

SESSION BOOK - 1st version



les ateliers

maîtrise d'œuvre urbaine

# BAMAKO METROPOLIS

## The new urban centralities

July 8th to 22th, 2011



INTERNATIONAL WORKSHOP OF URBAN DEVELOPMENT

HOW TO CREATE AN EFFICIENT SYSTEM OF ATTRACTIVE URBAN CENTRALITIES, LINKED TO A METROPOLITAN PUBLIC TRANSPORT NETWORK, SO AS TO ADAPT TO THE EXTRAORDINARY GROWTH OF THE CITY AND PROMOTE DENSIFICATION RATHER THAN URBAN SPRAWL ?





# FOREWORD

This workshop in Bamako follows the workshops of Saint-Louis (Sénégal) in April 2010, and Porto Novo (Bénin) in 2009 and 2005. It has been organized on the initiative of the Municipality of the District of Bamako, which called on its partners for organizing and funding this workshop: the City of Strasbourg, the City of Angers and the Urban Community of Lyon, all supported by the French Ministry Foreign Affairs, the French Development Agency and the French Ministry of Sustainable Development. The workshop also received sponsorship from the Malian Ministry of Territorial Administration and Local Authorities, and the Malian Ministry of Housing, Land Affairs and Urban Development.

The management team of the workshop, defined the subject of new centralities with the help of many personalities in Bamako, following a first mission in December 2010. This topic was discussed in a document, and widely circulated in the network of Les Ateliers. This document made it possible to recruit 21 Malian and international participants of a very high level, from over 120 applications. In April 2011, the management team came back to Bamako with their chairman Pierre-André Périssol. Together with the Mayor of the District, they presented the workshop to the Committee of local partners. In May and June, the workshop assistants produced the presentation document of the city, awarded to the selected professionals, so as to get prepared.

This workshop is targeting, the following objectives:

- Bringing out innovative proposals in terms of urban design and operations, so as to accept the idea and necessity of new centralities attractive to the city. They would have to be connected to an efficient public transportation system, and to promote densification, to accommodate the dramatic urban growth.
- Bringing in a participative exchange between all the people in charge of the development of Bamako, considering urban studies and consultations already undertaken, with the objective to contribute to future projects, as well as actions already underway,
- Organizing in Bamako an international event, being in the same time a opportunity of training for all participants.



For each workshop, an organization team is implemented. For the Bamako 2011 workshop, this team was composed by two directors, two assistants of the directors, two local contacts, an assistant dedicated to the APA event, four students at the ENI (National Engineer School) and the permanent team of Les Ateliers.



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# Les Ateliers

## Les Ateliers Internationaux de maîtrise d'oeuvre urbaine

Les Ateliers (International workshops of urban planning and design) is a non-profit organization created in 1982 by the urban planners of the New Town of Cergy-Pontoise, in order to maintain and develop creative ideas in the process of designing the city. Be it with young graduated professionals or confirmed experts, each "atelier" is an international meeting during which several multidisciplinary team prepare, and then present to an international jury, illustrated proposals about strategic planning and operational design for territorial development. The added value of these actions lies, on the one hand, on the production of original ideas and analysis, which cannot emerge easily because of the daily tasks of administrating a city, and the institutional partitions. On the other hand, they create and encourage informal meetings and discussions between technicians and deciders.

There is an international workshop in Paris region every year since 1982. Since 1997, the organization has been doing workshop abroad, on the demand of a local authority and its partners. There have been 12 workshops in Asia, 4 in Africa, 2 around the Mediterranean Sea, and 1 in South America (Brazil).

You have in your hands the first version of the "Session Book" of the international workshop of urban planning and design performed in Bamako in July 2011. This document has been produced directly during the workshop and distributed on the day of the jury. It is a compilation of the production of the three international teams, added to a condensed presentation of the issue at stake, and a facebook of all the participants, including jury and organizers. A final version of this document will be issued ([www.ateliers.org/en](http://www.ateliers.org/en)) in the weeks following the workshop, integrating a synthesis of the jury deliberation.



Projet International de transport d'axe urbain

### METROPOLE DE BAMAKO

## Les nouvelles centralités

Quel système de transport urbain, adapté à l'expansion croissante de la ville, articulé à un mode de transport collectif performant, et intégrant la planification comme alternative à l'étalement ?

Du 9 au 23 juill. 2011

Logo of the Ministry of Urban Planning and Construction of Mali (MUR) and the Bamako Metropolitan Authority (MAM). The text includes 'MUR' and 'MAM' along with some smaller text and logos.





# Introduction

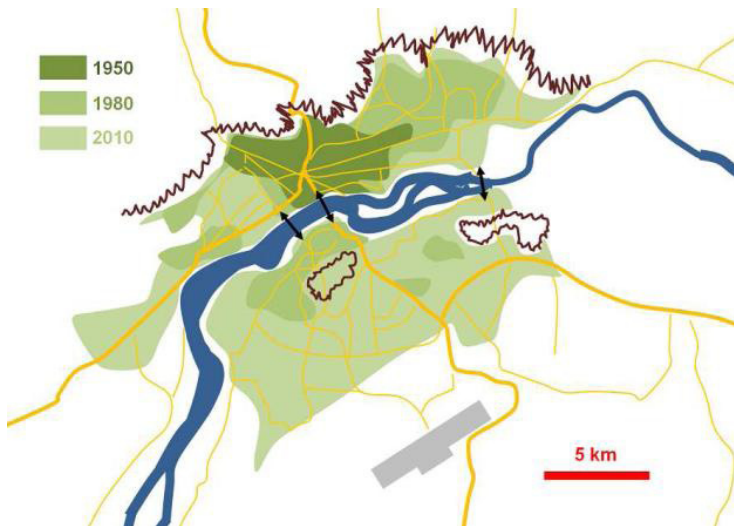


# The new urban centralities of Bamako metropolis

## Bamako, a spontaneous metropolis undergoing its urban growth.

As many major African cities currently going through an urbanization process, Bamako has known an impressive 20 years-long urban growth, amongst the most important one in the world. Figures are crystal clear: 130 000 people at the dawn of the Independence, 1 million at the beginning of the century, 2 million today and a forecasted 3 million 10 years from now. Bamako has reached a critical size and has entered the metropolis category.

Bamako doesn't really have a hold on its growth and the public authorities don't control it: its pace is much faster than the authorities' ability to create governing, planning and urban management tools, resources and skills, which are all fundamental to face the challenges of a profound, long-lasting and inevitable mutation.



Scheme of Bamako urban sprawling.

The symptoms of this uncontrolled development are quite typical within other African cities: urban sprawl going outside the cities borders, a growth that is not necessarily connected to the economic development leading to an important urban poverty, a lack of basic urban services like health, hygiene, education, a gradual saturation of the transport infrastructures, an increase of the pollution...

Local specificities give these problems an original flavor: Bamako seems to absorb every migrants because secondary cities are unable to contain the rural exodus, the city is young (Bamako only had a population of 1,000 at the beginning of the 20th century) and Bamako couldn't develop a strong urban culture, and didn't promote the dense construction modes of the eastern cities like Ségou, Mopti Djenné... there is also a « village atmosphere » and a mix of contemporary urban and rural habits and behaviours, physical constraints with the hills blocking the city's development northward (the development is mainly occurring on the right bank (or south bank) of the Niger river, there are growing discrepancies between the everyday life's reality (the city's life is currently happening in all the districts, on both banks of the river) and the mental representations of the city (a small perimeter in the city's center around the pink market and the colonial fabric), saturation and paralysis of the historical center...

Aside from the symptoms of a city that is growing too fast, Bamako also shows the image of a transforming city through many and large-scale infrastructure projects. Some have just been finished or are just about to be finished: Administration City and new interchange at the second bridge's exit, renovation of the National Park of Mali, construction of a third bridge and a new hospital in Missabougou, large housing projects, Sotrama ring around the historical center, extension and modernization of the airport...),

and others are still waiting to be launched: (tramway, Kabala's University Campus, heavy load truck station, planning of the river banks...).

Yet, these projects are only local and isolated and therefore fail to create a chain reaction on their nearby environment. With an addition of isolated projects, Bamako seems to be lacking a clear, global development vision and strategy.

**This conclusion is widely shared but the transition towards a new stage of urban development and organization remains difficult.**

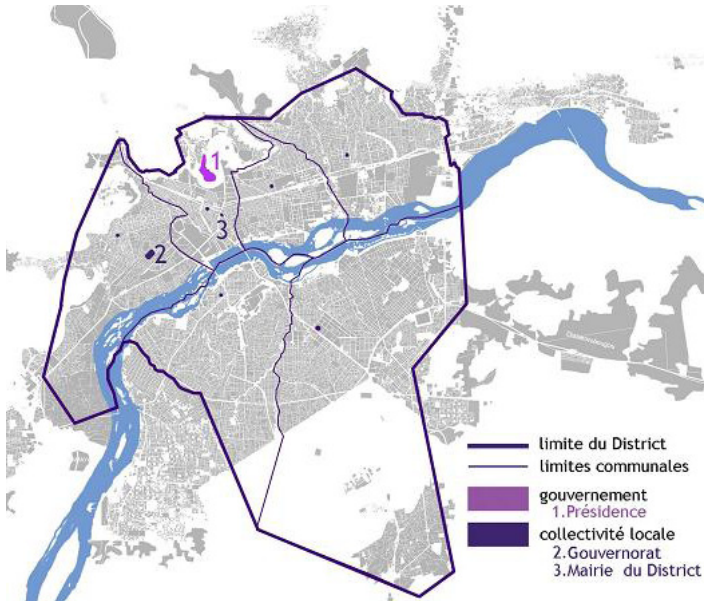
The governing and urban management tools no longer fit the city's size, for it is now a metropolis. None of the successive revisions of the 1995 planning scheme came to life and there is no governing office for the Greater Bamako. Even the city center, with 2 million inhabitants is governed by six autonomous towns headed by a District with no real authorities, especially regarding urban planning. Finally, the capital rank of Bamako means that the Malian state still has a strong hold over the structuring and management projects of the city.

An administration reform project has been existing for several years, but has yet to be approved by the Malian state: it would create a central municipality gathering all the decentralized authorities, and the six current towns of Bamako as well as the suburban towns would become districts (arrondissements) without financial autonomy.

All the political and technical actors are facing an uneasy situation. The conclusion that Bamako has definitely entered a new stage in its development is widely shared, and it requires an imperious need to



rethink the way one apprehends the city that became a metropolis: there should be one legitimate governing authority. But the creation and launching of a new agglomeration governing authority doesn't seem to be a priority.



Administrativ limits of the District.

Anticipating the future administration's reform, the District's council has seized the issues of Bamako's development and urban growth, and has been initiating for 2 years a federating process with local actors and partners around two goals: forecasting and projecting themselves on a 20 years term, and a more efficient answer to the city's current malfunctionings. This initiative has known a first realization throughout Bamako's first Urban Development Forum in 2011, which focused on four topics: the urban environment's cleaning, urban mobility, urban planning, mobilization of financial resources.

The International Urban Planning Workshop session, held between the 8th and 22nd July 2011, is therefore a continuation of this 1st Urban Development Forum.

## Creating and organizing a city that became a metropolis with new centralities.

The chosen topic for the Ateliers's workshop is Bamako's new centralities.

This choice is a simple one, and stresses that a several million people metropolis cannot function properly with only one center gathering all the urban functions. Today, it is still the case with the the historical center, made of the colonial fabric and the pink market on the left bank. The transition towards an agglomeration status, just like in any other same sized city, imposes a projection into a multipolar organization of the centrality functions.

This choice also emanated from the conclusion that the right bank's population has overtaken the left bank's. It is now obvious that most of the future growth will occur in the right bank in the years to come. This situation makes it imperative for the authorities to grant the right bank's population with an equal access to the city's services, without having them crossing one of the three bridges. The question of new centralities and polarities in the metropolis is a priority for the right bank, some people saying that this bank holds Bamako's future.

Finally, this choice comes from the necessity to look at Bamako, not for what it used to be, but for what it is today: A metropolis whose perimeter has dramatically expanded and begins to loosen the umbilical cord that connects it to its historical center. Following that approach, it is important to find new locations that will allow the creation of a collective identity on the metropolis' scale: the elements of the great geographical landscape (hills, river, the city's velum) contain an identity potential it is urgent to explore, as well as the identified locations that can host the new urban polarities.

Three sites have been identified to be the core and the starting point of the spreading strategy and of

the new centrality functions organization. They are intricate with the existing transport structures, the tramway project in particular:

» In the right bank (south bank), on the Badalabougou hill, a wide promontory located near the river with a low population density. The university and some administration buildings are located there.

» Also in the right bank, the site of the Bamako covered market and the Sogoniko station, two major amenities that are poorly exploited today, but perfectly situated on the African unity road, from which are organized the majority of the road connections towards the eastern and southern Malian cities, but also towards Burkina Faso, Côte d'Ivoire and countries on the Atlantic shores.

» In the left bank, the rail da site, located in the north of the historical core will have a reinforced part in the urban journeys, thanks to the Sotrama ring and tramway projects.

Professionals participating in the workshop should define:

» A coherent, global strategy for the organization of new centralities' functions on the scale of Bamako's agglomeration. This strategy should answer the fundamental needs of the right bank's population and shall be intricate with the existing and forecasted transport system.

» « Integrated » urban projects on all or some of the 3 identified potential sites for new centralities, with well-argued propositions regarding urban densification.

» All kinds of propositions in order to build a new urban metropolis identity, which is essential for the involvement of Bamako's population in the writing of its new collective future.

## Conclusion

*« Qui trop embrasse mal étreint or « Do not bite off more than you can chew » (French proverb)*

The workshop's topic can sound rather limiting regarding all the issues raised by Bamako's extraordinary growth. But, given the enormous amount of questions, it seemed wise not to try answering them all at once.

The main goal is to establish an urban centralities strategy, in order to build a new core, an ensemble of pillars that will hold the agglomeration by its extended heart, and not by its suburbs and fringes.

*« Mieux vaut regarder devant soi que se retourner sur l'endroit où l'on a trébuché » (Bambara proverb)*

*« One should look straight ahead rather than look back where one stumbled. »*

The future is filled with uncertainties. We feel that the local actors are now completely aware of the choices that need to be made, but we also feel that they are « awestruck » by them: Bamako's future doesn't simply lie in technicalities!

We sincerely wish that this workshop will give the additional certainties that will allow the local and national actors to continue building bridges, taking risks, and opening new doors to finally embrace this multi-millionaire metropolis status.

**Vincent Bourjaillat & Franck Charlin, workshop's directors.**

Bamako, 13th July 2011





The three sites proposed as new centralities.



# Introducing the territory

## Mali

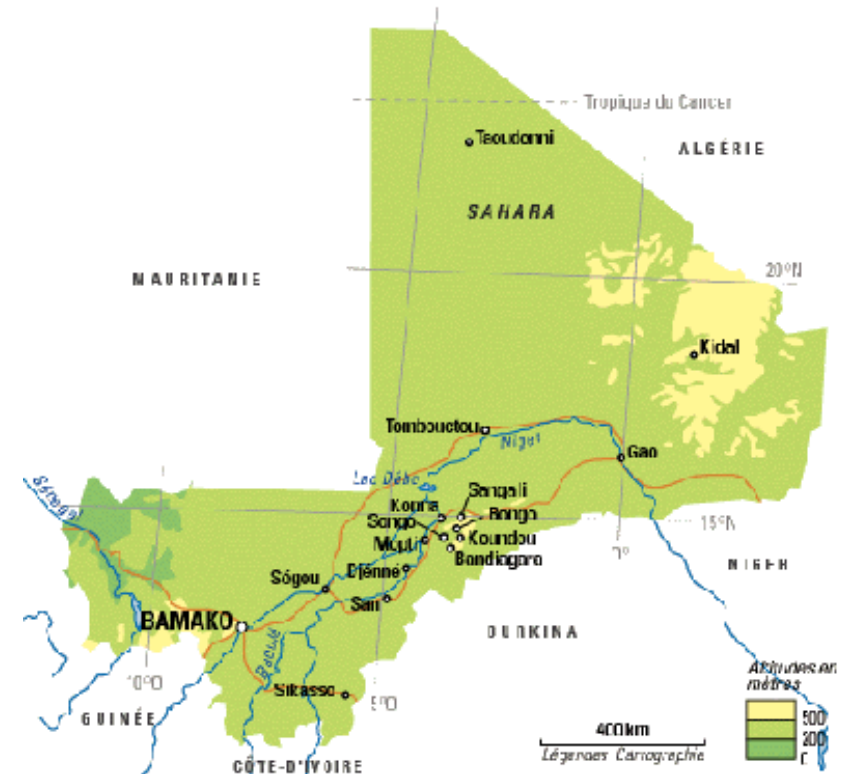
Total Population: 13 010 209.  
 Urbanization Rate: 33%  
 Population Growth Rate : 2,4% per year.  
 Average Age: 15,8.  
 Birth Rate: 6,5 children  
 Literacy Rate: 26%  
 HDI in 2010: 0,309 (160th/169)  
 GDP: 8 996 454 787\$ in 2009 = 691\$ per capita.  
 GDP Growth Rate: 5% per year.  
 Inflation rate: 13,6%  
 1st importing country: Senegal (13,1%).  
 1st exporting country: China (26,7 %).

Mali is one of Africa's widest country, located in the South of the Sahara region. With a size of 1 241 238 km<sup>2</sup>, 60% of its area is a desert. The country is secluded inside 7 000 kms of borders with 7 neighbor states: Algeria, Niger, Burkina Faso, Côte d'Ivoire, Guinea, Senegal, and Mauritania.

The country's hydrographic network is built around the drainage bassins of the two main rivers: Senegal and Niger rivers and their affluents.

The urban population's growth has increased rapidly between 1987 and 1998: between + 4,6 and 5,1% per year.

According to statistics, the urbanization should increase swiftly and reach 47,5 % in 2024.



Source : Direction Nationale de la Topographie et de la Cartographie.

## Bamako

Area: 267km<sup>2</sup>  
 District's population: 1 809 106 (2009), 12,5% of the total population.  
 Density: 76 inhabitants/ha (2010)  
 Population Growth Rate: 5,4% (6th rank in the world)  
 Informal Employment Rate: 80%  
 Primary, Secondary and Tertiary Sectors Parts (2006): 6%, 20%, 80%.  
 80% of the Malian's industry companies (2006)  
 75% of the country's importations and 10% of its exportations.

Bamako is located on both sides of the Niger river, which flows from West to East. Every centrality functions are now gathered on the North bank, but the city is contained in the North by the Plateaus, therefore, the city has crossed the river and sprawls swiftly to the South bank.

Growing from a big village of a thousand people to a 2 million inhabitants agglomeration over one century, Mali's capital city is now jutting out from everywhere.



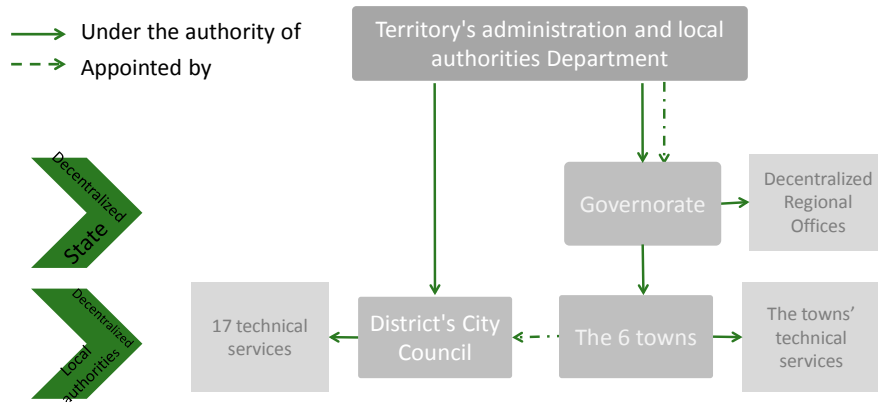
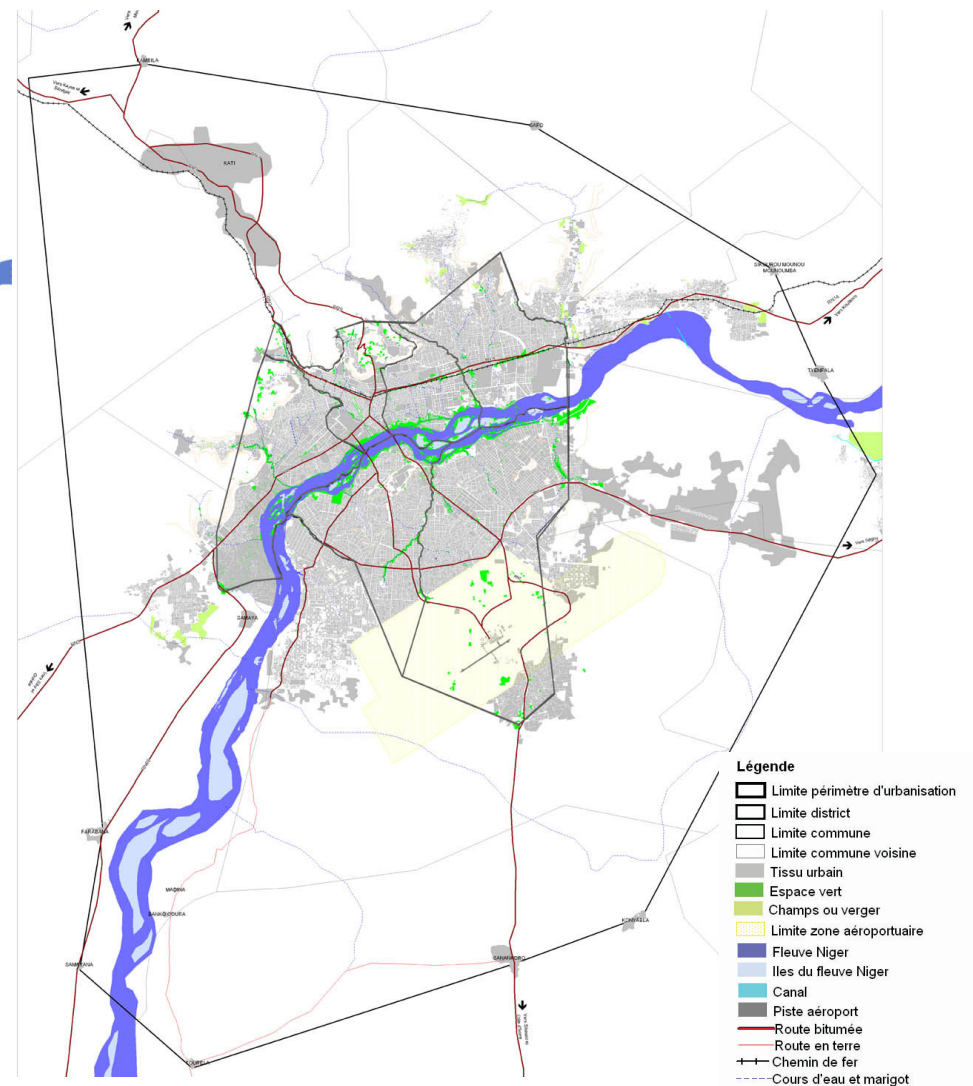
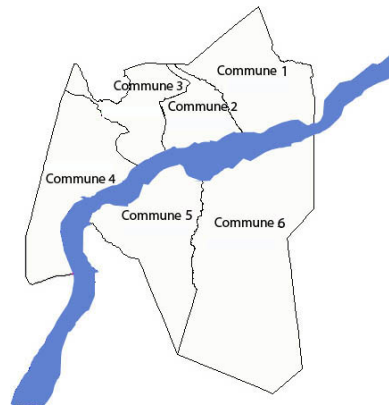
Source : Une histoire de Bamako, Sébastien Philippe, 2009.

