

# BORDEAUX SUMMER SCHOOLS

May 31st – June 4th, 2021

## POLICY MAKING AND POLITICAL IMPLICATIONS AND CONTRADICTION IN CHANGING URBAN ENVIRONMENT

Housing and public transport in Abidjan, Ivory Coast

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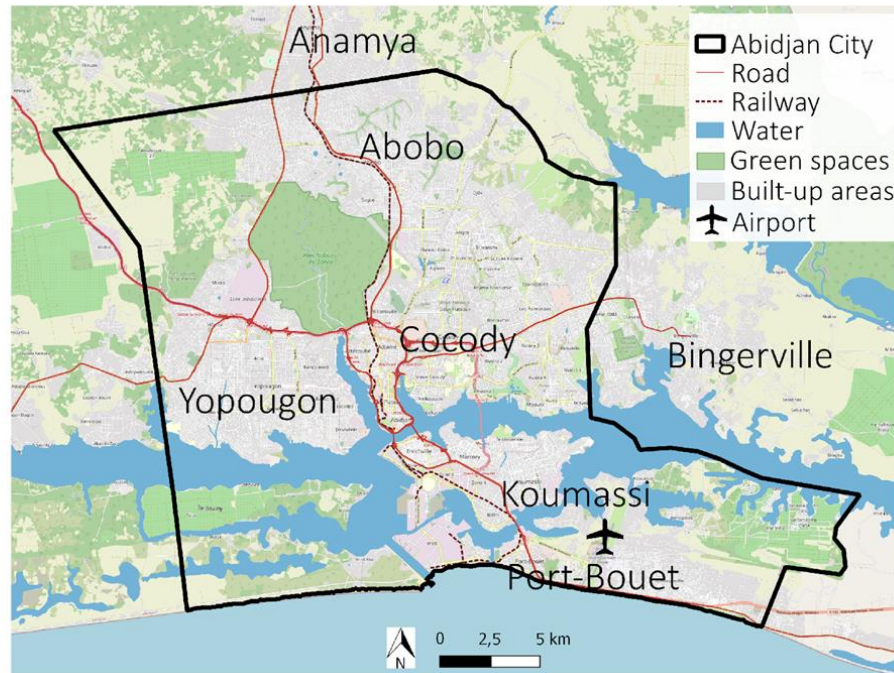
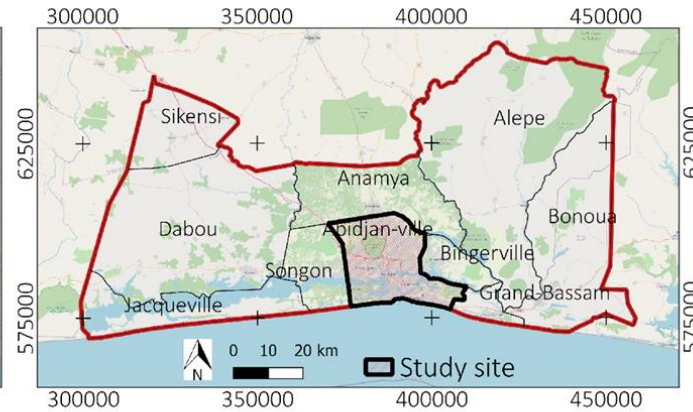
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# 1. Study location

