland urban networks, from the north-east towards the centre of China. Clearly, this urbanizing process (nearly 40% of today's total population) is set to speed up migration into the cities, which will further increase rural unemployment and in turn strengthen urban development.

Traditionally, China's duality has been between the seaboard and the hinterland. The predominance of the coastal fringe is still strong because of

its concentration of most foreign investment and the supremacy of its industrial base, infrastructure and human capital (moreover IAURIF's action has been primarily directed towards coastal development poles such as Shanghai, Tianjin and Guangzhou). Chinese seaport cities now form an integral part of the Asian cities network that links Yokohama to Manila.

But although coastal China still produces nearly 60% of the Chinese GDP, the rebalancing process has been well underway since the nineties, with unbridled modernization of the railways towards the hinterland and the development of priority growth centres from Manchuria to Sichuan. The main cleavage in China today is increasingly between town and country rather than simply in relation to the coastal region, which was the first to benefit from the opening-up policy. ■

Jean-Pierre Dufay  
Director General of IAURIF  
President of the ISTED Cities Department

# Shanghai: Building its identity

Prof. Zheng Shiling, University of Tongji, Member of the French Academy of Architecture

**Most East-Asian cities, and in particular Shanghai, have a very long history but they have not changed greatly in the course of their development until recently. Today they are undergoing a major, rapid transformation.**

Shanghai is the biggest metropolis of China. In 1998, its population amounted to 13 million, with a territory of 6,340.5 sq. km. For the last ten years, the economic structure of Shanghai has been undergoing a great change. The tertiary sector, finance, trade, communication, real estate and other services are playing an increasingly important role in the city's economy. Shanghai is being transformed from an industrial centre into an open, multifunctional economic centre. The metropolis has also been radically transformed. Shanghai's GDP has increased from 75.6 billion RMB in 1990 to 368.9 billion RMB in 1998, about 4.6% of the national GDP. At the same time, investment in urban infrastructure has increased from 4.8 billion RMB to 517 billion RMB, and investment in residential building construction from 2.6 billion RMB to 38.9 RMB. In 1998, Shanghai Municipality Government revised the city master plan in accordance with the strategy for economic and social development of the city. This ambitious plan is undertaking to build Shanghai into an international metropolis at the advent of the 21st century. The slogan "A new look for the city in one year, astonishing changes in three years" has become the guideline for urban reconstruction and development. Shanghai now has a unique opportunity to emerge as a world economic, financial and trade centre. Such a formidable task can only be accomplished through a solid master plan and the unremitting efforts of the

citizens of Shanghai and even of the whole nation.

Five strategic objectives have been set to accomplish the city's development.

The first is to improve the urban planning scheme in conditions of a market-oriented economy. The second is to adjust the urban fabric in order to make it more rational and able to match the transformations of the industrial fabric. The third is to utilize human advantages and optimize urban space in Shanghai. The fourth is to construct a rational software and hardware infrastructure. The fifth is to improve the system of urban planning and planning administration.

A programme has recently been drawn up to preserve the city centre as a historical heartland. 272 historical buildings are included in a preservation list and 12 historical areas are registered for conservation of their fabric and urban features. A multi-tier protection and development mechanism has thus been introduced.

Historically, Huangpu River and Suzhou Creek have brought much vitality to the city and given Shanghai its distinctive character. The future development of Shanghai still has to address the waterfront of Huangpu River, Suzhou Creek and the entire water network of the city. A transformation plan for the waterfront of Suzhou Creek is now in operation. A new Bund, including the Southern Bund and the Northern Bund, together with the historical Bund are undergoing planning.

The updated master plan has also given great importance to the construction of major information and transport harbours.

A modern international centre for the development of multimedia technology is now under construction. The first phase of Pudong International Airport came into service in October. When completed, the airport will be able to handle 70 million passengers and 5 million tons of cargo and mail per year. In the next ten years, more attention will be paid to the construction of motorways to link Shanghai to its satellite cities in order to promote urbanization. In the city itself, a subway system and a light railway system will be built. 11 subway lines and 7 light railway lines are planned.