# The territory's planning

## A complex administration's organization

The 1991 decentralization granted the District's city hall and the 6 towns with the status of independent local authorities. The district's city hall is under the authority of the MATCL, the state department in charge of the local authorities, and has inherited many of the former Governorate's missions.

There are two types of autonomous and decentralized local authorities in Bamako: The District (which is the equivalent of a region in terms of authority) and the 6 towns (which are towns and circles).



Administration's Organization Chart for Bamako's territory.  
Source : Ateliers.

Borders of the 6 towns (left), Bamako's district and urbanization's area (above). Source : SIG's maps April 2011.

## What strategy to adopt in order to face the urban sprawl?

The urbanization area defined by the SDU in 1981 is now overwhelmed by the urban sprawl phenomenon. The land resources are now depleted. The urban area is sprawling over its borders (administration and geographical) and spreads to the suburban towns, mainly in the South and in the valleys. A double reform project is currently being studied: on the one hand, it should solve the administration's organization problems on the District's territory, and, on the other hand, it will widen the territory with the creation of a metropolitan authority called "Greater Bamako", absorbing some of the nearby towns.

## Limited Planning Tools.

In the 1980's, the State has launched a methodical planning policy for the cities, and Planning Schemes (SDU) for Mali's major cities arose from this policy. Bamako's planning scheme was launched in 1981. It was revised twice but the 2005 revision was not green-lighted. The Planning scheme is made of several Sectorial Planning Projects (PUS), which are the SDU's operating tools. Given the extremely local nature of the projects, SDU's global vision is hard to implement.



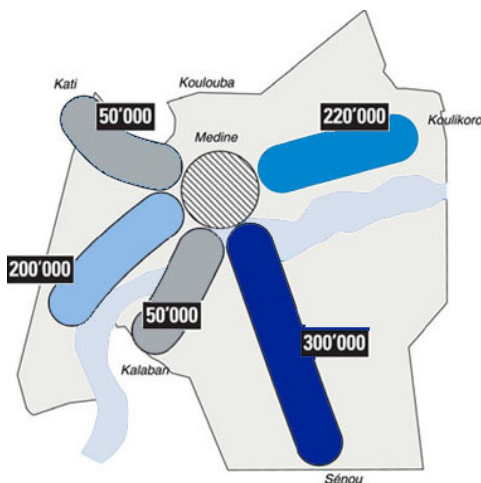
# Urban mobility

## The travelling needs have boomed and are hard to manage

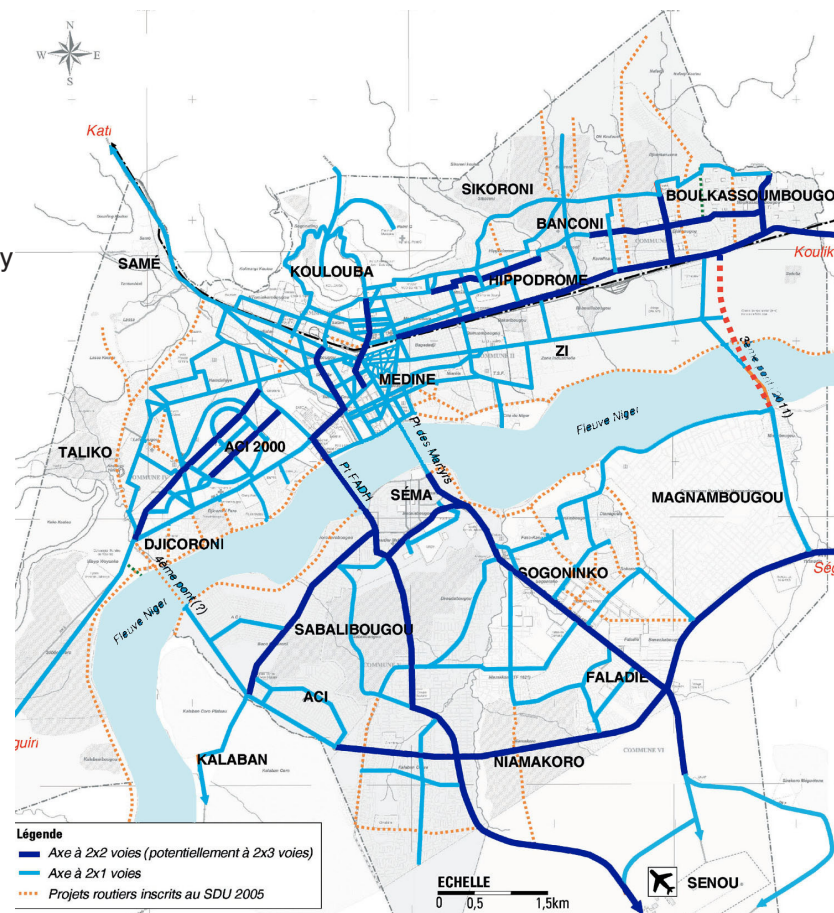
Bamako's uncontained urban sprawl has forced public transports to extend. Even though the State has launched several projects in the past few years, a global urban and suburban transport's strategy has yet to come forth.

The majority of the travels are gathered in the left bank and the Great Market. The two bridges are saturated. There is little doubt that the third bridge will soon be saturated too. The two banks' road networks are unbalanced: the right bank only has two main axes in spite of its greater size.

The public transport's network is organized to face a radial demand and therefore, its structure matches this demand. Informal transport services are fulfilling the majority of the needs, with taxis and sotramas on all the territory, but with poor security conditions. They lack devoted lanes and it only increases traffic saturation. There is an important rise of individual transportation, mainly motorbikes.



Scheme showing the dividing up among the population in a 1000m large corridor around main road axes (on the left), source: DRCTU.

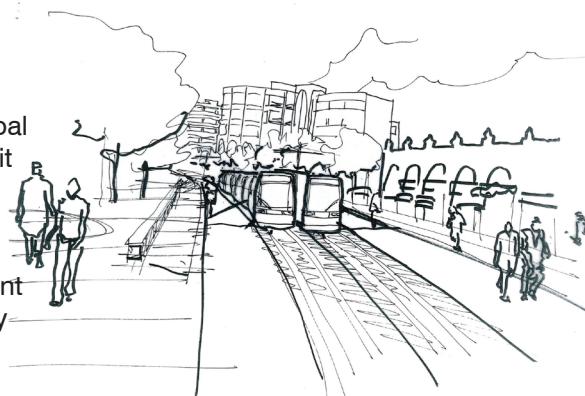


Map of the roads network, source: DRCTU.

## Two metropolitan transport projects

» **Sotrana Ring** (corridor surrounding the city center, dedicated to sotramas) : the project aims at reducing traffic and parking pressure in the city historical center. The goal is also to fluidify collective transports' transit nearby the city center.

» **Tramway** : two structuring lines (North-South and Est-West) crossing in Rail Da, have been chosen considering the important users' demand and the equipment density all along the lines.



## A difficult cohabitation between transport and informal trade

Particularly visible in Rail Da, informal trade is everywhere in Bamako (80% of employment) and covers four main areas: trade in raw agricultural commodities and manufactured goods, street food, public transport and waste management. Responsible for many traffic jams, informal trade also represents for authorities a significant shortfall in terms of taxation. Coercive measures (eviction, confiscation of goods ...) are ineffective and do not enable to initiate a true reflection about the way of trading in Bamako and the relationship between public and private space.



# The city and its inhabitants

## The landscape of the city

The landscape of Bamako is characterized by three important geographic entities : the river Niger, the hills on the North (Point G-the hill of the hope and Koulouba-the hill of the power) and some reliefs on the South bank (Badalabougou-the hill of knowledge...).

The river represents a strong element of the Bamako's landscape. It is sometimes one kilometer wide and only two bridges currently enable to pass it through : the Martyrs bridge (1960) and the Fahd bridge (1992). A third bridge is almost finished on the East of the city.

Potentialities offered by the river are today under-estimated by the inhabitants : it represents an obstacle for many people. Only a small community of fishermen (bozos) really use it.



## The tree and the city

Broadly speaking, the canopy is taller than buildings, as they are not very high. Trees are generally planted randomly, except in the historical center or in the ACI 2000 suburb, where trees are aligned.

Beyond giving a strong identity to the city, the tree is a fundamental element of the Malian culture. It also brings the shadow required for the comfort of the inhabitants.



View from Point G, green color dominates.

## The strength of traditions

Family represents the heart of all social matters. It is both a stabilizing element of the society and a constraint for the expression of the individuality emerging in the urban environment. The value of authority is extremely strong : the older you are, the more you are respected.

The neighborhood also enables a social stability through a mutual control of people (everybody can see everybody in a space that becomes common to all people).

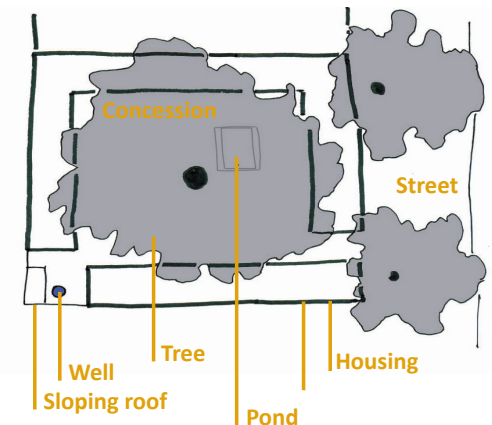
Another element structuring social relations, the «grin» is a kind of discussion group. All generations of the society has almost everybody belong one. All these social considerations are intensified during wedding ceremonies, on Sunday in Bamako.

## The way of living in Bamako

Traditional housing, inherited from the rural way of living, is the «concession». It is organized within a square to adopt the shape of lots created during the colonial period. Rooms have no floor, are adjoined and encircle the central yard where several generations belonging to the same family live together. Housing is like clothes and there exists a strong relation between a person and the walls of his house.

New generations, willing to escape from family pressure, are now investing in individual houses, mainly on the right bank.

Picture of a concession and scheme of the organization of a concession, source : Ateliers.



# Lectures

## Governorate :

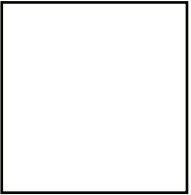
Moderator : Oumar Konate, Director of CTAC.

## Urban planning in Bamako



Moussa Konate, chief of the planning unit of the Urban Planning and Housing National Direction.

## Urban mobility in Bamako

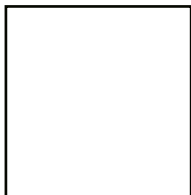


Malick Kasse, Transport Nationale Direction.



Djibril Sidibe, Direction of Traffic Regulation and Urban Transports of Bamako's District.  
[djibril\\_a\\_sidibe@yahoo.fr](mailto:djibril_a_sidibe@yahoo.fr)

## Trade organization in Bamako



Moussa Diakité, economist, moderator of the concertation State/ Private sector.

## Urban sociology in Bamako



Hamidou magassa, socio-economist, consultant for the SERNES.  
[hamidou.magassa@yahoo.fr](mailto:hamidou.magassa@yahoo.fr)



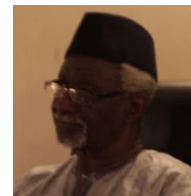
*Conferences at the Governorate.*

## Olympe Hostel :

## History of Bamako



Professor Bakari Kamian, Historian, Geographer.



Filifing SAKO, anthropologist.



**The future is on the right bank, thinking about  
the left bank is being part of the past.**

Hamidou Magassa

The left bank is « Bamako's stomach », the place which concentrates power and trade, the right bank is « Bamako's head », a mainly residential space.

Hamidou Magassa

**Bamako, the crocodiles' pond.**

Bakari Kamian

*Urban planning in Bamako : there's no pilote in the plane, there is no crew in charge of maintenance.*

*Abdoulaye Deyoko, director of ESIAU*

**Informal trade is leading the formal one.**

Hamidou Magassa

*Bamako's future is filling me with despair.*

Bakari Kamian

With bridges, Bamako's inhabitants have crossed the river but have never stopped.

Hamidou Magassa

Rail Da, the fetishized umbilical cord.  
Hamidou Magassa

**Informal trade is not an epiphenomenon. It represents a constant element of the city and a strong factor of social cohesion and stability.**

Moussa Diakité

**Trade is the vital fonction of the  
City.**

Moussa Diakité

***Bamako is a mushroom  
city.***

Bakari Kamian

**Step by step, Bamako is climbing on the hills, is diving in ravines, and is pouring on the right bank.**

Bakari Kamian

**The river could be used as a structural way of transport, but for the moment it remains a simple idea.**

Djibril Sidibé

**The Malian economy is dominated, not by industrial firms, but by services companies, overdeveloped by the trade sector.**

Moussa Diakité

# Tours in the city

## Discovering the city through the river :



## The Rail Da :

Located next to the historical center, Rail Da is the name for the space situated around the railway station. Instrument of the colonization, the rails were a place of convergence of populations and goods. Shopkeepers and retailers early settled there to take advantage of this high concentration. Saturation and congestion have become the watchwords of this area, that came to be the commercial and transportation center of Bamako.



## The hill of Badalabougou :

The hill of Badalabougou, also called «the hill of knowledge», is mainly occupied by the University. The height of the hill allows an outstanding promontory within the city but creates a physical boundary and makes its accessibility complicated. At the same time, it gives to this natural site a very powerful feature.



## The “limits” of Bamako :

Medine’s Market, National Park, Hill of the G point, Kati, ACI 2000, Road of the 30 meters, Africa tower, Yirimadio social housing, stadium of the 26th oh march, submersible road of Sotuba and the third bridge.



## The Sogoniko bus station and the covered market of Bamako :

These two facilities have complementary fonctions, that are transportation and trade. They are separated by the avenue of the African Union, and have numerous dysfunctions. Inaugurated in 2002, the Bamako covered market couldn’t resolve the problems of congestion of the city center. The long distance bus station has become in the last ten years an unlikely area with activities of any kind, including a market.





# Opening ceremony

## International Conference Center of Bamako

### Speeches :

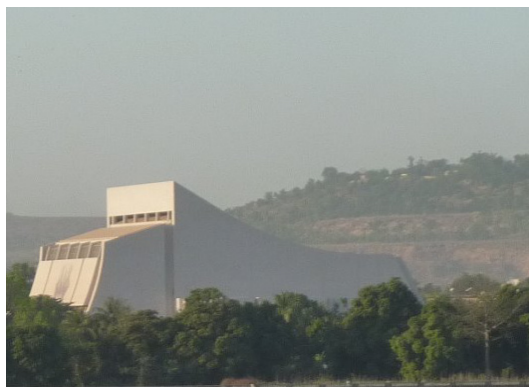
- » **Nicolas Détrie**, director of Les Ateliers.  
Speech : presentation of Les Ateliers' association, context and implementation of the Bamako workshop.
- » **Vincent Bourjaillat**, director of the Bamako workshop 2011.  
Speech : explanation of the Bamako workshop's subject.
- » **Adama Sangaré**, Bamako's District Mayor.  
Speech : Expectations of the Municipality of Bamako, client of the workshop.
- » General Secretary of the Ministry of Housing, land affairs and urban planning.  
Speech : Ministry's support for the procedure of the workshop and for the implementation of final proposals.
- » **David Sagara**, deputy Minister of the Minister of Territorial Administration and Local Authorities, in charge of the decentralization process.  
Official opening of the Bamako workshop.

Was also present : **Souleymane Diabate**, Governor of the Bamako District.

« The phenomenon of demographic bulimia, impossible for the city to digest because of a lack of urban planning, is leading to an overwhelming urban sprawl, anarchic, even dramatic. »

« What is at stake for the future of Bamako is the development of the right bank. Thinking about new centralities of Bamako on the right bank implies that we change the view on the metropole; it also means proposing a strategy for a modern urban development, on a scale of a 2 millions inhabitants' capitale ».

*Adama Sangare, Bamako's District Mayor - Opening speech*







# PROJECTS









## TEAM 1 : Metropole and proximity

(from the left to the right)

Anne-Simone BUREL  
Jacqueline TRIBILLION  
Souleymane NIMAGA  
Vincent LAUREAU  
MOUSSA TOURE  
Etienne BOUVIER  
Bence HORVARTH

Engineer-landscape artist  
Architect-urban planner  
Architect-urban planner  
Architect  
Geographer-urban planner  
Engineer  
Architect-urban planner

FRANCE  
FRANCE  
MALI  
FRANCE  
MALI  
FRANCE  
HUNGARY

# 1

# A Metropolis under construction

Bamako was originally located on the Northern bank of the Niger river but quickly crossed it.

The Northern bank which is the power's historical center and the center of other activities is still the only defining area of Bamako's identity. The southern bank, « behind the river », is the home of the majority of Bamako's population. They cross the river to go to the Pink market, administrations or visit their families.

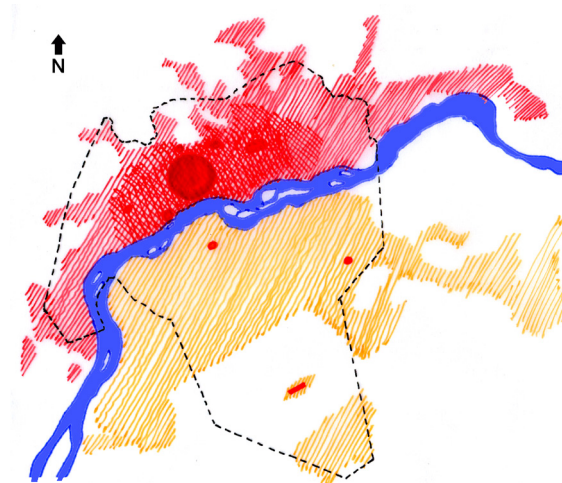
The river is a limit between a crowded Southern bank, and a North bank gathering the urban functions.

## An unbalanced organization...

- **The congestion of bridges and historical center's roads** is due to the lack of tar roads and an occupation of the roads by informal commerce. It is also due to a discrepancy in the distribution of urban functions on both banks.
- **The soil's occupation is very loose**, especially in the southern bank ; the urban sprawl increases and the city's management by the authority is rendered more and more difficult (networks, maintenance, travelling needs, etc...)
- Lack of public transport : **they don't fit the city's scale. The railways have been forsaken**

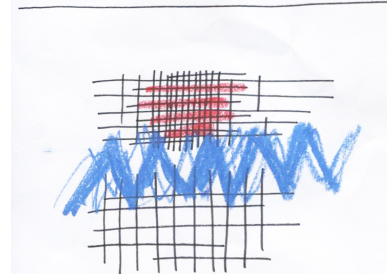
## ... and ignored qualities

- **A magnificent hilly landscape, with a flowing river**, a breath of fresh air in the city ; but the river is considered as a border. The river is a living area (fishing, laundry, market gardening), but it's been ignored and is threatened by the banks privatization.
- **A significant life quality**, thanks to the presence of nature in the city, to the large pedestrian areas, to the rural habits focusing on the human (the roads are occupied by the people, the informal commerce...)



Un déséquilibre entre rive Nord et rive Sud

DERRIÈRE LE FLEUVE



- **The habits that can guide the sustainable urban development should be promoted**; urban market gardening, local construction materials.
- **An already rich Northern bank in terms of urban functions** (administration and Presidential palace, hospitals, industrial zone, Pink Market, National Museum...)

### Some **strong assets in the South bank** :

- young districts, with young households and newcomers
- Bamako's economic gate (airport, road station, roads to the Sub-Region)
- An offer of leisure and culture (rue Princesse, Palais de la Culture, Blonba)
- An offer of education on the Knowledge Hill, and soon in Kabala
- Important equipments (future Mali Hospital, Airport, Football Stadium, etc...)
- Loose nature of the built land, and strong land potential

**The Southern bank's identity is rising: a young and popular bank, full of culture and knowledge, Bamako's economic gate.**



# Bring balance in Bamako, « soft metropolis », around the river ...

The main goal chosen by our team is to reinforce the urban functions of the Southern bank so as to **increase the urban organization of the whole metropolis**, and especially the historical center.

The proposed strategy to face this challenge is structured around four axes:

## Unify the city around the river

- Improve the river's presence and transform it into a merging point between the two banks. Plan the banks and increase its **landscape** and **transport functions**, and preserve this **natural area** in the city.

## Promote a human-centered way of life

- Promote the **quality of life inside the districts** (travelling, large spaces, trees). Work on the transitions between the metropolis centralities and the district's everyday life, with amenities for the districts population.
- Fulfill the need of **public spaces**, with strong landscape assets (river, marshlands and hills). Promote the **Nature within the city** as a privileged meeting and leisure area.
- Promote **flexibility** and mutation abilities of the land to allow informal activities to occur in good conditions, and promote the evolution of the spaces' use.
- Bring balance to the offer of basic urban services while promoting a **local environmental management**.

## Develop centralities on the mobility axes.

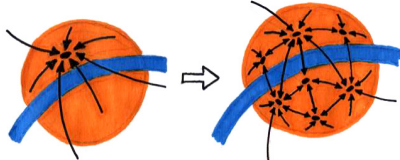
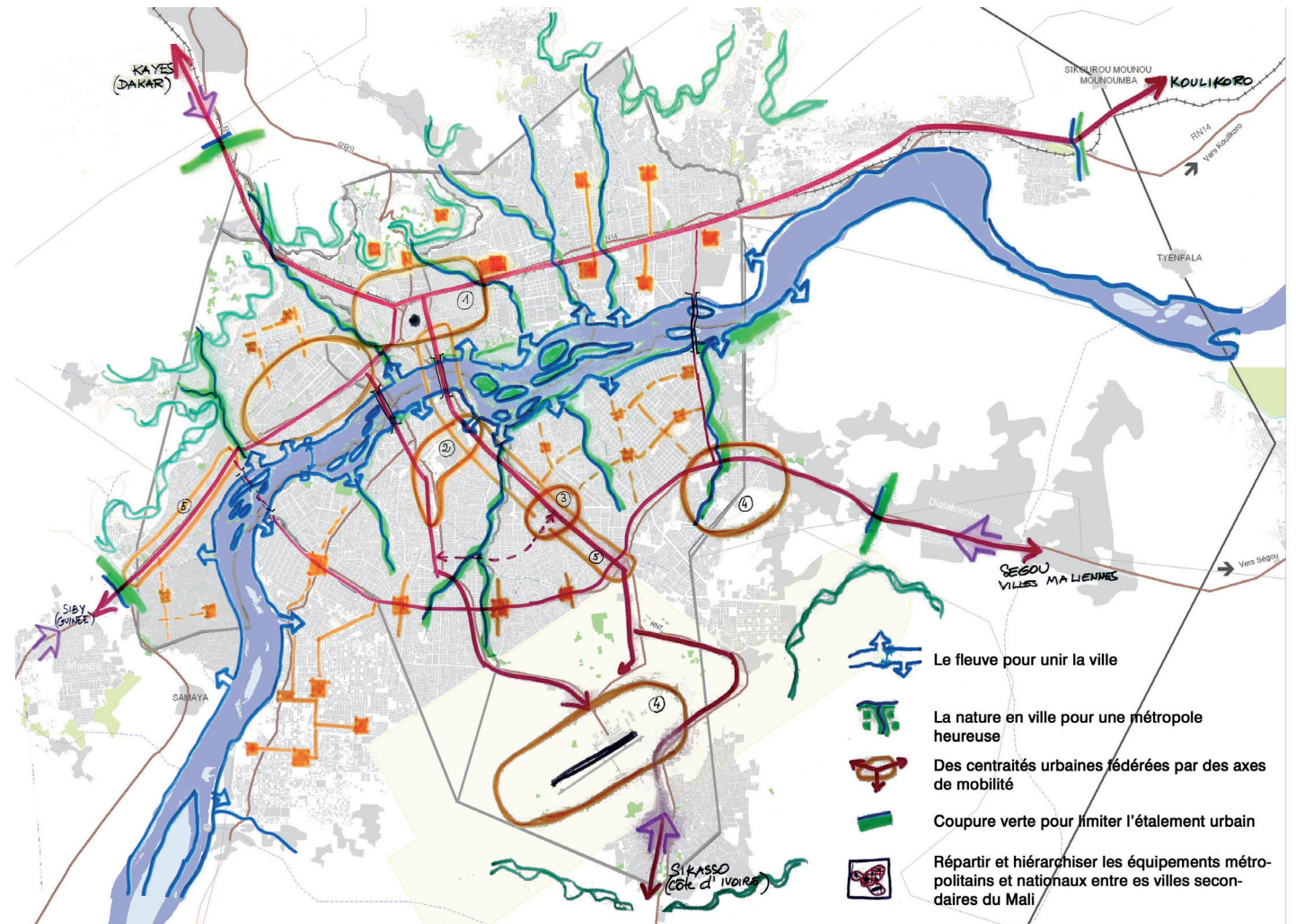


Schéma des axes stratégiques pour Bamako



# ... by the implementation of the 4 strategic axes

- **Bring balance to the urban functions around multiple centralities** on both sides of the river. Going from dependence to complementarity.
- **Improve the public transport on the main axes between the existing and future centralities**, in order to smoothen traffic. Reinforce the complementarity between transport modes and centralities. Use the river as a transport way.
- **Reinforce the Southern bank's emerging identity on a symbolic level with major equipments**, stress that it now is one of the city's two lungs.
- Propose **densification** for the **southern bank's housing**, to contain the urban sprawl and reduce the travelling needs ; lean on new centralities.