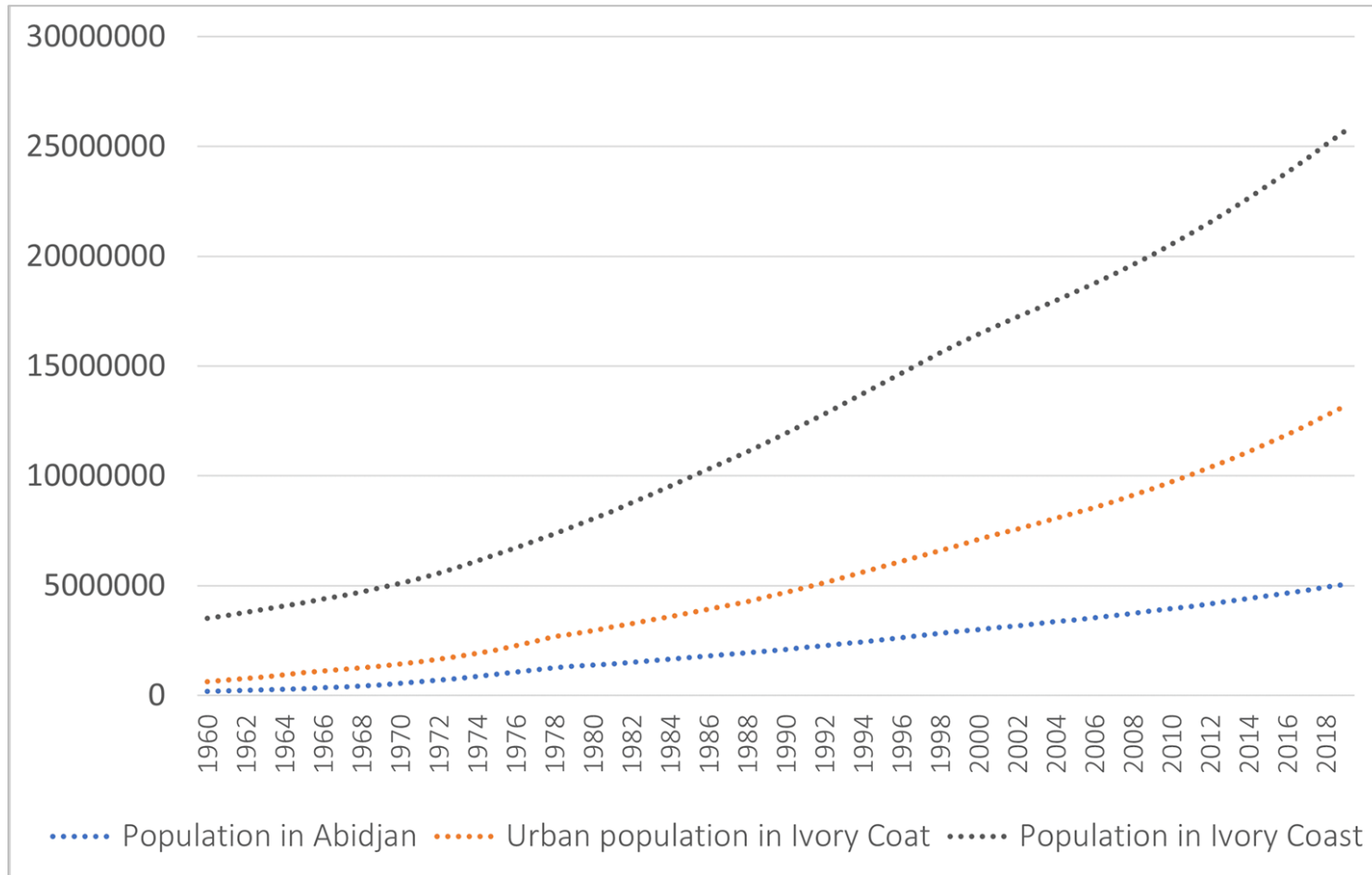
Figure 1: Location



- Ivory Coast's **economical capital**, located on Ébrié Lagoon at the coast to the Gulf of Guinea (Atlantic Ocean)
- Largest city - **area: 629 km<sup>2</sup>**
- **About 5 millions inhabitants**
- **Morphology:**
  - Lagoon
  - In the center: the island of Petit-Bassam
  - To the south of the lagoon: a vast coastal strip where the coastal zone develops
  - The "plateau": low plateau (Cocody and Yopougon) - high plateau (Le Plateau, Attécoubé, Adjamé, Abobo)

## 2. Population growth

Figure 2: Population growth 1960 - 2019

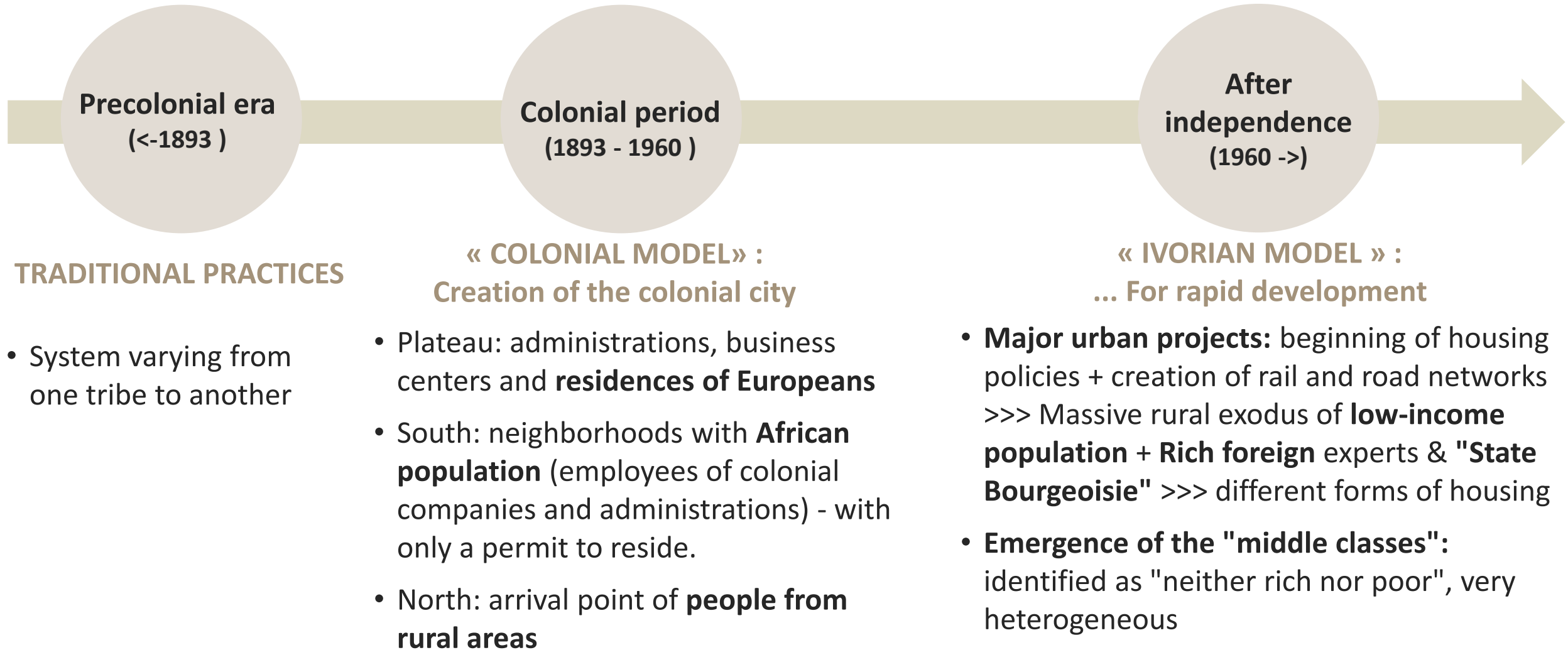


- 1912: only 1,400 inhabitants
- About 190,000 inhabitants in 1960
- Slowdown in population growth between 1978-1984 due to the consequences of the economic crisis
- Since the 1980s, growth has been mainly due to **natural increase**.
- 1960 – 2019: 5,70 %

