African Cities is published by Markets of Africa Ltd on behalf of UCLG-A

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We live in an era in which the motto seems to be “communicate or perish”. We live in an era when you exist if your voice can be heard, your positions are known and shared, you can influence the way policies are defined and assessed, strategies are implemented and adjusted, actions are oriented towards more impact on people or beneficiaries. We live in an era when learning is more about being exposed to experiences applied somewhere and shared with a broad public than acquiring knowledge exclusively from books or at school. We live in an era when Africa is undergoing an enormous change, with rapid urbanisation moving thousands of Africans from rural areas to urban areas, from villages to cities and metropoles, creating an upheaval in the patterns of production, consumption, and lifestyles.

This is also an era when, thanks to the generalisation of democratic public governance across the African continent, local governments are gaining momentum as an autonomous sphere of governance, introducing a significant change in public authority, which from now on has a national face and a local face. This singles out the local perspective putting emphasis on the bottom-up and territorial cooperation people-friendly approach to Africa’s development and integration, different from the sector and international states relations approach privileged by national governments, which remain remote from the daily concerns of the African people.

In this new era, the United Cities and Local Governments of Africa (UCLG-A) believes it is time for city and local government leaders and stakeholders to have their own channel of expression that can best highlight the way local Africa is moving Africa, and the unavoidable role of local stakeholders to speed up the development process and unity of Africa.

Nobody else is better placed to inform about the contribution of cities and local governments in the improvement of the living conditions of the African people better than local authorities and in securing an environment of peace across the continent through local governments transborder cooperation. City and local governments leaders learn a lot from the exchange of best practices and concrete projects implemented on the ground.

African Cities Magazine (ACM) is meant to become the unique space where city and local government leaders, administrations, businesses and all stakeholders can showcase what is being done at the local level in Africa to support and contribute to the structural transformation of the continent called for through the implementation of Agenda 2063 and the sustainable development goals (SDGs).

The 15,000 local governments, the 500,000 councillors and over 100,000 local government staff, and their national, regional and thematic associations have in ACM a powerful communication tool to spell out their concerns, wants and proposals and share knowledge and experiences. Supporting ACM should be a must for any city or local government concerned about the importance and volume of the voice of local governments on challenges facing the continent. ACM will be published quarterly during the year 2016, and depending on the support received from the community of cities and local governments, it is envisioned to become bi-monthly.

This magazine is yours. The UCLG-A encourages each African city and local government to take out a support subscription to the ACM for it to be financially sustainable in order to serve better the cause of Cities, Local Governments and Territorial Development in Africa with as ultimate aim, the sustainable improvement of the living conditions of the African People.

Long live African Cities Magazine.
For the average Joburger the option to live close to work and use an efficient transport system will be life changing.

The Transit Oriented Development dubbed Corridors of Freedom will make this a reality. They will be characterised by: living areas close to office developments, shopping centres, schools, recreational facilities, have pedestrian friendly streets and cycling lanes.

Not only will we be creating a cleaner and healthier environment, but we will be lowering the cost of transport and transforming our city.

**Corridors of Freedom**
Restitching our City to create a new future
WORLD CLASS AFRICAN CITY
As the City of Johannesburg, we are cognizant of our unique position as the economic capital of South Africa and the heartland of trade and commercial activity on the African continent. The city contributes 17 percent to national GDP, and 47 percent to the economy of the province Gauteng, which clearly indicates why the city is the base for the headquarters of most local and multinational companies particularly in the finance sector.

"It is our world-class economic and social infrastructure - including the Johannesburg Securities and Bond Exchange, the largest stock exchange on the continent - that draws Africa’s most advanced financial sector to its borders," says Tau. Not just the finance sector though because the city hosts every form of commercial activity and is perceived by foreign corporations as being a gateway city into the continent, particularly because its services work, and work effectively.

Tau explains that the global standard offerings from Johannesburg may appear to be those that would normally be taken for granted; yet in Africa where service infrastructure challenges remain, Johannesburg is up to world-class standards. "Our phones dial, the lights switch on, you can drink our water, and there are multi-lane freeways, skyscrapers, conference centres and golf courses. People on the street speak English, the mobile networks are stable, and our medical care, including hospitals and doctors, are internationally recognised.

"Yet Johannesburg is more than just its offerings. Its people make it one of the most vibrant metropolitan cities in the world," says Tau. "It has been the home to many important people in South Africa’s history. Internationally acclaimed politicians, sportsmen and women, musicians, actors and business people have either lived or been born here, not least of which was our first
The Inner City Roadmap is Johannesburg’s main lead strategy document used to address challenges and align city development programmes and activities.

“We aspire for the centre to become a well-governed, transformed, safe, clean and sustainable inner city, and one that offers high quality services that support vibrant economic activities. It is a welcoming place for all residents, migrants, commuters, workers, traders, investors and tourists,” says Tau.

“What we are effectively doing is accelerating the regeneration of the CBD, addressing challenges like service delivery breakdowns, tenant safety and security, and stimulating even more dynamic economic activity through the Inner City Property Scheme, which supports the growth of the many SMME companies that are involved in the construction, building and property sectors of the city.”

Partnerships with stakeholders have culminated in pockets of excellence, such as the Maboneng precinct, which embraces the work/play/live concept, but Tau confirms there are still a number of areas that require extensive interventions.

“The shape of the future city will consist of well-planned transport arteries that we call ‘Corridors of Freedom’,” says Tau.

“The Corridors of Freedom are linked interchanges where the focus is on mixed-use transport development so that visitors will no longer need to use private motorised transport. There will be dedicated cycling, bus and pedestrian specific lanes and we believe this will transform entrenched settlement patterns that have shunted the majority of residents to the city outskirts and away from economic opportunities and access to jobs and growth.

“Gone will be the days of being forced to rise at dawn to catch the train, bus or taxi to the place of work.”

“Johannesburg has an influx of up to 10,000 people per month,” says Tau, “which is why our developmental programmes are geared towards responding to this reality. The jurisdiction made the decision to transform the inner city as far back as the early 2000’s with many interventions that have since culminated into what we now refer to as the Inner City Roadmap.”

democratically elected President, Nelson Mandela, who even after his death still attracts visitors to our city to follow his life’s journey.”

Despite being the smallest land municipality, at 1,650 km², Johannesburg has the largest population compared to its neighbouring cities, Tshwane in the North and Ekurhuleni in the east. With a population of some 4.79 million people and an average of 1,975 per km², Johannesburg still experiences a large number of in-migration people looking for economic opportunities.

Parks Tau
The extensive roll-out of the Corridors of Freedom are transforming the spatial design and will stitch Johannesburg together in a cohesive and dynamic manner.”

Tau believes the current transport system is adequate, giving easy access to an airport, trains, buses and taxis that ensure the ease of travel in and around the city. “However”, says Tau, “congestion remains an issue given that there is an increase in the already large percentage of private vehicles with a single passenger. The introduction of the Rea Vaya Bus Rapid Transport (BRT) system has begun to solve this problem with Rea Vaya now being extended throughout the city.

This goes a long way in realising the new spatial plans that have been included in the Development Strategy 2040, which also includes a R110 billion investment in renewing ageing infrastructure over the next 10 years. This year work commenced on the restoration and reconstruction of critical freeways, roads and bridges, the latter of which required 814 having been evaluated at a cost of R15 billion.

The city itself is also being greened-up, with comprehensive public open space management, conservation and upgrades, and a new parks development programme. The Johannesburg City Parks and Zoo for example, have a budget of R15.1 million to upgrade green spaces along the existing Corridors of Freedom, mainly the Perth-Empire Roads Corridor, the Louis Botha Avenue Corridor and Turffontein Corridor. Green gyms are being built in the parks of those areas to enhance existing ones in other parks in the city, all in an effort to deliver a world-class outdoor recreational experience in public spaces.

Perceived, and in some cases not unwarranted, concern about safety and security is also being addressed with a comprehensive plan called the Joburg 10 Plus, providing visible, ward-based policing.

“We are optimistic that crime will no longer be a frustration,” says Tau, “especially given that last year Johannesburg did not feature in the list of the 50 most-violent cities in the world, a report that was issued by the Mexico Citizens Council for Public Security and Criminal Justice.”

Review of the bylaws and tariff policies to incentivise and promote water conservation and demand management initiatives by Johannesburg citizens, as well as active participation by the private sector and the community are seen to be critical in making delivery of all projects successful.

The community of Johannesburg, as Tau describes it, is a “melting pot of cultures, a hybrid society always searching for new ideas; alive with all the possibilities of freedom.” The city brings together a mix of both formal and informal trading environments, the latter of which is being nurtured through a framework that engages stakeholders so they can be effectively integrated into the economic, spatial and social development goals of the city. This is largely in collaboration with the informal traders representatives to ensure collective decisions are made that also encompass Business Acts and the Constitution of the country.

“Johannesburg may be very cosmopolitan, attracting as it is, people from all over the globe but it is more than a world-class African city, it is a caring one,” concludes Tau. •
These figures can be largely attributed to the 70% of South Africa’s largest corporations, and international conglomerates, that undertake business from Johannesburg as a headquarter base. At the fingertips of the Chamber’s President, Ernest Mahlaule, are also statistics that reveal there are an estimated 4.79 million people residing in the city with population growth set at a consistent 3.2% per annum, more than double that of the national 1.3%.

Mahlaule tells us that many people don’t realize that the province is as big as the eighth largest country in Africa, Kenya, and is also one of the 40 largest metropolitan areas in the world. The projections look good too. “By the end of this year, the urban portion of the province, which comprises Johannesburg and its neighbouring cities Ekurhuleni in the East and Tshwane in the north, will be a polycentric urban region with a projected population of some 14.6 million people,” says Mahlaule.

What is attracting business, investors, visitors and residents to Johannesburg continues to be the same as it always has been in the 129 year history of the city. The economic opportunities and supporting infrastructure. Transport, for example, has always been a priority, and now telecoms and other technology is included in the priorities.

“The hosting of exceptional quality institutions, global competitiveness surveys and the promotion of good socio-economic infrastructure have all culminated in the considerable capital investment that the city has made,” says Mahlaule. “That figure has risen to R7.3 billion, up from R4.2 billion the previous year. The R3.4 billion surplus has enabled the city to further increase the capital investment to a respectable R10.4 billion for the 2014/2015 period.”

This is good news for the sector’s that currently contribute to Johannesburg’s economic output with finance being the largest at 31.8%, followed by Community Services (23.8%), Trade (14.8%), Manufacturing (13%), Transport (8.9%), Construction (3.9%), Electricity (1.8%), Mining (1.7%) and Agriculture (0.2%).

The predictions mentioned earlier also emphasize that new labour absorptive sectors are encouraged; these include high-value manufacturing, tourism, and the film industry to mention a few, which will become key drivers of future economic growth.

For investors in Johannesburg, Mahlaule advises that the city has adopted 10 attractive priority programmes that are important to consider for alignment with any investment strategy. “Obviously financial stability and resilience, but agriculture and food security, sustainable human settlement, and SMME and Entrepreneurial support are important. There are also investment attraction, retention and expansion programmes,
the green economy and Safer Cities projects. Important programmes also include Engaged Active Citizenry, resource sustainability, and Smart City, the latter of which through, inter-alia, the rollout of broadband technology and other ICT capabilities.

ICT is featuring high on a list of infrastructure initiatives, not least of which includes the enhancement of transportation through the Gautrain development corridor. “Advanced ICT infrastructure elevates rapid transport mobility, expansion and growth,” says Mahlaule. “We also cannot ignore the City’s new ICT strategy that is aimed at supporting the city’s growth into a well-performing, sustainable and globally competitive 21st century metropolis.”

“Johannesburg is steadily achieving its ‘Smart City’ status with the rollout of broadband technology and capabilities and is currently upgrading its SAP system, which uses the best-in-class programme management methodologies.

Knowing how crucial ICT infrastructure is to business, Johannesburg has been upgrading the implementation of the best data centre technologies available to ensure efficiencies, and the Intelligent Operating Centre (IOC) is currently in the construction phase. “Going forward this tool will prove useful in proactively preventing crime given its ability to pinpoint hotspots and thereby motivate for proactive prevention.

“An intervention programme has also been motivated to increase access to the internet and include Wi-Fi hotspots on public transport and at strategic locations,” confirms Mahlaule.

The Johannesburg Chamber of Commerce and Industry is highly respected and not surprising given it is just four years younger than the city itself. Its 100 year plus history has formulated its mission to remain the voice of business in the region, speaking with honesty, without fear but with authority. “We provide our 2,500 plus members with meaningful business intelligence, opportunities for growth and links to local and international partners, suppliers and markets,” says Mahlaule.

The Chamber ethos therefore attracts a variety of company memberships, from large multinationals to SMME’s and includes the likes of Standard Bank, a stalwart with a 125 year membership with the Chamber. CompTIA, Vodacom, Sun International, Redefine Properties, Pinnacle Holdings, Tirisan Technologies, Mahlati Tumelo Cost Consultants, Belgotex Flooring and Toyota Tsusho Africa, Katlego Global Logistics, all a prime example of the caliber of business operators that endorse the Chamber.

Yet Johannesburg almost needs no endorsement. It was the most visited city on the continent in 2013/14, and in hosting conferences like Buy Sell Invest and Visit (BSIV) which address the strategic issues that will enhance service delivery in terms of socio-economic infrastructure and the attraction of investment into the city, highlight its value.

“A critical component in attracting further Johannesburg city investment is its ability to reflect an administratively sustainable city, with strong financial controls and operational governance structures in place,” Mahlaule explains. “The city has also achieved an unqualified audit opinion, as was the case in the previous year.”

There will always be challenges Mahlaule says; yet these appear to fade in the wake of Johannesburg’s attraction for business ventures. “The promotion of a well-structured regulatory environment, a sound banking and financial system, a sophisticated financial market and home to Africa’s largest stock exchange, are just a few of the city’s highlights.”

“Further, Johannesburg is recognized for its low cost of living and is the least expensive African city out of the 214 reviewed across five continents. But more is that the city cares,” says Mahlaule. “It cares about the migrants that flock to Johannesburg for work, play or to live. It cares about its infrastructure, the requirements of its tenants and how it is going to maintain that care for another 100 years plus.” •
To understand the design and urban planning of Johannesburg means not ignoring South Africa's emergence from apartheid.

Eric Noir, owner of Design for Abundance, which directs sustainability at the urban scale, says that at the turn of the country’s new democracy, it was suggested that the planning profession should appear before the Truth and Reconciliation Commission for its active contribution to the apartheid state. “That was a very powerful idea and clearly indicated that the country’s cities were designed to segregate,” says Noir.

It was architect Professor Lindsay Bremner that proposed the idea because the apartheid regime had created a peculiar spatialisation of the urban landscape based on racial classification. Johannesburg had been divided between a white ‘northern’ terrain and poor black communities situated in the less desirable southern terrain.

“Yet Johannesburg isn’t the only city in Africa that had to struggle with a legacy based on a political heritage,” says Noir. “Many African states, Zimbabwe and Zambia are examples, inherited colonial-designed cities, similarly sourcing labour from townships, so Johannesburg is not entirely unique in the way it developed. What does make it somewhat unusual however, is that it is one of the few cities in the world that is not located around a river.”

Noir says that although waterways do add a certain romance to a city, think Paris or Amsterdam for example, what every city experiences is rural migration and newcomers to an urban system and its fringes, so Johannesburg is in fact following a similar development pattern as is experienced anywhere in the world.

Putting Johannesburg into an Africity context, Noir says that the true value lies in its ability to be a feeder and support to secondary cities. “This is crucial,” he says, “particularly from a sustainability perspective. The way African cities assemble and develop are on the one hand through informal structures, and on the other as single use residential areas, which emerge on the fringes of the existing city. This means we create a divided environment, one in which we live and the other in which we work and therefore spend time going from one to the other.

“This puts tremendous pressure on the mobility infrastructure because public transport systems are always having to achieve with one leg empty and can therefore not work optimally. This is why Johannesburg’s Corridors of Freedom are so remarkable.”

The corridors, like the one from Alexandra to Soweto, are linked interchanges with a focus on mixed-use transport that includes dedicated cycling, bus and pedestrian lanes. The concept is to be further rolled
“The corridor’s mixed usage means that people can now access a greater number of opportunities in which to live, work and play. Corridors also create healthy densification and bring together different income groups in the same area. This translates into different needs for those traveling along a corridor who will, and do, have various reasons for doing so, so the system will constantly keep reinforcing itself because those needs are satisfied at different times.”

Noir highlights a recent study proving that it is quite possible to accommodate 30 million people in Gauteng, the province in which Johannesburg is sited, without extending its current footprint. “This means we can triple the population but that hinges around densification that needs to be appropriately balanced.

“The corridors allow for this, and the introduction of the Gautrain and Rea Vaya Bus Rapid Transport system are extraordinary given how they have changed the commuter environment,” says Noir. “Land values around these systems have escalated for example, and there is no doubt that inhabitants’ views toward private use transport have shifted.”

The thriving Johannesburg informal trading sector has also introduced the formalization of supporting transport infrastructure. In South Africa where taxi minibuses play a very huge role in moving people, there have been initiatives along Johannesburg taxi routes to build comfort areas for commuters and link them to other transport alternatives. Rail systems are also to be rejuvenated and this will, as mentioned by Noir, filter economic activity to the secondary towns connected to Johannesburg.

From a future design perspective there are strong views around adopting, or not, much of the European model of city planning, not just in Johannesburg but across the continent but as Noir points out, in an Africity context building infrastructure only really happens after urbanization, and Johannesburg is a case in point.

“The Johannesburg of the 1900’s was designed to cater for horse-drawn carts, but the bulk of development really happened in the 1950’s when private cars entered the existing urban fabric. Now of course we have to wean ourselves off private car usage because they create negative density issues and this again highlights how the Corridors of Freedom will yield positive results for Johannesburg.”

The revival of Johannesburg is working towards a sustainable future and Noir believes that the days of the megamalls are numbered, that the forthcoming rejuvenation of the main city streets will be significant. “Some of the Johannesburg suburbs still have high streets of trade and they work exceptionally well. Johannesburg’s corridors will open opportunities for a democratic city, one that means we no longer have to identify to a particular place according to any perceived position in society.