To enable the city to develop and build its identity, three aims have been identified: a) the river must be the centre for the organization of urban space; b) the historical buildings must be conserved; and c), the city's landmarks must be highlighted and the skyline preserved. ■

The Ecole Nationale des Ponts et Chaussées and the University of Tongji, Shanghai, have joined forces to create the Franco-Chinese Institute of Engineering and Management (IFCIM), with the participation of the eight other ParisTech schools (ENGREF, ENSAM, ENSCP, ENSMP, ENSTA, ENST, ESPCI, INAP-G).

The purpose of IFCIM is to help French companies in China to recruit and train their Chinese associates, through training courses in Shanghai and through the admission of Chinese students to engineering courses in France.

The author was one of the key players on the Chinese side in the founding of IFCIM.

*Lujiazui, a new business district of Pudong, viewed from Fuyou Street in the old inner city of Shanghai*



Françoise GED



# The Groupe Huit in China: Food for Thought

Hugues Leroux, Groupe Huit

***Twelve years of urban projects in China have enabled the Groupe Huit to draw some conclusions on the scale of the problems, the pace of economic and political change, the desire to learn, but also the severity of certain problems and the lack of openings.***

Since 1988, the Groupe Huit has been involved in half a dozen studies or projects in China. These initiatives concern the urban world and cover a broad range of activities:

- Urban planning and expansion (in Shanghai and four cities in the Province of Zhejiang, a coastal province south of Shanghai),
- Housing schemes (in Shanghai and a medium-sized city, Shaohing),
- Land use planning (in the Province of Yunnan),
- Management of sanitation facilities with the organization and management of wastewater treatment in two provinces (Anhui and Shandong).

A few significant facts must be emphasized: the scale of the problems, the pace of economic and political change, the level of excellence and desire to learn of our Chinese colleagues, the specific features of the project study system and the strong motivation behind some projects.

## Framework of action

The scale of the problems

The work unit is a city with more than ten million inhabitants (Shanghai), or a province comparable to France (42 million inh. in Zhejiang), or even larger, Anhui (65 m inh.) or Shandong (85 m inh.). In these provinces, the cities have between 250,000 and 2 million inhabitants).

Working “French” but not working “in French”:

Exporting French knowhow involves developing the

capacity to work in another language. In China, English is essential, particularly under the influence of the Asian Development Bank and the World Bank.

The dramatic pace and scale of economic change:

In twelve years (1988-2000), amazing change has occurred. Strong, buoyant growth for nearly ten years (7% to 10% per year) has transformed the standard of living. Wages have greatly increased. But some advantages that used to be defrayed by companies (housing, water, electricity, heating) now have to come out of wages. And at the same time, prices have followed a similar upward trend.

In all the major cities, mainly Shanghai and Beijing but also the provincial capitals (1 to 3 million inhabitants), the visual impression is one of mushrooming high-rise office and housing blocks.

Attitudes:

Attitudes vary greatly between Shanghai and Beijing, on the one hand, and the provinces, on the other hand (capitals, towns and cities of all sizes). They vary similarly in each province between the capital with 1 to 2 million inhabitants and smaller towns (50,000 inh.).

In 1988, the communist framework was still powerful. But for the past twelve years, a major opening-up process has been taking place, which varies according to the economic and political weight of each city. It is strong in Beijing and Shanghai, moderate in the provincial

capitals and weak in the secondary cities.

Conflicts of interests between municipalities and companies: In the Chinese communist system, companies belong to the commune. Excessive pollution by many industrial plants has caused taxes to be introduced to generate pollution control resources. But business is being stifled by excessive taxes, resulting in layoffs which initially concerned small businesses. The commune is under a double constraint.

Globalization and privatization: “one foot on the brake, the other on the accelerator”:

Beijing has to cope with both traditional Chinese immobilism and the desire to be part of the new economy. In spring 2000, the English language press (China Daily) wrote about China’s admission to the World Trade Organization nearly every day.

Some ministries advocate the privatization of market services. Rapid change has been visible simply in the three months between March and June 2000.

## What demand?

A desire to learn:

Right from the earliest days of working with our Chinese colleagues, we discerned a deep desire to find out what was happening in the outside world. They all showed a strong eagerness to learn, to enhance their knowledge and knowhow. But once a study is finished, there is rarely any demand for further aid assignments, whereas such demand remains

virtually steady in other countries. Basically, the central aim for the Chinese seems to be to manage without foreign consultants, while retaining foreign financial aid.