## Improve the public transport, a crucial step for Bamako

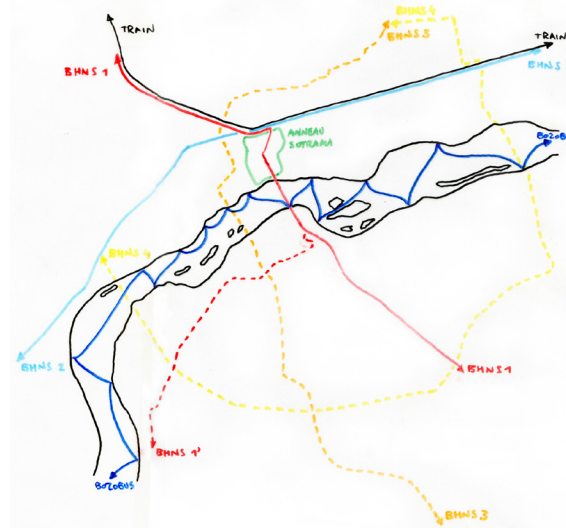
A tramway seems pretty expensive and inappropriate regarding the population's average income. Less expensive transport modes are possible, ex. BRT (Bus Rapid Transit)



## Bamako within the Malian cities network

- **A better distribution of the metropolitan equipments between Mali's cities**, in order to promote a balanced development for Bamako and the territory, given the trend of strong demographic and economic growth.

Schéma de transport pour Bamako



## Strengthen the South bank's identity : Propositions for a program

- Cultural equipments with equipment for youth on metropolitan scale.
- Public areas for the metropolis centralities and for the districts.
- Business district, with hotels, weekly-rented offices. Linked to the airport and Bamako's economic gate.
- «Great Southern Market » (improving the covered market, commercial value and symbolic centrality).
- Improve the university pole, so as to face important needs.
- Administrative functions, depending on transfer opportunities between both banks.
- Sports (linked with the young identity and the university)
- Exemplary housing to face new, denser needs

PROPOSITION



CONSTAT



## Recommendations for the realization of the project

- Public ownership of the land in strategic areas and land reserves (in order to avoid the construction of important equipments in Bamako's outskirts)
- Coordination of the metropolitan governance, in order to reinforce the public authority's power.
- Involve the population (district's council, women's organizations) and representatives of involved parties (transporters' union, shopkeepers' union)
- Controlled and appropriate rules: occupation of the public space (informal commerce), traffic, construction



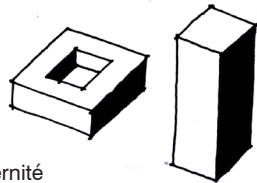
# Housing, a double issue for bamako, density and society

Putting forward **new ways of housing** in Bamako to address two critical issues at the same time:

- Holding back the ever-increasing spread of the city, which makes city management impossible
- Promoting evolution of ways of living (from rural to urban) in the context of a likely decrease in average household size

## Preserving key elements of the existing housing

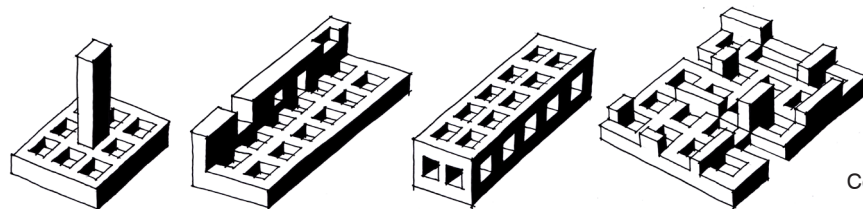
- Courtyards as places of socialization
- Openness towards the streets
- Vegetation and trees providing shade
- Flexible and easily adaptable spaces for various uses



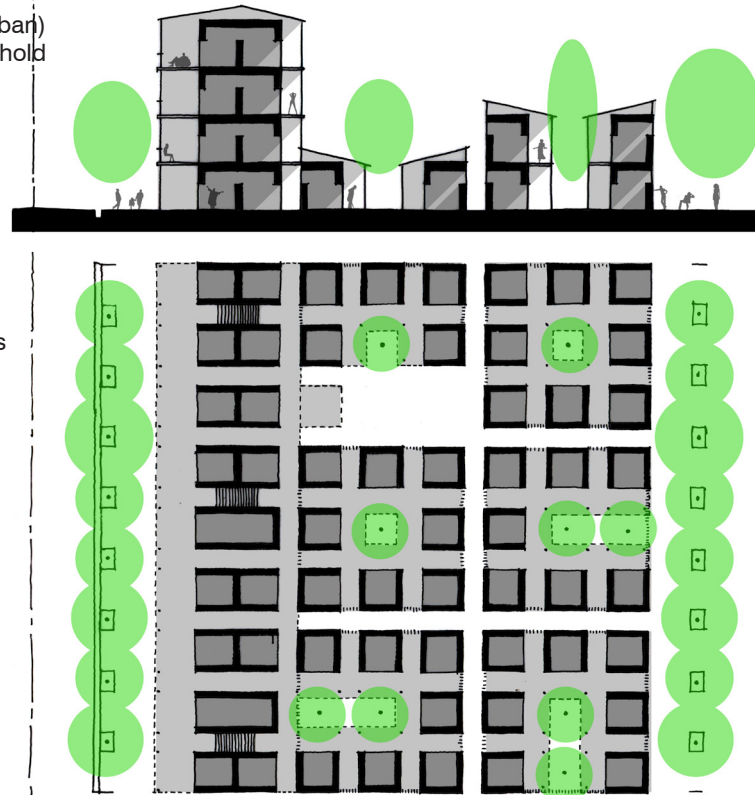
Tradition et modernité

## Building regulations to adapt:

**Current building regulations discourage densification** and are alien to local housing models: they prescribe freestanding buildings ( 3m distance from street, 2m between buildings, etc.) as opposed to the traditional courtyard houses. New regulations should consider local patterns of living and encourage several households to share a courtyard (towards collective housing)



Combinaison cours et verticalité

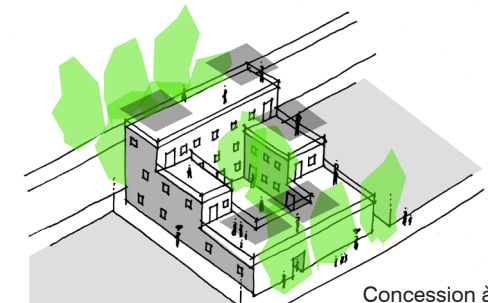


Exemple de densité sur un îlot de densité

## La densité ne concerne pas que l'habitat

La politique doit être à la densification pour l'aménagement des îlots et la construction des équipements structurants. L'emprise au sol doit atteindre 80%, les coefficients d'occupation du sol doivent dépasser 1.

Ceci nécessite d'utiliser l'espace libre autour des équipements déjà existants, et de bien dimensionner les surfaces allouées aux équipements nouveaux.



Concession à étages

- souplesse d'usage des espaces

## Which housing for the future of Bamako ?

- A combination of traditional houses and multilevel buildings, to start a **smooth transition** towards density. At first, multilevel buildings can host students or young couples.
- Traditional houses ('compounds') should be encouraged to gain one or two new levels in order to house some other households or independent youngsters
- These architectural propositions could be implemented by:
  - public authorities, for student housing or social housing
  - private investors, through detailed project specifications
  - private owners willing to improve their houses

# The niger, links between banks and inhabitants

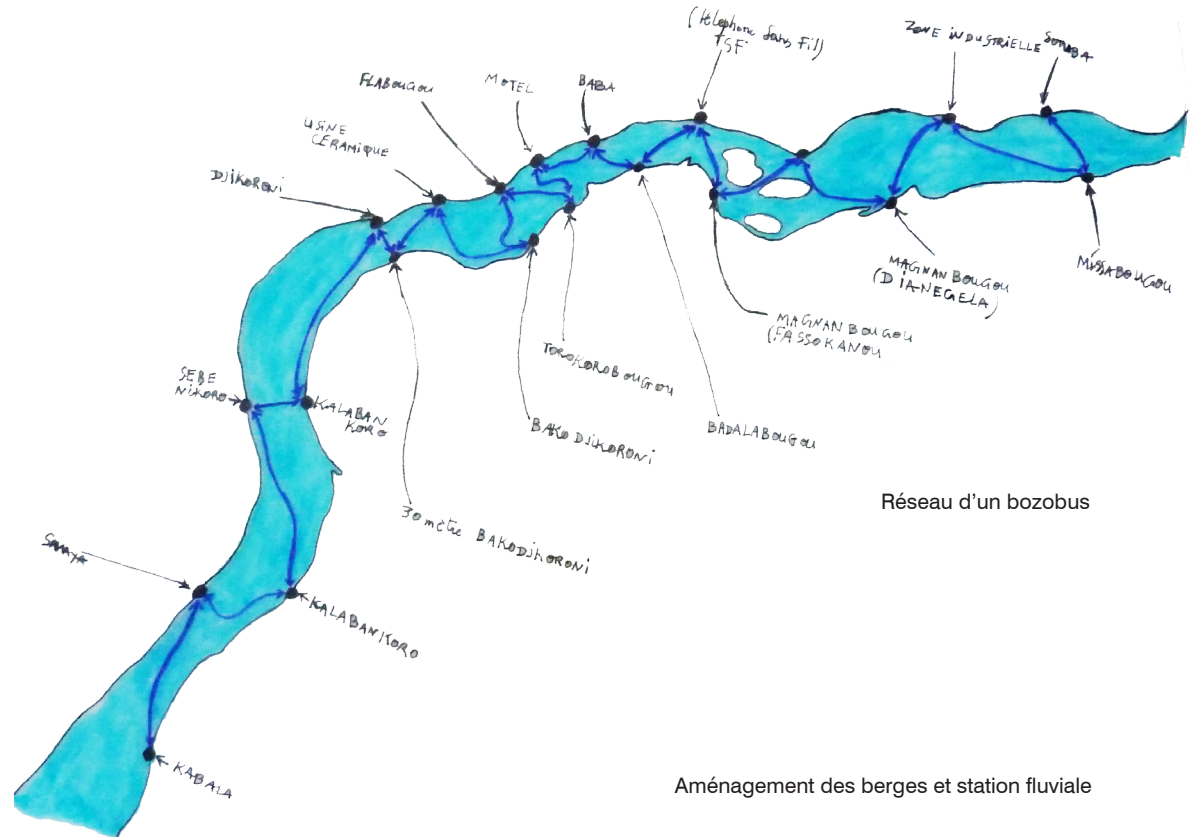
The river Niger (Djoliba) is a critical **element of identity** for all the countries through which it flows.

Inside the hot metropolis of Bamako, the river is a **breath of fresh air**, a quiet and green place which has conserved a wild character along its banks. Its network of tributaries irrigates the whole city, its creeks sometimes developed or remaining wild.

The Niger is used by some of Bamako's people for fishing, for transportation with pirogues, market gardening, washing, sand extraction, etc.. Although for most of Bamako's people the river is an **obstacle**: it's experienced as a fence to get over, as an empty space without interest whose banks can be developed as private spaces.

## Development principales

- **Protect public spaces** around the river. Give a public dimension to the river while maintaining **control of the land** on its banks, **preserve its various activities** closely linked to the river and allow the use of its banks for all of Bamako's population
- 
- Allow **better accessibility to the riverbanks** from the nearby roads.
- Organize a **riverine public transportation** service based on the existing "pirogue" crossings, forming a network linking the small ports along the shores. These ports should be adapted to host a growing number of passengers and slightly bigger boats, for example with floating landing stages and other light installations.
- Emphasize the role of the riverbanks as an **area of leisure and recreation**, convert the existing paths to walkways.



Aménagement des berges et station fluviale



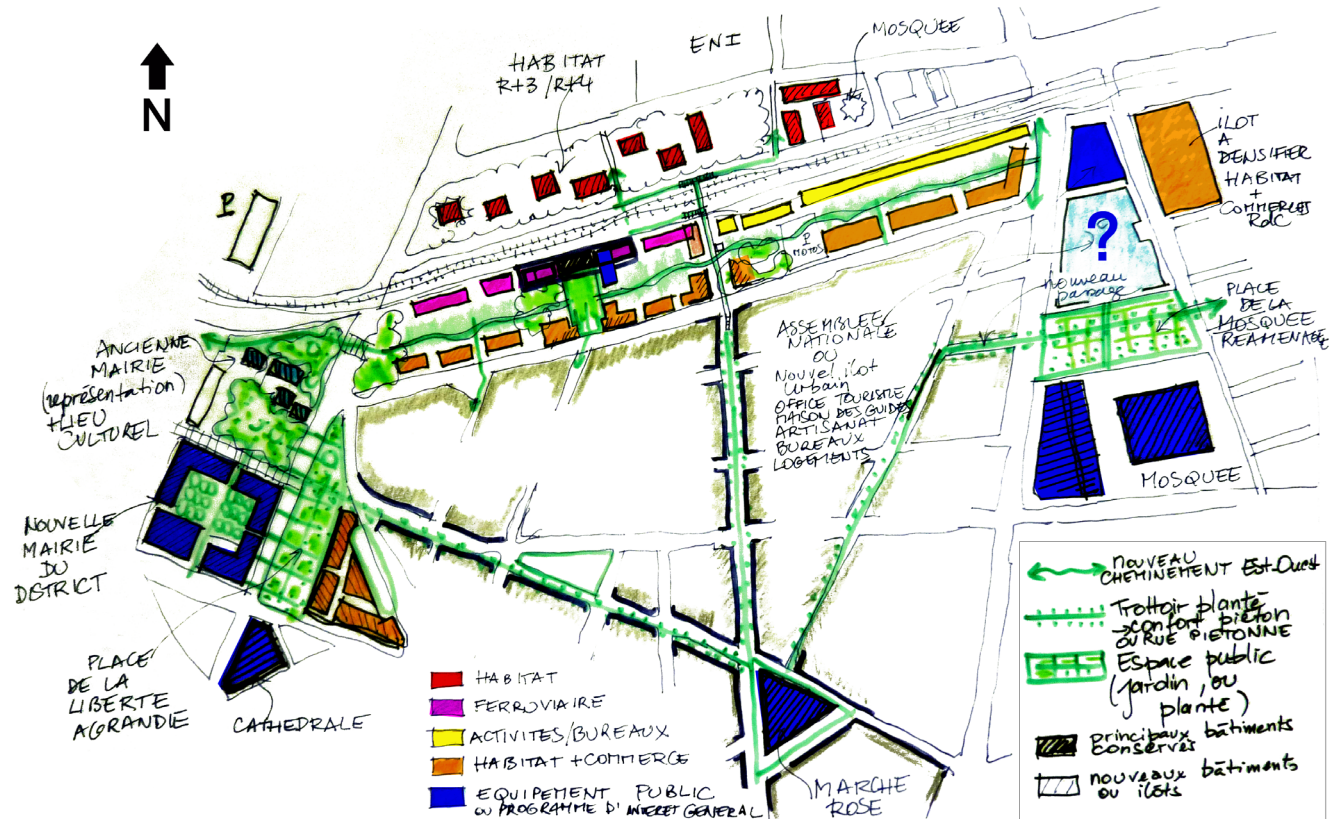


# Rail da or the reconquest of the historical center

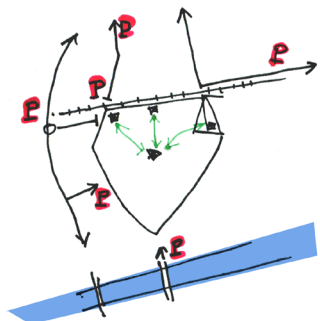
The historical center of Bamako must be able to exercise fully its **central functions** and its **identity**. The main priorities include the issues of **traffic, public transportation** and the **invasion of informal commerce**. Future actions must consider the architectural, urban and natural heritage and draw on available land near the centre

## Development principles

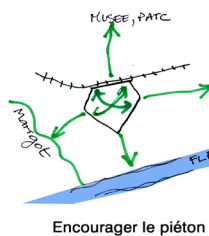
- Organize **accessibility**:
  - promote the use of **train services** as regular mode of public transport
  - convert the train station into a **multimodal transportation hub**
  - restrict motorized access** to the « Boulevard de l'Indépendance » to the west and the « Rue de la Liberté » to the north.
  - provide **car parks** near the public transportation stops, **outside of the historical centre** (park and ride)
- **Relocate and decongest** some of the historical center's **activities** towards available plots in outer areas
- Enable an **easier reading and appropriation** of the centre's public spaces and heritage for its inhabitants and users.
- **Densify housing** along the main routes of public transport and public spaces



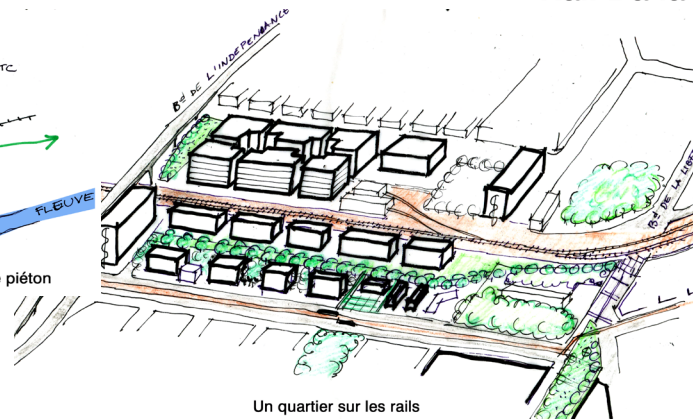
## Rail Da la reconquête du centre historique



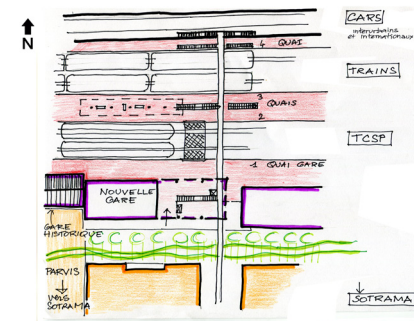
Garer les voitures en dehors du centre



Encourager le piéton



Un quartier sur les rails



LA GARE - Pôle d'échange intermodal



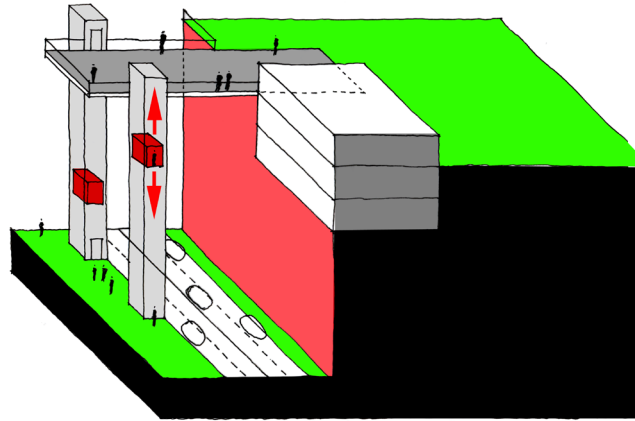
Place de la mosquée - Entre arrêts Tram et Sotrama

# The hill of knowledge, a green «island» to link to the metropolis

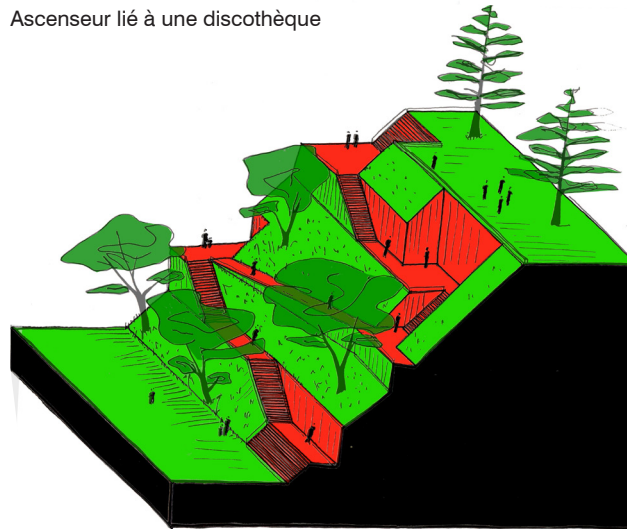
The Badalabougou hill is known as the “Hill of knowledge” in the mind of Bamako’s population. However, **few people visit** this place: it’s like an island in the city. It offers a **magnificent view** over the river and its two banks, and offers spaces that are not yet developed.

## Development principles

- Create some **new public spaces** - a **linear park** based on botanic knowledge with view points on the city and the river
- Create a **strong signal**, visible from all the city, such as a sculptural water-tower.
- Reinforce the identity of the hill as a place of knowledge and culture: **improve access to university facilities** in order to share knowledge and culture (National archives, oral knowledge archives, house of clay construction, amphitheatre, open space cinema, conference facilities and exposition halls ...)
- **Ease access** to the hill: **new road** from Daoudabougou (south), **public transportation** links from the northern banks, step access with view points, an urban lift. **Pedestrian links** between the hill and public transport services
- Offer some quality **housing** and accommodation to researchers, students and residents of Bamako who want to take advantage of the place, such as the central location, the topography and the natural setting.
- Invent a **new urban form** which considers the assets of Badalabougou and which allows a better spatial orientation (hierarchy of roads, open spaces at cross roads, etc....).