“It may be that the Johannesburg skyline is changing with old mine dumps being demolished but this opens up huge tracks of valuable land in the city and spirals out to connect it with other secondary cities,” continues Noir. “This spiral is a defining pattern and those that embrace that are well advised that nothing will be precluded when the conditions are right, and that is good planning.”
“
Ensure that local representatives act as genuine drivers of development.
”

KHALIFA SALL
PRESIDENT OF UCLG-A,
VICE PRESIDENT FOR THE WESTERN AFRICA REGION
& MAYOR OF DAKAR

In the run-up to the Africities 7, Johannesburg 2015 summit, United Cities and Local Governments of Africa (UCLG-A) organised a series of Regional Seminars across the five regions of the continent. Gaelle Yomi spoke to Khalifa Ababacar Sall about the key issues for the West Africa Regional Seminar.

Mr Sall, you are the Mayor of Dakar, the city hosted the UCLG-A Regional Seminar of West Africa from 3 to 5 August 2015. What did you hope to achieve from this meeting?

This meeting was part of our normal activities and preparation for the Africities 7, Johannesburg 2015 summit. The Dakar Regional Seminar will therefore be used to prepare the West African region’s participation in the conference. But what is special about this year is that we have organised a seminar to update all national associations and local governments in West Africa on global issues and events. The seminar preceding the statutory meeting will therefore tackle all the major questions currently being discussed worldwide. These issues concern the development of our countries and international relations, but above all, are also an appeal to local governments to use their full capacity to join in the momentum which is gathering. This will allow all our colleagues to be armed and ready, within their countries, first of all, but also at local level, so that they can mobilise their people and guide them in meeting the challenges of development.

This meeting falls within the framework of the strategic Framework Partnership Agreement (FPA) agreed between UCLG Africa and the European Commission (EC). How can this partnership contribute towards strengthening the capacity of local governments?

A process of continental reunification and reorganisation was initiated in 2010, and successfully completed in 2012.

Today we have a united organisation undertaking a dynamic programme of action and activities, and mobilising local representatives so that they can work for the development of their countries. Within this framework, partnerships will be forged, but a united organisation gains in strength, and therefore credibility.

UCLG-A put forward a programme and the European Union (EU) had faith in us. It was not the European Union which took the initiative.

We proposed a programme which the EU accepted and financed. We received the largest cheque of any organisation for local governments. Today, it is our duty to make sure we use these funds transparently, efficiently and effectively. Meetings such as the Dakar seminar are part of this. We need to ensure that local representatives act as genuine drivers of development and we will dedicate all our efforts and resources to achieving this.

The five Regional Seminars planned for this year were held in preparation for the Africities 7 Summit. The central theme will be: “Shaping the future of Africa with the people: the
contribution of local authorities to Agenda 2063 of Africa”. What role do you feel the West Africa region can play in promoting grassroots development?

We are not the richest or the largest region, but we are the region with the most dynamism.

Firstly, we have a very strong, proven policy of decentralisation, involving strong mobilisation of elected representatives on a permanent and regular basis. We have always been at the forefront of mobilising local authorities in Africa. The proof is that we are inaugurating these Regional Seminars. We are organising ourselves to ensure that by the end of these seminars, the values and objectives of the Agenda 2063 project initiated by the African Union are imparted to all representatives and all people, in every country and every district, along with the partnership agreements with the European Union.

But above all, we will stress the obligation for local governments to draw on all of our countries’ forces to engage with development. You know, the theme for Johannesburg 2015 is very clear. In 2012 we were talking about territories and building via territories.

This year it is not territories which will be mobilised, but the people. From this point of view it is an appeal to the people which will evolve into a permanent mobilisation of all Africans.

Kalifa Sall

The theme for Johannesburg 2015 is very clear. This year it is not territories which will be mobilised, but the people. From this point of view it is an appeal to the people which will evolve into a permanent mobilisation of all Africans.
We believe in Africa

Odebrecht is a global organization with Brazilian origins, present in five continents, with a decentralised structure and 15 businesses lines always aiming at the development of key prioritary infrastructure projects.

For nearly 30 years, the Organization has focused in Africa on transportation, sanitation, housing, energy and mining, through the implementation of sustainable and social impactful projects, which have strongly contributed to the economic growth of the countries where we are present through the development of the surrounding communities and local people.

Furthermore, the Organization runs the Odebrecht Africa Fund, an investment vehicle that manages a selective portfolio of strategic assets in Retail, Agribusiness, Shopping Center, Mining and Oil & Gas. The Odebrecht Africa Fund is a token of Odebrecht's long-term commitment to the continent.
LEADERSHIP CHALLENGES IN AFRICAN URBAN MANAGEMENT

PEDRO PIRES
FORMER PRESIDENT OF CAPE VERDE, HONORARY MEMBER OF UCLG-A & WINNER OF THE MO IBRAHIM AFRICAN LEADERSHIP PRIZE

Pedro Pires offers solutions for leadership challenges in urban management that need to be overcome, for African societies to capitalise on the enormous potential of the continent.

According to data from the World Bank, the urban population growth rate for sub-Saharan Africa has accelerated to 5% per year, in the past two decades. Furthermore, the average urban population in sub-Saharan Africa has reached around 33.3% of the total population, exceeding the regional average in southwest Asia, which is around 28%. Although the African continent can be considered substantially rural at present, it is envisaged that by 2030, there will be an increase in its urban population of around 18 times in relation to data from 1960. In such circumstances, with unsatisfactory housing conditions for migrants from rural areas it is obvious that such an increase in the urban population will result in multiple challenges. Some examples are: the lack of decent housing for those recently arrived; a lack of sanitation in the slums and subsequent living conditions of precariousness and unhealthy conditions; insufficient access to social and health services and public transportation; and the reproduction of prevailing social ills. With these conditions, it should be recognised that the accelerated urbanisation taking place on the African continent has occurred within a complex and challenging context.

There are three concrete examples which may represent further sociocultural challenges for African leaders: the transposition to the urban reality of markedly rural habits and everything that this practice represents in terms of the interruption and/or the reorganisation of the dynamics of urban development; the increase in unemployment and weak professional training, associated with the risk of exacerbating social conflicts with a negative impact on public stability and security; and the dangers of contagion of infectious epidemics in a context of a lack of infrastructure and deficiencies in the provision of social and health services.

It is certain that the constraints identified will make the development of African cities more difficult and, at the same time, inhibit their growth and modernisation. In line with this, it is urgent to review the concept of modernity and adapt it to local realities, without the temptation to fall into mimicry.

However, despite the observed weaknesses and a certain level of disorganisation, our continent continues to grow at a considerable pace and, as mentioned above, the cities have been a major driver of this growth, which needs to be better distributed.

To this end, the leaders, both local and central, should bear in mind the need to consolidate the irreplaceable role that has fallen to the cities in building national cohesion, democratic societies, cultural and technological capacities, and, at the same time, in promoting sustainable development on the continent. It also seems important that the public authorities, both local and central, take into account the internal heterogeneity of each country and between countries, and are sensitive to the sound management of the ethnic and cultural diversity of their populations. It is recommended that the model of leadership, the development of public policies and proposals for the development of solutions match the contextual diversity in African societies.

The complexity and demands of the challenges of urban management in Africa will require leaders committed to the structural and social transformation of urban contexts and the transformation of our cities into true engines for the development of the continent. Within this perspective, it would be useful to adopt specific policies for cities, with special focuses on areas of scientific and technological development, the training of human capital and social innovation.
Ethiopia’s capital city has grown chaotically for much of the last hundred years. But now, the government’s detailed planning and infrastructure investment - especially into roads, rail, and housing - is setting Addis Ababa on an impressive development path, reports Coletta Nyawira Wanjohi.
When I first came to Addis Ababa, three years ago, I couldn’t help but wonder where this city had been. Massive construction was everywhere. Roads in different parts of the city were dug up and impassable. The development of the city’s light-rail system added to the feeling that Addis is more construction site than city.

I was to learn later that the construction in Addis Ababa was largely part of a phase of a grand transformation plan that the Ethiopian government was implementing countrywide. What made me truly surprised was that all this construction, especially of roads and the railway system in the city, was happening concurrently, and at some point I developed a certain skepticism as to whether it would all come together.

Three years later, Addis seems an unstoppable force. With so much construction completed and more under way, everywhere you see change.

“It is a development by the state where the state has a very significant role in the urban economy unlike many other urban centers where the poor are being marginalised,” says Zemedeneh Negatu, Managing Partner for Ernst & Young in Ethiopia and Head of Transaction Advisory Services for Eastern Africa.

“Addis Ababa had many slums,” explains Dawit Gemechew, a taxi driver, “our government has really tried to make it presentable.”

Dawit is married with two children. He lives with his family in a housing estate, one of the many that the government is building all over Addis Ababa in a bid to provide affordable housing.

“I bought my house through a scheme that the government introduced, where we are allowed to deposit money through the commercial bank according to our ability,” explains Dawit, “Once you have paid, the government gives you the key to your house. I don’t pay rent, I’m a house owner,” he smiles with pride.

In March 2015, Mayor of Addis Ababa, Diriba Kuma announced a new housing plan to assist lower-income citizens in buying apartments.

“We have seen that some people did not register due to financial problems but are desperately in need of housing. After a long discussion with stakeholders, we have prepared a plan to include such people in the program and we will start to build the houses starting from the next budget year,” Diriba said at the time.

The mayor encouraged local contractors to participate in the construction of apartment buildings. “Like real estate, we need local investors to invest on apartment buildings. We are willing to give them land if they are interested to build the apartments and sell them.” Government-built housing estates are close to necessary amenities, and hence residents do not have to travel to another part of the city for services.
“They have been built not as ghettos like we see in some other countries but in the centre of the city where it is convenient. We are still a very communal society in Ethiopia, we don’t have these boundaries that say this is for the rich, this is for the poor that is also creating that social cohesion,” explains Negatu. The Ethiopian private sector also invests in real estate in Addis Ababa to feed the rising demand for housing. “The demand for houses in Addis Ababa is so insatiable that the word spreads so fast and we get buyers approaching us, willing to buy, even without advertising,” says Dr. Messele Haile, the managing director of Country Club Developers plc., a company that is building an estate 20 km away from the city centre.

Addis Ababa hosts the African Union (AU) Commission headquarters and the United Nations Economic Commission for Africa (UNECA). These two hold regular continental meetings that attract hundreds and in some cases thousands of delegates.

Ethiopians are building hotels to accommodate this demand. International hotel brands are also paying attention to Addis Ababa. In October 2015, Marriott International in partnership with Sunshine Business, an Ethiopian company, opened Africa’s first Marriott Executive Apartments in Addis Ababa. Sunshine Business President and Owner, Samuel Tafese, says, “Addis Ababa is one of the most vibrant cities in Africa and the government’s exceptional infrastructure spending make Addis an ideal place to conduct business.”

Other international operators, like Sheraton, are already present and may expand further. Neil George, the Senior Vice President Acquisition & Development of Starwood Hotels and Resorts, Africa and Middle East is positive about the city. “The prospects in Addis Ababa are very exciting. Addis’ prominence as a city historically has always been there, being the seat of the AU, will always continue to it give that importance and that need to provide international standard accommodation and meeting facilities. I’m very positive about Addis,” says George.

In September 2015, the Addis Ababa commuter light rail system began operating, the first of its kind in sub-Saharan Africa. With 32 km of track, stations across the city and a capacity of 60,000 passengers per hour, it cost over US $470 million to build.

“This light rail transit project has been designed to solve the problems in the main transport corridors of the city, North South East West especially in the downtown of the city and the existing transport systems like the city bus, the taxis and the others will serve as a feeder to this line” explains Behailu Sintayehu, project manager of the Addis Ababa City Light Railway.

“It [Addis Ababa] is a city that grew over the last 100 years without planning, it is only the last 10 years that we had a master plan”, explains Negatu, “so, now we have to make sure that it is growing the right way where we have zoning laws are enforced so that residential and commercials are created and separated so that this becomes like a world class city, that Ethiopia is becoming a world class economy.” •
As the Addis Ababa light trains snake through the city, excited residents stop to admire it. There is also a feeling of satisfaction that the challenge of public transport in the city is now getting a much-needed solution, and pride in their country’s delivered promise.

Brahanu Assefa, a resident of Addis Ababa, says he is lucky that the railway line passes through the residential area where he lives, and it has been his main means of transport for the past couple of months since the train began operating in September 2015.

“This train is reliable and always on time. I don’t have to hassle for public taxis, or stand for long hours waiting for one anymore. The train has made my life easier,” explains an evidently excited Brahanu.

The Addis Ababa light train system is the first of its kind in sub-Saharan Africa. At full capacity, the US$470 million project will transport 60,000 people per hour to different locations of the city. The cost a ride is only 6 Birr which is an equivalent of US$0.27.

“This light railwayproject is designed and constructed according to Chinese standards. To ensure the quality of the project, the Ethiopian government and the Ethiopia Railway Corporation have hired the European international company, CIROC,” explains Behailu Sintayehu, project manager of the Addis Ababa City Light Railway. “Every production, every civil construction, every commissioning, everything is checked against the standards. All the rolling stocks, and all equipment purchased from abroad will be checked and tested in the factory” says Sintayehu. The Shenzhen Metro Group and China Railway Engineering Corporation will manage the system for the first five years. The Ethiopian government has set up a technology transfer strategy from construction to operation, so that with time, the operation will be fully Ethiopian-run.

The light railway system adds to the pride that Ethiopians have for the efforts of their government’s engagement in large developmental projects. “Ethiopia is growing, this generation is growing. Look at the transport, roads and the dam, these are national projects that are taking shape” explains Hailemariam Gezaw, as he waits for an approaching train. “These projects are big for our country. The big problem of transport is getting a solution. This is a good thing for us and even for Africa,” he says.

The train arrives, and Gezaw gets on board and waves with a smile, as the train doors shut and it starts moving away. His happy expression is the same as that of the other passengers every time they board the train.

Currently, the train is operating only in a few areas, and when construction of the rail network in other parts of the city is completed, soon the modern commuter train system will connect the entire city.

Coletta Nyawira Wanjohi writes from Addis Ababa where proud residents are eagerly testing out their revolutionary new light train system. A national dream has taken shape.

Coletta Nyawira Wanjohi
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Supporting African Government officials in defining and implementing national & regional policy regarding ICT at the SME sector with world-class content, focused on the articulation and implementation of ICT policies towards effective public service delivery and policy making.
Agenda 2063 foresees a new “people-centred” reality for Africa—one in which it fully leverages its competitive advantage to the benefit of all Africans. It is an ambitious plan. Where do its roots lie?

Why should Africa not be ambitious? Agenda 2063 may seem far-reaching but it has emerged from the AU’s earliest ideals of unity and solidarity. In 2013 we celebrated the 50th anniversary of the Organization of African Unity (OAU), as the AU was first known before it was renamed following the achievement of its primary objective of the decolonisation of Africa. We decided that the best way of celebrating the success of the previous half a century would be to plan the goals for the continent across the next 50 years. We knew we wanted a future Africa to be prosperous, integrated, peaceful and people-centred. We wanted it to play a dynamic role in the world. We also knew that such a plan would require the input of all of Africa: of every government, of every sector of African society. That is why we consulted so widely before drafting...
We should view cities as centres of economic development.

Agenda 2063 and presenting our findings to the member states so that all those affected could contribute their ideas to the most inclusive document possible.

The heads of state and governments of the AU adopted Agenda 2063 at their 24th Ordinary Assembly in Addis Ababa in January 2015. Why was that important for inclusive development?

Development, generally, is a challenge and implementation has to be at member state level. Our 10 year implementation plan means that we are now in the process of working with member states so that they integrate Agenda 2063 into their domestic plans. More than 50% of African nations are working with us already. This is a big reason for optimism in itself as we know that while some advances will be made at regional and continental level, most will need to take place at member state level.

A cynic might remark that there are so many internal problems within individual African nations that this degree of continental unity is a pipe dream.

My view is that if you never aspire to anything, nothing will change. The first step is always to conceptualise an idea. The next step is to do it. In 1945, when Kwame Nkrumah and other Pan-Africanists spoke of the goal of African decolonisation within 50 years, many dismissed it as an unreal hope. Yet, 49 years later it became a reality.

Education is one of the pillars of Agenda 2063 towards its targets for the renaissance of Africa. How is this being prioritised in practical terms?

The first step has been the integration of our policy objectives into member states’ national plans. The aim is to expand access to primary education and beyond, notably to higher education, in line with the Millennium Development Goals (MDGs). We will strengthen technical and vocational education and make subjects such as maths, science, technology and engineering a priority to move our countries towards the type of economies that are now needed. Many universities have already refocused. In Ethiopia, where I am working now, university intake in maths, science, engineering and technology is as high as 70%. Mentalities in Africa are changing.

The AU has prioritised the development of an African Charter on Urban Development and Human Settlements to lay down key principles and minimum standards towards facilitating sustainable urbanisation. How do you envision the African city of the future?

Africanists spoke of the goal of African decolonisation within 50 years, many dismissed it as an unreal hope. Yet, 49 years later it became a reality.

Africa has traditionally been a continent of rural dwellers but we need to now recognise the extent of population movement towards cities and to react appropriately by adapting existing cities and building new ones fit for purpose. No one size will fit all. Some cities are coastal, others are inland and they all have different resources.

The links between urbanisation, industrialisation, social transformation and economic development must be tackled together. But every city should have the required basic infrastructure for fundamentals such as water, electricity, ICT, transport, housing, education and health.

We must look to the advances of technology in areas such as urban agriculture, waste management and renewable energies towards reductions in pollution. We should think creatively and view cities not only as places of residence but also as centres of economic development. How can the needs of job creation be met in the face of Africa’s fast growing population?

Job creation is important now, not tomorrow. It will happen if we can fulfil certain aims. We need to:

- Educate a skilled workforce suited to today’s modern economies.
- Modernise agriculture and develop agro-business.
- Facilitate infrastructure development and improve transport links.

• Use the ‘blue ocean economy’, not only for fishing but also for maritime transport, deep-sea mining, coastal tourism, etc.
• End direct export of raw materials such as timber, oil and gas, and minerals etc., in favour of domestic, value-added processing.
• Boost manufacturing so that revenue for finished goods returns to the continent. This will enable us to increase trade intra-Africa, and also globally.