	1960	2019
Urban population	31%	38,3%
National population	5,4%	19,6 %

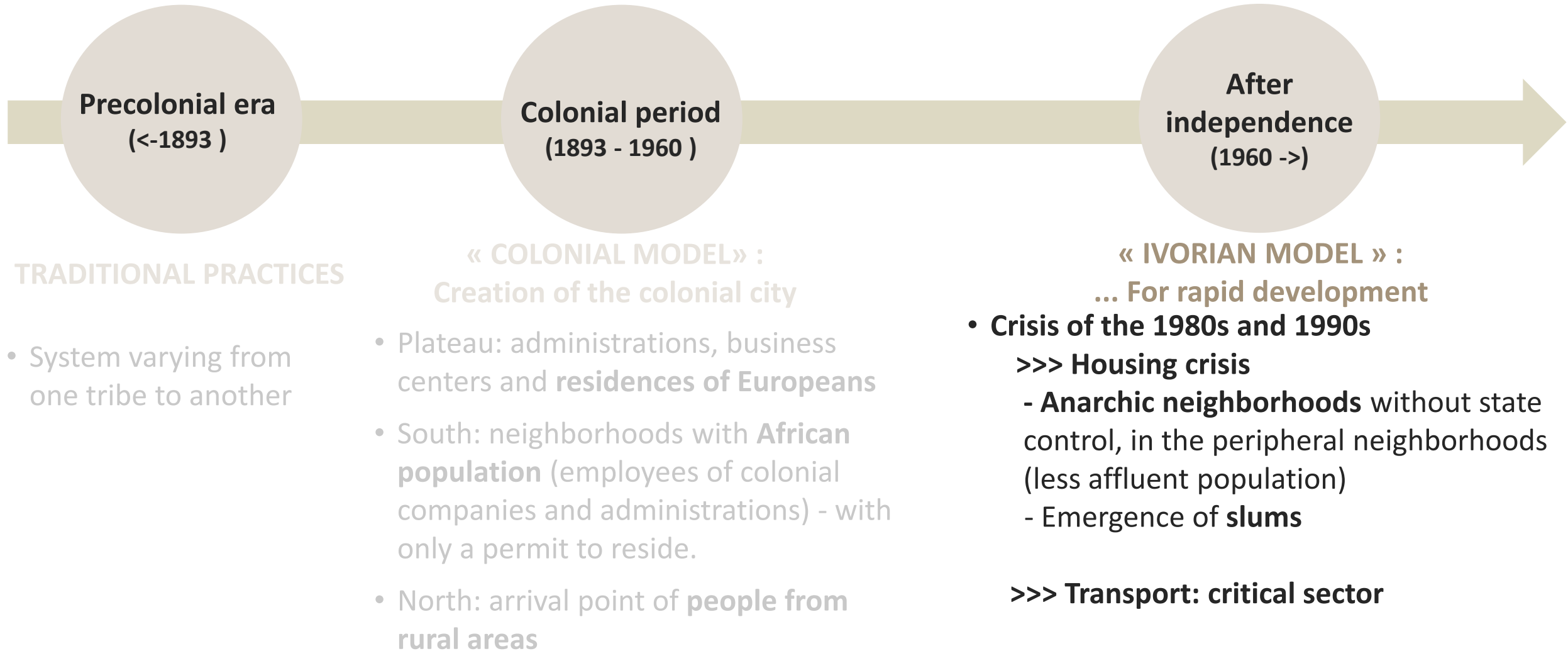
## 2. Urbanization processes

### 2.2. Spatial and socio-economic segregation



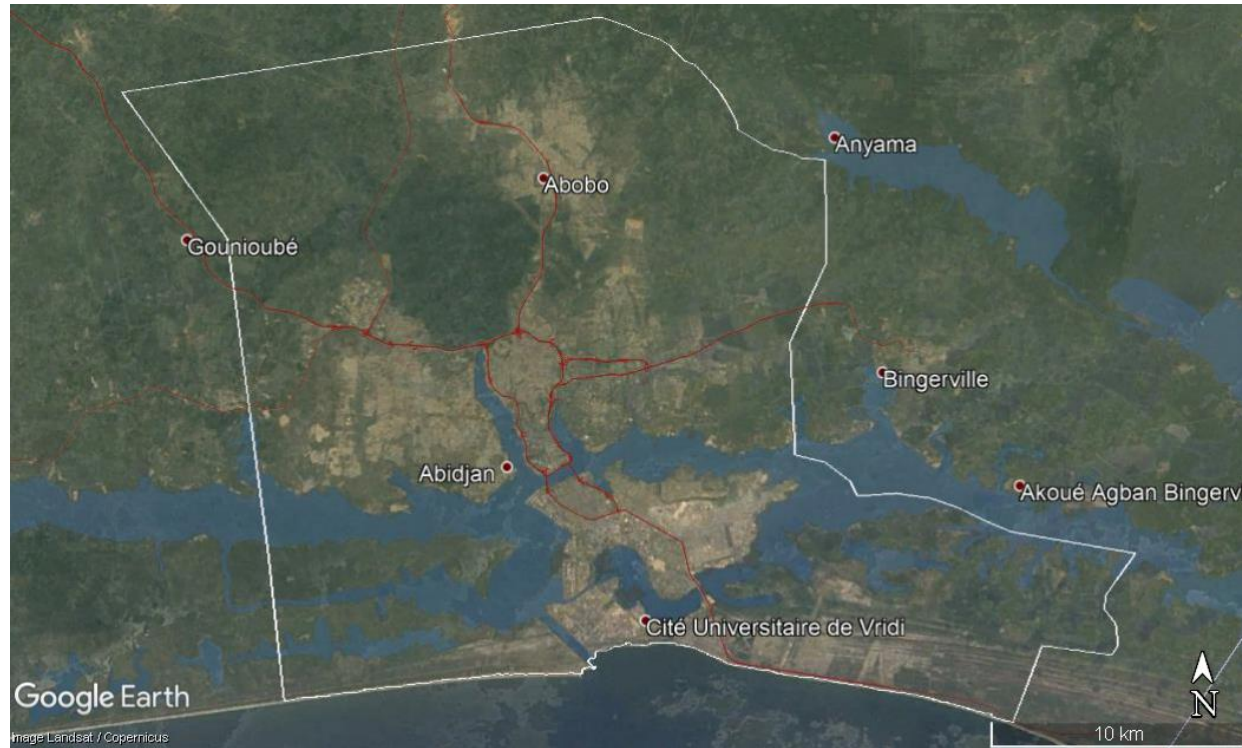
## 2. Urbanization processes

### 2.2. Spatial and socio-economic segregation

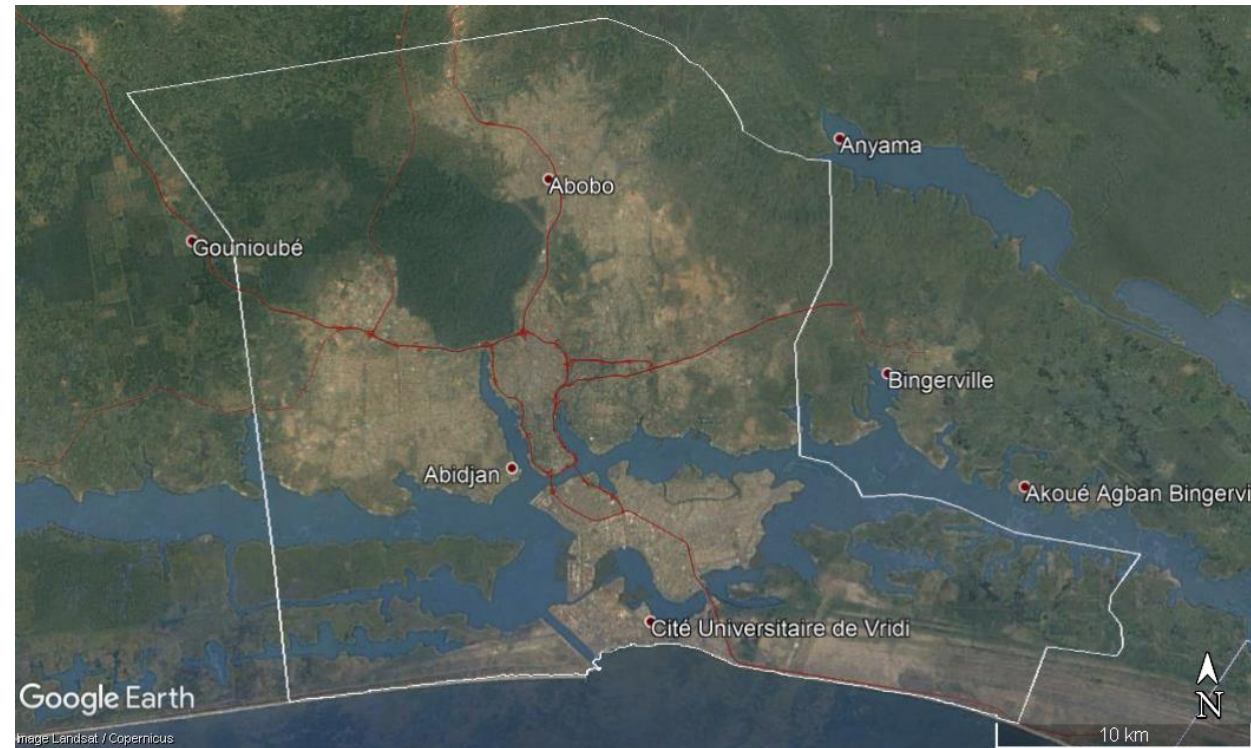