The need for external financing: There is great need for external financing, and bi- and multi-lateral aid is requested unreservedly, in particular for environmental action.

Reasons for wanting funds may sometimes be unexpected. For instance, the study of financial arrangements for an urban project revealed that a municipality was seeking external financing to obtain currency that could be sold at a high price to its own municipal companies. At the same time, its vast housing project (200 ha) was practically finished even before the project funding had been set up.

## Study process and decision system

A cumbersome information gathering and study process: For each project, a Chinese institution is designated or set up for project support (preparation, then implementation). Admittedly, relations with the representatives of this institution are excellent and teamwork is productive, but the consultant is not able to access information on his own initiative. All documentation is therefore prepared in advance, and consequently screened.

In addition, each major city or province has its own Municipal Engineering and Design Institute, some of which have a nation-wide reputation (civil engineering, hydraulics, energy, etc.). At the start of each study, we are faced with already-developed technical projects with documents considered as complete, with often stereotyped solutions but no critical analysis

or innovative initiatives. The consultant must first elicit questions. Is there only one solution or are alternatives possible? Are the adopted standards adequate? Are the implementation and scheduling of proposals realistic? Is it possible to better phase operations with a more realistic financial time-frame?

#### **Lack of opening towards innovation**

In this context, it is difficult to convey the innovation message. In the Zhejiang project, for instance, the World Bank conducted tough, long-drawn-out negotiations to enable an invitation to tender for a drinking water treatment plant to be based on a performance contract and not the institutes' traditional "shopping list".

Today, after the success of this project and the savings in investments and operations (around 20%) the Chinese decision-makers in this province invariably hold it up as a model.

The Groupe Huit current assignment on DREE funding covers the management and operation of waste water treatment plants. It concerns a dozen cities in the provinces of Anhwei and Shangdong. Here again, municipal institutes are still full of red tape, which goes hand in hand with Chinese reservations on modern processes compared with solutions dating back thirty years. It was only after six months that the solution of turnkey contracts seems to have been accepted for new treatment plants.

#### **Who decides?**

An unquestionable difficulty is that of understanding where the decision-making centre or centres lie. In Beijing (which gives both the financial and the technical go-ahead)? With the province, which plays a major role in the municipalities themselves? This also seems to be a kind of game with foreign countries.

#### **What prospects?**

As regards needs, we are in a context of enormous demand now and in the future. The policy-makers in the relevant sectors are aware of this and are seeking to speed up the knowhow acquisition process even if it means engaging in privatization through a Sino-foreign partnership.

There is clearly a major potential market for some market services such as water or energy. But what is the short-term situation for services such as sanitation or refuse, which cannot theoretically be billed directly but must follow a tax or special surtax logic? This is the line that should be taken by the dozen cities in our last study.

We must be aware that China is developing rapidly and it will be a long-term task to acquire confidence and sustain it throughout each succeeding project. ■

## "50 Chinese architects in France" programme

Claude Pralraud, Villes en Développement, and Françoise Ged, Observatory of Architecture in Contemporary China, Directorate of Architecture and Heritage, Ministry of Culture and Communication

### ***A Franco-Chinese hosting and training programme, "50 Chinese architects in France", announced by Mr Jacques Chirac in his speech in May 1997, was launched in 1998.***

This programme comes under several French ministries - the Ministry of Foreign Affairs, the Ministry of Culture and Communication, the Ministry of Public Works, Transport and Housing, and the Ministry of Education, Research and Technology - with the participation of the National Council of the Order of Architects and Afex (French Architects Overseas). The programme is coordinated by the Observatory of Architecture in Contemporary China. Fifty grants for training courses are awarded over a three-year period by the French Government to Chinese architects, urban planners or

landscape designers. Two types of training are offered:

- Short, three-month sessions. These are internships for Chinese architects, urban planners or landscape designers, aged between 35 and 45, with confirmed professional experience and a good practical knowledge of English, in French institutions, agencies, architects' or urban planners' offices (ADP, SNCF, APUR, SEMAPA, A'URBA).
- One-year courses for young professionals who first follow a French language course in Beijing and are then admitted to the fifth year of a French School of

Architecture, and follow an internship in an architect's office.