Can we touch on good governance and its importance to the progress of Agenda 2063? In some African nations, for example, certain leaders remain in power by overriding constitutions. To advance, we must have peace. Good governance is important for a population to have trust and confidence in its government. We need genuinely inclusive democracies. The quickest way to achieve these is through education, enabling more people to participate in civil society and the economy.

As regards leadership, there should be consensus if a constitution needs to be changed. We don’t necessarily have to have one size fits all. There are countries in Europe that have no term limitations.
It is not for the AU to say whether a constitution should be changed or not.

The AU has developed an African Charter on the Values and Principles of Decentralisation. In terms of the future African city, do you see devolution of power to local governments as a powerful tool?

I think decentralisation is important for solving local problems. If you look at our traditional way of life, it has always been decentralised, but Western government influence has led to centralisation. We are now going back to decentralisation, but in a democratic way.

What would be your call of action to African leaders and those in charge of African cities?

I think everybody must look at Agenda 2063, internalise it, and work out what is it that concerns the three spheres of government and then team up. Then just get on and do it. It is not down to the AU alone; it is down to the people of Africa. They all relate to important issues such as generating electricity, providing safe water, building infrastructure etc.

These matters should not be only the concern of governments, but of every citizen. Whether you are an artist, a businessperson or whatever, there is a role for you in Agenda 2063.

You were recently awarded South African Woman of the Year and are an exemplary role model. You have stressed in the past how women must be permitted to play a greater role in Africa’s development.

How can this be achieved?

Women are more than half of Africa’s population. So whatever the area of human endeavour, women should play their part. Whether it is agriculture, big business, mining, education, government, technology, the judiciary or civil society, they should be present. Every field should be open to women who should be helped to see that they are as able as anyone else. Each country must also look to its legal framework. Certain nations do still have laws, customs or norms that hinder women’s progress within education and economic development, be it in terms of property rights, access to technology or capital or more.

We must also examine other aspects that are disadvantaging women: availability of childcare is a fundamental one. This is not just about women’s rights. It makes sense for the economic, cultural and social development of any country to have all of its population reach its full potential.

You are a woman working at the highest level on the global stage. What message would you give to African women wishing to succeed?

First, believe in yourself. Second, do not be a lone ranger. Work with other progressive men and women. There are plenty of forward-looking men who realise that women’s emancipation is important. When I was elected as Chairperson of the AU, there was only one other woman in the room to vote for me – the President of Liberia.

If your attitude is to work hard and to be the best you can, you will achieve. For me, success has been due to a combination of factors, including the support of my community, good teachers and my family.

The central thing, though, is to believe in you and believe in the ability of others. Remember that you are only as good as your team so it is important to surround yourself with good people because you never have the monopoly on ideas. The more ideas a person can have, the better.
Advanced regionalisation requires an important role for the region as a fully-fledged and indispensable partner of the state in economic development, thus rendering it more attractive and competitive, allowing it to have full control over its future while being at the service of its population. Hereafter we publish a summary of an analysis from the “Oxford Business Group”, The Report - Morocco 2015, Oriental Region.

**New directions:** The Oriental region of Morocco set itself the objective of building a dynamic and open economy with its eyes firmly set on fulfilling the interests of its population.

Over the last few decades, the Kingdom of Morocco has intensified its efforts to integrate its least developed regions. The ‘Royal Initiative for Development of the Oriental Region’, launched in 2003 by His Majesty King Mohammed VI, set out an economic development plan for the region which sought dynamic economic development, placing a particular focus on innovative industry, high added value in agricultural production, the use of new technology, tourism and developing education. The Royal Initiative has become a real road map for development, scrupulously implemented by all authorities and services in the region involved as well as those at national level.

As a result, the Oriental Region is now seeing a swift acceleration in growth mainly thanks to this global outlook. A first set of large-scale projects were rolled out following the Royal speech. At the tenth anniversary of the Royal speech, the region was able to take great pride in having implemented the first set of large investments.

**The Oriental region of the kingdom:** Located in the far Northeast of Morocco, the Oriental region spreads over 90,127 km², or rather 12% of the national territory. To the north, it opens up to 200 km of Mediterranean coastline, to the east and south it borders Algeria, a neighbouring country with which it shares a long strip of border. The northern provinces enjoy a mild Mediterranean climate, well suited to agriculture, particularly the Berkane and Nador provinces where rainfall averages 350 mm per year. To the south, heading towards the Sahara, the climate becomes drier and the oasis of Figuig and the areas of the Saraha Desert offer interesting prospects for developing tourism. Irrigation programmes have allowed agricultural production to be developed. The region has one préfecture, Oujda-Angad, and seven provinces Nador, Berkane, Driouch, Taourirt, Guercif, Jerada et Figuig.

Over the last decade, public investment was mainly centred on developing infrastructure. Thanks to this, road, airport and railway infrastructure in the region has been built and modernised, thus reducing transport costs and making the region more attractive. Measures have been taken to develop the sectors that are most attractive for private investors, particularly industry and agro-industry, offshoring, renewable energy, tourism and services. Several projects currently underway should allow for activities of high added value to be set up, thus strengthening investment and helping to create employment.

**Three new areas to strengthen the added value of industry in the region**

**The Oujda Technopole:** This latest generation centre is specialised in clean technology, information and communications technology (ICT) and renewable energy. The Technopole is divided up into specific areas: an industrial area for low-polluting SMEs, a regional trading platform, a business activity area, a services area and a logistics area. There is also a sector set aside as a centre specialised in offshoring, which goes by the name of ‘Oujda shore’ and a second sector devoted to clean energy, with 40 hectares allocated to industrial production and assembly, focusing its work on renewable energy and clean technology. The technopole also includes a large ‘knowledge campus’ which concentrates on research and development as well as training.

**The Selouane industrial estate:** The Selouane industrial estate spreads over
144 hectares and is located 12 km south of Nador. Selouane boasts a location which is close to the current Nador port and more importantly, close to the Nador West Med port which is yet to be completed. The first phase being developed is 50 hectares in size and has now been fully completed and placed on the market. The area will focus on light industry and support services for sectors ranging from agro-industry and chemicals to laboratories and construction materials. A business centre close to the multidisciplinary faculty of Nador is being built in order to help young entrepreneurs set up companies and startups.

The Berkane Agropole: This area spreads over 100 hectares in the province of Berkane and is the main centre for agricultural production in the region. The agro-industry sector already represents a large share of the regional economy, employing 30% of the local industrial workforce. The building of the site required a total investment of 361 million dirham (32.1 million euros). It includes three distinct areas set aside for agrofood processing, packaging, logistics and research and development. The first phase of 50 hectares has been put on the market and mainly deals with dairy production, aromatic and medicinal plants as well as cross-cutting activities such as packaging and hydraulic pumping. Once completed, the area should create 5,000 jobs and attract 1 billion dirham (88.8 million euros) of investment.

Three laboratories have been created in the area under the guidance of the ONSSA (National Office for Food Safety) and the INRA (National Institute of Agronomic Research), with the aim of encouraging the development of high added value products while also applying strict quality standards in order to improve the quality and image of local goods which are exported.

A large Mediterranean port: The Nador West Med project is built on the strategic site of Betoya bay, located on the western side of the Trois Fourches Cape less than 250 miles from the strait of Gibraltar and a thoroughfare for the main east-west sea routes for container traffic and oil tankers. The future port platform will represent a port and industry platform which aims to speed up and strengthen economic and social development in the Oriental region by building large-scale infrastructure which improves the competitiveness of the region, attracting national and international investment and creating wealth and jobs. It includes an area of 4,000 hectares set aside for industry with a duty-free export area and commercial and logistics activities. The building of this large port will require a budget of 10 billion dirham with an additional 10 billion dirham needed for all the connecting infrastructure.

Tourism, the new driver of growth in the Oriental Region
With 200 km of Mediterranean coastline as well as mountainous regions, thermal springs and Saharan oases, the Oriental region of Morocco is by no means short of tourist attractions. The Royal Initiative for the development of the Oriental Region of the Kingdom set out the main components of a strategy which seeks to develop the tourist potential of Oriental. The sea resort of Saidia endows the Oriental Region with its own prestigious centre for tourism while also gifiting it with a brand image known the world over. Méditerrania Saidia thus offers the area the chance to boost its wealth and the vast range of possibilities for tourism in the region, all linked to the incredible diversity to be found in the region. Large investment has meant that this resort, the first of the AZUR plan, is set to open itself up to international tourism, thus transforming the region. When complete it will have a capacity of 20,000 beds and a yacht harbour for 1,600 vessels.

The development project for the Marchica laguna site is part of a new dynamic which seeks to create a veritable centre for competition, competitiveness and sustainable development for the region. The Marchica site, boasting great potential for ecotourism is part of an innovative development plan which aims to protect the surrounding environment while promoting the area. The project plans for the construction of 7 additional estates along an arching coastline of 25 km in length and will receive a total investment of 45 billion dirham. It is part of an innovative vision that looks to the future and focuses on Mediterranean tourism in line with the guidance given by His Majesty the King. Tourism which holds respect for the environment among its main concerns is that which will be fostered, with a bird park which is unique to the Mediterranean. With Marchica Med, Moroccan tourism is innovating for the future! •
The city of Dakar has a whole new face. Its road network boasts multilane thoroughfares flanked by green spaces. There are ever more paved streets and lanes, in both upmarket and working-class neighbourhoods. An abundance of beautiful and architecturally exotic villas, and gigantic construction sites like the Cité de l’Émergence housing project that are placing Dakar firmly on the path to modernity.
At the Patte d’Oie roundabout, where the toll and non-toll highways intersect, silver barriers encircle a garden. There are circles of hedges with pink and violet flowers. Here and there other larger but equally ornamental plants emerge, spreading their branches and breathing a sweet aroma into the air. The Patte d’Oie has taken on a new face. It is no longer a copse overrun with shady characters. The garden now presents a captivating picture for car passengers.

“The backdrop to these new improvements is the modernisation of Dakar and improving the living environment,” says Aziz Diop, director of Environment and Urban Green Spaces within the Ministry of Urban Regeneration, Housing and Environment. “Within the framework of the Emergent Senegal Plan (PSE), the authorities have made a resolute decision to improve living conditions for the Senegalese people. We want to make our cities greener and more attractive. We are going to offer citizens spaces for leisure and recreation, and in so doing encourage civic commitment in them.”

A little way up from the roundabout near the Nabil Chaucair hospital, the municipal authorities have put an end to the commercial activity on the streets. The fruitsellers have decamped. The Léopold Sédar Senghor Stadium bridge has been demolished. Skips are constantly being moved back and forth on the site. Chargers move across the slightly muddy laterite. Other machines are packing mountains of sand. The outline of the interchange with its parallel roundabouts is taking shape. The site comprises surveyors, topographers, engineers, construction technicians and some 100 workers. “This work will improve traffic flow but until it’s completed, it’ll be hellish for motorists”, says taxidriver, Amadou Dia.

The traffic jams on the temporary roads stretch back several hundred metres, with horns occasionally being honked by drivers pressed for time. But police and community officers are on hand to ensure the new traffic plan is adhered to. After the stadium comes the crazy interchange, with four roundabouts forming inclined semi-circles. The architecture of this construction, completed in 2010, continues to enthrall Dakar residents, the rest of Senegal and drivers taking the Route de l’Aéroport linking to Léopold Sédar Senghor International Airport.

From the Firefighters’ Camp area (Camp des Sapeurs Pompiers) through to the Léopold Sédar Senghor Airport, the highway is punctuated with footbridges.

We turn off onto the Voie de Dégagement Nord highway (VDN), which has also seen improvement with additional lanes and a white gravel surface. However, for the Minister for Urban Regeneration, Housing and Environment, Diène Farba Sarr, improvements should not be restricted to landscaping. Both in the city centre as well as more densely populated areas - like Grand-Dakar and Har Yallah, in residential neighbourhoods like Mermoz, Fann Hock, Point-E, and les Almadies or semi-residential areas between the VDN and Avenue Bourguiba like the Karack estate, Boobab and les Libertés 1 to 6 - streets and lanes are being paved. Since the arrival of Khalifa Sall, Dakar has launched highly intensive paving works (providing over 2,000 young people with temporary work).
17 towers at the Pompier station

The paving is appreciated by the public but for those involved in flood prevention and for some politicians, street paving is exacerbating the phenomenon of flooding. Dakar is also the capital of the property boom. Beautiful villas with exotic architecture are springing up like mushrooms in residential areas like Hann-Mariste and Hann-Marinas, the former home port for the great ships which sailed to world-wide destinations. The same is true for les Almadies, Ngor and Hann Hock, where prices have been sky-high for at least three decades. The former site of the Pompier station is surrounded by the yellow, orange and pink metal sheets of the Moroccan company Adoha. 17 towers each stretching 10 stories will make up the City of Emergence estate (Cité de l’Émergence). The construction will cost 21 billion CFA francs and are at an advanced stage.

The Singapore of Dakar

Returning to the Patte d’Oie roundabout we have the choice of facing the traffic jams of the RN1 or using the toll road. This construction is the most emblematic of Dakar’s transformation. Designed and constructed during Abdoulaye Wade’s presidency and costing 300 billion CFA francs, it was inaugurated by President Macky Sall. This is a modern, wide and well laid out road.

The hard shoulders have been resurfaced and parts of the highway are flanked by green spaces. Leaving, with the Mbao forests on your right, you will see multi-storey housing under construction. A stone’s throw away, Indian companies have already built a number of show villas. “We are not just going to build housing, we’re building a city,” explains Abhu Odedra, technical director of Seneindia. “This is where the future Singapore of Dakar will be built. There will be villas both in the high-end and more affordable price brackets, interspersed with play areas, pools, green spaces and shopping centres.”

The urban centres of Diamniadio and Lac Rose will contain 40,000 homes in the not too distant future. It is true – the city of Dakar is shaping a whole new face.

Flooding in the suburbs

The suburbs of Dakar will not be completely spared from future flooding, particularly Médina Gounass, Pikine, and certain areas of Yeumbeul and Diacksao.

What is different is that the time it takes to drain the water has significantly improved. “This year, despite the heavy rainfall we’ve had, there hasn’t been heavy flooding compared with 2012 and 2013,” says Pèdre Ndiaye, an engineer at the Senegal National Sanitation Office (ONAS). “The water retention time has been significantly reduced, which is the fruit of the investments the authorities have made since 2012. But we are still at risk in case of exceptionally heavy rain. That’s why we need to continue investing.”

In case we needed reminding, the Senegalese government launched its 10-year Flood Prevention Plan in September 2012, budgeted at more than 700 billion CFA francs. The authorities have already injected some 60 billion into constructing storage and drainage facilities and pumping station equipment.
On the periphery of Dakar, the Diamniadio commune will house the City of Knowledge (Cité du Savoir). Work on the planetarium has already commenced, and laboratory equipment has been acquired for research at the highest level. This city will be the new hub for promoting scientific research and innovation and the Senegalese capital will soon have its very own Silicon Valley.

The Diamniadio commune is a new agglomeration in South Dakar, on the exit after the historic city of Rufisque.

As the land within the Cap-Vert region had been exhausted, the authorities decided to integrate the Diamniadio commune into the Dakar region. The city attracts industry and property developers looking for more space and greater plots as well as people wanting land to live on. The authorities have announced that at least 12 ministries will be transferred to the city. President Macky Sall initiated the construction works for Dakar’s second university four months ago. This is the site where the planetarium will be erected, the work for which has already commenced.

The Senegalese government will support the promotion of this world of invention, innovation and research. Young Senegalese people have developed a number of inventions in new fields of information and communication technology. We cannot list all the inventors, but must mention Moussa Traoré, who invented an application enabling emigrants to directly manage medical consultations and analyses as well as hospital visits for their parents back in Senegal. Also young I.T. worker Ndèye Awa Guèye, who developed a smartphone app which enables remote ultrasound scans. Let’s not forget Moustapha Ndiaye who invented an electronic ticket machine that has boosted revenue from Tata buses in Dakar.

It is for all of these reasons that the government decided to build the City of Knowledge in Diamniadio.

“The missions which the City of Knowledge has to fulfil are vast,” explains Dr Diaby, technical advisor at the Ministry of Higher Education and Research. “It will have a dedicated section for training and knowledge transfer with the Senegal Virtual University, the Open Digital Space (ENO). This first area will also include the Higher Institute of Vocational Training (ISEP) as well as the Multifunctional Sharing Centre, the IT hub of the Ministry of Higher Education and Research.”

Next is the area for high-tech research laboratories with the fourth area dedicated to promoting scientific culture. It will also host the planetarium, aquarium, arboretum and astronomical observatory. There are further plans to build hotels, conference rooms, restaurants, a gymnasium, swimming pool and sports fields in ‘area 5’. •
How do you see the potential of African cities to develop the so-called ‘missing sector’ – manufacturing and industrialisation?

We are currently witnessing a drive towards urbanisation on the continent and at a speed that’s hasn’t yet been experienced anywhere in the world. However, speedy industrialisation is the missing link, with the trend being a move straight into the service industry. A lagging agriculture sector, on which much was dependent in the past, is as worrying as the slow-to-grow manufacturing environment because it means we are missing something in the middle that motivates the creation of jobs in the cities, which are catalysts of wealth. While it may be true that Africa needs to
create more wealth from its cities, what is more concerning is that the wealth being acquired is not sustainable without the ‘missing sectors’ and is the reason why we need to ensure that this transition is understood.

What is the reason for the jump straight to the service industry?

Contrary to popular belief, the bulk of Africa’s growth in the past 15 years has been provoked by internal consumption but this does not translate into added value because essentially it’s just money for rent; which is transformed into consumption which is further transformed into the buying or acquisition of services and public investment, work, construction, etc. That is why Africa’s service industry is booming.

Telecoms, for example, has enormous potential for value addition given the incredible amount of attention it has in the composition of a country. Nigeria for example, after having revised its GDP shows a huge slice coming from telecoms, almost equal to that of agriculture, and so we see a proliferation of services. Unfortunately the majority of African countries benefiting from the service boom are not necessarily transforming this into the creation of decent jobs. Informal sector activities are also not contributing to tax funds. When you don’t integrate completely into a modern economy although there may be growth, it is not quality growth, and that produces cities without real value.