## 2. Urbanization processes

### 2.3. A rapid urbanization



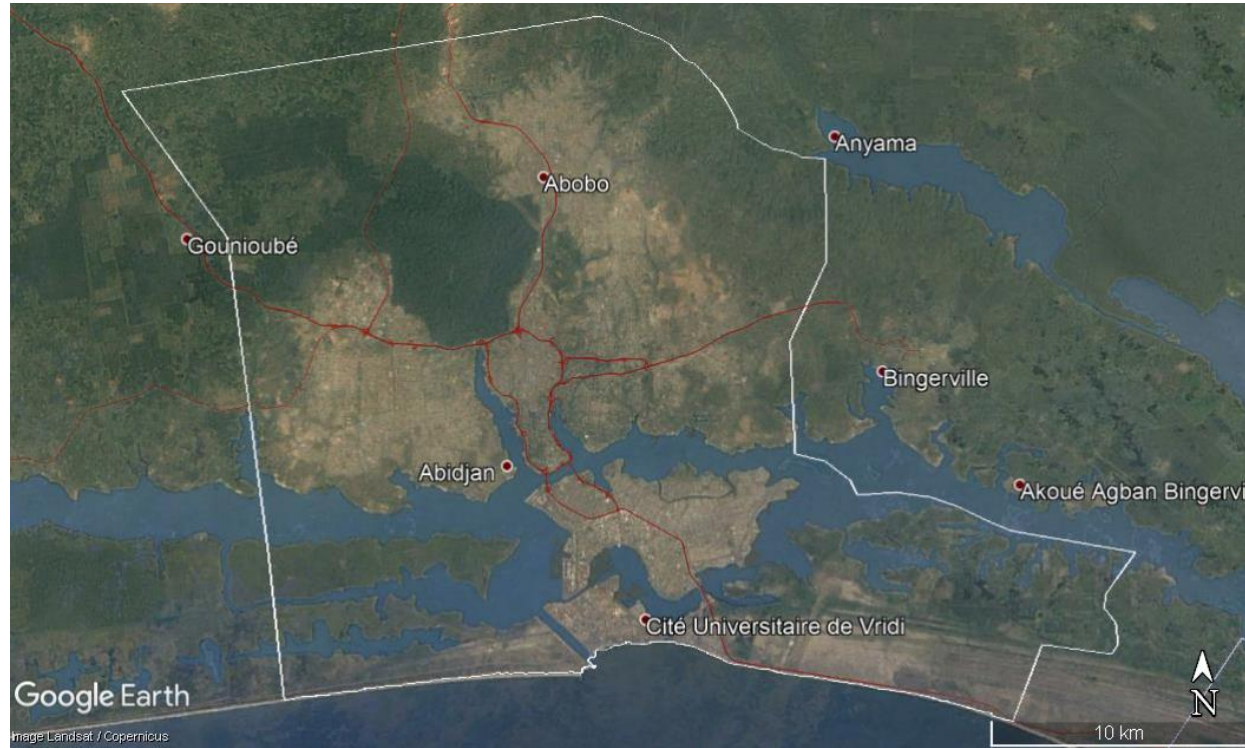
1984



2000

## 2. Urbanization processes

### 2.3. A rapid urbanization



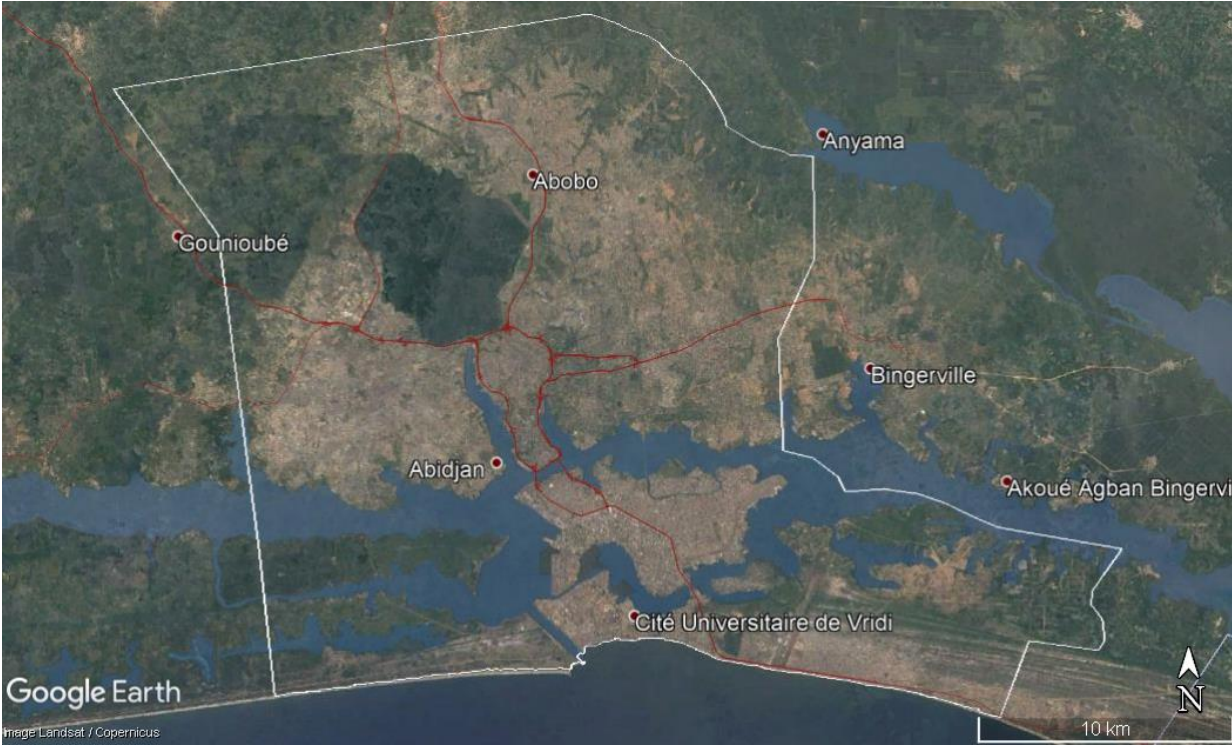
2000



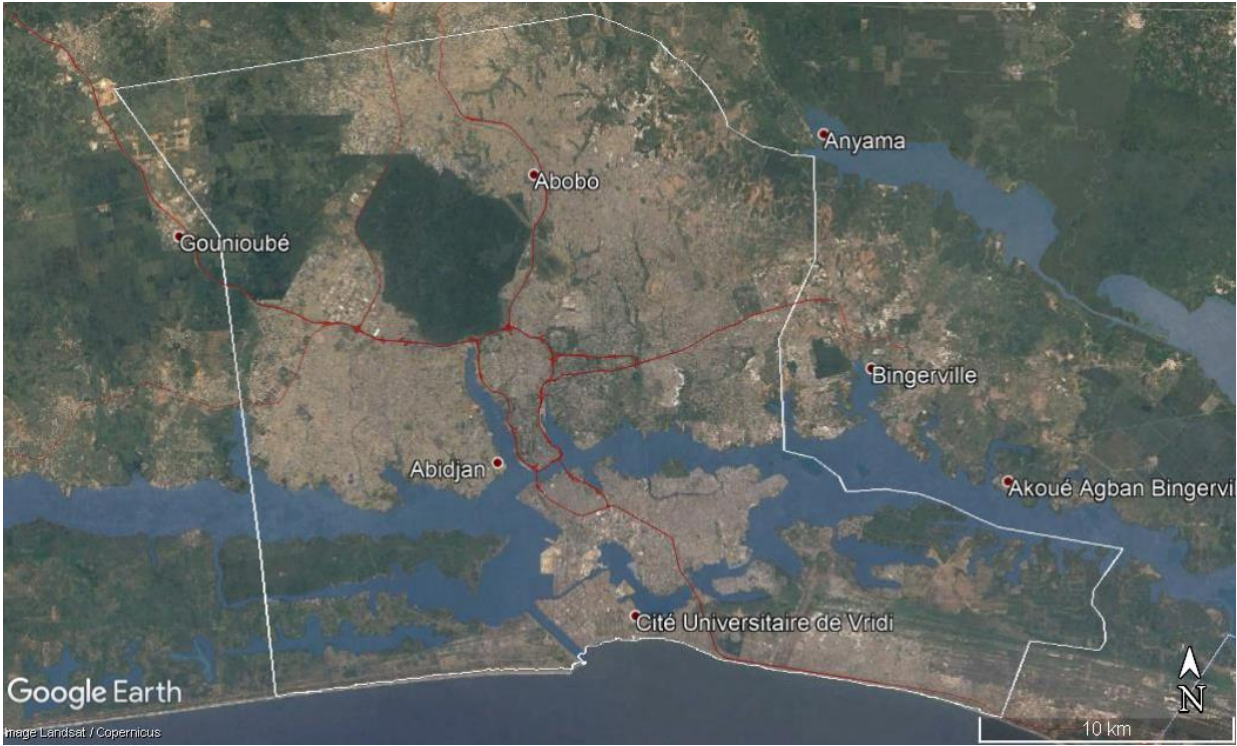
2015