- The selection of applicants is in two stages based on a selection file, by a committee of Chinese experts in Beijing and a committee of French experts in Paris.

The main criteria that guide the selection process are the applicant's profile, experience and motivation. Trainees who follow the short course must be proficient in English.

The overall objective of the programme is both economic and cultural: to teach practices and methodologies while promoting French skills and knowhow in China.

The mutual benefit objective is a guarantee of success in the hosting of young Chinese professionals.

For the Chinese trainees, the benefit of this programme lies not so much in learning technical knowhow as in becoming familiar with ways of doing and thinking the project that are different from the Chinese approach.

AREP, Architectural Institute of SNCF (French Railways) is gaining a foothold in China through contacts built up under this programme. The success of the programme enabled its assignment to be extended, following Jacques Chirac's trip to China at the end of October. 100 more architects are to be welcomed to France. ■

# Management of urban services in Chinese metropolises

Eric Baye, economist in charge of research in the *Economie et Humanisme* Institution, is focusing his work on urban service management and urban socio-economics in Asia and Western Europe.

***There are great disparities in urban services in China, which often suffer from financial problems of overmanning and from bureaucratic processes, at a time when demand is growing fast. But the management of these services is gradually changing, with local authorities now in the front line.***

What are urban services in China? First of all, a sector long neglected to the benefit of industry, agriculture and large-scale national infrastructure, a sector almost suspect by nature because it is synonymous with foreign urban welfare with Maoist overtones. A fairly dynamic sector today depending on the cities and their incomes. As a result, there are wide disparities between highly tertiarized cities such as Shanghai, Guangzhou and Beijing and old industrial centres such as Chongqing, Changchun, Shenyang and Wu-han. Smaller cities also have similar differences depending on whether they are in a development corridor (Hangzhou, Suzhou) or not. In a word, it is a sector with uneven characteristics: a water supply that exists, more or less, but is rarely fit to drink and with facilities in bad repair, public transport that is convenient and cheap but obsolescent and polluting, a regular electricity supply but a limited, high-cost network, non-precautionary waste storage, a road system that is often gridlocked and dangerous... Services with a general economic dimension of consumption and production (water supply, public transport, electricity) are just about provided, but those that come under the collective administration of external costs and growth are considerably lagging behind: drainage and sewage treatment,

waste management, traffic control. The provision of services is not keeping up with the requirements of an urban society whose consumption patterns, travelling habits and individual comfort requirements are changing rapidly. Although the economic situation may momentarily hold up this trend, too many frustrations, too much time to make up, will prevent these transformations from slowing down over the medium term. The financial difficulties for local authorities are obvious. These authorities are now in the front line of a decision-making and financial framework that has become much more

decentralized since the 1990s. The economic and institutional context has changed radically in the past ten years. The government corporation system is being called into question. The corporations used to systematically provide their employees with lodgings and access to basic services, such as water and electricity, free of charge or at a nominal cost. But households now have to pay, whether or not the prices are taxed. Many municipal administrations are changing into autonomous undertakings (the water service in Shanghai) or into companies with share capital held by Chinese companies or public institutions. Local

authorities have to finance an increasing share of their projects. Purchases of equipment and consultancy services, or even the recruitment of qualified employees, follow logics which may not be market-driven, but no longer completely fit into a centrally planned allocation of resources. The resource mobilization framework is mainly provincial, or even national, even though local preference is used to the full. Bureaucratic processes are still cumbersome and the ultimate fate of every project continues to be in the hands of the bureaucracy (local, provincial or national depending on its cost), but