Are African cities supporting economic development sufficiently?

Cities have skills, competencies and infrastructure that are not available elsewhere so it is easier for them to create modern jobs. The worrisome trend we see in the more developed nations like South Africa, Kenya and Mauritius, is the diminishing role of manufacture. We therefore have very poor industrial base and have also become too distracted with aid and dependency-related development. Africa actually has enough domestic resource capacity; its savings are significant but it is completely unstructured. There are billions of dollars investments scattered all over the place. If all these different sources were regulated and combined to efficient tax systems, we wouldn’t need aid. We could structure just as South East Asia did with less savings than Africa currently has.

Think of Africa as the continent with the least fiscal pressure of about 17%, with the world average at around 23%. If we slightly increase our fiscal pressure even just by 1%, it will be enough to activate more resources, and this is the kind of thing that our politicians and leaders have to discuss, and when they do, priorities must be directed towards how we train our cities.

How do African cities rise to the challenge of developing beyond lower income urbanisation?

For a long time Africans thought of their cities as inevitable disasters especially with slum poverty transitioning into the cities. That kind of mentality is over. People now assume that cities are well created, that they can change not just spatially but within the dimensions of development. Leaders remain worried though, there’s a lot of talk about smart cities, about planning and including a number of issues that were previously not on the agenda’s. There are a number of nations that are doing extremely well in developing their cities. Egypt has managed to drop its proportion of people living in inadequate housing from 50% to 17% in just 20 years. Similarly Morocco, dropping between 37% to 30%, and Ghana from 69% to 30%. Unfortunately these stories are not balanced across the continent. There are a number of countries that have a very poor record, but there are also countries like Rwanda, and Ethiopia where authorities are managing to decentralise urban development phenomenally. Lagos has a government that has been...
extremely active with Governor Fashola facilitating incredible transformation in the past decade. Kinshasa needs this type of action because together with Lagos, these two cities will become the two biggest megalopolis on the continent.

To what do we attribute African city success - leadership or commodities resources?

It is not commodities. In fact, in some of the countries that have the best performance on the continent are not resource dependent. I think it boils down to determination, regardless of leadership. You can galvanise energies and mobilise people but having determination means there is a focus on comprehensiveness and the capacity to strategise. The success we have witnessed demonstrates that nations are capable of thinking about taking its infrastructure and cities into the future, with urbanisation the dividend.

How does an African city make the jump from informal to formal sector development?

You need to look at the formal sector as an innovation pool. The informal sector is very diverse with large numbers of entrepreneurs, so the policies between them need to be connected. Informal traders need ‘open doors’ so they can grow, expand and become more formalised. The resilience of informal traders is incredible, so if policy makers adopt a positive attitude towards them, it will make a big difference especially if we capitalise on their innovative ways in overcoming difficulties.

What do you see as the role of a state in nurturing the private sector to ensuring sustainable urbanisation of African cities?

If you look into the rapid urbanisation phenomena like the ones in Korea, Malaysia, Indonesia and the Philippines, where urbanisation was accompanied by very strong diversification of their economies, we see a model that we need to emulate in Africa. We suggest that our cities are not contributing to financing different levels of transformation and anyway I cannot imagine any transformation taking place without diversification and industrialisation. No longer does industrialisation and diversification fall to state enterprises. Now it is all about private sector involvement and entrepreneurship. The state has to create conducive conditions by transforming its leadership and by creating space for many different energies to be catapulted so that the private sector can really play a central role in development.

Do you think African cities are adequately equipped in terms of conduct, negotiation skills and the implementation of trade agreements?

No, not nearly enough. Organisations like mine need to form stronger partnerships that work together to ensure the aspirations of the continent are fulfilled. These aspirations have been defined by the African Union and outlined in its Agenda 2063. The first 10 years are crucial with cities highlighted as major agents of change. All organisations must therefore aid in the focus on transformation and improving the capacity of urban authorities and planners.

Why are African cities so important in current times? We've coped until now!

We should not see cities in isolation, they are part of economic transformation. They present a strong proposal for changing the composition of current African GDP and can contribute to work creation more than any other part of a spatial state.
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What is the role of the Africities Strategic Support Group?

Its role is to organise the entire content of the Africities Summit under the direction of its Secretary General, the Africities President and its Executive Council. This includes the people responsible for the five African sub-regions. Its first mandate is to define the theme and this year ‘Africa in 2063’ was selected and relates to ‘a century after decolonisation’. We also look to what Africa has achieved over the past 50 years and we want to see in the future.

Our second mandate is to define the structure of the Summit, its sessions and special events. This requires our contacting the networks, operators, associations and the mayors who will be participating in debate sessions. Africities schedules some 80 sessions where experiences are shared, ideas are developed and discussions are motivated.

Is the development of African cities sustainable?

Currently it doesn’t appear to be but we need to understand that globally the awareness of sustainability is still in its youth. Awareness of the importance of the environment is also recent, having emerged during decolonisation. From this period onwards we knew there were significant environmental problems. To make African cities sustainable we began to rethink conventional wisdom to enable us to construct new forms of development that are sustainable, social and democratic. So effectively city sustainability has become a revolution.

What do you mean by ‘rethink’? What would be useful for the development of these cities?

We used to think that cities should develop in the same way as countries and businesses. They had to produce more and more without taking peripheral issues into account. This was even incorporated into indicators for wealth and growth. Africity mentality did not factor in the environmental issue.

We initially had to place value on local environment and the relationship between that and social aspects. Thereafter we began to construct tools that could respond to this environmental imperative. A model called Ecoloc (Local Economy), better known today as Local Economic Development in Africa (LEDNA) was introduced. Constructed at Saint-Louis [Senegal], it is one of the most exciting projects towards achieving our objective and has been implemented in virtually all countries within the Economic Community of West African States. Ecoloc is a very simple concept, based on the construction of a local economy. Local economic accounting is different from national accounting because it encompasses the informal sector and all activities within cities. It is important to give local representatives an accurate picture of their cities and to show them that there are other ways of acting and they now understand that the economy is not restricted to the formal sector but covers an entire range of activities, which enables projects to be designed.

Economist Gustave Massiah has been President of the Africities Strategic Support Group since its inception in Abidjan in 1998. He outlines the issues of sustainable development in African cities.
STALKING TURN-AROUND AFRICAN CITIES

Edgar Pieterse discusses using key urban areas as hubs for fuelling inclusive economic growth and attracting sustainable investment for African cities.

The recent international focus on Africa as the next great frontier of economic growth is significant for its cities. The spatial underpinning of impressive economic performance lies broadly in cities, logistical hubs and networks of key urban areas. By the same token, massive infrastructure deficits across most African cities potentially represent a threat to the long-term viability of recent patterns. It is in this context that African urban scholars under the aegis of The Partnership for African Social & Governance Research (PASGR), based in Nairobi and the African Centre for Cities at the University of Cape Town, have embarked on a systematic exploration of so-called “turn-around” cities that are central to the growth narrative.

These new turn-around cities are marked by five key characteristics.

First, they reflect a marked improvement in economic performance over the past 5-10 years, with prospects for sustained growth, defined narrowly in GDP terms. In some of these cities, the qualitative dimensions of growth, such as labour-intensiveness or ecological resilience are also sometimes considered.

Second, such cities manifest an expanding public investment agenda, with a clear focus on economic infrastructure, especially investments that can potentially enhance productivity and inclusivity, for example, public transport, road and rail infrastructure, social development investments and housing.

Third, there is evidence of fast-tracked projects over and above the routine operations of the city that enjoy dedicated resources, implementation mechanisms, and high-level political backing, manifest in “world-class” and/or “turn-around” discourses. Most countries and cities that want to use public policy instruments to advance their economic positioning embrace the idea that they need to invest in rebranding the country and its main spatial landing pad—the economic hub found in major cities. Consequently, investments are poured into high-profile, flagship initiatives that send a signal to the investor community that the country is prioritising and advancing world-class infrastructure that offers a landing pad for international investors and a rich cultural milieu for creative and service workers.

Fourth, policy and institutional commitments to effective urban management are visible in one form or another. Urban management reforms tend to coincide with the priorities identified before. Most importantly, a lot of political capital is invested to create business-friendly planning and administrative processes, which in turn leads to institutional reforms to create extraordinary public institutions to delivery-specific projects or one-stop transaction centres or a combination of these kinds of interventions. In more mature settings, these institutional reforms feed into more broad-based efforts to professionalise the public sector, strengthen leadership and create more transparent forms of governance.

Fifth, and finally, turn-around cities manifest an expressed desire for international recognition and reputation building as being, for example, world-class and/or globally competitive. As intimated before, cities that aim to dramatically change their fortunes tend to identify the international investor community as a key target audience to be persuaded about the modernisation zeal and potential of the city. Thus, extraordinary efforts are made to brand, market and hype the city, with the flagship projects used as primary evidence in the messaging.

Using these criteria, the rolling research enquiry is currently focussed on Johannesburg, Lagos, and Luanda. In each case the researchers are working actively with local research institutions, public bodies, private sector informants and urban specialists with a deep knowledge of the city. Ultimately, the research, which will take on other African cities in future years, seeks to foster endogenous knowledge and insights that recognise the tremendous changes that are unfolding across the African continent, but also seek to deepen comparative understanding about what works and does not. This assessment is rooted in a desire to clarify urban development growth paths that are not simply about short-term boosterism that will fuel income and spatial inequalities, but rather about growing truly integrated, sustainable and inclusive cities rooted in unique cultural patterns and potential.
Sandra Carvão, Chief of Communications at the World Tourism Organisation (UNWTO), outlines the issues for ensuring sustainability in the thriving tourism sector.

Over recent decades, the tourism sector has grown dramatically to become one of the leading economic sectors of our time. In 2014, despite an uneven global economic recovery, geopolitical tensions and natural and man-made disasters, international tourism grew 4% to reach a new historic record of 1,133 million in international arrivals, contributing a total of US$1.5 trillion in global exports, or an average of US$4 billion a day. With such progress and expansion, tourism currently accounts for nearly 10% of global GDP, 6% of the world’s total exports and one in eleven jobs worldwide.

Tourism has certainly come a long way from being a leisure activity reserved for the privileged elite to a global-wide movement participated in by over a billion people across the world. UNWTO expects this vigorous expansion to continue well over the next decade - our long-term forecasts indicate that the sector will continue growing to reach 1.8 billion tourists by the year 2030.

The sustainability challenge

While reaching more than a billion tourists travelling the world each year is a milestone achievement for our sector, it also presents us with the serious challenge of sustainability. Without responsible management and careful planning, tourism can cause irreversible impacts on destinations and societies, damaging the environment, disturbing social structures and disrupting cultural values. Sustainability must be at the core of tourism development, as economic success must never come at the expense of environmental or cultural destruction.

Sustainability is the tourism’s sector’s greatest challenge. We have to meet the rising demands of today’s tourists, while realizing the tremendous benefits that this global sector can bring to destinations and communities worldwide and safeguarding precious natural and cultural heritages.

Tourism’s growth, on the one hand, and sustainability on the other is not a zero sum game. When managed responsibly and ethically, tourism growth can contribute not only to economic development, but also to the establishment of more stable societies as well as the promotion and protection of natural and cultural resources. With proper organization and the use of innovative technology, tourism can lead to better protection of resources and redirected revenues into the preservation of the environment, thus ensuring the long-term growth and competitiveness of tourism businesses.

Tourism in the new chapter of sustainable development

This year has been a defining moment for the international community as we turn the page to a new chapter of global development, guided by the Sustainable Development Goals (SDGs) – a universally transformative, people-centered agenda, elaborated from the collective engagement of a broad range of global stakeholders. Through 17 goals and accompanying sub-targets, the SDGs aim to tackle key systemic barriers to sustainable development with the ultimate goal to end poverty by the year 2030.

Among the SDGs, tourism is clearly recognized as a key factor in achieving Goals 8, 12 and 14: to promote sustained, inclusive and sustainable economic growth, full and productive employment and decent work for all; ensure sustainable consumption and production patterns; and conserve and sustainably use the oceans, seas and marine resources for sustainable development.

The inclusion of tourism in the post-2015 development agenda reflects the increasing awareness in the international community about tourism as driver of sustainable development worldwide. Nevertheless, crucial elements remain for the tourism sector to thrive along the sustainable development path, including support at the highest political level and committed financing and investments in technology, infrastructure and human capacity.
The Mozambican capital, Maputo, has some two million people jostling about its streets and avenues daily, endowing it with a singular energy. At night, that number reduces to 1.2 million. This proves that regardless of the metropolis struggling with problems - such as water and sanitation, electricity, maintenance and construction of buildings and transportation, mobility or accessibility - it remains a vibrant city, and one that is led by a Mayor for whom "there are no insurmountable challenges".
In Mozambique all roads lead to Maputo.

This phenomenon means the capital welcomes thousands of individuals from local provinces who are seeking better opportunities for employment and business, and an improved quality of life. Above all else it is the lure of ‘Doing Business’ that is by far an almost collective mindset because Maputo buzzes with street-corner businesses and contracts that are sealed in the corridors of five-star hotels, and it matters not if those are deals with formalised investors, or informal market traders.

Promoting business tourism is something Maputo has excelled at. Places like the largest and hottest market Xipamanine - which has an ambitious US$90 million improvement and modernisation plan – and downtown, stand out as being major centres that bring people and commercial activity together. Similarly activity is seen in the lobbies of hotels and their meeting rooms that host innumerable conferences and congresses.

It is interesting to analyse these and other symbioses emerging from the city’s economy. In Maputo, politics and business coexist in the same space. The siting of government buildings alternates between banks, cafés, hotels, restaurants, markets and bus stops. It’s a dynamic yet organised economic rainbow in a versatile geographically diverse world.

A careful look at the dynamics of the 128 year old Maputo proves that it is a city still growing. There is an ever-increasing number of cranes in the sky’s landscape, much to the delight of the real estate sector, that will ultimately result in the development of hotels, luxury condominiums, headquarters of banking institutions, shopping centres, dazzling private houses, places of entertainment and government buildings.

Potholed roads are being elevated to asphalt with new highways under construction, affirming that Maputo is indeed a city under construction, or as many have labelled it, ‘a giant open-air shipyard’.

Despite the promise of its forthcoming facelift, the metropolis still contends with problems befitting its age and colonial legacy. Its longevity and lack of maintenance of its buildings combined with deficiencies in water and sanitation infrastructure and an almost obsolete electricity distribution, contribute to a state of constant alarm.

Maputo is a dynamic yet organised economic rainbow in a versatile geographically diverse world.
There are no insurmountable challenges

The Mayor of the Municipal Council of Maputo, David Simango, acknowledges that the metropolis is fraught with problems but says there are no insurmountable challenges.

Simango is aware that Maputo’s residents are struggling, notably with water and sanitation issues, but also mobility, which is seriously constrained with the lack of public transportation and congestion of the city’s access roads. It is Mayor Simango’s greatest desire to unite the urban and suburban areas, and to realise this he initiated the drawing up of urban development plans that in some instances have been actioned, or await implementation.

However, in the year in which the Mozambican capital celebrates its 128th anniversary, the mayor heralds some of the remarkable progress that has been achieved. As examples, Simango points to access to clean water (above 70%) and electricity distribution (around 97%), the latter of which is a percentage much higher than the national average.

However energy challenges remain and go way beyond access to electricity. Maputo faces problems of quality and in combination with the aging of its distribution infrastructure, the city experiences restrictions in energy supply largely due to breakdowns that affect the main substation that feeds the metropolis. To resolve the problem Mozambique Electricity (EDM) has needed to create an investment contingency of around a hundred million dollars.

Environment and business opportunities

Mozambique is developing rapidly and much of that can be attributed to the exploitation of coal, oil and gas, which has sparked enormous international interest. In this regard the business opportunities appear endless, and Maputo is the main centre of this economic dynamism.

According to the CPI (Centre Promoting Investments), those wishing to invest in the capital can look to the services, transport or communications, hotel and tourism, aquaculture and fisheries sectors as main drawcards. There are also opportunities in construction and public works, industry and commerce, agriculture and agribusiness and banking.

The private sector understands that Maputo’s business environment is generally healthy, but the same cannot be said of the hotel and tourism sector, nor public works and housing.

Vasco Manhiça, President of the Association of Hotels of the South of Mozambique (AHSM) says that at the level of infrastructure, tourism in Maputo is growing but not true of the other variables. He also confirms that the number of tourists visiting Maputo is declining despite official figures showing otherwise, and that there are various competing factors that influence this trend, particularly the border visa ban on countries where Mozambique has diplomatic representation. Manhiça suggests that ironically it is some of those countries that guarantee an increase of tourists to Mozambique.

The high cost of flight tickets is another discouraging factor. According to Manhiça: “The amount a person pays for a ticket Lisbon-Maputo-Lisbon equates to an entire week-long holiday costs, including flights, in Mauritius.”

Sales drop drastically in the Real Estate sector

Manuel Pereira, vice president of the Area of Construction and Real Estate of the Confederation of Mozambique Economic Associations (CTA), says real estate sales are plummeting. Companies are obliged to reduce prices to ensure compliance with their obligations, mainly banking. Even so, according to Pereira, the time is nigh when this is no longer feasible and the result will be to halt projects.

It is here that devaluation of the currency metical against the dollar comes into play. “There are projects that were awarded three years ago when the dollar cost 28 meticais. Today the meticais is worth 43 so companies give less attention to finishing materials. Prices have obviously risen and halts project completion, and I’m certain that 40% of those will stagnate,” laments Pereira.

It is not possible to speak of the real estate without making reference to the chronic problem of of water and sanitation. Pereira confirms there is no capacity to support a housing boom so new buildings are being connected to the rainfall drainage collector, which in the medium term is not viable.
The city has been preparing itself, for some time, to define construction areas, the types of buildings and urban conditions at city level.

Victor Fonseca, councillor in the Infrastructure area in the Municipal Council, mentions that the new Municipal Structuring Plan includes projects that should provide a suitable response to the challenges posed by the expansion of the city.