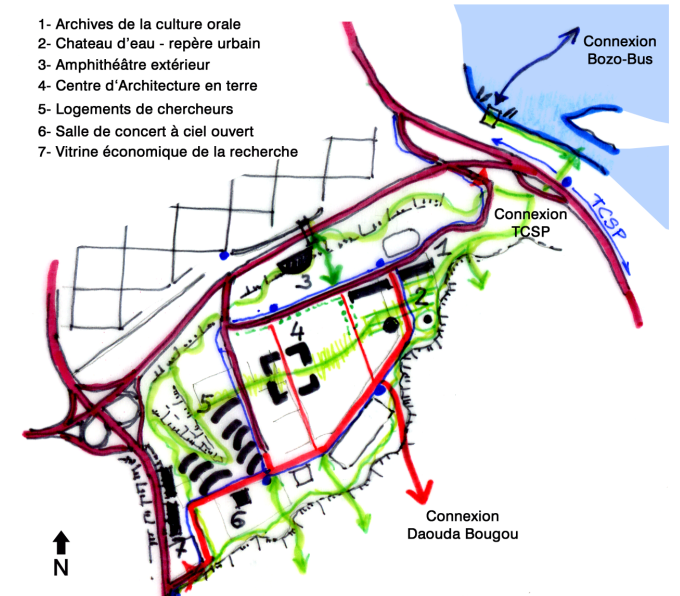
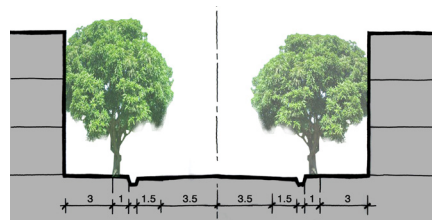


Ascenseur lié à une discothèque



Ascension à flanc de colline

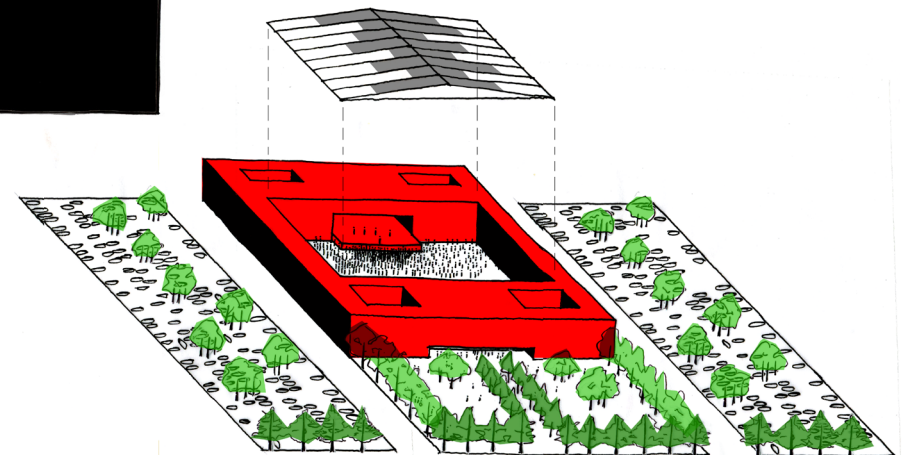
Gabarit d'une rue principale



- 1- Archives de la culture orale
- 2- Chateau d'eau - repère urbain
- 3- Amphithéâtre extérieur
- 4- Centre d'Architecture en terre
- 5- Logements de chercheurs
- 6- Salle de concert à ciel ouvert
- 7- Vitrine économique de la recherche

Structure urbaine de la colline du savoir

Salle de spectacle à ciel ouvert (toit escamotable)

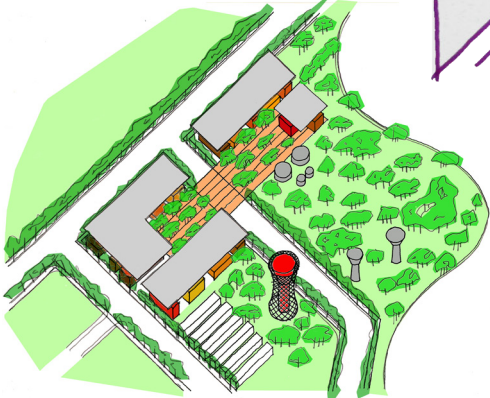




## Between hill and airport : the 140 meter strip

- Create an economically attractive place, complementary to the “Hill of knowledge”, where start-up businesses can set up.
- Hotels and offices rented on short terms.
- Dense housing to reinforce this new center and to answer needs for student accomodation.

Archives des connaissances  
orales et château d'eau





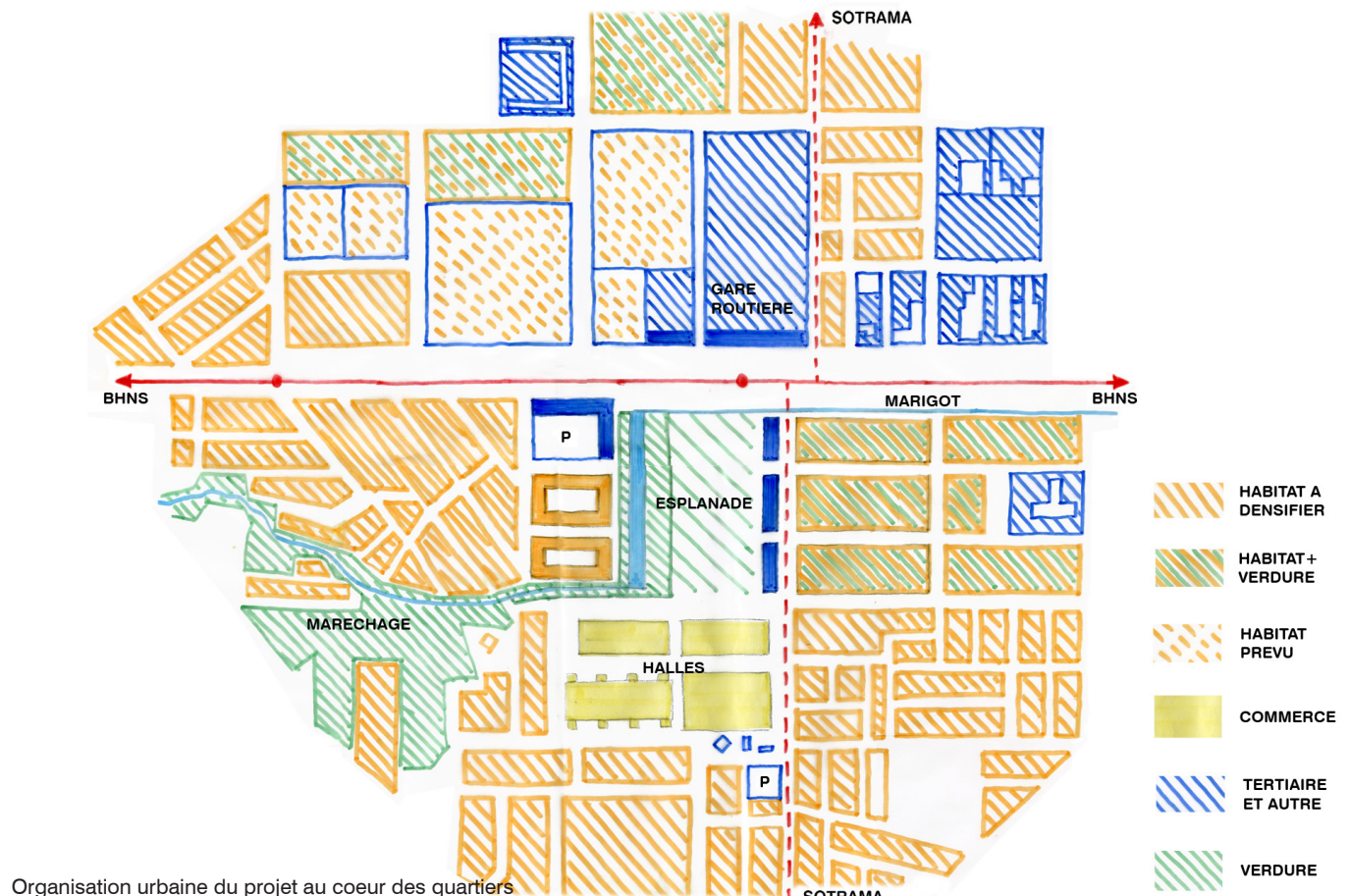
# Sogoniko, balanced centralities on the southern bank

Sogoniko and the « New southern market» (« Worodougou Sougou »), a future centre in the hearth of the southern bank.

The recently built market is already in use, but its **occupancy** is well **below the scale** of the built complex. Nearby, on the other side of the main road, Bamako's main **bus station** (a major transport connection to neighbouring cities and countries →) is **overrun by commercial activity**. The area is located between the airport and the historical centre on the route of a **future public transportation** line, with a considerable quantity of **unbuilt land** available around.

## Development principles

- Create a **link** between the **Market and the Bus Station**: a public square could create a strong visual connection and provide much needed **public space** for various activities (park, playground, occasional markets, open air events, terraces for cafes and restaurants. The existing creek could be reconfigured to form a **pool or pond** that improves the microclimate and provides ecological water treatment at the same time
- **Rearrange the market halls**. The unrented stalls and shops should be taken back into **public management** to avoid speculation and encourage better use of the available commercial areas. The **interior arrangement** should be reconsidered in a **more flexible** arrangement to eliminate shop units of excessively small size. **New, more suitable functions** should be attracted for the first floors (still empty) such as cultural and entertainment facilities (studios, workshops, offices, multi-media...).
- Convert the « Avenue de l'Union Africaine » from urban highway to a more **pedestrian friendly space** to allow crossing at grade regulated by traffic lights. Improve accesses to the market.
- Reinforce the area's **local functions** with respect to its direct surroundings, including implementation of educational, healthcare and sports facilities. Encourage **densification** of the existing urban form.



Organisation urbaine du projet au coeur des quartiers

- Rearrange the **Bus station**, rationalize its occupation of space. Create a more **urban street facade** with a multi-level building(s) accommodating ticket offices, commercial uses and catering on the ground floor, with offices, administration and hotel on the higher floors. The space liberated behind would permit a **more flexible** management of departures/arrivals, bus parking places etc.





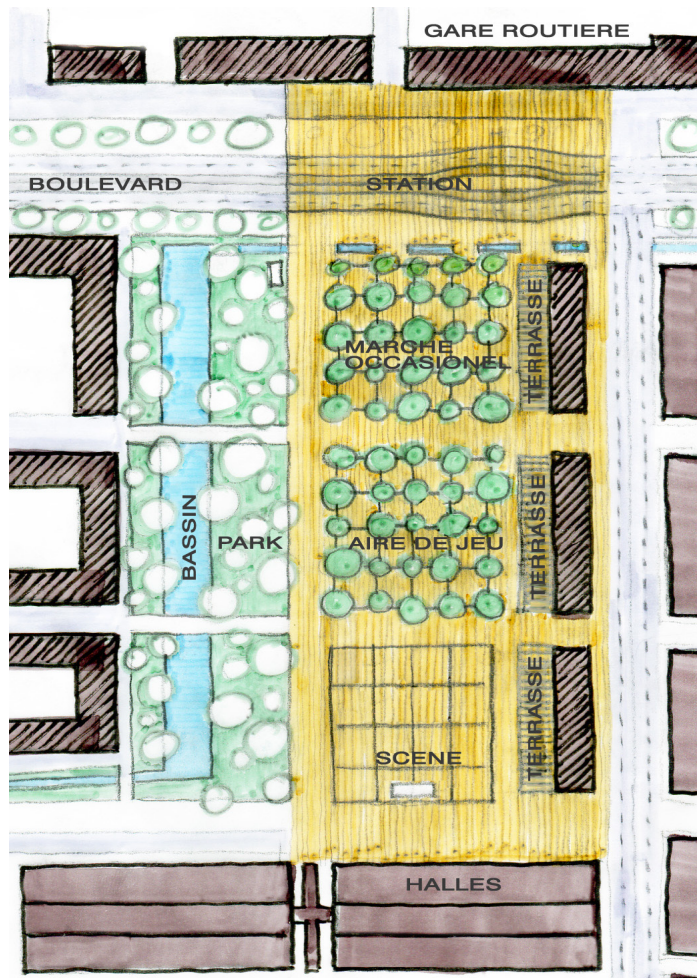
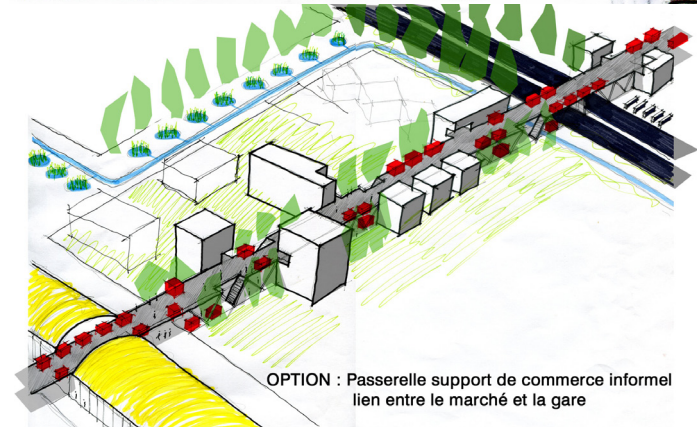


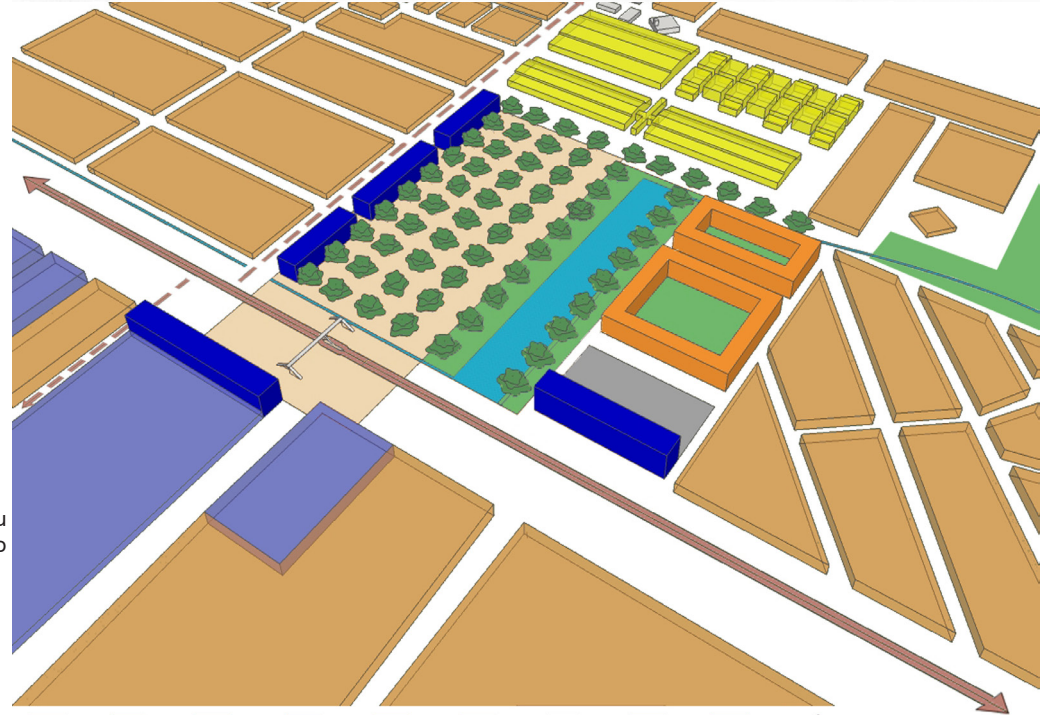
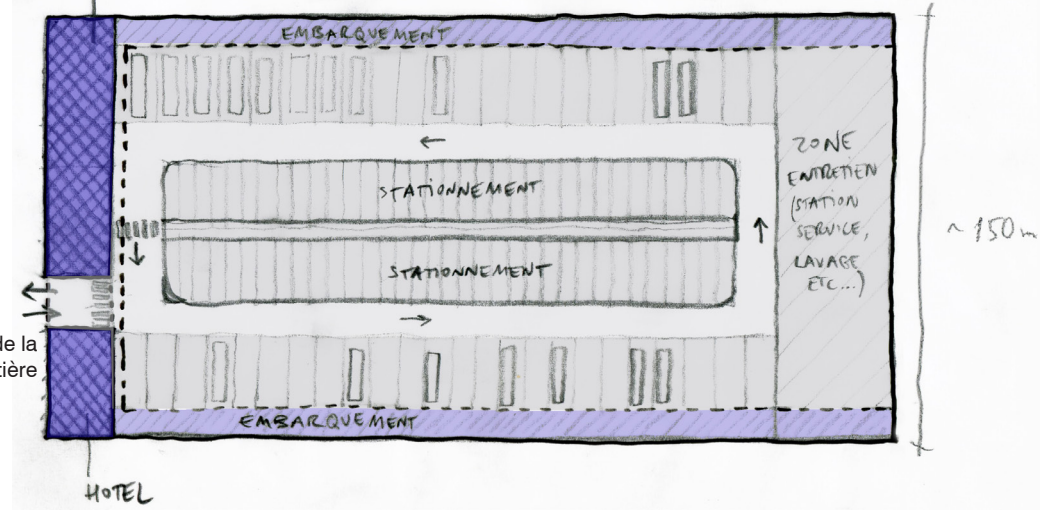
Schéma d'aménagement de l'esplanade



OPTION : Passerelle support de commerce informel  
lien entre le marché et la gare

Rénovation de la gare routière

RDC : GUICHETS, COMMERCES, RESTAURATION  
ÉTAGES : BUREAUX : ADMINISTRATION, COMPAGNIES DE TRANSPORT



Vue d'ensemble du projet pour Sogoniko

- TERTIAIRE EXISTANT
- TERTIAIRE PROJETE
- RESIDENTIEL EXISTANT
- RESIDENTIEL PROJETE
- COMMERCE
- ESPLANADE
- PARKING
- ESPACE VERT
- EAU
- BHNS
- SOTRAMA









## TEAM 2 : Crossing the river - Djoliba Tiguebakaw

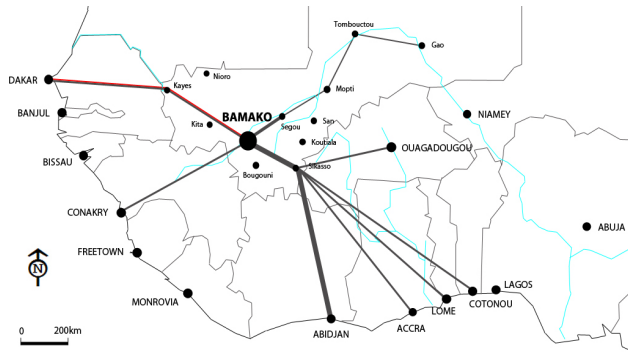
(from the left to the right) **For a better futur - «Sinignésigui»**

Marc OUEDRAOGO	Architect-urban planner	BURKINA FASO
Ibrahim Abderahamane KOUNTA	Urban Planning Engineer	MALI
Sophie BELLET	Geographer-planning	FRANCE
Lionel WHEELER	Architect	FRANCE
Rodolphe LIAIGRE	Architect-landscape artist	FRANCE
Léa HOMMAGE	Geographer-landscape artist	FRANCE
Alain PHE	Architect, développement social urbain	CAMBODIA

Assistant : Traoré Adama N’Golo, Ecole Nationale d’Ingénierie « ABT »

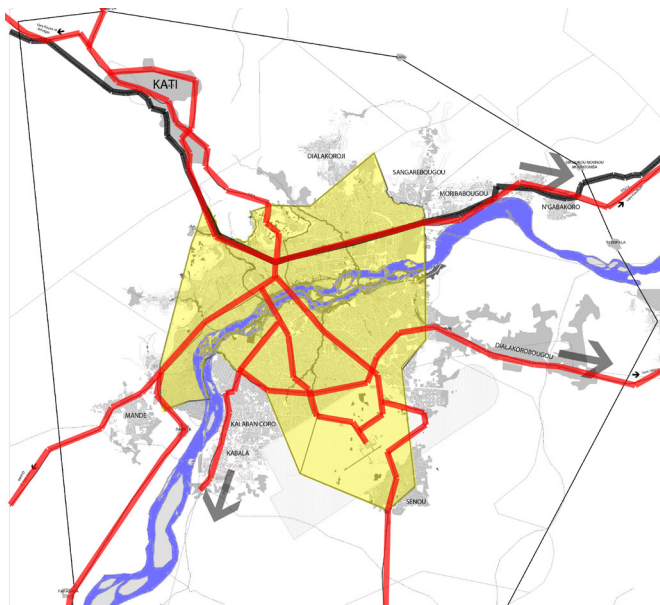
# 2

# An international Metropolis



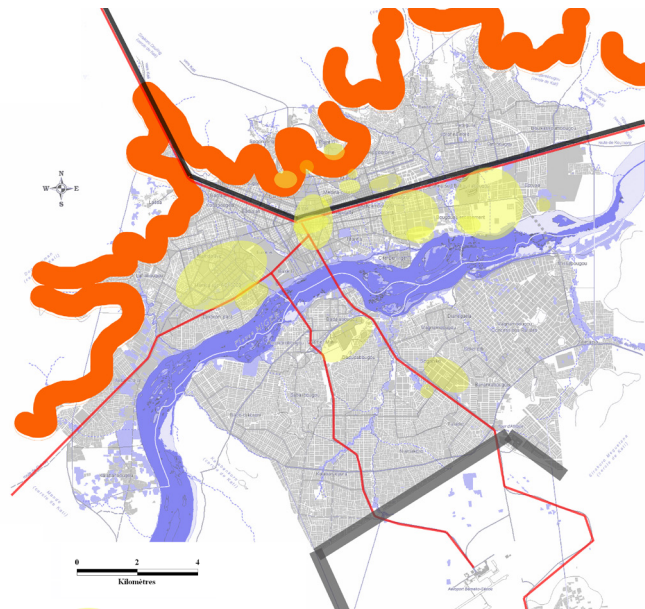
Bamako in the region

Urban growth along the road to Segou and Kalabankoro



- current centralities
- roads
- railway
- district of Bamako

All the centralities gathered on the north bank



- current centralities
- Mandingues' mountains
- main roads
- railway
- airport zone

## Sharing and Awareness with regional cities

Bamako, located at equal distance from West Africa's main capitals, thus enjoys a function of centrality as well as an influence over regional trades; despite the lack of access to the sea and even gives the metropolis an international status.

A multi-modal and well distributed supplying logistics. The historical connection between Dakar and Bamako is nowadays based on the road, not so much on the train anymore. But the main road connects Bamako to Abidjan, as Ivory Coast has been the economic driving force of the region for years. As a capital, Bamako is also in the center of the Malian road network connecting Kayes in the West, Sikasso in the South and Gao in the North-East. Ségou, the region's granary is supplying the South and West area through Bamako.

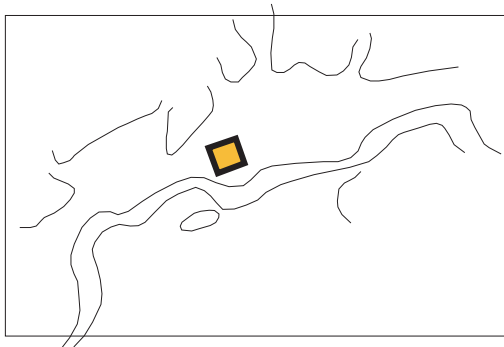
## A Bamako identity for the capital and its agglomeration

This centrality led Bamako to become the capital of French Sudan. But beyond this history, the city is mainly characterized by its position at the foot of the Mandingues Mountains in the North and the Niger River in the South. The former small city has rose from its shell of nature and sprawled over the south bank long after the construction of the first bridge. But since the 1980's, the city's urbanization pace grows swiftly, in a rather spontaneous way, and the city is threatened by a gradual congestion of its historical center. A center that is still hosting the majority of the administrative and economic functions. Bamako's identity is then questioned, in the light of its history and geography, but also the ambition for its development as a capital city and as a future agglomeration facing increasing pressure.

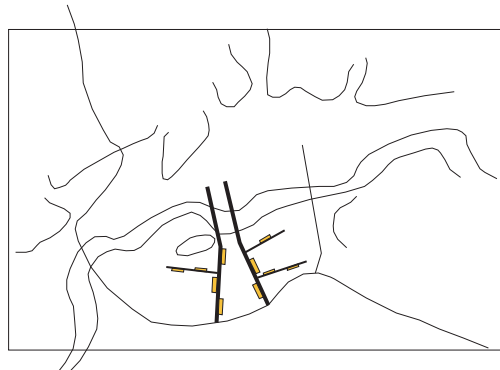
## A dialogue with the North without leading to two Bamakos

It is essential to understand the dual nature of the city. Only few investments are made in the right bank, it is important to launch a harmonization process, with a transfer of functions and the creation of new southern centralities.