# 2. Urbanization processes

## 2.3. A rapid urbanization



2015



2021



## 2. Urbanization processes

### 2.4. Consequences of the rapid urbanization

**Ivory Coast: the third most urbanized** country, behind Cameroon and Ghana

- Demographic, social, cultural and political challenges
- Pressure on housing, transport, public services, etc.
- Since 1978, the trend in the correlation between urbanization and per capita income has been in the wrong direction

# 3. Socio-economic structure and needs of the population

## 3.1. Ivorian population

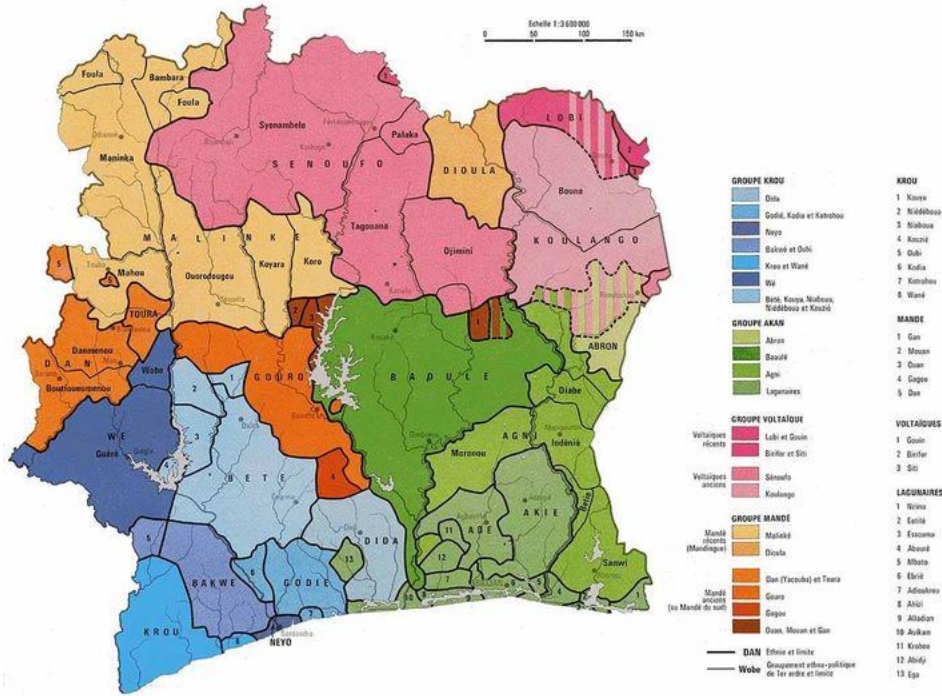
Ivory Coast is characterized by :