The city has been preparing itself, for some time, to define construction areas, the types of buildings and urban conditions at city level. Based on the Municipal Structure Plan, various urbanisation projects have been actioned at neighbourhood level. It was this decision that, according to the councillor, led to entrepreneurs realising investment opportunities in real estate and the building industry in Maputo.

Demographic growth requires appropriate solutions

The city of Maputo will double the number of its inhabitants by 2030. It is projected by Alvaro Sousa, an academic from the University of Coimbra (Portugal), that 5 million residents will be recorded against the current 2.5 million.

This growth presents a number of analyses and distinct projections, many that look at the challenges in terms of investment: intense traffic; insufficient water and sanitation infrastructure; and an increase in unsafe buildings. These problems are already being experienced due to the current rapid urban densification. Fonseca says however that urban densification is welcome particularly in the sense of facilitating the transport market.

Even the Transport Structure Plan for Maputo indicates there is still space for the densification of the capital. For Fonseca, mass transportation remains one of the great needs of the city, and will only be sustainable with increased densification and linking the city with major corridors and urban centres.

Sousa warns that with densification and demographic growth under way, the municipality of Maputo will probably not overcome certain challenges unless it acts today. One of the urgent actions required is reserving car parking spaces because by 2030 the city will have some 2 million vehicles, compared to the current 270,000. According to Augusto Fernando, a member of the Mozambique Order of Engineers, numbers like these indicate that even with the completion of the ring-road around Maputo, the city will still require new infrastructure projects of similar size in order to cope.

Challenges remain and new ones will follow so it has become a matter of urgency to find solutions that adapt to the growth of the city. But it is these same challenges that also represent opportunities for investors.

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**Figures - The Macroeconomic situation in Maputo**

The city of Maputo has a population of 1.2 million people and a population density of 3,480 inhabitants per km², according to the National Statistics Institute (INE) and creates a Gross Domestic Product (GDP) of around 14.7 billion meticais (2013), a growth of around six billion meticais compared to the nine-million recorded in 2009. In 2013, per capita GDP was 9,400 meticais, an increase of just over 2,000 meticais compared to the 6,900 recorded in 2009.

These figures translate into a contribution to the national GDP of around 3.1% in 2013, the same as that recorded in 2009 and 2010. However, in 2011 and 2012, there was a slight increase to 3.2%.

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**Macroeconomic indicators - Source: CPI**

<table>
<thead>
<tr>
<th>Year</th>
<th>GDP (million meticais MT)</th>
<th>Contribution to national GDP (%)</th>
<th>GDP per capita (MT)</th>
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- 2014: 1,273,966
- 2015: 1,241,702
- 2016: 1,219,450
- 2017: 1,297,056
- 2018: 1,285,721
- 2019: 1,274,026
- 2020: 1,262,314
- 2021: 1,250,601
- 2022: 1,238,899
- 2023: 1,227,181
- 2024: 1,215,461

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There are various tourism activities, including cultural, research, investment and simple pleasure. As a cosmopolitan city undergoing rapid development, we are beginning to discover the best investment opportunities in our city and this has introduced many influential investors to the tourism sector, particularly the hotel industry which drives other types of tourism. Maputo is certainly a city where tourism and business embrace.

According to the Tourism Observatory of the City of Maputo, business tourism is emerging in the city, but that evolution requires some sadly lacking services.

Is the application of an additional tourism tax a means of guaranteeing these services?

The adoption and implementation of an additional tax on tourists in Maputo is an issue under discussion. Any intended tax should be preceded by studies and specialist opinions and it is essential to consult various segments of our society. This will take time, under the participatory and inclusive governance that we have set, and we have yet to resolve certain problems. However, with regard to sanitation, cleaning, security, transportation, etc., although we have not yet reached desired optimal levels, it is clear that we have greatly improved our performance.

Is there any project underway to create the Maputo brand?

The Maputo brand as such, albeit informally, already exists. Our city is an international reference in the context of capital cities in the southern region. Reference to Mozambique in terms of its successful management of the peace process (after its armed conflict) has led to Maputo being a point of call by those wishing to know the country.

This has brought great pressure on city managers. We are currently looking at the qualitative and quantitative infrastructure work being carried out in the city and the Maputo Brand is being considered as a greater need than before.

Advertising companies, and others, have challenged the municipality to adopt some of the brand’s capital investment initiatives. However we will take our time to ensure we find the most appropriate middle ground, in order to satisfy both public and private interests.

Do you believe Maputo is on its way to becoming a Smart City?

Yes. The Municipal Council of the City of Maputo has been investing in information and communication technologies especially those between the different municipal districts. In particular, we are emphasising the geographic information system, the processes of licensing works, urban planning and land allocation, and we have also adopted tools to aid in the allocation of transport and economic activity licenses. A participatory monitoring system is in its pilot stage, whereby citizens, through a mobile phone, can report uncollected rubbish. We are also active in social networks, especially Facebook. The remaining challenges include integration of the different tools and increasing interaction with residents using the internet and mobile phones.

Maputo seems to be a city where tourism and business go hand-in-hand. Is this a trend?

David Simango, Mayor of the Municipal Council of the City of Maputo and President of the Union of Capital Cities shares his thoughts on the 128 year old city’s future.
THIS IS CELEBRATING 20 YEARS OF SHARING
Nasseem Ackbarally sets out how Port Louis has transformed over the years into a congested city that has made businesses prefer Ebène. He asks what could be done to make Port Louis more sustainable.
Port Louis, capital of Mauritius, is the perfect place for administrative procedures and business. It is bordered on one side by the ocean and on the other by a mountain range that protects the port from strong winds. The numerous buildings constructed during the past three to four decades house public and private offices. However, the city is diverse. The streets are commercial, but hawkers invade most of them. Port Louis is often jammed, and access to the city-centre needs some patience.

Since French colonisation around the 1700s, Port Louis has been producing the wealth of the island. It has developed thanks to the sugar industry, which was the only trade that took place in the island at that time. The economic imperative has predominated ever since the choice of this town as the capital during French colonisation. It made for a better trade hub than Grand Port, in the south, and was used as trading post by the Dutch, who stopped here for some time before the arrival of the French.

All big enterprises and business companies are located here: the banks, the insurance companies, the harbour, public and private administration, the parliament and government ministries – making the capital the heart of the Mauritian economy. Having an office today in Port Louis is still difficult and costly, but not essential, as both local and foreign enterprises prefer Ebène, 20 km south, which emerged a few years ago now. This is due to the traffic jams at the entrance of the capital, and the loss of time and energy in finding a parking space in Port Louis.

Ebène, less than a 30 minute drive from Port Louis towards the south, is the new business centre built around a cyber-city of an area of 45,000 square metres. Its construction was funded by a line of credit of US$100 million offered by the Government of India in 2000. The region that served the sugar industry for years with cane cultivation is now filling up with banks, insurance companies, ICT, call-centres, Business Processing Outsourcing (BPO) enterprises, telecommunications, transport and distribution, hotels, a few government offices, commercial centres and supermarkets. It also boasts the headquarters of some major enterprises that have mushroomed here over the past few years.
There is practically no space available in this area managed by the Business Parks of Mauritius (BPML) created 15 years ago to make Mauritius a cyber-island. The two cyber-tours offering several thousand square metres of space have attracted to them foreign and local business community who are crazy about the Ebène area.

Today, the population of Port Louis and the 100,000 people plus who work and pass through it daily, breathe fumes and carbons. There is little free space in the capital; too much development has destroyed most of the living environment.

“I have always wanted to get buried in Port Louis after my death but there is no space in the cemetery here. I don’t know what will happen when I die” Bossoondoyal says.

Ajaye Jogoo, consultant in Energy Efficient Building, believes it’s possible to make Port Louis “a sustainable and autonomous city in 100% renewable energy, (and practice the collection of) rainwater that is presently all running to the sea, as well as recycle of waste.”

Khalil Elahee, researcher in the Faculty of Engineering at the University of Mauritius, adds: sustainability is a global concern with possible irreversible impacts “but it is not clear whether this is well understood by all decision-makers today”. According to him, Port Louis has approached saturation point when it comes to essential aspects like space, air quality, access, carrying capacity of roads, and risks to ecosystems. “There are good and bad things reflecting the evolution that has been influenced by those who control power at the expense of those who have to suffer the latter’s domination” he explains.

However, it is difficult to imagine any other capital of Mauritius than Port Louis, its main financial, commercial and political centre.

There is practically no space available in this area managed by the Business Parks of Mauritius (BPML) created 15 years ago to make Mauritius a cyber-island. The two cyber-tours offering several thousand square metres of space have attracted to them foreign and local business community who are crazy about the Ebène area.

The area acknowledges the migration of the business community and the financial world from Port Louis in a spirit of decentralization, providing about 20,000 jobs to the population.

It is the landmark for the next 50 years in Mauritius. While previously, the capital was the nerve centre for economic and financial operations, there has been renewed interest for office space in the capital over the past two years, with some property development projects like Sterling Tower, Hennessy Court, and Hennessy Tower.

Nand Bossoondoyal (65) remembers his childhood days when, he says, “people could cross the town (not yet a city) easily on foot from one point to another. The atmosphere was different. We breathed life, no pressure, all relax and cool, very easy-going”. In those days, the streets were not tarred but built with stones. Most of the houses were built from wood but as development progressed, the capital was completely transformed in less than three decades.

Port Louis, a little more than 200 years old, is home to approximately 200,000 inhabitants.

About 100,000 others from the suburbs and other towns and villages around the island also come to work in the capital daily, making of Port Louis the busiest place in the island. It is the economic, trade and business centre where large businesses and small enterprises co-exist together.

The history of Port Louis started in the 18th century after the French under King Louis XV took possession of the island which they called “Ile de France”. French Governor Mahé de Labourdonna...
Nasseem Ackbarally talks to the Lord Mayor of Port Louis about the urban development of the city and strategies for poverty alleviation.

How would you evaluate the development that has taken place in Port Louis during the past three to four decades?

Port Louis has developed in a good way during the past decades, and this has benefitted the national economy. The face and look of the capital has changed over the years, but I think we should do more to safeguard at least part of our historical and colonial heritage like the Municipal Theatre, and keep the originality of the capital. We cannot stop development, it has to take place.

People say they cannot breathe in the capital.

It’s the capital! Isn’t it? I don’t think people breathe better in other capitals. Of course, we have government administration, the port, and business in a capital, which then becomes dense and hectic. We are aware of that; that’s why we are looking forward to transforming some of the main streets in Port Louis into pedestrianised streets.

We are thus trying to organize some nightlife in the city center until midnight where people will come with their families and enjoy themselves dining out. We will provide security, lighting, waste collection, cleaning services and also parking facilities. We plan to do it during the weekends and once at the end of the month.

"The face and look of the capital has changed over the years, but I think we should do more to safeguard at least part of our historical and colonial heritage."
Over the years, many people have left the capital due to the poor environment. Any plan to bring them back?

It’s true, many people, particularly our professionals who lived here in the past, left the capital in the wake of new housing developments that took place elsewhere in the countryside. Now, the offices of about fifteen government ministries will soon be transferred to some other places. This will pave the way for the development of new housing facilities in the capital. We’d like to bring the young professionals, mostly couples, to come to live and work here. Or else, what do we do with the offices that have been built over the years in the capital?

What about the suburbs of the capital where people live in poor conditions?

Yes, there is a big problem over there, particularly with illegal waste dumping in these regions. We are cleaning and collecting all the waste, and also sensitising the local population on the need to preserve their environment. The municipality is also investing in kid corners and leisure parks where families meet and have fun. We are trying to revalue these suburbs.

What is the municipality’s role in the government’s initiative to develop the port area further?

Not much, we have no direct control over the port area even if it is found in Port Louis. But, indirectly, the new enterprises will need permits from us and our lighting services. They will offer jobs to the unemployed in the capital and all this is good for us. At the end of the day, the whole island will gain from this development in the port and the national economy will progress.

One of the main problems in the city concerns hawkers and this seems to be slipping out of hand. We do recognize the fact that these people also should earn their living. The government will soon implement two projects in the capital where they will be able to set up their small businesses, causing less annoyance to the traffic and to the pedestrians.

Finally, what is your vision of Port Louis in two or three decades from now?

Port Louis will keep on developing and many people will come to live here. But things have to improve, particularly on the environment front. I see all-year-round maintenance and cleaning of our storm drains and roads to prevent flash floods like the one that killed a dozen people on 30 March 2013 in Port Louis.

We are cleaning and collecting all the waste, and also sensitising the local population on the need to preserve their environment.
The African Solution for Africa's Challenges

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Melawi - Nacala Corridor
Despite the fact that the majority of African youth currently reside in rural areas, millions of young people are migrating from rural areas to urban cities every year to seek better educational and work opportunities and a way out of poverty. Are African cities ready for this rural to urban migration of young people?

Rapid urbanisation in Africa will come with many problems including issues such as water and sanitation, poverty alleviation, housing, job creation, providing quality education, energy and infrastructure development. However, youth unemployment and under-employment associated with rural-urban migration may pose the biggest threat yet. According to the International Labour Organisation, youth make up as much as 36% of the total working age population, and three in five of Africa’s unemployed are youths. And according to the World Bank, the youth account for 60% of all Africans unemployed and these unemployment statistics exclude those in vulnerable employment and those who are underemployed in informal sectors.

Many young African people in the informal economy find themselves trapped in a vicious circle of low skills, low productivity and low income. Migration patterns put major strain on urban areas and labour opportunities. The absence of opportunities and resources for training prevents young Africans from enhancing their employability to work out of poverty, and it hinders the economy’s ability to enhance technologies, productivity and development. The challenge that leadership in Africities faces is that youth unemployment and underemployment are increasingly recognised as a potential trigger for social instability. Beyond economic costs, high rates of youth unemployment and underemployment have social ramifications. Some youth with few job prospects and little hope of future advancement may see little alternative but to participate in criminal activities or join armed conflicts. More needs to be done to address these challenges. The consequences of high youth unemployment in a continent where about 10 million to 12 million young people join the labor market each year, and the lack of opportunities, are that this can undermine social cohesion and political stability in a serious way.

Despite annual economic growth rates of 6% or more in sub-Saharan Africa in recent years, there has not been a sufficient increase in stable employment opportunities for young people. With current demographic trends, the pressure to create new jobs will only increase over the coming decades. The challenge is to provide opportunities that improve skills and in particular, quality of education.

Another aspect to consider with regard to youth unemployment is that most young people currently live in rural areas, development in agriculture and nonfarm sectors is integral to creating demand for youth labor, argues the report. Investments in irrigation, water resource management, and increased use of improved seeds, fertilisers, and better agricultural practices can fulfill the promise of Africa’s rural population as well as solve the issue of jobs. The World Bank, while recognising Africa’s demographic challenges, also sees the large youth population as an opportunity. Africa’s youth bulge should be converted into a youth dividend because Africa’s human capital population is an asset that can be used to develop Africa and its cities of the future. This challenge will be best met if there is a shared responsibility from all sectors of society and not left to governments alone.
The third United Nations Conference on Housing and Sustainable Urban Development (Habitat III) scheduled to be held in Quito, Ecuador, from 17 – 20 October, 2016 provides an opportunity for Member States to agree on a New Urban Agenda, which will guide the efforts of cities and human settlements on a broader range of actions at all levels over the next 20 years. This is expected to focus on the implementation of Agenda 2030 and Sustainable Development Goals, particularly Goal 11 which is to make cities inclusive, safe resilient and sustainable; and will guide policies and approaches that sharpen urbanisation and human settlements globally.

For the continent, the New Urban Agenda parallels that of Africa’s Agenda 2063. In this regard, UN-Habitat has worked closely with United Cities and Local Government (UCLG) in supporting governments to review policies whilst ensuring the local authorities and rural-urban linkages are given priority. UN-Habitat has also collaborated with other regional institutions in the process of developing a Common Africa Position to Habitat III. This position is fundamental in conveying the region’s vision at the global conference in Quito and presents a critical opportunity to frame the region’s priorities within the context of a New Urban Agenda. The Common Africa Position to Habitat III has eight pillars and it is being formulated through a bottom-up and top-down process, which involves consultation of all relevant stakeholders, synthesis of National Habitat III reports into an Africa Regional Technical report, strengthened collaboration amongst Member States, and highest-level building buy-in.

African cities and local governments have the potential to accelerate their inclusive and sustainable development through proactive urban planning and design, integrated with sound legislation especially on land, and an appropriate financial/business model. This will enable enhanced employment creation and municipal finance and hence the city’s capacity to invest in basic infrastructure and service delivery.

Building on sound governance, African cities will benefit from forming alliances with strategic partners, and adoption of innovative approaches to provision of goods and services as well as resource mobilisation. The role of the United Cities and Local Government of Africa (UCLG-A) in facilitating this process of strengthening partnerships, advocacy and knowledge sharing is highly commended. UN-Habitat will continue to support African cities and UCLG in both policy advice and technical capacity assistance whenever required.

Local governments need to ensure that the region takes advantage of the existing momentum of the socio-economic growth on the continent and harness the potential of its bulging youth population and dynamic human resources especially of women, as well as its natural resources by ensuring sustainable urbanisation and human settlements development is premised on spatial planning and regional integration becomes an integral part of national development policies and programmes. This is critical to ensure to an equitable, sustainable, resilient and inclusive transformation of Africa’s economies. To this end, it is important that cities and local governments play an active role in the design and implementation of the New Urban Agenda for Africa.

UN-Habitat recognises and commends the work of the United Cities and Local Government of Africa (UCLG-A) tailored towards achieving sustainable urbanisation and human settlements and in Africa and affirms that Africities and Habitat III will provide platforms for new partnerships to achieve sustainable development. •
AFRICA’S CITIES ARE THE ENGINES OF ECONOMIC AND INCLUSIVE GROWTH

MARK ELLIOTT
DIVISION PRESIDENT, MASTERCARD, SOUTH AFRICA

Mark Elliott writes about the important ways in which African cities provide a mechanism of access to opportunities in the global economy and how the recently introduced MasterCard Africa Cities Index ranks their growth potential.

Cities today are vital gateways that connect countries to the global economy. They are powerful hubs for business innovation, income and employment generation. There are almost 350 cities around the world that have over one million inhabitants each. In the next 30 years, the number of urban settlers is projected to nearly double to over six billion people.