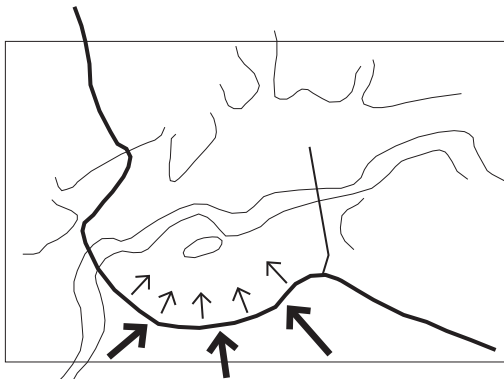




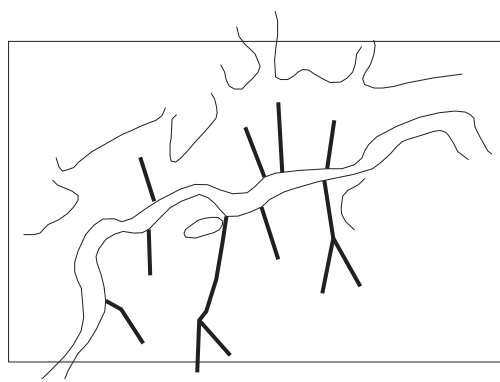
RECOGNITION OF THE HISTORICAL CENTER



CENTRALITIES ON LINEAR SPACES



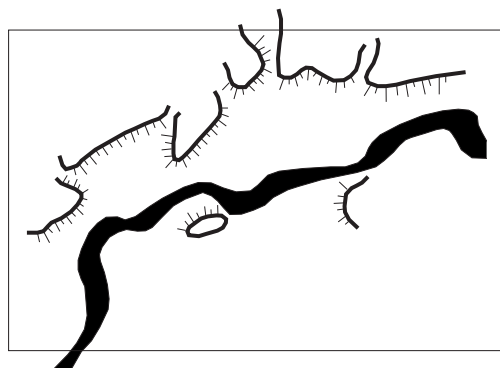
THE SOUTH BOULEVARD



IMPROVING THE MARSHLANDS



OPEN THE NORTH - ATTRACT IN THE SOUTH



RIVER + RELIEF = IDENTITY

## A mobility trend: the questions of transport

The movement must be held and guided by the development of an efficient and structuring transport network. The flows management must also depend on the diversity of the transport modes – Jakarta (motos), cars, Sotrama (minibuses), buses, trains – whether transporting people or goods, all the while considering relevant constraints.

## A multi-layered strategy

First of all, on the metropolis scale, an action leading to the reduction of the historical center's congestion around Rail Da must take into consideration the commercial habits, the transports, and the existing polarities.

In parallel, the construction of the 4th bridge will allow to finish the south « ring », which will be re-qualified as an urban boulevard. It will redefine Bamako's new center to be densified. It will be the limit for heavy load trucks and a road to divert central flows to the East and the West.

This program will be completed by the urban improvement of the road going to Koulikoro, the Express way to the airport and the OUA road, which will become avenues with a dedicated lane for public transport. Thus, all these avenues and the south urban boulevard will bring forward new centralities and will spread into nearby neighborhoods.

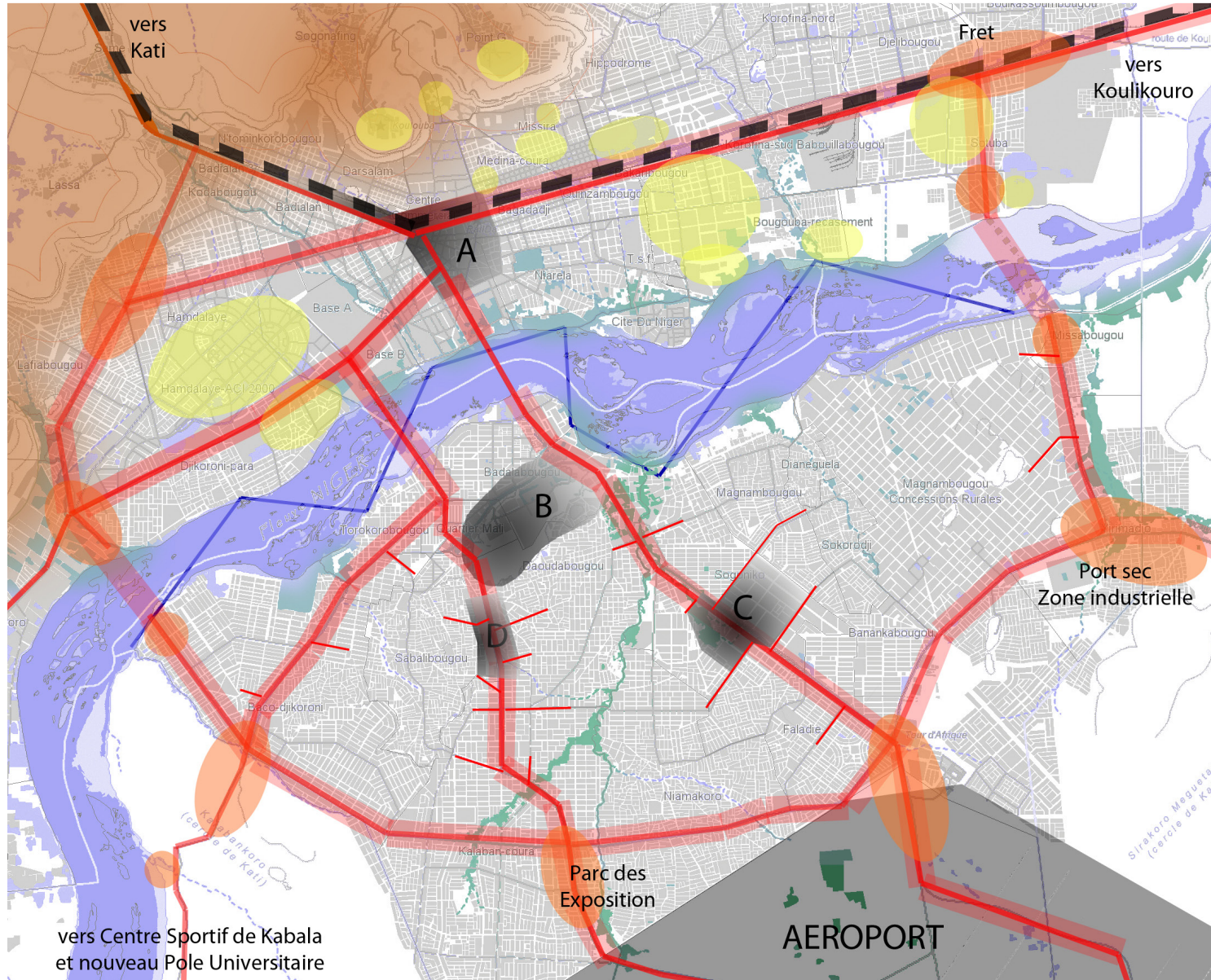
Within neighborhoods, the marshlands will be regenerated to underline the environmental qualities and the need to preserve these areas, the potential urban agriculture and finally, the advantages of a pedestrian network connecting several neighborhoods.

The marshlands will lead the stroller to the Niger River banks, which will in turn become a link between the two banks. The people will be able to walk along the river banks and even cross the river for a new ownership. Reminding the geographic scale and the nearby reliefs, it is a new identity that is rising for Bamako's whole agglomeration.

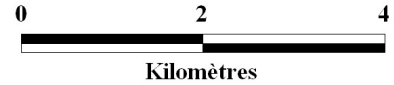
## Current trends based

This strategy is based on existing urbanization trends, an emphasized economic development along the roads, transportation habits, the intrication of the formal and the informal, the housing and education needs, the cultural practices, the leisure habits, the environmental questions becoming more and more preoccupying.

# Strategic Master Plan



- Linear development zones
  - Main roads
  - Small roads into neighborhoods
  - Current centralities
  - External centralities
  - Marshlands and banks
  - Centrality project sites
- A. Rail Da  
 B. Badalabougou hill  
 C. Bus station / Halles de Bamako  
 D. Available land band on 140 metres deep





# The great project of centralities

A political strategy for the land management  
Scales: National-regional-metropolitan-local scales:

- Develop and diversify the national transports
- Promote the agriculture sector and reduce the rural-urban migration
- Give proper equipments to regional urban poles

The GLOBAL PROJECT for Bamako's urban centralities locations: a meaning for everyone to understand and a shared conviction.

## THE STRUCTURING PROJECT LOCATES SHARED CENTRALITIES

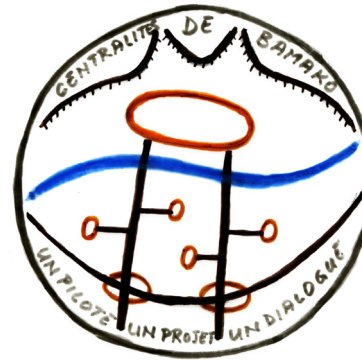
The pilot holds the metropolitan ambition of every centrality poles.

- The essential global vision is a necessity for a real economic development.
- The formal development of private activities brings an economic dynamic and generates resources for local municipalities.
- The spontaneity of the informal activities merges progressively as an addition.

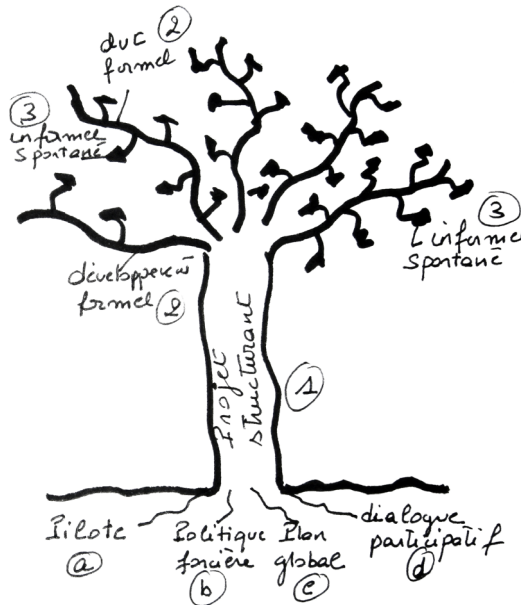
The global project promotes the dynamism of a better environmental behavior.

- The global plan guarantees the functional and economic coherence of the project.
- The neighborhood's chief puts the emphasis on experience, the population on appropriation, the aware on common sense, and the town institutionalizes a local democratic intermediary.
- The efficiency trend, the self-evaluation, the economic support, and the promotion of actions are vectors for the sustainability of the development process.

Communication



Participation

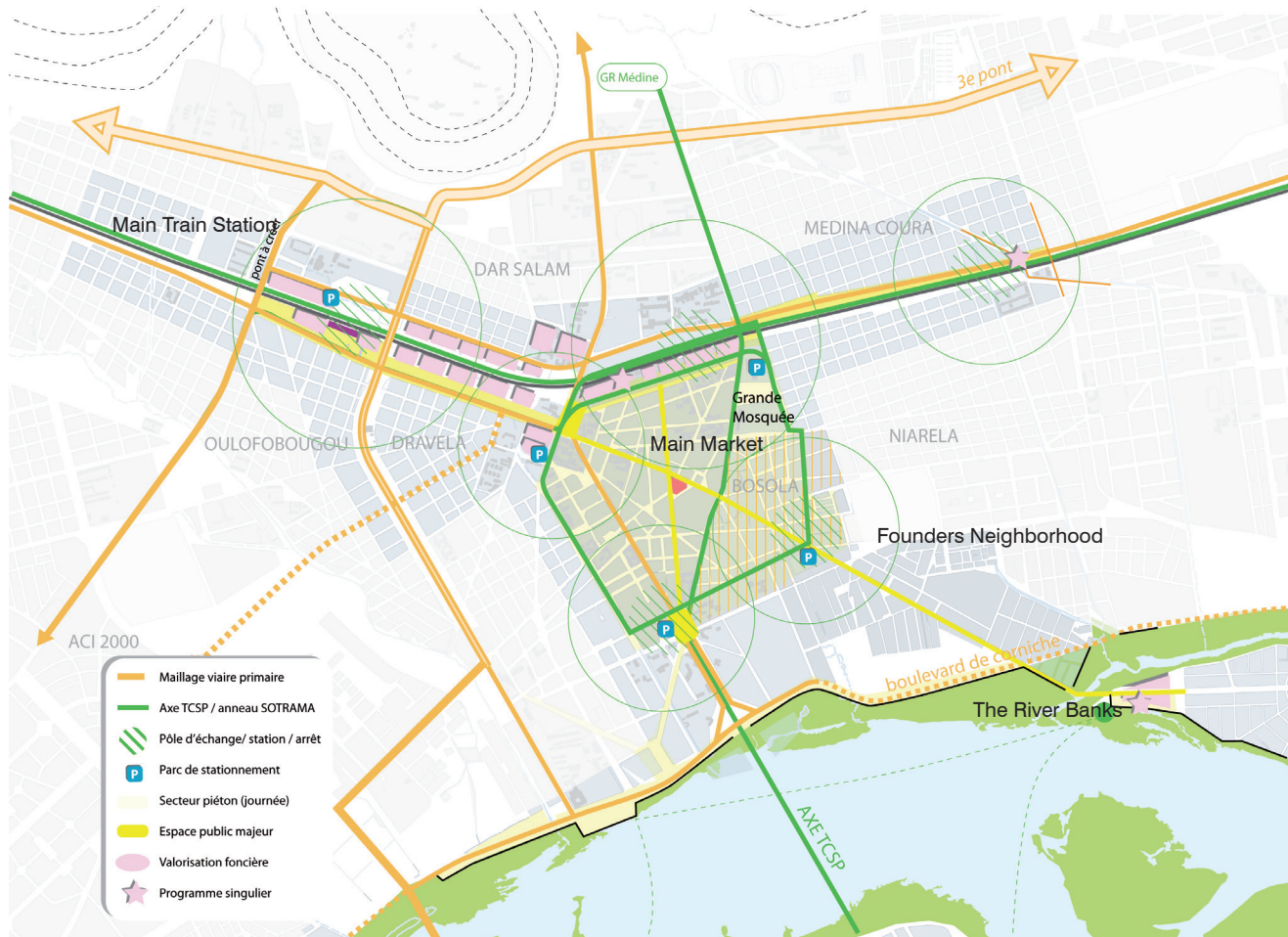


Participation and explanation

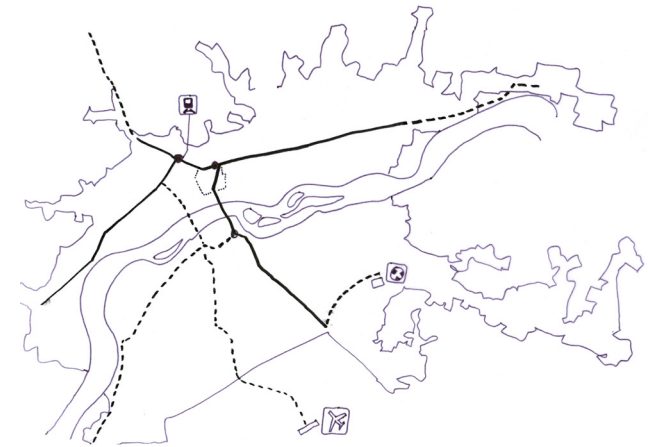
Le sens du projet	Mobilité	Centralités de Rail Da	Centralités Sud	Badalabougou et Niger
-------------------	----------	------------------------	-----------------	-----------------------

Levier environnemental et patrimonial				
Air	++	+	+	+
Eau				++
Energie	++			
Paysage				++
Biodiversité				++
Levier social et de qualité de vie				
Identité du Bamakois et confort	++	++	++	
Ressources éco et emploi	+			+
Agriculture et botanique				++
Développement touristique		++	++	
Développement culturel			+	+
Levier économique				
Echelle nationale	+	+		
Echelle régionale	+		+	
Echelle locale		+	+	+
Effet conjoncturel (BTP)	+	+	+	
La force transversale du projet	++	++	++	++

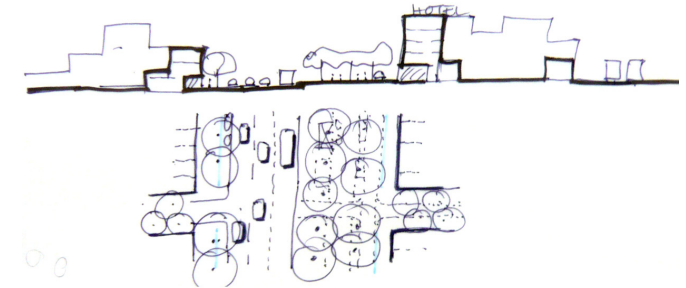
# The historical center : history and identity of Rail Da



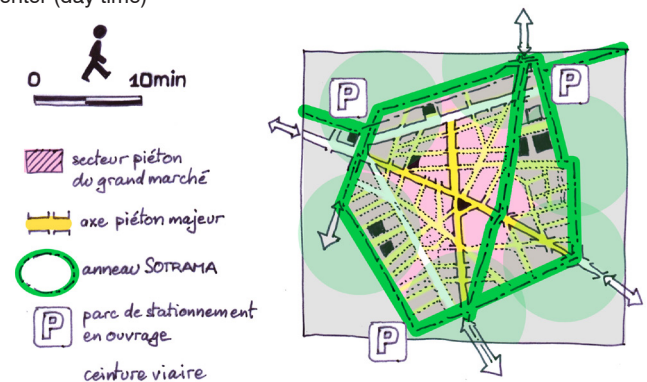
Public transport on a dedicated lane  
Multiple connexions



The train station avenue, a location for new programs (hostels, offices, shops, services,...)

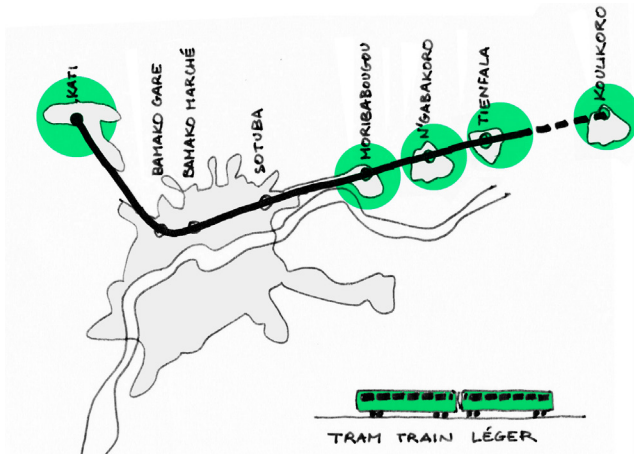


Improving the commercial center  
Access scheme for buses, sotramas and private cars to the pedestrian center (day time)



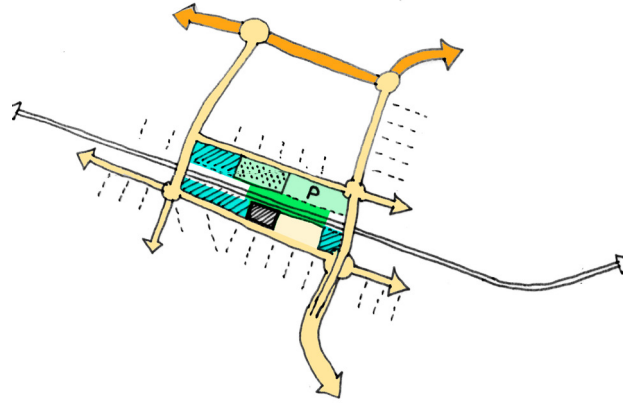


Regional line Kati-Bamako-Koulikoro (light train) to connect Northern villages



A visible train station area

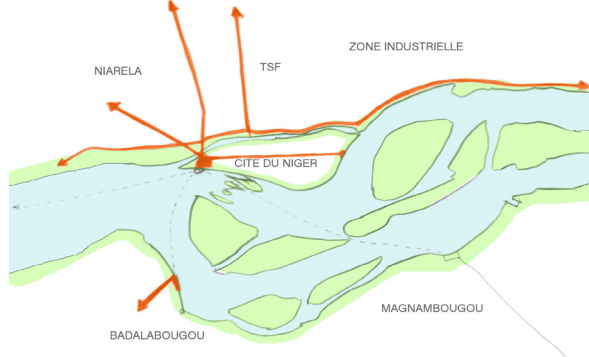
A new train station for Great Bamako



Night life programs to the Buffet de la Gare



The new axis connecting the center to the river



Rail-Da, a suffocating heart, smothered by its success...

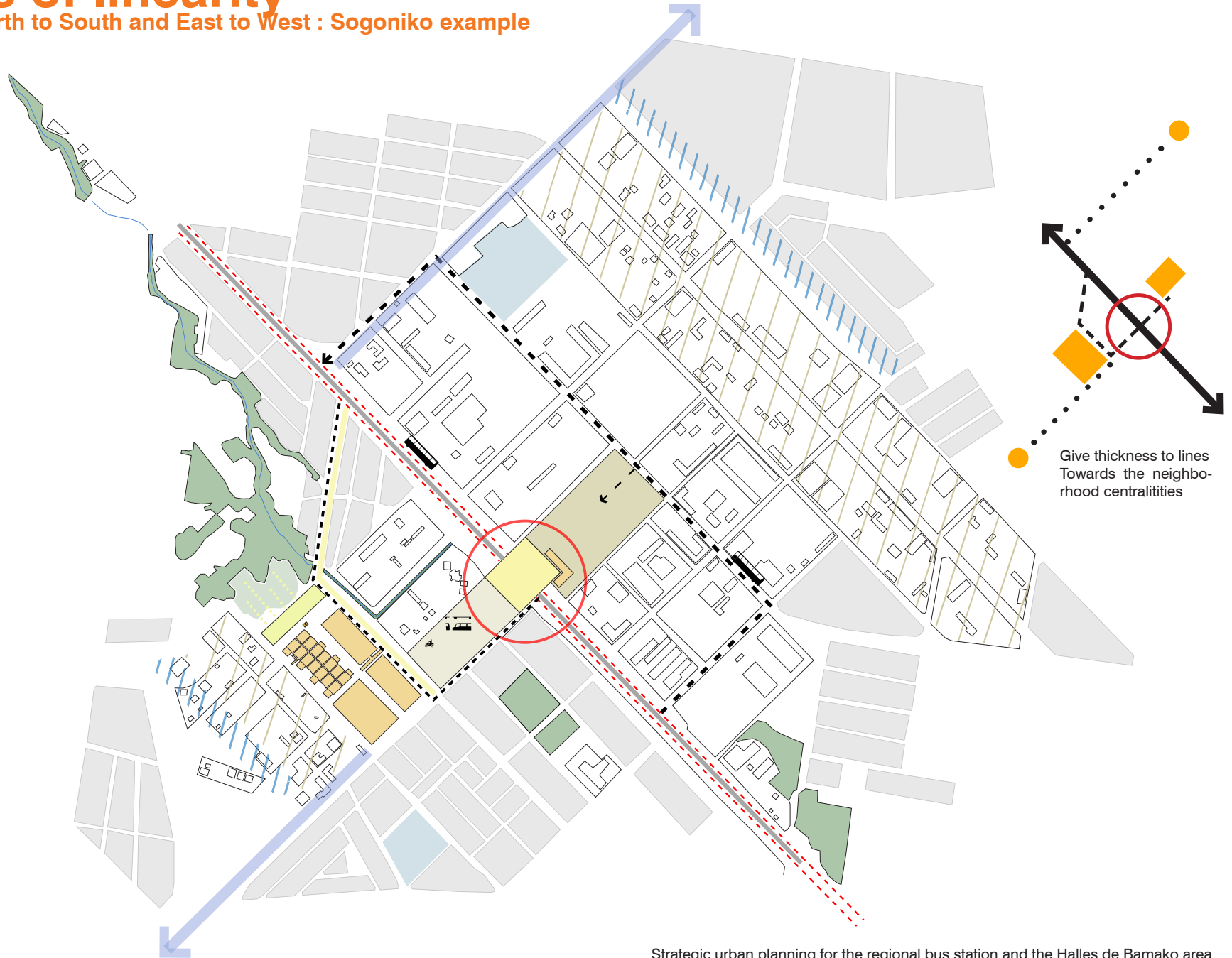
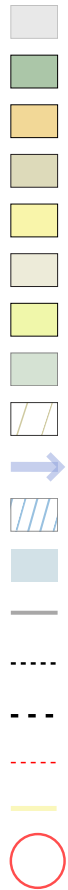
- The Attractiveness of the historical and commercial center is obvious but can no longer contain the offer and properly serve 2 million people...
- It is necessary to extract the wholesale activities and the transit flows, and reposition the markets on retail activities.
- The opening of the 3rd and 4th bridges is crucial to dilute the logistical flows.
- The functions coexistence suffers from this commercial leadership that prevents the public transport's accessibility: station and SOTRAMA
- The continuation, if not the re-activation of the railway access for passengers and freight for Bamako is a contemporary challenge, an alternative to cars. A deviation of the existing axis could be possible in Kati.
- Relocation of the train station into the West: an opportunity to stage it in an appropriate urban planning and provide a linear centrality to combine tertiary activities, hotels, services with administration; interesting heritage (city hall) must create the offer and the tourism interest of the center.
- The forsaken railways and the Station Buffet would be transformed back to their original use, with bars, restaurants, recording studios.