Françoise GED

New  
business  
district  
west of  
Beijing  
Street:  
Xin Rong





everything is also becoming much easier with money: the Chinese urban skills and equipment market is expanding<sup>1</sup>. Importing from abroad is expensive, administratively complicated and “second best”, culturally speaking. Municipalities are short of money and tax leverage is not easy to handle in a context of industrial restructuring (re-engineering of major facilities, numerous SME closures, etc.) Corruption often takes its cut out of the financial circuits, helped by the ill-defined distinction between public and private. The banking system, challenged on all sides, does not want to contribute to economic overheating. Bond issues remain the privilege of a small number of municipalities. Faced with financial deadlock, delegated management packages appeared at one time to be a panacea. But although delegated management was encouraged by the World Bank and the Asian Bank, assisted by bilateral aid programmes (in particular by France<sup>2</sup>, the United Kingdom and USA), through an active entrepreneurial approach by international operators, it has not had the success initially anticipated. Draft legislation on BOT projects has still not been ratified and since 1985, local authorities have not been allowed to delegate the operating of an urban service to

a foreign company. Most contracts are therefore limited to factories/power plants and to tolls and charges. In addition, negotiations with potential private partners often stumble over risk-sharing, the problem of government guarantees and naturally the price problem. These negotiations have to overcome a mutual lack of understanding and different perceptions of the economic ground rules. They require long-term targets and pugnacity on the part of foreign firms. And lastly, the Asian crisis and a permanent fear of devaluation of the Yuan have not made China attractive to international groups. The success of delegated management is limited to date. The period of euphoria is clearly over and there is now a progression towards the mature stage. Both investors and Chinese authorities are better informed. The strategy of penetration by major groups seems to be focusing on large urban centres, including those in the hinterland (e.g. Harbin for Saur International and Chengdu for Vivendi<sup>3</sup>).

At the same time, the development of urban service management is weighed down by overstaffing. Technical efficiency, operating balance and employment must be reconciled. There is no easy answer for municipalities, still less for the lower tiers – the

urban districts which manage hundreds or thousands of employees.

Chinese cities lack reliable technical and economic information: condition and actual performance of the networks, asset value, accounting and financial information on administrations and operating companies, knowledge of users, their habits, their real ability to pay for the service. Although there are plenty of official figures, experience with projects has shown that in practice they must be handled carefully. Where reliable information exists, it tends not to be shared.

Be that as it may, the situation is no worse in China than in the rest of the developing world. We must bear in mind how far this country has come in the past century. Urban service management is changing, slowly, with its accompanying trials and tribulation, errors, conflicts of interests and unwillingness. The older generations of local officials, victims of the disorganization of the educational system in the years 1965-75, are gradually being replaced by young, ambitious, better-trained executives who are more receptive to new ideas. The culture of price and quality of services is slowly gaining ground. Only six years ago, it was exceptional for a city to make a specific charge for sanitation or

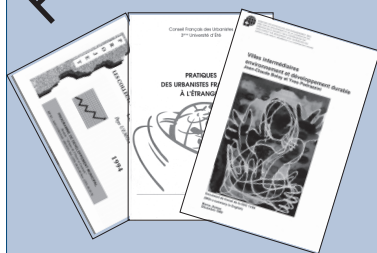
waste collection, which is not so much the case today – and not only to oblige the World Bank. Local authorities, and their “affiliated” companies (public works, engineering, operations, etc.) also understand the economic and political benefits of the expansion of these services: local public contracts, image of modernism, contribution to the highly mediatized environmental protection campaign. At all events, it is unlikely that the enormous task of developing urban services in China will defy inequalities between cities and disparities between sectors for some time to come. ■

1. See for example, E. Baye and D. Lorrain (1996). Protection of the environment and green industries in the Shanghai region. Regulations, institutions, industry. Secretary of State for Industry. Paris, *Etudes* Collection (1997).

2. For instance, the efforts of DAEI (Directorate of Economic and International Affairs), Ministry of Public Works, in conjunction with the World Bank and the Ministry of Foreign Affairs, including the seminars in Harbin and Nanjing (January 1996) for which *Economie et Humanisme* was delegated as project engineer.

3. See D. Lorrain (1998). Urban technical networks in Chengdu: from direct administration to the market economy. *Flux Review* No. 33, July-September, pp 4-21.

## Publications



**Local authorities in figures. WAEMU countries, 1994**, by the Observatory of Local Finance. – Cotonou: Municipal Development Programme – West and Central Africa, 2000. – 70 p., tab. This document, was published for the Summit of African Mayors, Africities 2000, held in May 2000 in Windhoek, Namibia. It collates aggregate data, a report on local finances in the WAEMU area and country-based urban financial data for Benin, Burkina Faso, Ivory Coast, Mali, Niger, Senegal, Togo, and for the main cities.