While Africa is the last continent where a greater percentage of the population lives in rural areas, urbanisation is occurring rapidly, with estimates indicating that by 2035, most of the continent’s people will live in cities.

It is with this in mind that MasterCard launched the MasterCard Africa Cities Growth Index. The index analyses several African cities and ranks them according to their inclusive growth potential, which occurs when citizens from all levels of society have equal opportunity to participate in and benefit from expanding economies. Besides economic performance, factors such as the business environment, structural transformation, economic diversification and competition determine inclusive urbanisation, which in turn, suggests inclusive growth.

Where there is inclusive urbanisation, a city’s critical mass and economies of scale support the flow of knowledge and capital. This generates ever expanding opportunities for large business conglomerates as well as for small businesses and entrepreneurs. This environment stimulates indigenous innovations, driving wealth creation that is widely shared. This in turn empowers a growing middle class that promotes a dynamic and resilient urban consumer market.

In contrast, where there is exclusive urbanisation, most of the wealth generated in cities benefits the elite, very often straddling government and the business sector. Left behind in the informal economy, the majority of the population is stuck in sprawling slums and excluded from most urban services and facilities. In this scenario, the city becomes an agglomeration of poverty, over-crowding, and eventually a bottleneck to growth.

One way to ensure sustained, inclusive economic development is through financial inclusion, which is particularly important in Africa, where only 29% of adults have an account with a formal financial institution. Further, 90% of Africa’s retail transactions are still conducted in cash, which is unsafe, inefficient and costly, especially when you consider that cash is estimated to cost governments up to 1.5% of GDP, depending on the market.

But solving for financial inclusion is not a one-size-fits-all proposition, with barriers complicating the provision of financial services including the lack of formal identity documentation, the challenges facing banks serving poor and often remote populations, and the need for improved financial literacy.

Public-private-partnerships are best placed to address many of these challenges. The public sector helps with regulations, helps with a citizen identity system to facilitate Know Your Customer compliance and helps create a good business climate. The private sector brings distribution, innovation, efficiencies, and the capacity to execute projects.

Finally, financial inclusion is not an end in itself, but rather, a means toward creating smarter, more inclusive and connected cities that will enable citizens to live productive lives, and enable businesses to innovate and grow. This will ensure that economic growth is not only sustainable, but also equitable, over the long-term. •
The City of Dakar is exploring innovative financing mechanisms. After successfully experimenting on the concessional and banking markets, the City of Dakar also wanted to be a pioneer among local governments in securing finance on the financial market. It issued a bond to raise finance for a number of ambitious projects. But, for the moment, this positive example has been frustrated. The case has been taken to court.

The Bill and Melinda Gates Foundation decided to support us in pursuing this strategic option and assisted the City of Dakar in going to the financial markets, in experimenting and gathering initial experiences for African local authorities on the financial markets”, explains Khady Dia Sarr, director of the Dakar Municipal Finance Programme from the unit in charge of the City of Dakar’s partnerships and investments, which prepared the bond procedure. Alongside these factors, the City’s objective was also to open up a new funding avenue: the financial market. In reality, it is also trying to evaluate
whether it can comply with the criteria for this market.

“Having experimented with the concessional and banking market, the City wanted first of all to gain some experience of the financial market, with a view to diversifying its financing sources and benefitting from the rates and terms which it offers. But in addition, the rigour of the procedure imposed by the financial market will improve the reputation and credibility of our local authorities”, says Khady Dia Sarr of the City of Dakar.

**Procedural Economy**

In attempting to raise finance on a market previously unexplored by local governments, the City of Dakar was required to follow the procedures in force to the letter.

“As for any issuer on the regional financial market of the West African Economic and Monetary Union, the first stage in the procedure is to select a brokerage firm known as an SGI (Société de Gestion et d’Intérmédiation), the only kind of organisation licensed to access the sub-regional market. With the SGI’s assistance, the issuer draws up an information document which provides summary information on the institutional framework, the issuer’s financial situation, forecasts, credit rating, guarantees, associated risks, the investment project, and the interest rate and term proposed”, explains Khady Dia Sarr.

She says that it is essential for investors to have this information in order to properly assess the issuer’s credibility and the profitability of the project. “In the case of the City of Dakar, the file will include the credit rating provided by the agency Bloomfield, but also the 50% partial guarantee from USAID, in order to reassure investors”, she explains. These are the components of the file which was sent to the Regional Council on Public Offerings and Financial Markets (CREPMF - Conseil Régional de l’Épargne Publique et des Marchés Financiers), the body which regulates the financial market.

The CREPMF examines the file and decides whether or not to authorise the issue during an Ordinary Council with representatives from the finance ministries of all countries in the West African Economic and Monetary Union. “Once approval has been granted, as was the case for Dakar, the issuer and the SGI must then prepare the issue and market the operation over a period of one month. And it was at this point, the day before the City of Dakar was to issue the bond, that the procedure was suspended by the CREPMF following an intervention by the Ministry of Economy, Finance and Planning, for reasons which do not at all appear to be motivated by technical considerations” the director of the Dakar Municipal Finance Programme, Khady Dia Sarr, stresses.

**The quality of the file and withdrawal of the no objection opinion**

She claims that the procedure had been concluded when the Ministry of Economy, Finance and Planning intervened at the Regional Council on Public Offerings and Financial Markets. “I must reiterate that the procedure had been completed when the Ministry of Economy, Finance and Planning contacted the Regional Council on Public Offerings and Financial Markets. The City’s file was submitted to the CREPMF with no objection opinions from the ministries responsible for finance and local government. It was also subject to a detailed assessment on the part of the Regional Council, which ultimately, given the quality of our file, decided to grant the City approval to issue”, claims Khady Dia Sarr.

She maintains: “It is clear that the reasons put forward by the Ministry of Economy and Finance to justify the withdrawal of its no objection opinion have nothing whatsoever to do with the procedure, with the quality of our file or the profitability of the investment project. It is above all, I must stress this, because the City of Dakar did not request a state guarantee, as it opted for a non-sovereign bond which is guaranteed by USAID (50%) and for which an escrow account was opened at the Central Bank of West African States to ensure that funds are transferred securely”.

From a legal point of view, the City believes that there is no legal basis for withdrawing a no objection opinion eight months after the fact, and has therefore appealed to the Supreme Court. We will follow the case closely. And local government should follow this example of innovative financing.

**Local government**

**The need to diversify financing sources**

Needs are great, but the financial resources in these times of crisis ever scarcer. Against this background, better internal use needs to be made of resources, using levers at different levels. This is why the director of the Dakar Municipal Finance Programme, Khady Dia Sarr, maintains that local governments must prioritise making optimal use of their resources.

“We need to improve our management through a policy of optimising tax revenues and strict compliance with public spending criteria. It is true that our own resources are no longer sufficient to finance development of our local communities, which are facing ever more complex challenges. As well as implementing strategies to fully realise their fiscal potential and improve how efficiently they use their internal resources, local governments in Africa must also diversify their financing sources”, Khady Dia Sarr advises.

In concrete terms, local government should draw on innovative mechanisms such as bonds to open up real, new opportunities to finance their urban development. “I remain convinced that the in the near future the financial market will be one of the key areas the large African metropolises will be able to leverage to secure resources and implement development strategies which will genuinely benefit our people”, she predicts.
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Cities like Cape Town are linking their efforts to build equity and sustainability to 10 United Nations principles focused on human rights, labour, the environment, anti-corruption and good governance. There has never been a more critical time for cities to build partnerships and drive actions-based common values. The world is experiencing the largest wave of urban growth in history but we are still grappling with mass migration, climate change, increasing occurrences of disasters and fragility in infrastructure.

Cities Programme Director, Professor Ralph Horne says: “Global city governments are confronted with complex issues connected to growing poverty, inequality and housing affordability, together with dwindling resources and corrupted systems. However, there is hope: a growing number of global cities are driving positive social, economic and environmental change. Increasingly leadership is at the sub-national level.”

A significant portion of global urban growth will unfold in Africa. With an expected 16% rise in its urban population by 2050, the continent’s cities face a range of challenges in meeting the needs of their growing citizens related to services and basic needs. Partnerships are key. The UN Global Compact – Cities Programme offers a platform of cross-sectoral collaboration between government, the private sector and civil society (originally termed the Melbourne Model) and a guiding framework based around the Ten Principles. Africa has made valuable contributions to the UN Global Compact – Cities Programme framework and network. In 2006, Tshwane was one of the first cities internationally to commit to the Compact and was one of the original pilot sites to trial the Melbourne Model of cross-sectoral collaboration. This was with the Rosslyn Strategic Development project which sought to promote Rosslyn as a preferred business environment and a safe, secure place to work and reside.

Cape Town was part of a cohort of 20 cities that piloted the diagnostic tool, the Global Compact City Scan, which captures the cities challenges and actions through the lens of the 10 principles. Cape Town is also a contributor to Cities for the Future which presents innovative and principles-based approaches to urban equity, sustainability and governance. The city shared policies and practices that address complex social and environmental challenges and build a path to long-term sustainability. These include the Integrated Metropolitan Environmental Policy (IMEP), the city’s BioRegion of some 2,460 sqm and design-led thinking for embedding sustainability in the heart of city operations. The leading urban agriculture systems of Abalimi in Cape Town has contributed to an improved understanding of systems that support food security and provide long-term social and environmental benefits in the context of informal settlements.

The Cities Programme also hosts multi-sectoral events. We hope to attract African cities and urbanists to our Urban Thinkers Campus which is being held in February 2016 in Melbourne, Australia. It is titled ‘Ethical Cities’ and is part of the lead up to Habitat III in 2016.

For more information, see www.citiesprogramme.org
THE ORIENTAL REGION OF MOROCCO
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Clean technology alongside artisanal craftsmanship, motorways and hiking trails, prestigious hotels and farmhouses, state of the art universities and some of the oldest schools in the Kingdom, an agri-food industry and regional specialities... throughout the centuries, the Oriental Region has preserved its heritage and traditions whilst continually modernizing thereby affirming its unique essence.
Mr Baya, in the run-up to the Africities 7 Summit, your region, UCLG-A Northern Africa held its regional seminar in Nouakchott from 23 to 26 October 2015. What is your overall assessment of the seminar?

All in all, I think we achieved the objectives we were aiming for from the seminar, in the sense that all participants were in agreement that decentralisation has advanced in the majority of our countries compared with previous periods. However, there are other countries within the region where progress remains to be made. Nevertheless, we believe that overall there is a new dynamic in the sub-region, and between Europe and Africa, which may bring about radical change.

What are your expectations for the North Africa region at the Africities 7 Summit?

We have great expectations. You do not go to a summit if you do not believe in it. We believe that this summit will enable Africa, and our region more specifically, to be seen and heard. We believe that we have a lot of things to offer and that European partners would benefit from having more investments with us and more public-private partnerships, because Africa is a continent under construction. There are a lot of building sites. The Chinese are here, the Americans too. The Europeans are present, but scattered. We do have partnerships with Europe but they are mostly in very specific sectors like the fishing sector. Nevertheless, we have a lot of hope from these new partnerships through organisations like the UCLG-A, and the International Association of Francophone Mayors (IAFM). There has been improvement in this respect. But as long as Africa continues to be considered as the continent that needs to be supported with aid rather than as a full partner, we will not be able to advance. A true partnership is a partnership of equals which benefits everyone. I think the upcoming summit will enable us to make a lot of contacts and achieve greater visibility. So we are confident.

What is your assessment of the African Charter on Values and Principles of Decentralisation, Local Governance and Local Development?

The charter is very positive and beneficial for all countries. That is why Mauritania is one of the first two countries to have signed it in anticipation of its ratification. There are countries where there are no obstacles in signing it, but, as was said in the seminar, there is sometimes a lack of information meaning that even if a country is in favour of the charter in principle, there are administrative procedures preventing its implementation. Sometimes, it might be something as simple as mail not being properly delivered. We believe the next Africities summit will be crucial for ratifying this charter, which only requires ratification from 15 countries to enter into force.

How can the African continent meet the challenges of integrating women and young people within local communities?

As president of an association of mayors, I do not think that integrating young people and women is possible without a real advance in decentralisation. Local people need to play their role and we have to enable them too. Executive powers need to be aware that this decentralisation does not stand in conflict with them, but in partnership.

A true partnership is a partnership of equals which benefits everyone.

“I think the upcoming summit will enable us to make a lot of contacts and achieve greater visibility. So we are confident.”

Cheikh Ould Baya, VICE PRESIDENT, UCLG-A FOR THE NORTHERN AFRICA REGION & MAYOR OF ZOUERATE

Cheikh Ould Baya explains why it is necessary for the process of decentralisation to advance on the continent. He believes the Africities 7 Summit will be crucial in ratifying the African Charter on Values and Principles of Decentralisation, Local Governance and Local Development.
With a population of 1.2 million over an area of 2,040 km², the island of Mauritius presents as one of the most densely populated countries in the world but the truth is that there is room for everybody, and as hospitality goes, it loves to share its culture, food and identity. Proof that that love is reciprocated comes from the more than 1 million tourists that visit annually and that number is growing.

The questions are: how will Mauritius provide for everybody and ensure that the urban fabric can sustain? And how will it manage the damaging effects of the resulting sprawl?

As part of the Small Island Developing States, Mauritius is on the front line of climate change and must shoulder the burden of responsibility in attempting to improve its situation by taking into account potential future challenges in terms of technology, economy, society and environment.

Mauritius believes that sustainable urban design can be the foundation for social justice and equality. Its relationship with the environment and technology is symbiotic and central to the foundation of its existence. There is intense awareness of the changes affecting its environment and it quickly adopts and encourages technological progress.

Economic policies may ultimately impact the urban fabric but they do not necessarily determine the way people live and how happy they would be. Mauritian emotions may extend beyond what can be provided in the build environment but this shouldn’t be the case. Research supports how organic growth can be achieved and the idea is that if we understand people, we ultimately understand what they require.

New economic paradigms are crucial in supporting collaboration between public and private sectors. Close collaboration is therefore key in successfully achieving a coherent fabric but this has to be carefully moulded to provide comfortable margins
and flexible options. As such, partnerships between countries and regions need to be emphasised to support local identity, the economy; and, equally important, Intellectual Property.

This new framework calls for transparency, good governance and connectivity on various scales. Local businesses must be supported, and ultimately businesses in all forms have to thrive, from large to small ones. Street vendors have been a challenging issue over the past few years in Mauritius so the transition to a modern and organised city needs to be carefully handled. We can prove that an inclusive system catering for hawkers can be beneficial for the city when we factor in pedestrian pathways. It’s such a simple link: goods attract people and people attract business.

City and country branding also play an important role. As the Mauritian political drive works to shape a new urban fabric for oriented towards a better economic agenda, it needs the support of the populace. Two factors prove handy in this regard: image – by sharing the vision of the future; and communication, which is to share current work and success.

At the time of writing, we are studying and re-evaluating connectivity, sustainability, scale driven developments, decentralisation, contextualised solutions, waste management, water and energy efficient networks, amongst others, and looking at how new innovative connections could promote a more stable configuration. Our vision of Smart Cities will not be in creating something entirely new; we are simply enhancing what already exists, protecting the culture and identity. It is a combined approach with a holistic view of the process.

Ultimately the aim is to create a symbiosis of not only form but of material presence linked to emotional response.

The challenging question of how to increase the quality of life, not only on an urban scale, but on a national scale is being explored, by using “Urban acupuncture” whereby intelligently located developments create rippling positive effects to neighbouring towns and villages. Thus, selected developments contribute to the betterment of the national fabric.

What plays in Mauritius’ favour is its size given that it is a quarter of that of New York, a third of Tokyo, and smaller than Paris. Developments can therefore be easily driven on a manageable scale with a possibility of turning the island into an urban laboratory to drive developments applicable to larger cities.

It’s a challenge but collective awareness can be encouraged with regards to how the built environment can be adapted to better sustain life. Efforts can be made so that this is applied in a cost-effective manner, enough to support local fauna and flora, and in such a way to attract the mass and incite others to adopt a similar attitude. There are no complaints of a logical deficiency, whether at a conceptual level or firmly grounded in reality, so the aim is towards projects that interact with society and with the planet, and so contribute to the transformation of the world.

Our vision of Smart Cities will not be in creating something entirely new; we are simply enhancing what already exists, protecting the culture and identity.

Gaetan Siew
Former president of the International Union of Architects
Chair of the State Land Development Company,
Driving the Smart Cities Programme

Zaheer Allam
African Representative of the International Society of Biourbanism
Urban Planner at the State Land Development Company

Mauritius
CAHF is an NGO based in Johannesburg, South Africa. Our main work is to understand housing finance markets well, and to use this to make housing finance markets work for the poor, enabling access to affordable housing across the continent.

We commission research, track and analyse data, invest in innovation, and advocate for change among both the public, private and DFI sectors.

We believe that housing finance is a critical component of the financial inclusion story, central to poverty alleviation, and fundamental to the growth agenda.

For more information and to join us in pursuing this agenda, please visit our website: www.housingfinanceafrica.org, like our Facebook page and follow us on Twitter@keclarust

Citymark is a tool designed to stimulate investment in the affordable property market. Merging deeds registry and census data on a cutting edge business intelligence platform, Citymark allows investors, lenders, developers and public sector officials explore new ways of understanding affordable housing markets at the local level across major municipalities in South Africa.

Citymark has developed four tools to better understand local housing markets:

- Housing Performance Index – measuring and comparing a basket of local, key market indicators to the city, allows the growth of housing markets to be measured relative to local conditions over time, across all cities;

- Affordability and the housing gap – newly released census data at the local level makes it possible to consider housing affordability relative to local income, to quantify local housing gaps, and get a better sense of real affordability; and,

- Equity Leverage – measuring and unlocking the levels of equity in affordable housing markets can help close the affordability gap, which in upper income markets is the most common way households move up the housing continuum.

- Rental Index – interest is growing in rental housing options as a means of meeting housing backlogs efficiently and affordably. To help identify areas primed for rental development, the rental index seeks out denser areas in which moderate income households find local sales prices still beyond their reach, many of whom already rent. This helps direct investors, developers target their search for potential sites more efficiently.