«Waking Up Pretty Bamako »

- The widening of the Rail-DA centrality needs to irrigate the Western part with a complementary public transport lane coming from the King Fahd Bridge.
- Thus, a multiple hub system is proposed, untying the forecasted knot created by the tram lines.
- The proposition to create parkings connected to the Sotrama ring offer two favorable measures regarding the "pedestrianization" of the mall and is a relief for the use and maintenance of pedestrian ways (security, maintenance, tree planting...)

# The assets of linearity

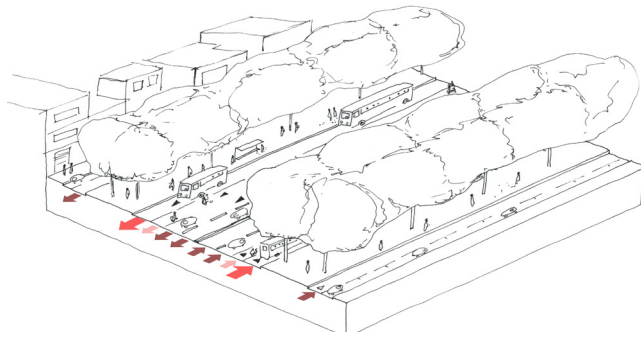
Main avenues from North to South and East to West : Sogoniko example



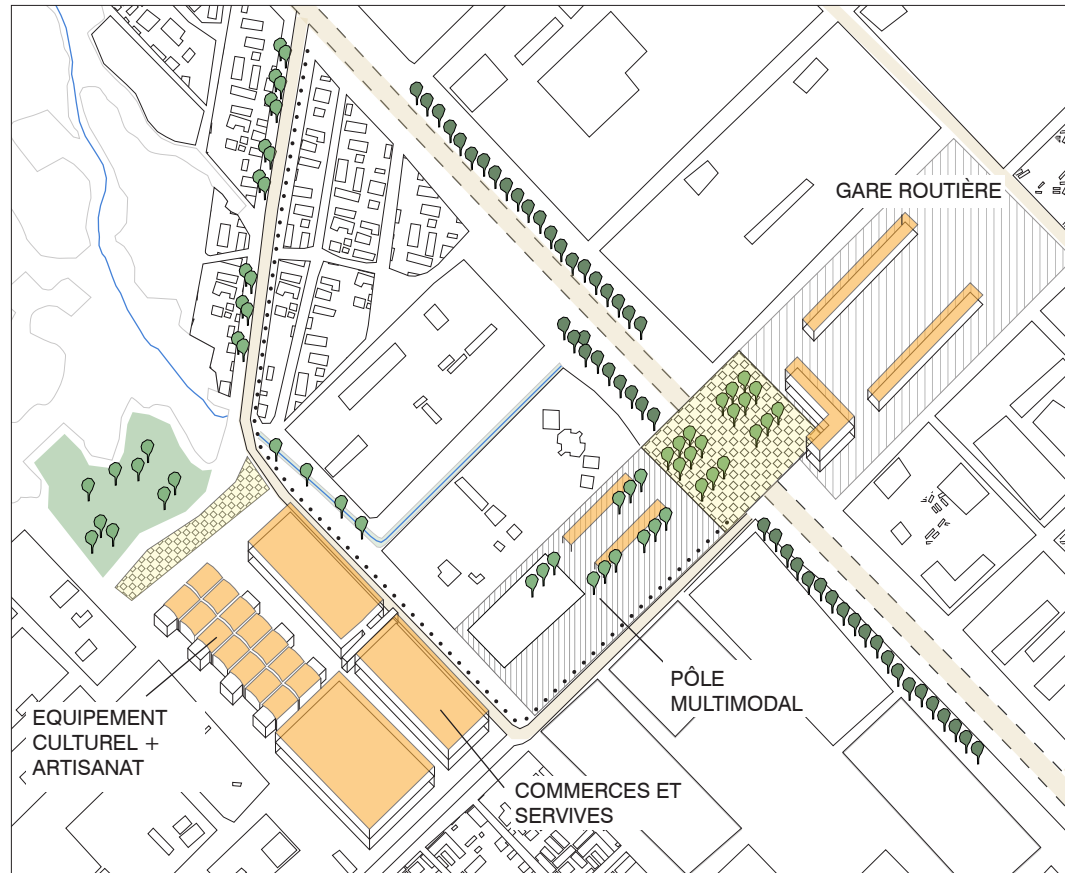
Strategic urban planning for the regional bus station and the Halles de Bamako area



The new metropolitan avenue section with a dedicated public transport lane on each side of the road



Flux and activities : metropolitan activities on a structuring axis + secondary axis in connexion with neighborhoods



The district project : a necessary ambition to engage the renovation of the area

The airport avenue and the potential land use on 140m`  
The avenue of the African Union, the bus station, the Halles de Bamako  
A challenged metropolitan potential which is obvious for a centrality in the south.

- A gateway for Bamako, the bus station must rise to the scale of Mali's capital city.

- The station must be combined with a multimodal pole for individual transports (taxis) and collective transports (Sotrama and buses) to discharge the south entrances. It is a new contemporary challenger to the North's transport infrastructure. Yesterday, it was the railway of the small center, today, the major bus station to Bamako's great center...

- The Halles de Bamako, a coherent concept lacking technical, administrative and financial expertise.

- A building that is too young to get rid of

- The need for a new fonction, « we can't act as winners when we've lost », it should be used as an inter-neighborhood equipment for the Commune 5 and 6, it should be devoted to artistic expression for the young people in Bamako. This is a continuation of the linear approach of a gradual urban centrality from the district scale to the local scale. This function will be reinforced by the craftsmanship market.

- It is urgent to fight against crime and insecurity in the station area. It is the opposite of the warm and calm image of Bamako's people.

- With complementary public services: The Main Post Office, the security pole (police, firemen, customs), hotels, travel agencies, banks, change, tourism offices : « Welcome to Bamako »

- The heart of the global project is based on these essential functions and the district has the authority to act. A global planning project with roads, car parks and public transport instead of private initiatives. Communes enjoy East-West tar roads to complete the useful public areas for the nearby population; a shared development of the centrality.

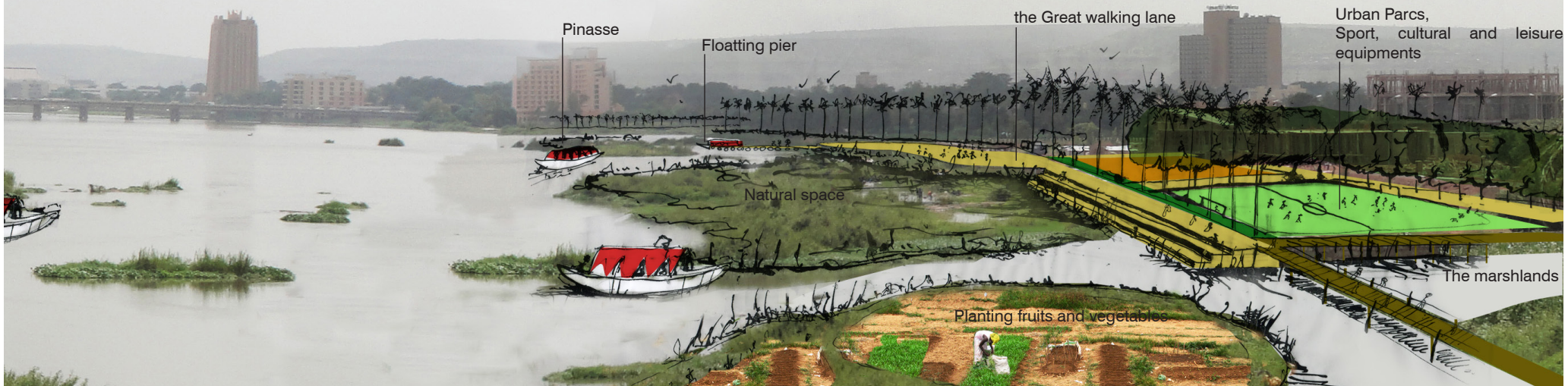
# The site : collective identity of the city







Marshlands improvement



Use the river banks for collective practices // shipping transportation

**The Badalabougou hill**

Our project emphasizes the particularities of the site. The topography is staged with tree planting at both extremities of the plateau; the banks and the urban park are planned with terraces. The status is improved. The knowledge is opened and shared, on a physical and symbolic level, thanks to a pedestrian network all through the campus. This university knowledge is completed with a West-African Oral Memory Museum, and ethno-botanical research.

**The marshlands**

At the root of Bamako's name, are potential breathing spots inside the urban area, with an intimate and fresh landscape, with gardening activities and soft inter-neighborhood mobility. Programs for the waste treatment awareness, water protection and the sharing of knowledge will be launched. Banks will be planned with pedestrian lanes and collective tree plantings, public spaces and sports equipments. Today, the marshlands are opened waste bins, but they will become a tool for collective awareness.

**The Niger river**

It is seen as a border between North and South. Tomorrow, the banks renovation with plantation of trees, the urban park will allow Bamako's people to find their way back to the river. The implementation of an alternative transport way using a motor-driven pinasse (pirogue) will end the integration of the river into the city. Today, the Niger River is ignored, but will soon become Bamako's future identity landmark.









# 3

## TEAM 3 : Ambatado / the power of the many / La raison de tous

(from the left to the right)

Conor MOLONEY	Architect-geographer	ENGLAND
Djénéba TRAORE	Hydraulics Engineer	MALI
Marion Talagrand	Landscape architect	FRANCE
Merlin TOTINON	Architect	CHAD
Mamadou SIDIBE	Architect	MALI
Kassoum BAKAYOKO	Engineer	IVORY COAST
Joel HELLO YEMELE	Architect	CAMEROON

Assistant : Siné Coulibaly, Ecole Nationale d'Ingénierie « ABT »

# POSITION /// promoting an inclusive city

## The paradoxes of a growing metropolis

### A weak position in West Africa's economic system

Bamako is expanding rapidly but the quality of its development remains inconclusive. Remote from the sub-region's ports, the city has little production capacity and is instead driven by consumption: in effect a 'subsistence economy' heavily dependant on the informal sector.

### An increasingly diffuse urban agglomeration

The city's extraordinary growth has led to a de-structuring of the urban area. Extensive horizontal development – both planned and spontaneous – has devoured city's environmental assets, fuelled intensive land speculation, and increasingly distanced the city's residents from its urban centres, facilities and opportunities.

### City leaders respond... but are the responses appropriate?

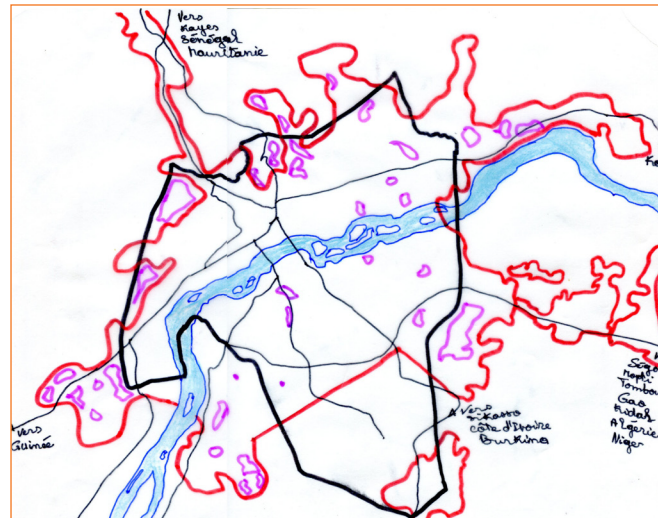
Bamako's principal actors in the public and private sectors have tended to privilege larger-scale 'grand projets', for example the 'Administrative City', 'Tramway', and 'ACI 2000'. While some such projects have delivered qualified success, some have further fuelled speculation, while others are potentially undeliverable.

### From villagers to citizens

Family remains essential in how people relate to the city. For many old and new Bamakois, the 'compound' [concession] remains the anchor for their urban identity and sense of place. To this primary centrality are added the workplace and the historical centre's Marché Rose [Pink Market]. It appears that in many people's imagination and mental representations, the Niger's south bank is thought of as outside the city, and indeed is commonly referred to as « beyond the river' [derriere la fleuve]. Yet, it is often here that new households are founded, whether by Bamakois leaving the family home or new citizens arriving from the countryside.



Sub-regional location remote from coastal access



Urban sprawl beyond administrative boundaries

## Supporting endogenous development

These paradoxes force us to conceptualise the city's development as coming from within, and therefore demand an alternative way to make and remake the city. Such an approach will need to enable the evolution of the city through a proliferation of small- and medium-scale incremental projects guided by a cohesive strategy flexible enough to respond to local priorities and the changing availability of resources. Over time this will expand the real freedoms that citizens can enjoy, including:

- Fulfilment of daily needs (basic local services for all);
- Reinforcement of Bamako's collective life (construction of a metropolitan identity through shared projects);
- Opportunities for community-led initiatives (economic, cultural and environmental); and
- Expansion of social justice (access for each citizen according to her means).

## Strategy for an inclusive city

In developing our proposals for an inclusive city, we attend to issues of access operating at each scale of centrality in the urban area (household, neighbourhood, district, agglomeration, metropolis). At each scale, our aim is that citizens have easy access to the locations that will allow them to take their place in the diversity of social spheres of the city. We focus not only on the different modes of transport, but also on citizen's levels of access to those modes of transport. There are two sides to this strategy:

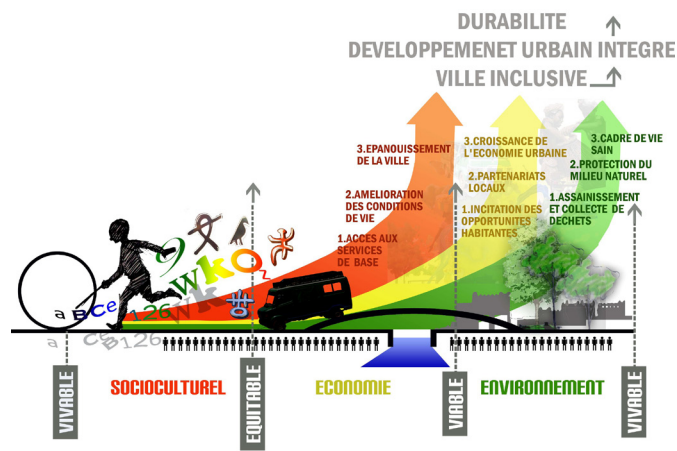
- A more balanced development of locations where there are unrealised assets whether social, economic, or environmental ('points of interest'), especially on the right bank; and
- A promotion of mobility and the discovery and realisation of new 'points of interest'.

These new locations and journeys inside the city are likely to expand the real freedoms that Bamakois enjoy. The first step for the construction of a metropolitan space is a cultivation of openness to an experience of the city that is diverse, desired and deliverable.



# STRATEGY /// the subsidiarity principle

We propose to use the principle of subsidiarity to guide the delivery of new mobilities and new centralities: fulfilling demands at the smallest possible scale, whilst also enabling access to resources at successive scales.



## Distributing mobility across all scales of the city

The city's principal arteries are already saturated with traffic, and the situation is likely to get worse due to the city's growth and the consequent increasing number of private vehicles. In this context, we question attempts (on the one hand) to limit the use of private cars, or (on the other hand) to develop capital-intensive infrastructures that are likely to be inaccessible to the majority of the population. Nonetheless, we believe it will be possible to:

- Promote a more balanced distribution of trips within the city to reduce congestion on principle routes; and
- Promote the circulation of public transport services to complement individual motor transportation.

The range of solutions range from capital investments in major infrastructure where appropriate, to a more differentiated management of transport modes within existing resources.

## Mobility at (inter-) neighbourhood scale

The goal is to support access to basic services and develop new routes for local journeys, reducing congestion on principal routes. Specific pedestrian and cycle routes and 'Sotrama' (independent bus) routes are identified for development and safeguarding, particularly as household car ownership levels increase.

## Mobility at the scale of the conurbation

The width of existing principal routes, and the possibility to further widen them in areas of low density, permits the reallocation of road space between transport modes, in particular to facilitate the circulation of public transport services: , in the form of dedicated lanes for express traffic, local traffic, and public transport services (for example, in anticipation of future heavy infrastructural investment, e.g. 'Tramway' project)

## Inter-urban mobility

Inter-urban mobility concerns the movement and distribution of in- and out-flows of goods and people. Inter-urban bus services are currently widely dispersed according to the diversity of operators, and delivery of goods involves excessive penetration of heavy vehicles into the city. The creation of multifunctional distribution points (coach stations and dry ports) at each of the city's principal entry points will improve the environmental quality of major routes as well as relieving their congestion.

## A constellation of 'points of interest'

Much of Bamako's right bank currently lacks a clear sense of place and order, and is almost completely empty of 'points of interest'. Rather than proposing a strong system of polarities for the south bank to replicate that in the historic centre, we instead propose the identification of assets and potentials that can stimulate the concentration of investment in this emerging constellation of centralities from neighbourhood to metropolitan scale.

## Household centralities

The objective is to support the role of the 'compound' [concession] which reproducing forms of solidarity while promoting the autonomy of every household and member of the family. We propose to:

- Transform and densify compounds – for example by consolidation, and adding of upper floor(s); and
- Create new forms of housing organized around shared area outdoor spaces.

## District centralities

Access to basic local services is the priority, but does not exclude the promotion of solidarity within districts and families. Local organizations are an asset and can act as vehicles for collective projects where appropriate.

## Inter-district centralities

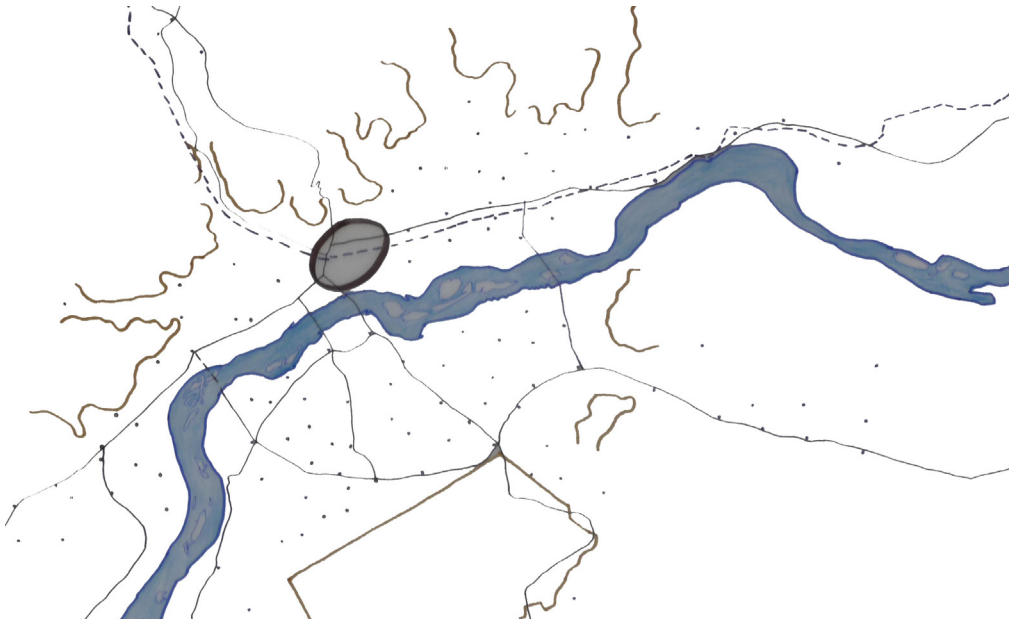
The risk of urban segregation is real (for example, between formal and informal neighbourhoods), and the challenge is to provide collective spaces for sociability that will stimulate interest in all sectors of the population. Local enterprise (commerce, trades, craftsmanship) and local institutions (organized religion, education, recreation,) can be supported by developing the intra-urban mobility.

## Conurbation centralities

The organization of multifunctional distribution points, located at the each of the city's entry points, could create an opportunity to draw attention to the issue of amenities, jobs and businesses in remote residential areas. The goal is to free land lots and launch a densification trend.

## Metropolitan centralities

The main goal is to draw the right bank into the ongoing process of formation of collective metropolitan identities. If many institutional sites of the left bank are perceived as 'foreign impositions' on the body of the city, the right bank has an opportunity to promote a very different approach, characterized by accessibility and proximity.



## Current situation



### Historic centre concentrating the principal urban functions

- The 'Pink Market', street markets, and extensive informal and ambulant trading
- City administration and public institutions (National Assembly, National Mosque, etc.)
- Rail terminal for freight and passenger transport



### 'Microcentralities' characterised by relative isolation

- Disconnected from metalled roads and public transport services



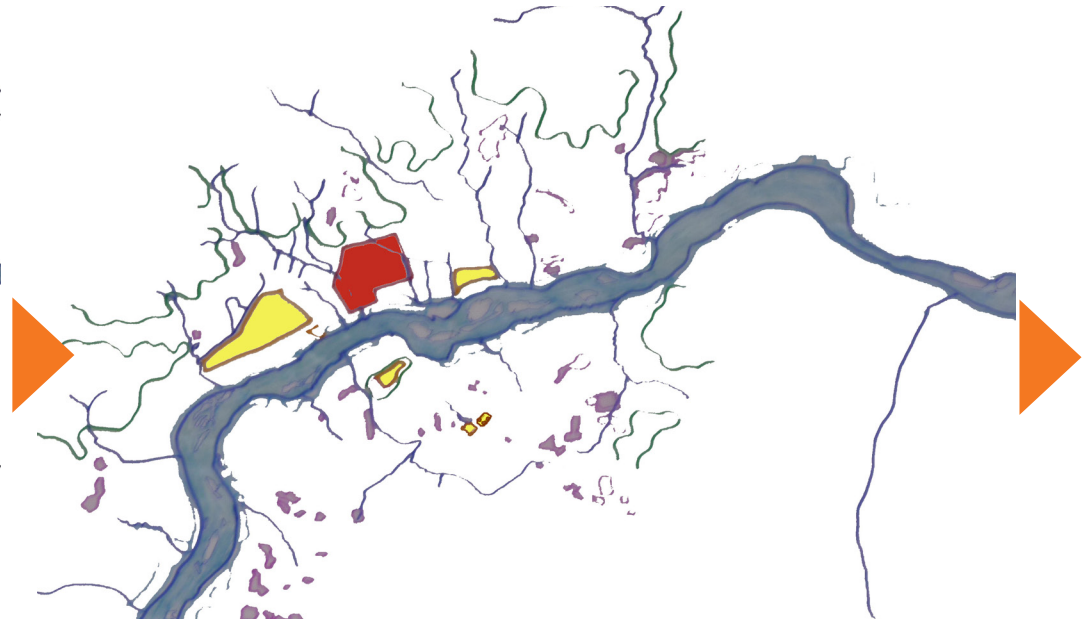
### Major road arteries

- Radial routes converging on the historic centre, congested with local and district traffic
- Orbital route (right bank only) punctuated by a succession of city 'gateways'



### Obstacles to urbanisation and intensification

- Flood plain
- Cliffs, outcrops, and ridges (left bank)
- Airport zone (right bank)



## Territorial assets with the potential for development



### Micro-spaces distributed across the city

Respond to local daily needs by unlocking the potential of:

- underused land resources
- local facilities or open spaces appropriate for collective use



### Linear spaces and interfaces between neighbourhoods

Offer commercial, employment, and community opportunities by developing:

- linear development parcels along main routes
- urban agriculture, particularly along the many creeks and tributaries of the Niger/ Djoliba



### Public institutions

Support and renew the city's collective identity through partnership with institutions:

- administration, health, education, organised religion, etc.