Free of charge

→ Contact: PDM Module Afrique de l'Ouest et Centrale, BP 01-3445, Cotonou, Benin, E-mail [Syamadjako@pdm-net.org](mailto:Syamadjako@pdm-net.org)

**French urban planning practices abroad.** Third Summer School. Dunkirk, 10-12 September 1998. – Paris: French Urban Planners Council, 1999. – 98 p. Three themes were selected for the workshops in which experiences were presented, taken from French national, decentralized, non-governmental or multilateral cooperation in developing countries and in countries of Eastern and Central Europe: rehabilitation of ancient historical centres; progressing decentralization and urban development; emergency situations in countries in severe crisis.

Free of charge

→ Contact: Conseil Français des Urbanistes, Secrétariat Général, 11 rue de la Gare, 94230 Cachan, France. Tel.: (33 (0)1 46 64 53 43, Fax 33 (0)1 46 63 65 82

**Intermediate cities, sustainable environment and development** by Jean-Claude Bolay and Yves Pedrazzini. – Berne: Swiss Department of Development and Cooperation, 1999. – 26 p. (DDC working document, 11/99). Some ideas are proposed to provide input for discussion on the management of intermediate cities in developing countries, including the idea that technical or institutional urban improvement solutions for sustainable development must aim to determine an overall “cost-benefit” ratio encompassing the economic, social and environmental dimensions.

Free of charge

→ Contact: DDC, Freiburgstrasse 130, CH 3003 Berne, Switzerland, E-mail [info@sd.admin.ch](mailto:info@sd.admin.ch)

# Decentralized Franco-Chinese cooperation

Jean-Claude Lévy (CGPC<sup>1</sup>, 5th section, Planning and the Environment).

***Franco-Chinese decentralized cooperation today concerns various areas of the economy, culture, sciences, techniques and administration. It is set to strengthen still further in the years to come.***

The National Commission for Decentralized Cooperation under the direction of the *Préfet*, Mr Andrieux, has undertaken an in-depth study, which should shortly enable the conditions (control of legality, country-based configuration, strategic directions, etc.) to be set out for this relatively new form of cooperation, under the Act of 1992. Based on twinning with a cultural or humanitarian purpose, decentralized cooperation is tending to become a significant component of France's foreign action and its aims now extend to cover economic, technological, scientific and political objectives.

In the context of Franco-Chinese relations, the number of visits, cooperation agreements, projects and achievements is increasingly rapidly, in parallel with the geopolitical and economic weight of the People's Republic of China, particularly since the French Government signed a comprehensive cooperation agreement with this

country in 1997. China, with its one billion, two hundred million inhabitants is currently in the throes of a real urban revolution. Its total GDP has increased from 221 billion dollars in 1975 to more than 3,837 billion in 1997 (same per capita trend). It has opened up to international trade and is now the leading world producer of wheat (nearly 30m tons/year). Its admission to the WTO should strengthen this development nucleus still further.

French Presidents of Regional Councils (Alsace, Midi-Pyrénées, Lorraine), County Councils (Hauts de Seine) and Mayors from major cities, travelled to China: Beijing, Sichuan, Hupei, Jiangsu, Harbin, Wu-han, Dalian, to initiate new partnerships or strengthen older ones. With the support of the Ministry of Foreign Affairs, more than a hundred French local authorities are now engaged in cooperation with Chinese local authorities.

The Rhône-Alpes Regional Authority, for instance, with the support of its economic, scientific and technical skills centres, is assisting nearly a hundred French companies in Shanghai (mainly for administrative and technical training and economic development). Other examples are the Midi-Pyrénées projects in Sichuan. These cooperation activities sometimes involve a European window, particularly for scientific projects. If we add non-governmental cooperation projects, which are harder to pinpoint, the operations of French local authorities in China probably amount to several tens of millions of French francs.