For more information, contact Adelaide Steedley on adelaide@housingfinanceafrica.org or visit www.housingfinanceafrica.org/citymark
INNOVATION & TECHNOLOGY

IHub’s Experience in Nairobi

Josiah Mugambi argues that anyone with an innovative business idea or a product should be able to realise its potential seamlessly. Mugambi describes how iHub’s community space is doing just that, by providing a meeting point for diverse groups to collaborate on problem solving with technology.

Visitors to Kenya and specifically to Nairobi, often comment about the bustling city, the sense of energy and activity and the enterprise shown by its people. Before sunrise each work day morning, it is not uncommon to see numerous people finding their way, mostly on foot, to their places of work. One very common thing among employed people is the ‘side hustle’; an opportunity to make that extra coin as well as a path to a financial safety net in case of a loss of livelihood.

The right regulatory environment and access to finance are critical parts of a city’s entrepreneurial ecosystem. The role of government (local, state, and national) is to make it as painless and easy as possible for entrepreneurs to start and build up companies while ensuring a fair playing field. Using an analogy from the ICT world, there are ‘soft’ and ‘hard’ elements to creating a favourable environment for entrepreneurs to thrive. Some of these are the responsibility of a city government while others reside at a national level. Soft elements could include the licensing regime and intellectual property rights. Hard elements include the appropriate infrastructure such as roads, electricity and water.

However, the most important part of a city’s entrepreneurial ecosystem is its people and their talent. Nurturing, equipping and supporting innovators and entrepreneurs to turn problems into business opportunities are of great value to any city. Making it as easy and seamless as possible for people looking to earn an honest living, create new products, and build businesses is essential. It is not just about supporting big businesses, but also innovators. Innovation can be found anywhere; it’s not the preserve of the technology crowd. Innovative solutions to problems can come from anyone regardless of their economic or social background.

Meaningful collaboration between public and private sector players in a city can be of great benefit. This is not just about co-opting people from the private sector into boards and think tanks.

The iHub’s community space is quite unique in that it provides a physical nexus point for all sorts of people to meet, co-work and solve problems using technology. It was the first space of its kind in Kenya and many such spaces are now spread across the continent. A similar approach can be used in coming up with unique solutions for problems within a city, with the idea of having a collaborative environment where senior city officials can meet with ordinary citizens, innovators, business groups and other players in a meaningful manner.

Emphasising again that innovation is not just about technology – because solving problems is in many instances is not a technical issue - it would be remiss not to mention how the use of technology has helped solve or alleviate some problems. One example is the issue of traffic, which is a big deal in Nairobi. Ma3route therefore crowd-sources traffic information primarily from social media, which is then provided to its users. Also recently, Waze (a global community based traffic and navigation app) got into partnership with Safaricom.

Nairobi, like many other African cities, has its fair share of problems that it is grappling with. However, there are numerous things that stand out positively, including the sheer diversity of people, lots of hardworking and entrepreneurial people and obviously the great climate. If we continue working towards improving security, eradicating corruption, encouraging honest hard work and fair competition, supporting innovators from all backgrounds and providing the right infrastructure and environment, there is room for even more growth and prosperity for the city.
Cloud computing is creating cities of excellence in Africa by harnessing the innovation of its citizens. Microsoft’s Africa Open for Business is placing transformative technology directly in the hands of the people.

**African cities, hubs for innovation**

Cities. They either evoke picturesque skyscrapers and dazzling lights, or haphazard slums, chaos and congestion. Most African cities are a mix of the best and worst that urban living has to offer and everything in-between. This makes them exciting, diverse and full of energy and opportunity–making Africa the place to be.

**Put people at the centre, not bricks and mortar**

People are the real heart of any city. People also breed innovation. We need to support citizens, who together with policy makers, will become involved in creating solutions to the challenges born out of their everyday uncertainty.

Empowering people and businesses with the tools and resources to accelerate locally relevant innovations is what Microsoft in Africa is all about, and we believe this can change both Africa’s urban and rural landscape. Microsoft is working with partners across the continent to boost African startups and innovation hubs by empowering local developers to build high-impact, country-wide solutions.

Slums, for example, are among the most innovative places on earth. Innovation, driven by necessity, is flourishing, and 85% of new employment opportunities around the world are in the informal economy, according to the Cities Alliance.

Most innovations found in slums involve people solving problems in a ‘hyperlocal’ context where they directly respond to their immediate environment. For example, the Kibera Community Cooker, invented in the Kibera slum in Nairobi, Kenya. It’s a large cooker that uses trash as fuel, and burns at a high temperature without emitting toxins. People create local small businesses using it – in exchange for burning their trash, people then have time to cook a meal there. Its capacity is also large enough to start a small bakery, and its temperature high enough to melt metal for a smelting business.

**From the slums to the clouds**

Innovation in the slums just shows how natural it is to embrace uncertainty to solve immediate challenges. Bring technology into the mix and the possibilities are limitless. In terms of bricks and mortar, mobile devices just need a telecoms mast. With cloud computing, every citizen has hand-held power capable of changing the urban landscape, no matter where they are. From a business man on top of a skyscraper to a fireman rescuing someone trapped in a storm-water drain.

Let’s take South Africa’s popular Find & Fix app, developed on Microsoft’s cloud platform, Azure, with support of the 4Afrika app Factory. It allows users to report potholes, faulty traffic lights or missing manholes by taking a photo, which is automatically sent along with the GPS coordinates, to the closest municipality.

Create a favourable environment

The public and private sectors need to collaborate to create a culture of innovation and public trust in online technology such as cloud computing. This will not only help build cities of the future, but will build the knowledge economy and also open the borders of cities to increased trade and investment.

This further encourages citizens and the public sector to invest in local solutions. As an example, Microsoft recently entered into formal collaboration with COMESA to promote access to technology, and to provide skills development for the public sector, to enable them to create favourable ICT policies that support innovation.

Programs such as Microsoft’s Africa Open for Business are critical in providing government agencies with assets to help investors set up and manage companies in Africa. The program helps to fast-track the investment process, making it easier for local and foreign investors to set up companies and promote job creation in our urban areas. Microsoft City Next applications on the other hand, utilise the power of Microsoft’s Cloud, Big Data, mobile and social technologies to put a city’s people first - harnessing their ideas, energy, and expertise to create a healthier, safer and more sustainable place to live.

The application has helped build City centres of Excellence in Ghana, Zambia and Mauritius.

Broadband access still remains a big challenge across Africa. Hence, for innovation to thrive, African cities must be connected with affordable broadband and local payment options for ease of transaction and monetisation.

Looking back at all this activity, it’s exciting to see that ultimately the future of African cities lies in the hands of Africans - to come up with relevant innovations by embracing everyday uncertainty and challenges.
Jacqueline Moustache-Belle

VICE PRESIDENT, UCLG-A FOR THE EASTERN AFRICAN REGION & MAYOR OF VICTORIA

BY GAELLE YOMI

Gaelle Yomi spoke to Jacqueline Moustache-Belle about decentralisation in the Seychelles and the place of women in local government at the East Africa Regional Seminar of the UCLG-A in Entebbe, Uganda.

Which pillar of UCLG-A’s Governance, Advocacy & Decentralised Development Programme for Africa (GADDEPA) is a priority for your country?

GADDEPA is in the making, and we are working on it. The Seychelles were not decentralised. Now, because GADDEPA is about decentralisation, and the way to get it done, I am very proud to say that in August 2015, the National Assembly voted a bill in favour of the Law of Decentralisation for the Seychelles. We are now in the process of setting up the mechanism for elections in various districts, how to generate funding for those districts, and we are also looking into how to become autonomous and whether this should be completely or not. In our country we have some regions where development is not possible, simply due to the fact that these specific areas are under environmental protection. We will have to address these issues, but if less than the majority of your constituency belong to the national party, how do you generate funds for it? We are working on this, and the structure of the presidential election which will take place next year.

How can the UCLG-A help you with the decentralisation?

UCLG-A represents the union between many African countries. There is not one formula that will be suitable for every country and therefore there are pros and cons. In some of those countries they have already gone through the process of decentralisation and some others have not. However, the UCLG-A has the necessary expertise to assist us in that process by suggesting new techniques and appropriate mechanisms for the Seychelles.

How do you appreciate the place of Women in Local Government Instances?

Maybe we don’t talk enough about the good news. In the UCLG world, I am proud to say that Africa was the first region that brought women into power. In October 2013, during the last World Congress, held in Rabat, I was the first woman to be appointed by the UCLG as co-president. At the moment, on the African continent, we are doing a lot of work to ensure women are empowered. We now have, from Mauritania, a female Mayor for Nouakchott – the capital city – and we also have REFELA (Réseau des Femmes Elues Locales d’Afrique, or in English, the Network for Locally Elected Women of Africa). We have a few women in Africa that have been elected but most of them are not necessary for the capitals or big cities, but we know that a long journey starts with very small steps. We firmly believe that once we empower the girls of today they will be the leading women of tomorrow. Women have incredible leadership skills and a different way of thinking, which many men prefer to work with. We should look at men as our partners, and most of them are ready to do the same. Both genders complement each other rather than compete. In the Seychelles, men and women have the same salary for the same job. If we did it, why can’t others do the same?

Can you share one of your anecdotes as a female Mayor with us?

When I attended my first meeting with UCLG-A, the room was full of men. Until last year, we only had one other woman from Mauritania, Mrs. Maty Mint Hamady. It’s always a room full of men. They spoil you because you are the only women around. But it was also a wake up call to remind us – where are the women? Why are they not around? When visiting other countries around the world, I have noticed that there are very few. Paris just elected its first female Mayor in 2014, and Washington D.C. has a female Mayor. I think this is a big step for our world. As a woman Mayor, I am trying to push the agenda ahead.
Across our continent we see two sides of African cities. On the one hand, the strong growth of the past five years is evident in the investment going into cities in the form of infrastructure, commercial and retail property, and the growth of businesses.

On the other hand, we continue to see poor housing and persistent poverty. The rapid growth of slum settlements, and the struggles faced by middle class urban households in finding adequate housing that they can afford, whether to own or to rent, illustrates that the housing delivery chain is dysfunctional.

Challenges exist in each link. Complexities around land assembly and acquisition contribute towards the high cost of land, and ultimately push poor and middle income households out to the periphery. This further segregates our cities by class and contributing towards urban inefficiencies and rising transport costs for households.

The instability of many tenure regimes and the lack of formal title undermine investor interest and the availability of mortgage finance because land cannot be secured. Without finance to support property transactions, only households with cash can participate, further disenfranchising low-moderate income households from the asset base available to the wealthy.

The availability of bulk infrastructure, as well as social and economic infrastructure depends on municipal investment capacity. Failure by municipalities to provide infrastructure leads to higher housing prices as developers pick up the shortfall and price this into their products. In these cases, developers create new “city islands” with private services,
While housing finance is an important ingredient in the housing delivery chain, it is limited in most African countries.

undermining the redistributive capacity of the municipality which could smooth access to services across high, middle, and low-income earners and the poor.

A key constraint exists in the construction sector, where there is limited developer capacity to build housing at the scale and price required for meeting demand. Limited construction finance means that developers are unable to grow their businesses to build more than a few hundred units at a time, and even then, not on a sustainable basis. Fewer developers also results in limited competition, and as they seek to manage the risks, they focus higher up the market where potential margins offer a more viable proposition.

Once housing is built, if there is no end user finance, the sales and transfer process becomes limited at best, to investors who may offer property for rent, or to the wealthy who can pay with cash. Across each link in the chain, challenges (often particular to specific countries or national regimes) slow or undermine the housing construction process.

Housing finance is an important ingredient in the housing delivery chain because housing is so expensive. The purchase of a home will probably be the largest investment that a middle-class household will ever make in their lives. Housing finance makes it possible to borrow money to pay for the home and then live in it while they pay back what they owe, rather than having to save up on the side while also paying rent for a property that they don’t own.

While housing finance is an important ingredient in the housing delivery chain, it is limited in most African countries. When lenders offer end user finance – whether as mortgage finance, unsecured housing microfinance, or in some countries, pension-backed loans – this creates demand for housing that the supply sector can respond to, which means more housing, greater competition and eventually, lower prices. Housing investment also contributes quite dramatically to economic growth. The World Bank estimates that if mortgage markets were to develop to scale, Africa’s mortgage market could comprise upwards of US$300 billion, or 18 percent of Africa’s GDP.

Investor interest is real, and if governments could demonstrate their commitment to addressing the challenges, key opportunities could be found. Innovation in housing finance – in terms of products, players, and approaches, not to mention target markets – is a key feature across the continent, creating new opportunities for investment and delivery. As both local and international investors chase growth opportunities in a now sluggish global economy, they are employing diversification strategies to manage the risks of their traditional targets – and in this, residential property is increasingly becoming an option. And while established players are getting better at what they do, new players are adding to the mix and competing for opportunities.

Of course, the challenges are not insignificant. But increasingly, investors and developers are noting that the potential benefits outweigh the risks.

And, as governments come to appreciate the potential that this interest offers, their efforts to streamline development processes and enable their local housing markets to grow are creating new opportunities that are beginning to change the face of African cities.
The competitive pricing of renewable energy sources and social trends towards green urbanism in Mauritius make a compelling argument for diversifying the country’s energy mix write Gaetan Siew and Zaheer Allam.

"We are responsible not only to create today’s landscape but also paint the fabric of our tomorrow."

While Mauritius is in the process of taking decisions that will affect its energy future, options that promote cohabitation with nature are to be encouraged at every level. However, in order to achieve an economically sound plan, this move needs careful planning. Africa has the potential of achieving energy autonomy, but solutions have to be contextualised, and not rushed towards. The question of scale is therefore of utmost importance.

It is easy to believe that at a large scale, renewable projects would provide the solution for our energy needs since they are a constant source of energy production. However, in a local context, such a proposal would only be beneficial and make economic sense in the short term. Centralisation of Mauritius’ energy production would imply tying all its investment into a singular energy resource. Mauritius would have to lock in its energy options for the next 20 years or so, until the investment can be recovered.

A study into recent trends in renewable energy and societal responses to the shift to green urbanism demonstrates that, while it may not be overtly noticeable, incredible strides are being made towards the green movement. Demand for renewable energy is on the rise and as such, associated costs are on the decline. For example, in the solar industry, Moore’s law suggests that the size of transistors, as well as their cost, halves every 18 months or so. This has consequently brought the price of solar energy down from US $77 to US $0.7 per watt over the past 40 years.

Considering this, Mauritius could face a substantial economic loss if investment is made into a large power plant at this stage. The average lifespan of a power plant approximates 20-25 years whereas the price of renewable resources will probably come down further over time.

Urban coherence and the energy mix

From an urbanism point of view, coherence is defined by a hierarchy and connectivity on different scales, as urban theorist, Nikos Salingaros, clearly delineates in his writings. This means that for a city to possess a sense of coherence: “it must also have the ability to be plastic and accommodate the curvatures, extension and compression of its paths without disconnect. In order for this to be achieved, the urban fabric must be intricately linked on a minute scale and loosely connected on a large scale. Connectivity on all scales hence
leads to urban coherence.”

It would therefore make more sense if the Mauritian local energy grid were made up of small scale power plants since it would enable the country to take a more logical stance and analyse market trends as they unfold, and subsequently invest into newer and cheaper energy as energy needs increase. It is therefore of penultimate importance to emphasize the need for mixed energy use and for long term stability to take into account emergent connections. Due to the speed at which current technologies go obsolete, this progressive elaboration system would be a safer investment strategy rather than binding the country to a single technology for the next 20 years.

It is equally important to offset energy consumption from the national grid as it is to emphasise cutting down electrical consumption. Several cities seemed to have tackled this issue through the development of the carbon neutral program as well as catering and making allowances for the Urban Heat Island (UHI) through the incorporation of green roofs and walls. UHI is responsible for an exponential increase in energy consumption due to increased demand for air-conditioning. Hence, by providing effective and efficient solutions to the UHI, not only will energy demand be reduced but, it will also impact positively on the comfort of inhabitants.

Alongside pursuing autonomy is an underlying need for cross-sectional partnership dialogues in good governance, technology and resources, not only on inter-city scales but also at regional levels. We should not only encourage the expansion of such dialogue but also increase the topological complexity of those projects through interconnection. This does not necessarily require an exponential increase in their combined area but merely advocates for means of communication.

This will eventually lead to a more stable configuration with the possibility of fixed pricing. These aspirations, however, require elasticity in thinking processes. Finally, energy and urbanism go hand in hand. Positive change will require more than mechanical planning and implementation of anonymous projects. It is, on the contrary, a complex task that involves careful attention to details, on an inter-industrial level, as well as factoring in societal and ecological needs to evolve into a living city where functionality culminates in societal satisfaction.

We are architects of our skyline and our people.
Ethical Cities: Locking in Liveability
Tuesday, 16 February 2016 | RMIT University, Melbourne

What does it mean to live in an ethical city?

This question will be addressed by Tim Costello, CEO of World Vision, world leading cities in social innovation — Medellín, Porto Alegre and Barcelona — and private sector, civil society and urban leaders.

We are at a critical point in the urban century. New global goals have been set for sustainability, resilience, climate and cities. Never before has there been such collective will focused on the future of cities.

What does this mean at the local level? Cities are sites for change. What ethical framework guides our action, partnerships and urban development?

The key recommendations from the Ethical Cities Urban Thinkers Campus will contribute to The New Urban Agenda, to be launched at Habitat III, the United Nations Conference on Housing and Sustainable Urban Development, scheduled for October 2016 in Quito, Ecuador.

www.ethicalcities.org

As well as keynote and panel discussions, an open space will be created for critical exchange between all stakeholders.

Through ‘Ethical Cities’, the UN Global Compact - Cities Programme and World Vision bring together business leaders, urban experts, local governments, civil society and academia to shape The City We Need. Focus areas for discussion include:

- Ethical financing
- Resilience
- Inclusion and rights
- Participatory governance
- Ethical urban development

Join us.

This event is supported by RMIT University.
Informal settlements account for as much as 50% of urban populations in the Global South. Yet, there is very little data about these settlements, and sadly, the data that is available is often outdated or inaccurate. These shortcomings prohibit cities from planning and providing adequate services. Inevitably, they also lead to inefficient management of rapid urbanisation.