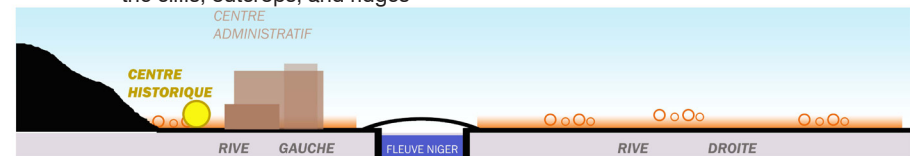
### Major natural spaces

Reinforce the urban and landscape image of Bamako by enhancing:

- the river and its banks
- the cliffs, outcrops, and ridges



IDENTIFICATION DES  
SITES DE POTENTIELS





# APPROACH /// emergence of new 'points of interest'



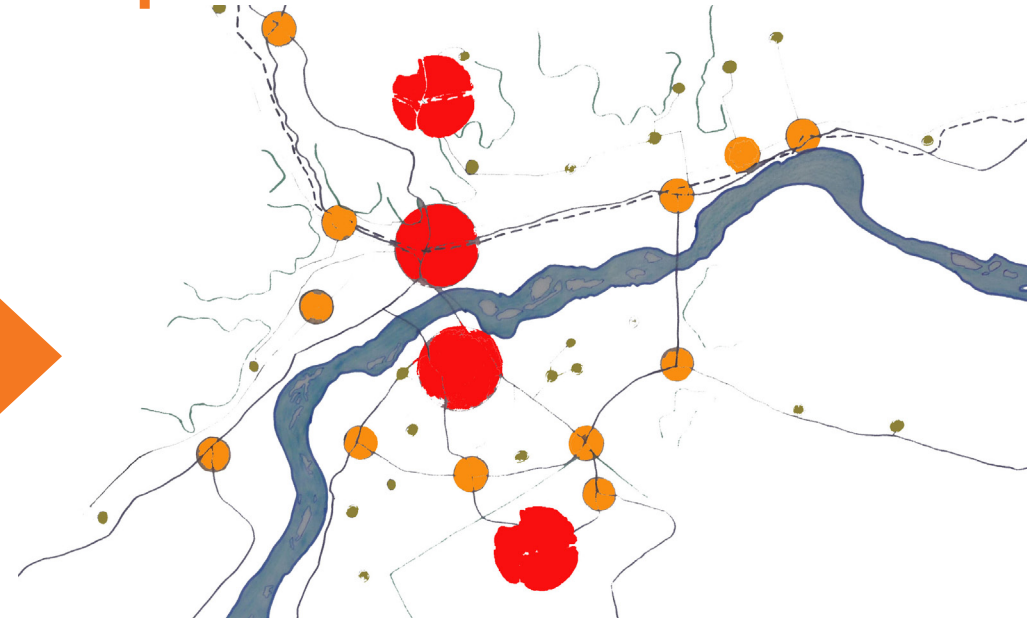
## Emergence of new 'points of interest'



### Discovery of valuable combinations of resources in particular locations

For example, there are numerous locations where underused land, transport access, local facilities, and river creeks come together, overlap, and create the potential for a multifaceted sense of place with human activity and environmental quality, which can provide:

- A constellation of 'points of interest' some of which can develop into new centralities at different scales; and
- A method for focussing attention on the hidden assets of the south bank.



## An equitable distribution of mobilities, an even constellation of centralities



### Centralities at the inter-neighbourhood scale

- Offer opportunities for local enterprise and employment (commerce, craft, etc.)
- Offer local facilities and focus for local identity (education, culture, sport)
- Organise and improve access to mobility (pedestrian routes, public transport, cars)



### Centralities at the scale of the conurbation

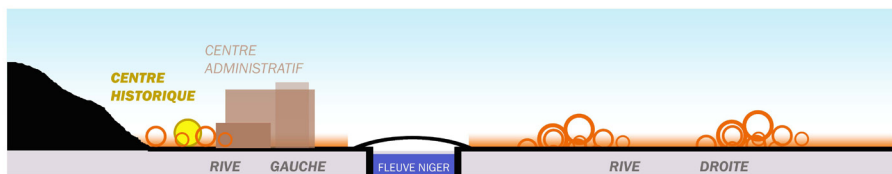
- Create multifunctional interchanges at the city gateways (bus station, distribution hub)
- Polarise peripheral spaces around major facilities to create the opportunities for intensification, particularly in terms of commerce and production



### Centralities at the scale of the metropolis

- Place a high symbolic and financial value on the heritage of the city centre
- Develop the airport zone as an international gateway with economic dimensions
- Develop new urban centralities of a high order on the right bank

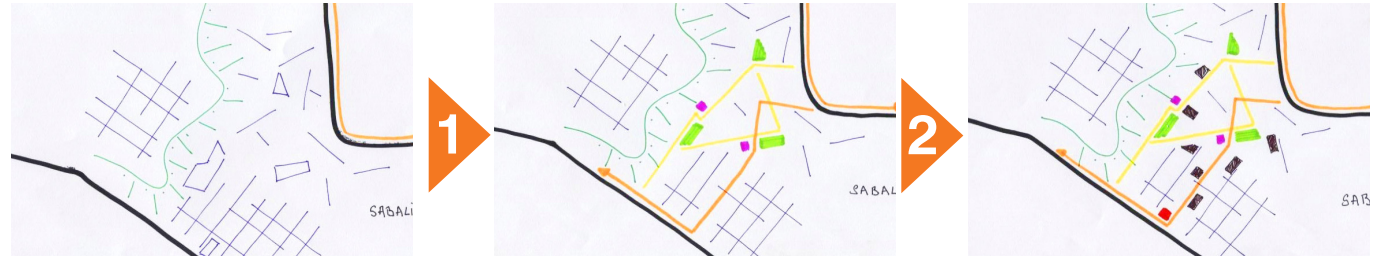
DEVELOPPEMENT DES CENTRES D'INTERET



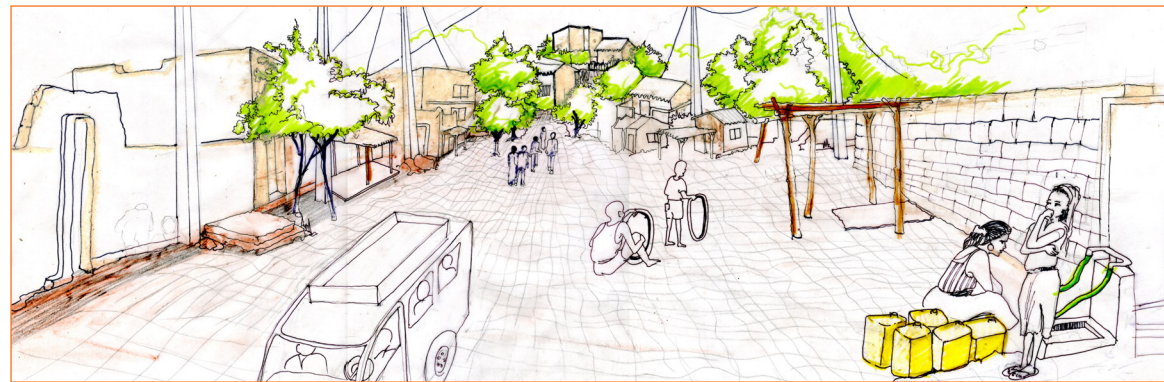
CENTRALITES EVOLUTIVES ET INTEGRES



# NEIGHBOURHOOD///intergenerational spaces in sabalibougou



A precarious district with a mix of formal and informal development, located on the south bank and lacking local amenities. Our goal is to improve access to potable water, drainage, health and education systems by identifying the 'first next steps' in which investment should be focussed to improve the quality of this neighbourhood for its residents.



## A - Local mobility

**A.1** Enabling a future 'Sotrama' or local bus route traversing the formal and informal settlements

**A.2** Street improvements and landscaping focussed to create 'safe routes' to schools and open spaces, both for pedestrians and cyclists

**A.3** Local or Sotrama bus stop at the heart of the neighbourhood

## B - Incidental open spaces

Partnership working with local people and institutions:

**B.1** Improvement of external spaces in the locality (for play, sport, age-sets, etc.)

**B.2** Development and/or extension of small-scale local facilities (school, clinic, etc.)

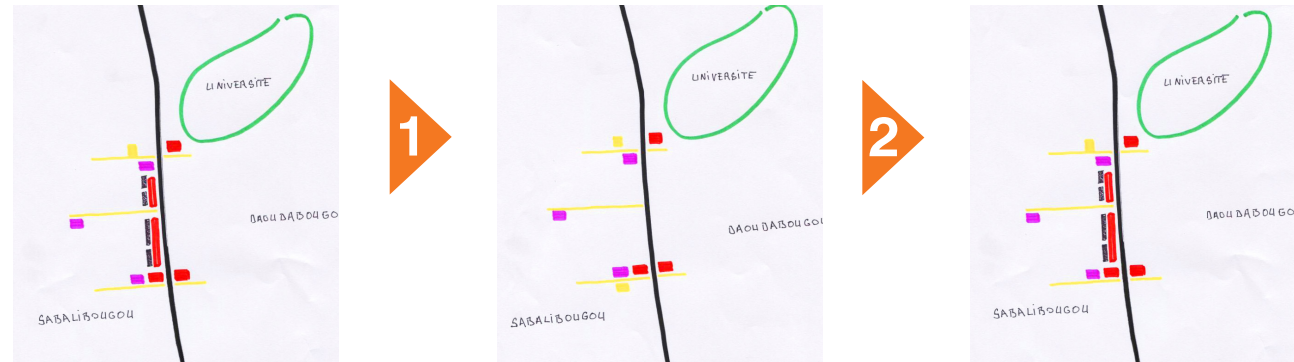
## C - Environmental management

**C.1** Improvement of landscape spaces to complement and supplement the capacity of the urban drainage system (particularly at the foot of the escarpment)





# CROSS-NEIGHBOURHOOD///exemplar development on the “140m trip”



A linear site with over 1km of frontage to the main route from the airport to the city centre, this area has been recently cleared of residential development to enable the construction of a ‘showcase’ project (as yet undetermined). Our goal is to mitigate the relentless linearity of this site by ensuring lateral connections to the surrounding neighbourhoods, include smaller-scale opportunities for commercial, employment, and community development, and propose a ‘showcase’ project for improving the circulation of public transport services (‘Sotrama’).

## A - Transverse connections between neighbourhoods

**A.1** Reinforce lateral connections across the site and road artery whether by junction or by pedestrian bridge, linking to existing pedestrian routes to local facilities such as the neighbourhood market (middle left), and the Badabogogou university site (top right);

**A.2** Demonstration project upgrading the radial route from airport to city to include dedicated lanes for public transport services, taxis, and motorbikes.

## B - Diversification of land uses and facilities

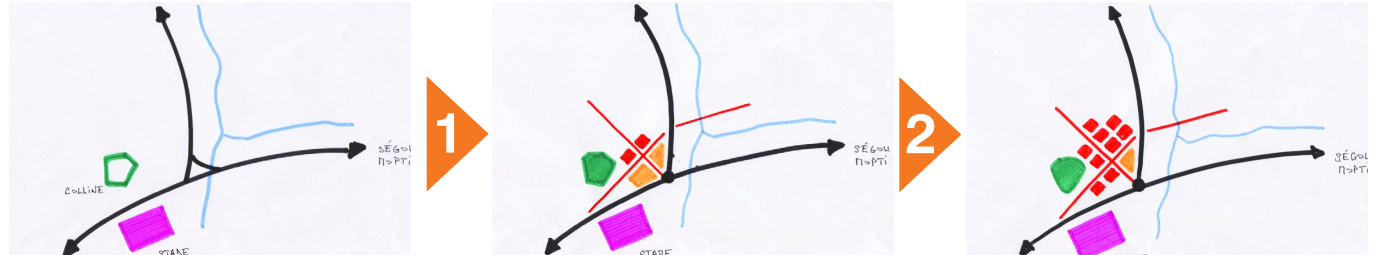
**B.1** Reinforcement of existing local hubs and diversification to offer opportunities for local residents and traders to develop economic and community initiatives at small and medium-scale in parallel with new larger-scale development anticipated as the frontage to the site;

**B.2** New mixed-use development, with medium-scale commercial development fronting the main road and university site (top right), smaller-scale workshops and offices along a central lane, and residential-scale development forming the transition to the existing housing adjacent.

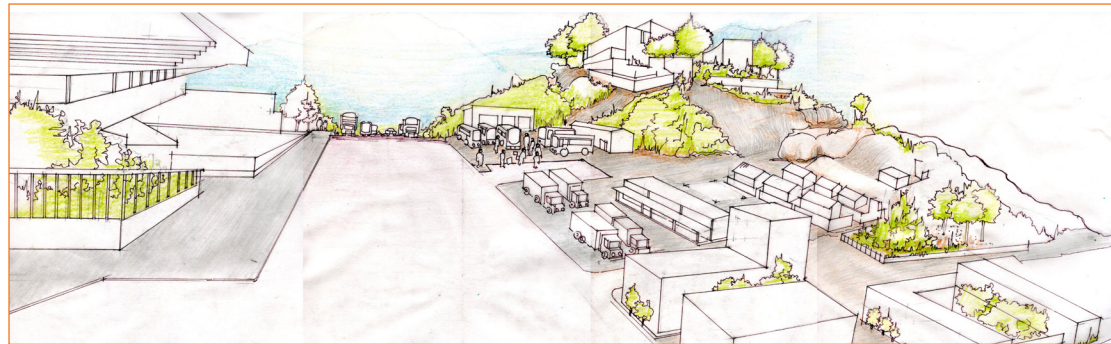




# CONURBATION///multi-functional gateway asa 'founding act' at yirimadio



A strategic point of entry to the city, its existing assets include the city's premier stadium, a dramatic conical hill, and extensive underdeveloped land. Our goal is to develop multi-modal distribution/interchange facilities as the stimulus to gradual intensification of commercial and production activities, and eventual densification and emergence of a mixed-use centre including residential, administrative, and community uses. This 'founding act' will harness and overtake the area's linear development to generate a new centrality.



## A - Integrated mobilities

- A.1** Creation of a network of 'dry ports' at each gateway to the city, including here with direct access from a new roundabout
- A.2** Development of a bus station for national and international services as well as interchange with local 'sotrama' services
- A.3** Upgrade street network to create a hierarchy of movement

## B - Emergent urban centrality

- B.1** Reservation of sites for major new facilities including market, school, administration, mosque, open space etc. in conjunction with local partners

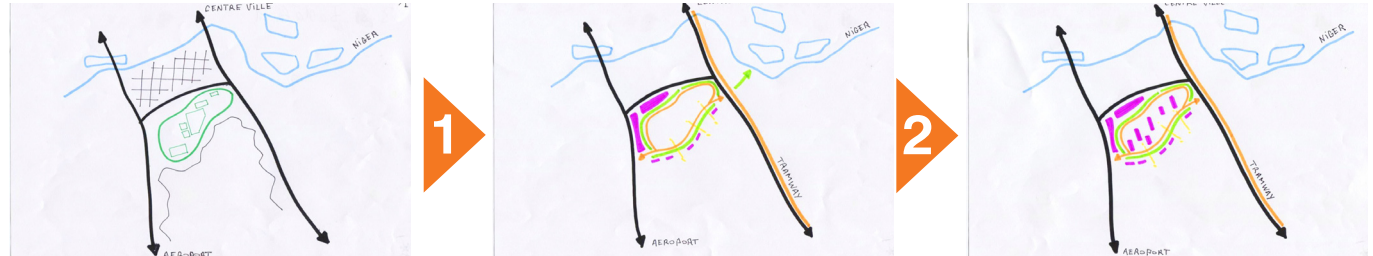
## C - System of landscaped spaces

- C.1** Creation of a metropolitan park on the existing conical hill, with a range of appropriate facilities including amphitheatre, belvedere, hotel, restaurant, casino, etc.
- C.2** Improvement of creek as a productive space for urban agriculture as well as managing environmental risks such as flooding
- C.3** Improvement of the stadium esplanade as an appropriate backdrop for events of a national and international significance

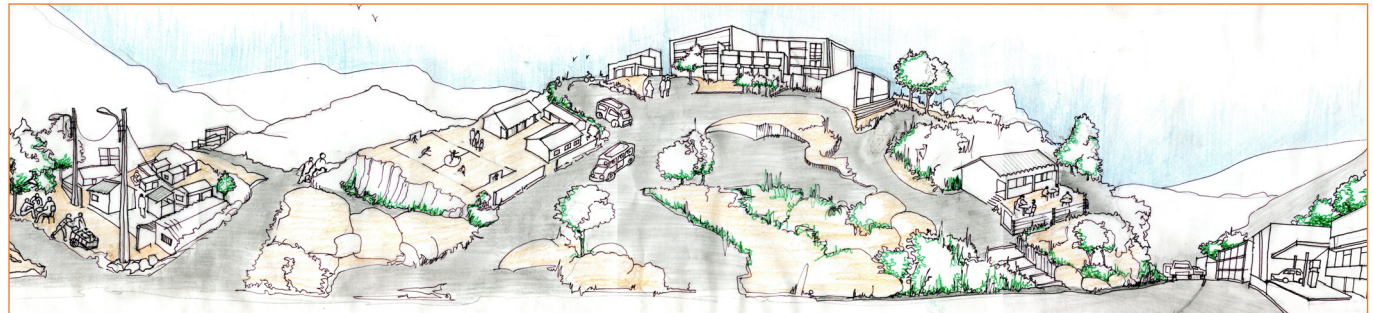




# METROPOLIS /// the university and the city reconnected at badalabougou



The dramatic-sited university is currently poorly connected, insufficiently occupied, and lacking a clear sense of place. Our goal is to reinforce its functions by concentrating new amenities (halls of residence, student facilities, and cultural/leisure amenities) here rather than elsewhere, improving access both within the extensive site and between the site and the surrounding neighbourhoods, and developing a landscape strategy to respond to the site's outstanding physical setting.



## A - Multiple accessibilities

**A.1** Development of a local bus service for the hill, serving all the major routes and interchanging with the future tramway or other high-capacity public transport service (right of plan).

**A.2** Development of a 'corniche promenade' along the top of the escarpment, with belvederes and dedicated routes for pedestrians and cycles.

**A.3** Creation of pedestrian linkages between the corniche and the foot of the escarpment, in particular connecting to existing pedestrian routes in the neighbouring informal settlement.

## B - Landscape investment and environmental management

**B.1** Structural landscaping of the corniche with native tree cover

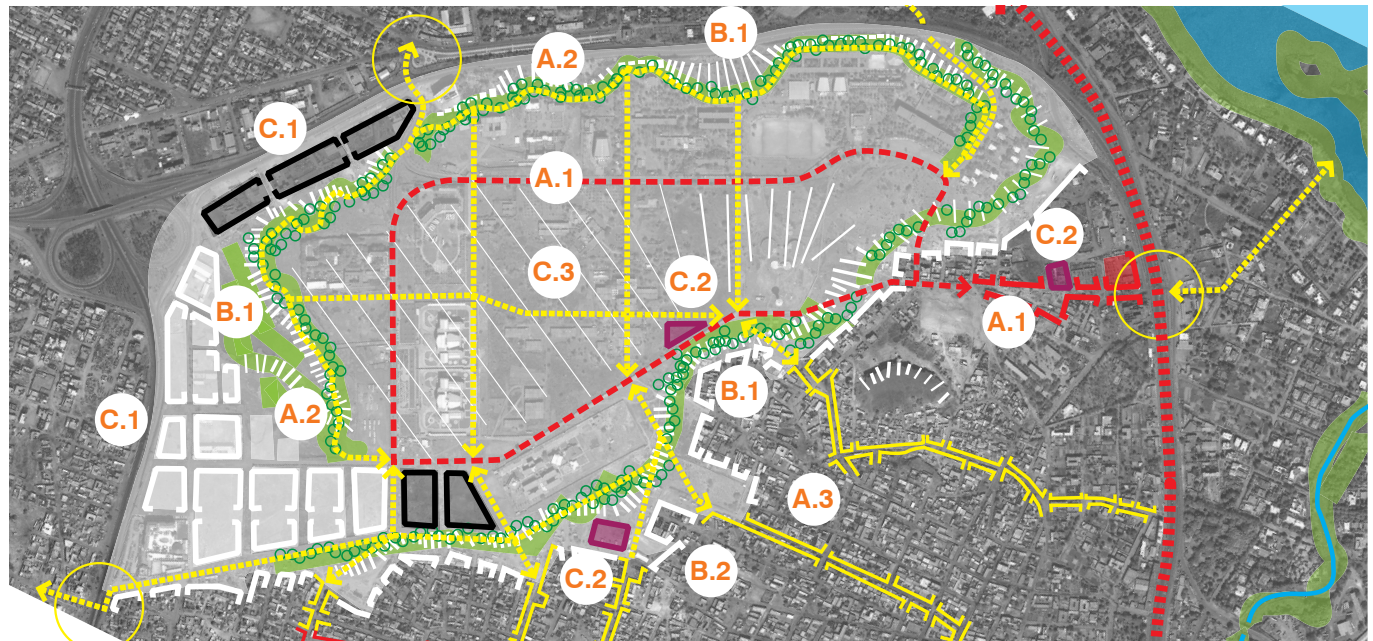
**B.2** Management of risks (subsidence, flood erosion, etc.)

## C - Development and access to the university campus

**C.1** Development of major sites along the north and west of the hillside for diverse uses which can support economic and social development not just of the university but also of the surrounding neighbourhood.