- economic and social inequalities
- a cultural mosaic

Figure 3: GDP per capita of the working age population, by Ivorian region



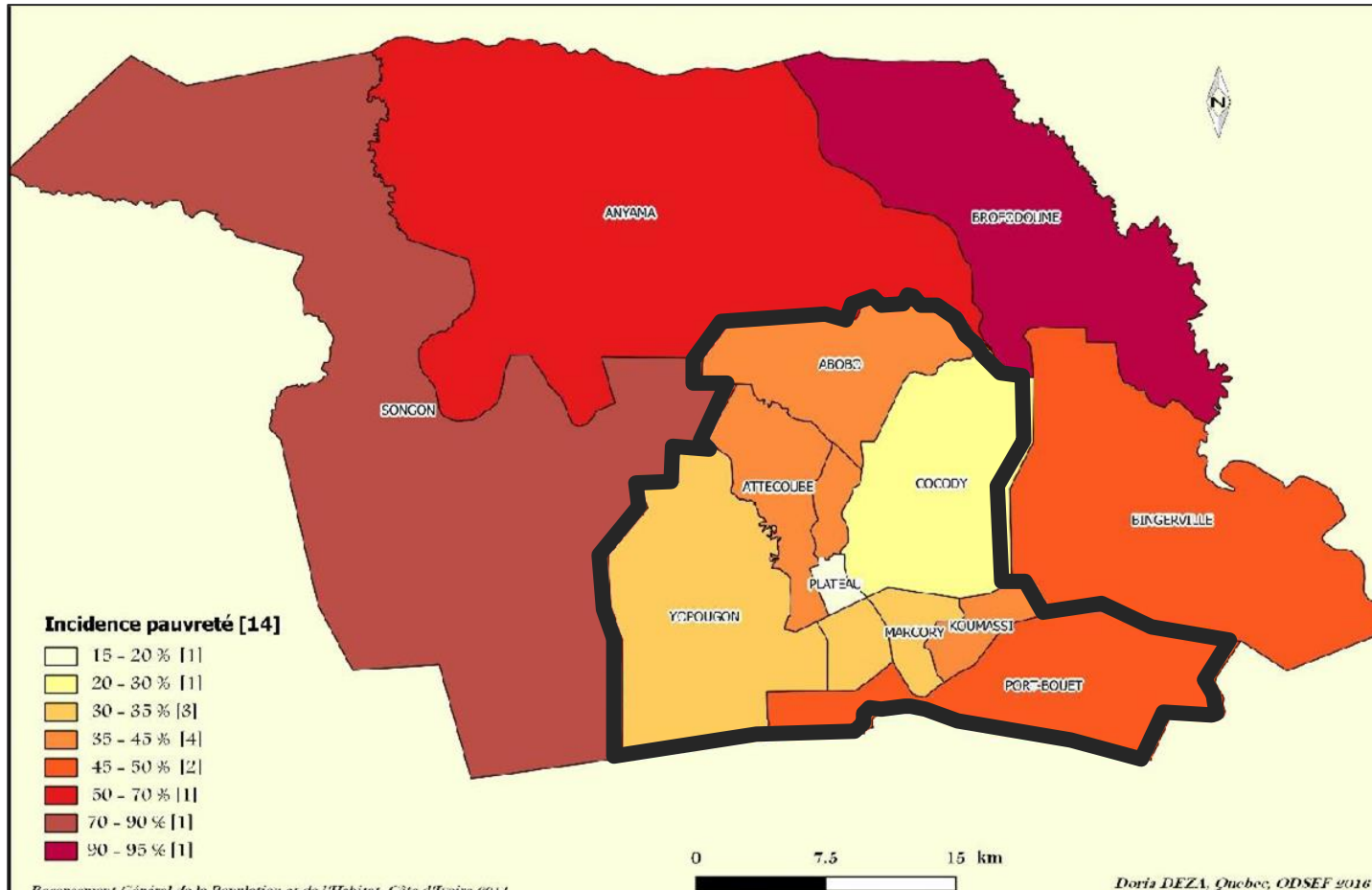
Figure 4: Spatial structure of the ethnic groups of Ivory Coast



### 3. Socio-economic structure and needs of the population

#### 3.2. Abidjan population

Figure 5: Incidence of poverty in the district of Abidjan



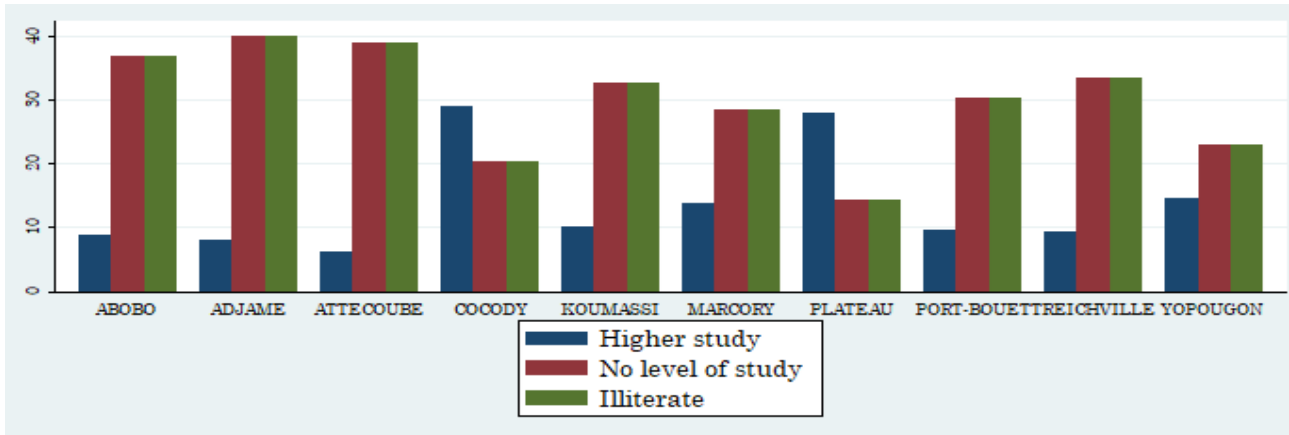
Incidence of poverty :

- High in peripheral sub-prefectures (red and purple)
- Relatively low in Abidjan municipalities (black outline)
- Lower in Plateau and Cocody municipalities