One of the new departures in this cooperation trend is the fact that it maintains economic cooperation "piggyback" actions to assist companies in addition to the actions of ACTIM (Agency for the international promotion of French technology and trade), trade offices and consulates, or chambers of com-

merce and industry. It also facilitates cultural, scientific and technical relations (information, communication, research and development, innovation), by giving them a role commensurate with their new position in international relations.

In China, we can henceforth refer to real "professionalization" of decentralized cooperation, which involves development sectors in many different fields (agro-food, water treatment, automobile, environment, land use planning, urban planning, infrastructure, tourism) and the administrative reorganization of China in its transition towards a market economy (public services, local administration, inter-community cooperation, human resources management).

It now remains to strengthen this general movement in a spirit of economic, scientific, technological and political reciprocity. ■

<sup>1</sup>. Conseil Général des Ponts et Chaussées (General Council for highways and civil engineering)

## Conferences Training

- Urban planning and renewal
- Preserving steel architecture
- The policy of sustainable mobility

### Urban planning and renewal

The 2001 catalogue of continuous training sessions of the Ecole des Ponts et Chaussées has just been issued. Among the new additions are 25 sessions on the subjects "Planning and renewal of urban areas", and "Local development". These sessions mainly concern operational procedures for implementing public policies.

→ Contact and programmes by request to: V. Jacquemet, ENPC, 28 rue des Saints Pères, 75007 Paris, France  
E-mail [jacquemet@mail.enpc.fr](mailto:jacquemet@mail.enpc.fr)

### Preserving steel architecture

The Heritage without Frontiers Association, in partnership with the French Institute of Architecture, is preparing a conference on preserving steel architecture, scheduled for March 2001 in the Palais de Chaillot film library.

It will last two days and, based on the example of the Long Bien (formerly Paul Doumer) Bridge, will address all aspects of restoration, building, past and future of engineering structures, high rise buildings, stations, covered markets, navigation locks, etc.

→ Contact: Aurélie Trémoières, Patri-moine sans Frontières, 61 rue François Truffaut, 75012 Paris, France. Tel.: 33 (0)1 40 02 05 90, E-mail [info@patrimfs.org](mailto:info@patrimfs.org)

### Sustainable mobility policy

INTA (International Network for Urban Development) will be organizing an international seminar on the sustainable mobility policy, from 29 to 31 January 2001, in Paris. The management of mobility and urban travel raises questions for the city that go beyond choosing between transport modes. The aim must be to rethink urban policies, institutional organization, relations between the organizing authority and the operator, and between the community and the administration.

→ Contact: INTA, Nassau Dillenburgstraat 44, 2596 AE The Hague, Netherlands. Tel.: 31 70 3244526, E-mail [intainfo@inta-net.org](mailto:intainfo@inta-net.org)

From 4 to 6 July 2000, a conference took place in Berlin on the city of the 21st century "Global Conference on the Urban Future, Urban 21". This conference of exceptional quality was opened by the German Chancellor, Gerhard Schröder. Many personalities, ministers and mayors of major cities the world over, took part in this event. Among them were the Secretary General of the United Nations, Kofi Annan, Michel Barnier representing the European Union, and Klaus Töpfer (UNCHS).

Some interesting methodological work was presented, which aimed to classify cities into three development categories with a sector-based analysis of two possible scenarios in the run-up to 2025.

- Cities in the least advanced countries (Sub-Saharan Africa, India, and some cities in the Middle East and Latin America) are in the throes of rapid, uncontrolled change,

- Cities in intermediate countries are undergoing rapid change but have good economic potential (South-East Asia, Latin America and some countries in the Middle East),

- Cities in developed countries with a low-growth, ageing population (North America, Europe, Japan, Australia and some cities in Asia).

The first growth scenario presented is one that "goes with the stream" and has inadequate production and investment to cope with high population growth. The second scenario is one of a more aggressive development policy and better controlled population growth.

Issues related to demography, economics, society, housing and infrastructure, environment, transport and urban planning are analysed on the basis of these scenarios and these three types of city.

Many discussions between government representatives and local councillors have given new impetus to the State's role in the face of the tendency to propose decentralization as a remedy for State weakness. With one year to go to the Habitat II + 5 Conference to be held in New York in June 2001, this conference did not aim to follow on from the Istanbul Conference and did not open up its columns to NGOs, which held parallel meetings in a Berlin suburb: "Local Heroes 21".