Over the past two decades organized groups of slum dwellers, affiliated to Shack Dwellers International (SDI) – a global social movement for the urban poor – have been collecting data about their settlements, and using it to develop relationships with their local authorities for better service delivery.

With affiliates in 34 countries and 328 cities, the SDI-affiliated community groups collected data in over 7,000 informal settlements by 2010. However, the data was not standardised or aggregated at the city level, and this presented a major challenge. The potential to inform more strategic thinking by cities for which data was collected was therefore unrealized.

In 2011, SDI and United Cities and Local Governments of Africa (UCLG-A) mooted a program to connect data collected by informal settlement communities to mayors in African cities. Dubbed the “Know Your City” campaign, the program sought to encourage strategic relationships between cities and residents of informal settlements and also designed a framework where informality would be integrated into city planning processes. The program attracted significant global support - both Cities Alliance and the Bill and Melinda Gates foundation made financial commitments to it.

By 2013, a standardised questionnaire with 150 questions had been agreed to by SDI’s national slum dweller federations. And soon after, SDI affiliates in India, South Africa, Zambia, Namibia, Ghana, Uganda, Philippines, Tanzania, Zimbabwe and Kenya started building slum profiles in their major cities. This effort has culminated in the setting of a public information domain, (knowyourcity.info), launched at the 2014 UN Habitat World Urban Forum held in Medellin, Colombia, by the slum dwellers.

Strong networks built with Universities through African urban planning schools have assisted communities and cities to analyse data and prepare information that can be acted upon by cities and state agencies. For example, the Kenyan Federation of Slum Dwellers, with the assistance of SDI Kenya, identified and mapped all the informal settlements in Mombasa County. The tenure status of each of the slums was established with assistance from the County Government to determine the conditions under which land and buildings could be used. This information is presently being analyzed by University of Nairobi, and once completed, will play an important role in city zoning. It will also inform the strategic plan currently being developed by the city.

The 2015 Africities summit presents an opportunity for UCLG-A and SDI to converge and renew their objective of bringing together cities, mayors and slum dwellers based on updated data sets. This will be a major step towards ensuring that cities plan and provide for their most vulnerable inhabitants.
Ronan Dantec, Senator for the Loire-Atlantique department in France and spokesman for the United Cities and Local Governments (UCLG), and Jean-Pierre Elong Mbassi, Secretary General of United Cities and Local Governments of Africa (UCLG-A) and organiser of the Africities Summit spoke with Africities on a number of different issues.

What does COP21 represent for you?

COP21 is the beginning of a cycle that Africans enabled, when at COP17 in Durban it was made clear that Africans were not to be blocked from climate negotiations. The Paris event is about encouraging action and providing streams for funding, training and technology transfer. Following Paris there will be further negotiations and a re-evaluation. We need to take advantage of the impetus that results after Paris without losing sight that many territories must commit to the reduction of greenhouse gas emissions and undergo an energy transition. National contributions will be able to build on the dynamism from local areas and regions and it is national governments that will synergise their nation’s efforts.

How can African cities access financing?

For many African cities today, including cities within emergent nations, there is little to no access to financing. We think that climate financing, for climate-related projects should be motivated for example. Multilateral banks are developing dedicated funds but we need good projects. I think that decentralised north-south or south-south co-operations can aid in setting such projects up. The first issue is therefore defining projects, followed by access to financing. The UN’s green fund is theoretically accessible for cities
Jean-Pierre Elong Mbassi, Secretary General of United Cities and Local Governments of Africa (UCLG-A) and organiser of the Africities summit, co-organised the Second Africa Urban Infrastructure Investment Forum last year in Angola, and this year’s event in South Africa.

Please elaborate of the best African Mayor award?

The reason why we have this award – and we can thank President dos Santos for having it bear his name – is because it enables mayors and local authorities to be recognised by their residents. The award for the best large city in 2014 was granted to Accra with Kinondoni in Tanzania acknowledged as best medium-sized city, and Praia best small city. We want to see mayors who have concretely improved the lives of their citizens and showcase local African mayoral achievements.

1,000 mayors have been invited to Paris during COP21 by the Mayor of Paris, Anne Hidalgo. Why are you dissatisfied with this decision?

The Conference of the Parties comprises national governments. Local governments have nothing to do with it and is why Anne Hidalgo wanted to show that local governments exist. They may not have the right to sit at the table, but they will make themselves heard, on the street and in the press. However, they will not be at the negotiating table as these only take place between nations. State representatives will put forward local authorities’ point of view. In effect we are gate-crashing.

Do you think that there will be a place for cities at COP22 in Morocco? Would an agreement at Paris make this possible?

The United Nations is an organisation of states. United Cities and Local Governments at a global level, have been attempting unsuccessfully for the past 10 years to be recognised as a public entity, similar to an inter-parliamentary union which is not necessarily nation, but which would be recognised as associated to the work of national governments. In the meantime all we can do is position local representatives in national negotiations, so they can express local representatives’ point of view. What we want is a local voice. Consider for example that 80% of greenhouse gases are city emissions so if cities do not undertake to embrace a low carbon environmental and improve energy efficiency, the status quo remains. Cities are at the heart of climate change so it is absurd that they are not part of the negotiations.

What role can the African youth play in developing city climate-change opportunities?

With a quarter of the world’s youth resident in Africa, with a median age of 19 – as opposed to a global median of 25-30, the future of the world’s climate really lies in African hands. This is a risk, in terms of having to integrate so many people into economic life, but also an extraordinary opportunity for work and creativity which Africa can use as a basis to propel itself into a new economy. This comes with risk but opportunities as well, those need to be balanced. It will depend on the potential that local authorities have to integrate the youth into their policies and for example, place them in the service of local communities. We are advocating for local authorities to elevate youth employment in local government a priority and the first choice for school-leavers. We have to make employment in local government sexy, because this is the level at which we will be able to create a new form of governance. The youth must be involved in local development programmes and not stand back complaining they are not given space: they have to earn it. They have the future ahead of them. Decentralisation is still an infant. •
Africa’s population is growing and growing fast. It is projected to roughly double by 2050. Already, 37% of Africans live in urban areas and this is projected to jump to 50% by just 2030.

Urban housing has failed to keep up with the pace of the continent’s rapid demographic changes. Improved housing is not only a desirable goal in its own right, but it also contributes to economic growth, social development, improved governance and enhanced security and stability.

Improved housing contributes to economic growth, social development, improved governance and enhanced security and stability.

Different countries, similar story

Egypt, which has a population of 85 million and growing, faces a housing shortage of 3.5 million units, according to Hatem Zayed, a researcher at the Egyptian Center for Economic and Social Rights (ECESR).

The distorted nature of Egypt’s housing market puts most decent housing beyond the means of many low and middle earners. Although there are approximately 5.6 million units vacant or shuttered, most of these are not within the price range of those needing a place to live.

Nigeria, Africa’s most populous and richest country, too has a large housing deficit. The population of around 173 million people faces a shortfall of between 16 and 17 million units. Both the real estate and construction industries are growing fast (11% and 13% respectively in 2013), but from a relatively low base of around 11% of GDP.

South Africa has a proactive publicly subsidised low cost housing scheme and it is a middle income country with some highly sophisticated sectors of the economy. However, it still lives with the terrible physical legacy of Apartheid in its grossly unequal housing and infrastructure provisioning. According to current estimates, the housing backlog stands at about 2.1 to 2.5 million units.

This equates to 12 million people currently without adequate housing and the deficit continues to grow. The government is only able to clear the backlog at a rate of 10% per annum. With population growth and urbanisation, at this rate of growth it could take decades just to break this backlog.

In Kenya we see a familiar picture. According to state run National Housing
Corporation, the estimated current urban housing needs are 150,000 units per year to cater for the backlog. However, it is estimated that the current production of new housing in urban areas is only about 30,000 units annually, a shortfall of 80%.

Why isn’t Africa building enough homes?

A number of factors contribute to these persistent shortages. Firstly, mortgages are hard to come by. Interest rates tend to be high, terms unfavourable and credit not available. Most countries in sub-Saharan Africa have extremely low mortgage debt to GDP ratio of around 5% - South Africa and Namibia are exceptions at 22% and 18% respectively.

Secondly, poverty rates simply put decent housing out of reach of many citizens unless they receive government support. For example, Nigeria’s minimum wage is currently N18,000 per month (US$90) and a rise to N46,000 (US$230) is being debated. Nigeria has high rates of unemployment and many will not earn near the minimum wage. An average low-income home in Lagos costs around US$25,000. This would require a monthly payment of around US$150, suggesting a monthly income far above the existing minimum wage or even the proposed increase.

Thirdly, construction costs are high due to the costs of importing building materials. In many countries, this expense has increased over the past year as the currencies of several commodity exporters have weakened, driving up the costs of imports.

Fourthly, secure legal systems are essential for investment into property. Some countries suffer from insecurity of tenure and too regular disputes over title deeds.

Fifthly, despite in principle land being available to developers, often it is neither well-priced, well-serviced, nor well-located. This often due to large government land holdings, greatly unequal distribution of land, and poor access to infrastructure. Many private developers are forced to look at unserviced land on the outskirts of most urban areas for housing sites.

Finally, there is generally a lack of required and skilled labour in the building and construction industry. This has hampered development of a sufficient quantity of good quality homes. Capacity building and manpower training in the industries mentioned above should be encouraged.

Time for urgent action

As we’ve seen, there is much to be done in the housing sector to provide decent housing for the continent’s booming urban populations. Governments must place a higher priority on housing to prevent the fast growing homes deficit getting beyond control. Policy makers themselves need to build their capacities and skills in design and delivery of effective planning and housing policies. It is through setting an overall framework, improving the conditions and in many cases taking the lead, that the government can encourage and work with the private sector to drive the huge levels of growth in the sector that is needed and desired. Urgent measures are required because housing markets across Africa are not meeting the challenges they face. With the continent’s fast growing population, we could see an explosion of poor living standards and slums. All stakeholders across the continent must face this urgent task straight on, coming up with the necessary policies and environments for homes to be built in the millions.
SANITATION, COMMUNITIES AND PARTNERSHIP FINANCING IN DOUALA

BY HENRIETTE EKWE EBONGO

Douala’s sanitation has long been a headache for its residents — causing floods and health risks. But now communities, municipalities and funders are taking active steps to tackle the problem.

“Because no-one decides to live on swampland or along the drains.”

Recurrent flooding and chaotic occupation have caused a serious sanitation problem in Cameroon’s largest city, Douala. The city’s authorities therefore issued an emergency plan following heavy rainfall on 20 and 21 June 2015 to improve the water drainage system and enhance the quality of life for people across all of the city’s districts.

To help achieve this goal, drains 250 kms in length have been identified and mapped out, which, when developed, should significantly reduce the flood risk. In addition, a major operation will destroy housing that is obstructing proper water circulation in the five districts of Douala.

Nearly 300 dwellings have been torn down since the beginning of July 2015, leaving more than 1,000 people who were occupying these chaotic sites without a home. Douala needs to take steps to clean up its environment to manage sanitation, because the areas surrounding the drains have been left uninhabitable and squalid following the floods due to the amount of filth being carried along by the water.

Improving sanitation in the city of Douala requires different operations relating to regularly dredging the culverts, and the development of 250 kms of drains, of which only four per cent are effective, according to Blaise Nkoulou, head of the sanitation department within the Urban Community of Douala (CUD). Nkoulou says: “This advanced development work consists of recalibrating the drains and waterways, to protect the banks and enable the waters to be received and carried through to their final outlet, by rejoining the natural section of the drain where it was encroached onto”.

Douala © Shutterstock Photos
the emergency services, as it is vital they have to develop a warning system to alert clutters up the drain beds, increasing the open air toilets, and waste outlets, which are generally used as dumping grounds, It is common knowledge that the drains much greater sense of civic responsibility. important is for local people to help of drains identified. What is much more be able to construct 44 of the 250 kms urban community of Douala may only French Development Agency (AFD). The sanitation improvement operation has a budget of 109 billion CFA francs, as well as the World Bank, the International Monetary Fund (IMF) and the African Development Bank (AfDB). The state itself will only make a marginal contribution towards financing. The project was supposed to have begun last September, but has yet to get going, even though the majority of the related contracts have already been awarded and the necessary financing has been made available. But to judge by the optimism displayed by Mr Nkoulo of the CUD, once these important works get underway, they will ultimately silence critics within the different city districts, who are expecting pipeline rehabilitation works but not the construction of new drains.

Partnership financing approach

It appears that the tentative implementation of the sanitation policy is due to the overall deficit in the housing policy under which it falls. While sanitation should actually be annexed to infrastructure development, this might also prove insufficient. Infrastructure development does not receive budgeting priority either. Financing utilised thus far has come from development partners, in particular the AFD, which will have provided 85 billion CFA francs for sanitation in Douala – as well as the World Bank, the International Monetary Fund (IMF) and the African Development Bank (AfDB). The state itself will only make a marginal contribution towards financing. The project was supposed to have begun last September, but has yet to get going, even though the majority of the related contracts have already been awarded and the necessary financing has been made available. But to judge by the optimism displayed by Mr Nkoulo of the CUD, once these important works get underway, they will ultimately silence critics within the different city districts, who are expecting pipeline rehabilitation works but not the construction of new drains.

A controversy fuelled by the flood victims

The most recent floods mobilised the administrative and community authorities: the Governor of the littoral region, the Prefect of Wouri, and the Government Delegate to the Urban Community of Douala. These authorities once again stigmatised the lack of civic responsibility on the part of those settling in the areas where building is not permitted, despite signs on the side of the drains.

In the meantime, many evicted families have formed a collective supported by various civil society organisations. Although their main concern at the moment is the resettlement of the evictees, a way must also be found for them to be involved in the implementation of the project.

This is why the collective is following the development of the project with such keen interest, and, warning their respective districts of botched jobs not in line with the plans presented to them. Necessity has become a catalyst for raising awareness among citizens to avoid settlement in the danger zones. Many of them have been trained in environmental management, and are involved in related actions, like the “Go Green” programme, developed by the port operator APM Terminals group for the protection and preservation of the environment and the communities where the group operates.

The 2015 agenda has incorporated the issue of sanitation as a result of these community initiatives. It will, however, be confined to landscaping floral gardens, recycling old tyres with a view to create green spaces, systematically sort waste in rubbish bins, fit two stations with solar panels and dredge the port’s culverts.

This is how a resident who lives near a drain in the fifth district of Douala, Moïse Kameni, sums up the situation: “After the floods, what the municipalities, or more precisely the Urban Community of Douala did instead, was to make a lot of noise, issue a lot of summonses, and then completely destroy the local communities near the various drains… What we actually need to put in place is a good administration to ensure the areas at risk are managed properly - because no-one decides to live on swampland or along the drains. The fact that people are living in these areas also reflects the prevailing impoverishment taking place in Cameroon, considering that accessing decent housing or buying a property remains a pipe dream.”

Kameni asks “[how] are you supposed to find accommodation when the tiniest studio costs upwards of 30,000 CFA francs, while the minimum wage is around 28,900 CFA francs? As a result, it is easy to see why swampland and other dangerous areas are becoming the last resort for the majority of Cameroonians.” Kameni thinks that under these conditions, one has to be well-off to obtain decent accommodation and, of course, to not have to live alongside the drains. He also urges the public authorities to build more social housing as soon as possible, especially as the housing at Bonamoussadi, Makepe and Kotto dates from 1985.
How do you assess the support provided by UCLG-A?

UCLG-A’s support has enabled an increase in the amount of lobbying and advocacy undertaken by national associations of local authorities. Decentralisation is a political process and in order to advance it is important for associations to develop actions that make national leaders aware of the need to improve the conditions under which local government operates. UCLG-A has provided extensive assistance to the region’s associations at national and regional level. UCLGA also undertakes a number of capacity building actions that are beneficial for local authority staff. Peer review has also proven to be immensely valuable.

What was the outcome of your UCLG-A Central Africa regional seminar during October?

It is important that we have an update on recent developments and international actions being undertaken by African local authorities. This is a crucial year: new sustainable development goals were be drawn up; Africities; and the final stretch before Habitat III. We need to identify what needs to be done within pan-African and international forums to make the voice of African local governments heard. This is why the African Charter on the Values and Principles of Decentralisation, as well as the project of the High Council of Local Authorities within the African Union is important and why nations need support to ensure they are institutionalised on a permanent basis.

What are your preparations for hosting Africities 2018?

It is fair to say that our hotel capacity has grown considerably, which provides the assurance we can absorb the numbers that will be attendance. We have modern facilities suitable for meetings and workshops. One of the themes we will consider is to focus on asserting the role of local authorities in achieving sustainable development goals.

What challenges do you face as Mayor of Brazzaville?

The challenges are many and varied. My priority mandated objectives include: Socioeconomic conditions: we need to do all we can to combat poverty. Affairs, we support actions for poor families. Identify employment-generating sectors and create employment incubators. Environmental: keeping the city clean. The objective is to ensure cleaning operations in the city’s streets are systematic, and for rubbish to be collected across the entire commune. Basic needs: In collaboration with the government we need to satisfy the demands of the people. Safety and local democracy.

These are difficult challenges to meet as financial resources are not sufficient. We cooperate with bilateral and multilateral partners such as the AIMF, UCLG-A, and twinning sister cities for support in overcoming problems, including: computerising the civil register and the addressing project we have with AIMF; household waste management in collaboration with the city of Paris; and food safety issues with the city of Milan. •
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1. Become part of the second most important democratic organization on the African continent after the African Union.

2. Gain access to a platform of resources and knowledge based on the exchange of experiences and on scientific work.

3. Benefit from the support of UCLG Africa in your dialogues with your government on critical issues related to decentralization and local governance.

4. Enhance your leadership and management capacity by participating in our programmes.

5. Connect easily with your peers in Africa and beyond.

6. Benefit from exchange of experiences and learning opportunities through the “peer review”.

7. Echo your voice in all regional, continental or global forums that discuss decentralization, governance and local development issues.

8. Join the digital world and cross the digital bridge by owning your own webpage on UCLG Africa Internet portal “www.localafrica.org”

9. Benefit from assistance in sourcing funds for your activities.

10. Contribute to the dynamics of African integration through decentralized cooperation between local governments, including cross-border decentralized cooperation.

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