### 3. Socio-economic structure and needs of the population

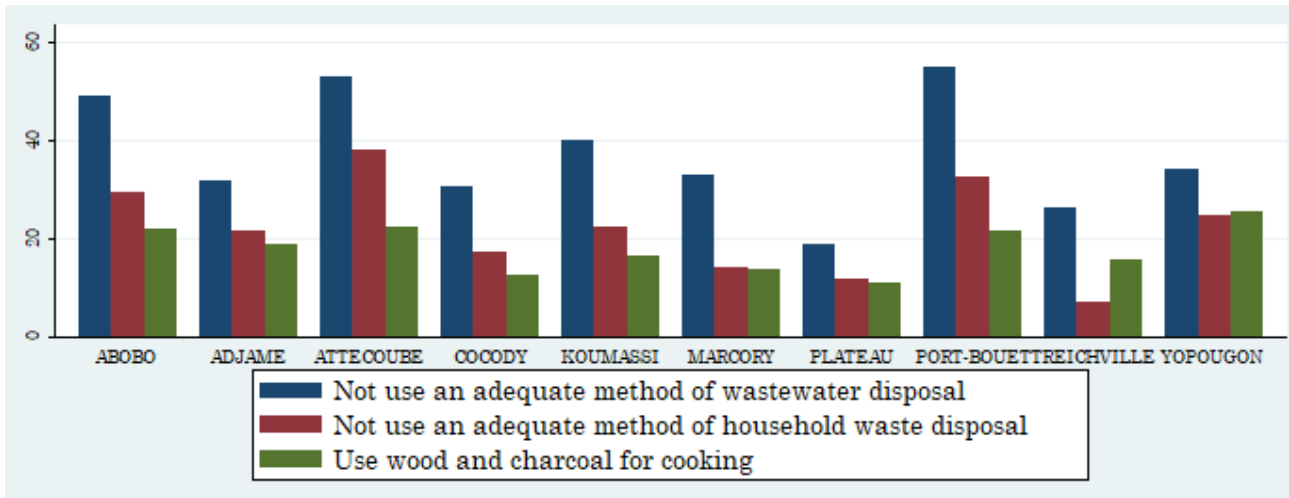
#### 3.2. Abidjan population

Figure 6: Education level of the population by Abidjan municipality



- 29% have higher education level in Cocody and Plateau and lower illiterate rate
- High percent of people with none level of study in other Abidjan municipalities

Figure 7: Household housing characteristics, by commune in Abidjan



- The poorest municipalities (Port-bouet, Attecoube) are the most affected by sanitation problems and poor cooking practices

### 3. Socio-economic structure and needs of the population

#### 3.2. Abidjan population

Afrobarometer (Q55pt) : *“In your opinion, what are the three most important problems facing Côte d’Ivoire that government should address?”*

##### For Abidjan population

- Unemployment (19%)
- Poverty/destitution (13%)
- Health (9%)
- Food shortage/famine (8%)
- Education + (6%)
- Crime and Security (6%)
- Management of the economy (5%)
- **Transportation (5%)**
- **Housing (4%)**
- Wages, incomes and salaries (4%)
- Water supply (3%)
- And others....

##### For rural population

- Water supply (13%)
- Health (10%)
- Infrastructure / roads (10%)
- Electricity (10%)
- Poverty/destitution (8%)
- Unemployment (7%)
- Education (7%)
- Farming/agriculture (4%)
- Food shortage/famine (4%)
- Agricultural marketing (3%)
- Management of the economy (3%)
- And others...

## 4. Why promote transports and housing policies?

### 4.1. Some evidence in the literature

#### Transport

- **Extension of rural roads area** (Hine et al, 2016 - systematic review of impact evaluation in developing countries) :
  - strong increase in opportunities to gain non-agricultural work, volume of traffic, agricultural output, access to health centres, school completion rates ... reduced poverty and transport costs.
  - but...increased risk of spreading infections such as HIV/AIDS
- **Public transport** reduces both time and cost of travel, increase mobility of peripheral population and improve employment in Pakistan (Field et al., 2020)
- **Construction of highways** promotes industrial development, production and investments in related cities in China (Xu et al., 2013)
- **Rail transport**

## 4. Why promote transports and housing policies?

### 4.1. Some evidence in the literature

#### Housing

- Incremental self-help housing is common in Africa
- In Sub-Saharan Africa, the tradition has been for housing to be built by small contractors engaged by the house-owner.
- The process is perhaps the only housing approach common to all African countries that is affordable at the household level
- Effective housing policies have to necessarily involve the people, horizontally and vertically.

## 4. Why driving a politic axed on transports and housing ?

### 4.1. Abidjan context

#### Transport

- Domestic transport costs in Côte d'Ivoire are amongst the highest in the world - Fewer than one in ten trips is made via public transport.
- **Transportation policies** do **not** specifically address the needs of **the middle class**. Some of the projects are **more** geared toward the **upper classes**.
- On a daily basis: - more than **10 million trips** are made to Abidjan
  - each household spends on average **CFAF 1,075** and loses more than **three hours** in commuting time.
- Transport expenditure ranks **third in household budgets** (after food and housing), accounting for roughly **5% of national GDP**. For **up to 30% of the income of poor households**
- The **informal sector** (Gbaka, meter taxis, Woro-Woro, and intercommunal taxis): **85 %** of public transport trips and has grown at the expense of the formal sector.
- Unqualified actors operate with **obsolete vehicles** that pose **safety, reliability, and pollution problems**
- **Bus services**: concentrated on routes **from suburban areas** and ending in several city terminals



## 4. Why driving a politic axed on transports and housing ?

### 4.1. Abidjan context

#### Housing

- **Social housing**: planned for “poorest” people.  
Problem: exclusion of rural and urban informal sector + highest price by the private operators >>> **Wealthy are beneficiaries**
- About one **third of urban dwellers** have **access to adequate housing**.
  - Almost **half** the inhabitants still have **no access to the electrical grid** (concentrated in urban areas) or to **clean water** (improving somewhat in rural areas).
  - **Solid waste** management for households is poor.
- **Informal settlements** are common in **urban** and **peri-urban areas** and are usually situated on **publicly owned land**.
- **Low land availability**: complexity of the land tenure system

## 5. Recommendations

### Housing

- Simplify and relax **regulations on land use** and zoning
- For social housing: need for serious action by the State as an intermediary between the population and private operators - considering the social and functional mix
- Propose **public consultation sessions** on a public-private partnership green housing pilot project. Submit application to European Union for promotion of blue economy.
- Recycle fishing gear and sea plastic to make building materials. Invite investors for low-tech factories.

### Transport

- Promote **greater professionalization** in the transport sector and create jobs in high-density areas
- Propose starting **training programs** for bus drivers and public transport managers. **Collaborate** with **universities** for such training. Select candidates from those who can prove long residency in Abidjan.

## 5. Recommendations

### For both

- Improve **cross-ministerial coordination** (e.g., land use planning must ensure integration with infrastructure and especially transport):
  - Ministry of Construction, Housing, Sanitation and Urbanization
  - Ministry of the Interior and Security
  - Ministry of Economic Infrastructure
  - Ministry of Transport
- Propose regular political consultation sessions, making it a routine
- Work with associations that have influence with the government and agree with the population.



**THANK YOU FOR LISTENING**

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