→ Contact: François Croville, ISTD, Cities Department, Arche de la Défense, 92055 La Défense Cedex, France. E-mail [fcroville@isted.com](mailto:fcroville@isted.com)

## PS-EAU

The constituent assembly of the PS-EAU Association was held in Paris on 10 October, at the Ministry of Foreign Affairs. Fifty members were present, adopted the Association statutes and the Charter of the Water Solidarity Programme, and elected a 15-member Administration Board, which in turn elected its president, Henry Rethore and appointed a Director, Pierre-Marie Grondin. François Croville, Head of the ISTD "Cities" department, was elected to the new PS-EAU Administration Board.

# News on cooperation

## EAMAU celebrates 25 years!

EAMAU, the African School of Architecture and Urbanism, became established in Lomé in 1976, under an agreement of the Heads of State of eight countries of Sub-Saharan Africa. At that time, two other Schools of Architecture existed in the countries of French-speaking Sub-Saharan Africa, in Senegal and in Zaïre. EAMAU, which is the result of an initiative by Chad, has benefited from the support of UNESCO (preliminary feasibility study) and then UNCHS. It has already produced 340 graduates in architecture and urban planning from 18 French-speaking countries of Sub-Saharan Africa. From 1992 to 1995, the school undertook a vast programme of multiple reforms, which included the introduction of the diploma of architecture and urban planning awarded after a 6-year graduate course, and a Senior Technician's diploma in Urban Management awarded after a 3-year undergraduate course. Today EAMAU has to cope with a

financial crisis due to persisting political and economic difficulties in the member States, but it is nonetheless forging ahead as a consolidated training and study centre on urban matters in Africa.

For the past three years, the Director General, Mr Kouadio N'Da N'Guessan, elected by the Intergovernmental Conference of July 1997 in Ouagadougou, has been making considerable efforts to establish the School in a sustainable regional and international partnership system, mainly involving urban development professionals in Africa and throughout the world.

The 25th anniversary of EAMAU will be celebrated in various forms in the course of 2000-2001. The grand finale will take place at the end of June 2001 with the conferment of degrees ceremony.

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## Cergy-Pontoise Summer Workshops

For the past four years, the Cergy-Pontoise Workshops, an Association under the 1901 Act, hosted by the Cergy-Pontoise public planning institution, have been taking part in an international cooperation programme between urban planning architects. This programme consists in conducting work sessions on urban matters at the request of major cities of Asia. Session 2000 is to take place in November, in Shanghai, China, on the subject "High-density housing districts". It will bring together 35 young professionals from 15 countries, who will make new contributions to an operational site chosen by the

municipality, under the supervision of many French and foreign experts. This project provides opportunity for:

- promoting the French approach to urban projects
- building a network of young professionals from France, Europe and Asia
- associating French groups in the preliminary study of the Asian city
- creating conditions for a partnership with the city of Shanghai on operational actions.

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## A Franco-Chinese operation on the theme: urban projects and sustainable development: urban requalification

Under Franco-Chinese development aid in the field of planning and urban development, the Planning, Housing and Construction Department of the Ministry of Public Works, Transport and Housing, is organizing a seminar and exhibition jointly with the Chinese Ministry of Construction, the Association of Urban Planners and the Association of Major Cities, on the subject "Urban projects and sustainable development: urban requalification", in Beijing from 4 to 6 December 2000.

IAURIF (Paris regional planning institute) is in charge of preparing this operation in conjunction with FNAU (National federation of town planning agencies). Presentations of urban projects will be addressed through several themes:

- major aspects (design, landscape),
- public spaces (roads, pedestrian areas, squares, green areas),
- landscaping of roads and expanses of water

- residential areas,
  - protection and development of old districts
- Forty major Chinese municipalities are expected to attend this seminar at Xiyuan Hotel and the exhibition at the Cultural Centre of Architecture in Beijing.

The French contribution will consist in eight projects presented by the Urban Planning Agencies of Clermont-Ferrand, Paris-Ile-de-France, Marseille, Nancy, Reims, Strasbourg and Tours.

This event is open to all planning and urban development professionals.

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