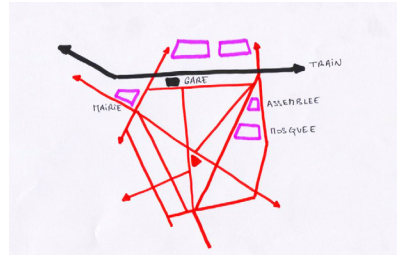
**C.2** Location of new facilities in the vicinity of the escarpment so that they can be shared by university community and surrounding neighbourhoods

**C.3** Allocation of land for the extension of the university campus in situ

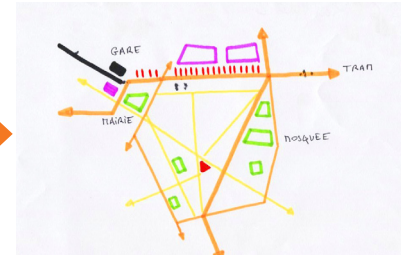




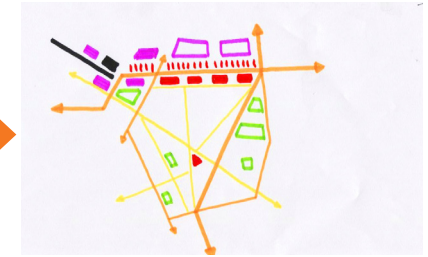
# METROPOLE /// negotiation and management of the historic centre at rail-da



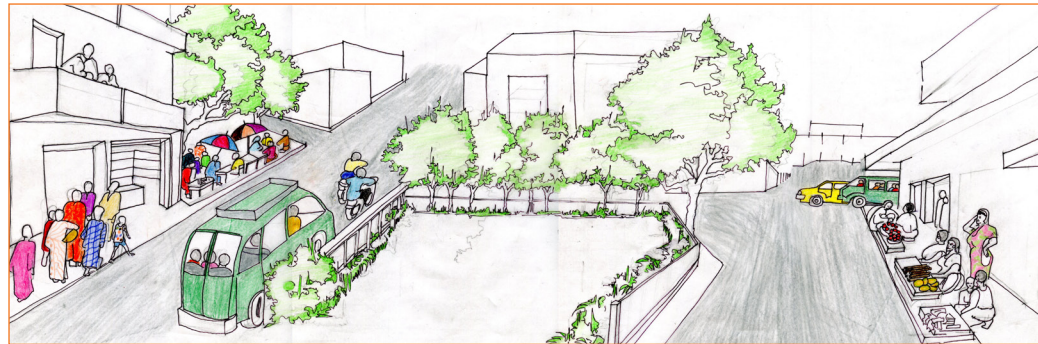
1



2



A priority site in the historic centre which suffers from chronic congestion that precludes mobility and an effective and equitable balance of uses. Our goal is to restructure commercial activities into a new hierarchy responsive to the city's historic form. We also propose a restructuring of transport by relocating the rail terminus and releasing the associated lands to facilitate public transport services, create new open space 'buffers', and offer a series of major new development sites for commercial and institutional uses – most importantly to enable the retention of the city government's administrative headquarters in the city centre.

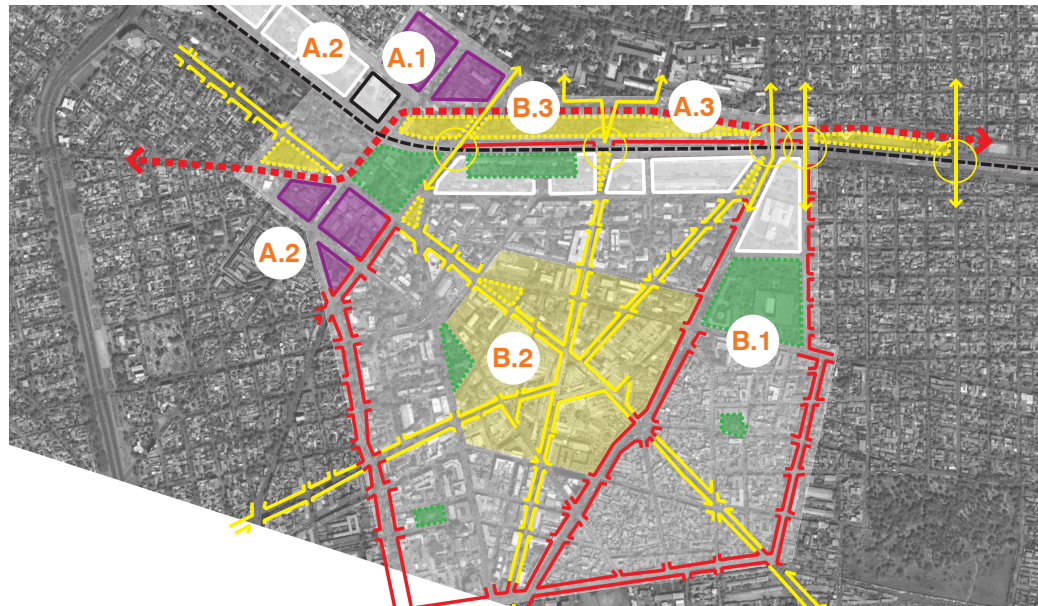


## A - New station district

- A.1** Relocation of passenger and freight terminals to release rail lands;
- A.2** Mixed development in the vicinity of the new station (commerce, institutions, employment, residential), including new accommodation for the city administration and government departments;
- A.3** Extension of a new open space along the former rail lands, to accommodate public transport (sotrama, tramway), some carparking, pedestrian circulation, esplanade with trees, and informal market activity;

## B - Regulation and partnership in the management of open space

- B.1** Reinforcement of the character of garden spaces around institutions (mosque, cathedral, town hall) to provide a refuge from street activity;
- B.2** Regulation of movement and commerce along the three routes which converge on the Pink Market, to facilitate movement and create a hierarchy and differentiation of different sorts of commerce (shop, stall, ambulant trader) and movement (pedestrian, djakarta, vehicular)
- B.3** Management of open spaces on the former rail lands for informal trading and occasional public celebrations and demonstrations.





# DELIVERY /// expanding participation in urban governance

Bamako's future is dependent on its level of commitment to sustainable development. The process of creating an ever more harmonious, welcoming, and inclusive city requires the participation of actors at as many levels as possible – state, institutions, businesses, communities of interest, neighbourhood associations, households, etc. – in order to deliver inclusive, economically dynamic, environmentally rational, and human-centered growth. We therefore propose that the city government develop a structured partnership with key actors through which to negotiate the conceptualisation, delivery and management of this collective endeavour.

Citizen participation will be critical in developing services responsive to people's real and immediate priorities. It can help build a stronger sense of responsibility and reciprocity to encourage collective design ownership of facilities, infrastructure and payment systems. The participation of beneficiary groups is key to effectively understand needs, develop responses, take decisions, implement changes, maintain performance, and evaluate results – and must be systematically organised.



Sensibilisation, communication, and information through the full range of local media and cultural forms can help develop a shared space for narrative and discourse on urban issues

Different strategies (lobbying, regulation, etc.) will be appropriate to different resources (institutional, financial, etc.)

MOYENS STRATEGIES	MOYENS									
	INSTITUTIONNELS	PARTENARIAUX	MEDIATIQUES	FONCIERS	FINANCIERS	FISCAUX	AMENAGISTES	TECHNIQUES	ORGANISATIONNELS	
PLAIDOYER										
SENSIBILISATION										
COMMUNICATION										
INFORMATION										
FORMATION										
PEDAGOGIE										
REGLEMENTATION										
FORMALISATION										
CONCEPTION										
INSTRUCTION										

Different actors (state, institutional, business, youth, etc.) will have different sets of responsibilities (media, fiscal, etc.)

ACTEURS	ACTEURS								
	INSTITUTIONS	PARTENARIAUX	MEDIATIQUES	FONCIERES	FINANCIERS	FISCAUX	AMENAGISTES	TECHNIQUES	
ETAT									
ELUS LOCAUX									
SOCIETE CIVILE									
SYNDICATS									
ENTREPRISES									
COMMUNAUTE RSELOGIEUSES									
POPULATION CIBLE									
POPULATION MIGRANTE									
FEMMES									
JEUNES									

Risk management framework: mitigating threats in the fields of governance, administration, asset management, and

MOYENS	STRATEGIE										ACTEURS	RISQUES	COMMENT PALIER AUX RISQUES										
	PLAIDOYER	SENSIBILISATION	COMMUNICATION	INFORMATION	FORMATION	PEDAGOGIE	REGLEMENTATION	FORMALISATION	CONCEPTION	INSTRUCTION				ETAT	ELUS LOCAUX	SOCIETE CIVILE	ENTREPRISE	SYNDICATS	COMMUNAUTES	POPULATION CIBLE	POPULATION MIGRANTE	FEMMES	JEUNES
GOUVERNANCE	INSTITUTION																					- NE PAS COMMUNIQUER AVEC COUCHES DE POPULATION - PERTE DE LEGITIMITE - INSTABILITE POLITIQUE	TRANSPARENCE - GESTION -PARTENARIAUX
	REGLEMENTAIRES																						
	PARTENARIAT																						
	MEDIATIQUE																						
ATOUTS	FONCIERS																					GASPILLAGE -PATRIMOINE - OPPORTUNITE NON VALORISATION	PLUSIEURS NIVEAUX/SITES - DE CONTROLE - DE SUIVI
	FINANCIERES																						
ADMINISTRATION	ORGANISATION																					- PERTE D'ORIENTATION - INCOHESION ENTRE LES DIFFERENTS SERVICES	ATTRIBUTIONS BIEN DEFINIES RIGUEUR
	FISCAL																						
PRO	TECHNIQUES																					VUE SECTORIELLE	ADOPTER UNE METHODE INTER DISCIPLINAIRE DE TRAVAIL





# JURY

# Members of the jury

## Chair

Adama SANGARE Mayor of the Bamako District  
Pierre-André PERISSOL Chairman of Les Ateliers, Chairman of the French Development Agency.

## Local and national actors

Kafougouna KONE Minister of Local Collectivities and Territorial Administration,  
Yacouba DIALLO Minister of housing, land development and urbanism,  
Ahmed Diane SEMEGA Minister of equipment and transports,  
Jeamille BITTAR President of the Chamber of Commerce and Industry,  
Souleymane DIABATE Governor of the Bamako District,  
Seydou TRAORE Former General Secretary of the Ministry of Territorial Administration,  
Fatoumata KONTE Mayor of Commune 1,  
Youssef COULIBALY Mayor of Commune 2,  
Abdel Kader SIDIBE Mayor of Commune 3,  
Moussa MARA Mayor of Commune 4,  
Boubacar BAH Mayor of Commune 5,  
Souleymane DAGNON Mayor of Commune 6,  
Mamadou OUANE Coordinator of the 4th Mali Urban Project,  
Abdoulaye DEYOKO Director of ESIAU School, former director of urban planning in Mali,  
Baba Alpha CISSE Chairman of Architects' Institute of Mali,  
Abdoulaye SYLLA Chairman of Planners Institute of Mali,  
Sine Aly Badara PLEAH Chairman of Engineers Institute of Mali.

## Partners of Les Ateliers

Christian ROUYER Ambassador of France in Mali,  
Nathalie LE DENMAT Director "Local authorities and urban development" at the AFD - French Bank of Development,  
Hervé BOUGAULT Director of the AFD Mali Agency,  
Patrick PINCET General Adviser of the Mayor of Strasbourg,  
Rolland BOEHLER Project manager in Strasbourg, in charge of European and regional institutions relations for the municipality of the District,  
Marion BOISSEL Urban Development Agency of Lyon,  
Emilie MAHEARA French ministry of foreign and European affairs,

## Mayors and representatives of municipalities

Khalifa Ababacar SALL Mayor of Dakar (Senegal),  
Ahmed Ould HAMZA Maire de Nouakchott (Mauritania),  
Cheikh Bamba DIEYE Mayor of Saint-Louis du Sénégal,  
Jean-Michel MOULOD Mayor of Grand-Bassam (Ivory Coast),  
Moukaram OCENI Mayor of Porto-Novo (Benin),  
Soulé ALAGBE Mayor of Parakou (Bénin),  
Abdoulaye CAMARA Mayor of Kayes (Mali),  
Yankhoba DIATARA First Vice-Mayor of Thiès (Senegal)  
Walter Okeyo MBATA Councillor of the Mayor of Nairobi (Kenya),  
Valentin BAYIRI In charge of urban projects of Ouagadougou (Burkina Faso),  
Frank A. KRAH Senior Advisor to the Mayor of Monrovia (Liberia).  
Marie DALLIAH Head of international cooperation of Banjul (Gambia),  
Murat ALÖKMEN Urban planning manager of Diyarbakir (Turkey),

## Institutions and international partners

Alioune BADIANE Director of UN-Habitat Africa – Middle-east,  
Mamadou DIAGNE Regional adviser of Cities Alliance for West and Central Africa,  
Nthato MINYUKU-GOBODO Deputy President of SAPI and Coordinator/Secretary General of APA.  
Kabir M. YARI President of NITP – Nigerian Institute of Town Planners,  
Ashraf ADAM Convenor/President of the APA and the Chairman of SAPI,

## Persons from the civilian society and representatives of Les Ateliers

Luc RAIMBAULT Engineer, Secretary of the Board of Directors of Les Ateliers,  
Nicolas BUCHOUD Urban planner, Renaissance Urbaine, member of Les Ateliers Board.  
Bernard GSELL Director of ES Énergies (electricity of Strasbourg),  
Eric NOIR Architect, urbanist, specialist in sustainable development, South Africa.  
Sébastien PHILIPPE Architect, director of Edificare agency and of the Memoria research center.



## THE ROLE OF THE JURY

The jury of the “atelier” gathers all local authorities around other international technical and political personalities, who contribute with their experience and expertise to the process of collective creation that characterizes each workshop. Their mission is not to classify or judge the proposals of the three international teams of the workshop, but to identify and prioritize within the overall production the most relevant elements of strategy and project. The jury is therefore a rich opportunity for a free and high level exchange between different local governments and their partners, together facing the challenges of urban development.

## Approved listeners

To make private debates of the jury following teams’ presentations easier, the number of persons who can talk has been limited. «Approved listeners» are invited to attend to this conversation without speaking, except in case of an invitation of the jury’s presidents. They can also participate in the whole expected program : visits, preliminary work session, dinners...

Mai Linh CAM	Project manager at the French Development Agency.
Ellen PRATT	Urban Planning and Community Development Specialist (Monrovia),
Ebru OKMEN	International affairs of Diyarbakir (Turkey),
Zoumana DIAWARA	Director of Urban Services and Development of Kayes (Mali).

## District councillors

Adama SANGARE, Mayor of the District  
Harimakan KEITA, 1st deputy mayor,  
Hady Mody SALL, 2nd deputy mayor,  
Oumar BERTHE,  
DIAWARA Nana FOFANA,  
Boubacar TRAORE,  
Amadi dit Diaby GASSAMA,  
Cheickna Hamala SIMPARA,  
DJILLA Assitan DIALLO,  
Mahamadou DIALLO,  
Moussa Amion GUINDO,  
CAMARA Fatimata TRAORE,  
Mme. Néné SOUGOUNA,  
Salif SISSOKO,

Mahamoudou WADIDJE,  
Boubacar BAH,  
Ibrahima DIONE,  
Mamadou Siné TRAORE,  
Fodé TRAORE,  
Mme. Hawa DIAKITE,  
Mamadou SIDIBE,  
Amadou SY,  
Noumory DIAKITE,  
Salim CISSE,  
Seydou KEITA,  
Sékou Diogo KEITA,  
Brahima CAMAR.





# ANNEXES

# Facebook

## Participants \_ Team A :



**Joel Hellow Yemele**

**Architect**

[jhstore@yahoo.fr](mailto:jhstore@yahoo.fr) // Cameroon

Cameroonian, married, I graduated from EAMAU in July 2010. I was project manager at KEOPS Agency during the contests Ecobank Lomé and Niger in 2007, and during the construction of a hospital in Bodo, Cote d'Ivoire, in 2010. I am good at drawing urban planning sketches, art and design. Regarding architecture and urban recomposition, I have experience in stilt ecosystems (identification, preservation and promotion). I took part in the July 2010 seminar "Thinking the edge" that was held in Italy.



**Marion Talagrand**

**Landscape architect**

[marion.talagrand@wanadoo.fr](mailto:marion.talagrand@wanadoo.fr) // France

I am an independant landscape artist working inside the workshop I created in 2006. My work philosophy is called « sub-urbanisme », which means that I believe that the site is more important than the program during the construction of a project. I focus on urban issues related to metropolization: how to organize suburban areas, the scale and nature of a metropolis' public space... Thus, my work focuses on the major cities' center areas and on suburban small towns as well.



**Conor Moloney**

**Architect-geographer**

[c.moloney@urbaninitiatives.co.uk](mailto:c.moloney@urbaninitiatives.co.uk) // England

Urban designer and planning professional, I have experience in research, teaching and consulting. Strong skills in analysis, writing and oral presentation. Ability to work within a team: patient, responsible, tenacious and straight-forward, I am as demanding towards myself than I am towards others. I enjoy working with new people, understanding new locations and facing new situations. Professional experience in Central Europe, Western Africa, North America. Multilingual.



**Merlin Totinon**

**Architect**

[merlin.totinon@undp.org](mailto:merlin.totinon@undp.org) // Chad

Architect with a DPLG degree (government approved diploma), specialized in Housing and Development for Developing countries. I have a Master of Applied Sciences in technologies for community development. I was in charge of the program for the reinforcement of national capacities for the private sector in Chad for 4 years. I have been assisting the Chadian government for 5 years in creating urban development policies, throughout a UNDP and UN-HABITAT-supported program.



**Kassoum Bakayoko**

**Engineer**

[baktp@yahoo.fr](mailto:baktp@yahoo.fr) // Ivory Coast

My name is Bakayoko Kassoum, I was born on the 19th of August 1972 in Adjamé (Abidjan). I am married with 4 children, I am of average size and black. I live in Grand-Bassam since July 1999. I originally come from Séguéla, capital of the Worodougou region, in the Northwest area of Cote d'Ivoire. I am a Muslim and I respect other people's faiths and beliefs. Finally, I love football.



**Mamadou Sidibe**

**Architect**

[mamadouasidibe@yahoo.fr](mailto:mamadouasidibe@yahoo.fr) // Mali

Architect at La Soudannaise, and now consultant, I previously worked in a workshop for the creation of Bamako's planning designs, for the sectorial planning of commune V. Team work is essential to a good project's realization, and is necessary for an architect. You have to know how to listen. I studied in Algier's Architecture School, I travelled in China, USA, Europe. I am very open to other cultures. Architecture needs to lean on the world's different know-hows to remain creative.



**Djénéba Traoré**

**Hydraulics Engineer**

[djenetraore@yahoo.fr](mailto:djenetraore@yahoo.fr) // Mali

Civil Engineer with a specialization in Hydraulics since 2007. I am brave, driven, but most of all, I am very friendly (I like sharing with other people). After an experience in the private sector, I ambition to build an energetic and exemplary professional career. I have a strong knowledge of decentralization (laws, urban planning, projects elaboration...) I intend to step forward into community development.



## Participants \_ Team B :



**Léa Hommage**  
**Geographer-landscape architect**  
lea.hommage@gmail.com // France

I prefer the steppe to French gardens, hot water to tepid water, ingenious people to engineers, the three little pigs to the big bad wolf, unless he's smart and talented. I know how to compromise with others but I never compromise myself. I draw to understand, I write to tell, I « landscape » to create. I am young but I like ideas of any age when they are true ideas. I like to learn, to understand and to share. I am curious about people and the world.



**Marc Ouedraogo**  
**Architect-urban planner**  
ouedmarc@yahoo.fr // Burkina Faso

Socially, I am rather shy but very friendly once one's knows me. I am straight-forward and have been told to be a good adviser. Professionnaly, I am energetic, hard-working, and responsible. I am inclined to think critically but am very open and respectful towards everyone's ideas. I think I am quite at ease with urban questions and reflections.



**Ibrahim Abderahamane Kounta**  
**Urban Planning Engineer**  
kountaibrahim@hotmail.com // Mali

I am a 33 years old urban planning engineer. I have the authorization to practice private urban planning in Mali. I am Secretary-General of Mali's Urban Planners Order. I took part in the creation of many planning operations (renovation, housing estate...). I am currently taking part in the urban, management and financial audits of Bamako, Sikasso, Kayes, Ségou and Mopti. I am trained at working within a team and under pressure.



**Alain Phe**  
**Architect**  
alain\_phe@hotmail.com // Cambodge

I have an architect's degree, and have been working since 2003 in assisting urban development projects in Developing countries such as Cameroon and Vietnam. In 2010, I studied a course on developing cities at the French Insitute for Urban Planning. I am currently doing an internship at UN-HABITAT in Cambodia. Throughout my experiences, I have strengthened my organization, strategy, managing and technical skills and I am rather fond of social and urban development projects.



**Sophie Bellet**  
**Geographer-Planning**  
bellet.sophie@wanadoo.fr // France

Energetic and enterprising, I thrive on my will to turn projects into reality. I am a practical person who needs to know about the site and its history in order to let my ideas come forth. I am both confident and humble, I don't take myself too seriously and often uses irony as a way to remain efficient regardless of the situation. I am a hard-working person who tends to avoid the tediousness and mediocrity of pretences. I am straight-forward and spontaneous, yet, maturity has taught me to smooth the rough edges and respect everyone's sensitivity. I am friendly and looks out for the dynamics of team work.



**Rodolphe Liaigre**  
**Architect-Landscape Artist**  
rod.liaigre@gmail.com // France

I am currently the project's manager at scop Paysages. Within my 10 years experience of landscaping and planning, I have developped many skills: urban studies, public spaces planning, regeneration of city centers. I am a curious person, and therefore, I often travel in foreign countries in order to discover new realizations, and confront my references to the reality of the world. Travelling is an essential part of my work philosophy.



**Lionel Wheeler**  
**Architect**  
l.wheeler@francoisleclercq.fr // France

My taste for drawing and environment led me to study architecture. My early professional experience taught me how to work in a collective, flexible way. After working on tramway projects and interchange stations, my reflection built itself around mobility inside metropolitan territories, with a definition of public space. I am a friendly, sharing person who seeks team working environment. My enthusiasm and work standard? To always seek pleasure and share it inside a project.

## Participants \_ Team C :



**Anne-Simone Burel**  
**Engineer-Landscape artist**  
naneminose@yahoo.fr // France

I am a curious, enterprising, organized, reliable, confident 33 years old woman, who knows how to second-guess her certainties before starting a project. I enjoy solitude (yoga, walking, reading), duets (sailing, climbing), and group activities (dancing). Gardening is a transversal activities. I also like performing arts (Dance, Theater, Circus, Music), Author cinema, visual arts and sharing about these activities.



**Souleymane Nimaga**  
**Architect-urban planner**  
beta@orangemali.net // Mali

Architect and urban planner at the National Direction for Urban Planning and Construction, I work in the Urban planning department. I have conducted several studies about Bamako's urban fabric. District regeneration, creation of the sectorial urban plan. I've also taken part in several urban projects.



**Bence Horvath**  
**Architect-urban planner**  
horvathbence@yahoo.com // Hungary

I am an architect-urban planner who graduated in Budapest and Paris. I have worked for many years on international scale programs inside different structures, and I am currently working in Vienna, Austria. I am friendly and curious about the world. I love to travel and meet new people. I love learning from them, about their joys and sufferings. My education led me to be particularly careful about the impact on the quality of spaces for the people and community who make these spaces their own.



**Moussa Touré**  
**Geographer-urban planner**  
touremou@yahoo.fr // Mali

I've been an actor of the urban development for 20 years. I've followed and took part in many actions regarding Bamako's future. As a teacher at Bamako's ENS, my teaching and scientific productions are all about urban issues. As director of a research department and member of several organizations, I also play a consulting part for urban governance actors.



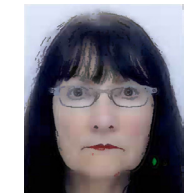
**Etienne Bouvier**  
**Ingeneer**  
etienne.bouvier@ponts.org // France

I have a passion for urban development in West Africa, and I wish to continue to work in that area. A 4 months mission on sewage system for the AFD in Bamako taught me the technical and social sides of such a city. I am currently managing a Housing and Urban Renovation service, I am very interested by urban forms which can be tools for social diversity and sustainable development. I am also a member of an NGO in Benin and a photographer, which are two more personal ways to approach these issues.



**Vincent Laureau**  
**Architect**  
archimotive@hotmail.com // France

After a fascinating experience inside Jean Nouvel's workshop, I deliberately left the professional world to question the true essence of architecture. Thus, I have been working on a thesis with the primary goal of becoming an architecture teacher. I am currently thinking of a way to combine architecture practice, teaching and research. I am a calm, rather shy person, but my passion about my job cracks my armor and this means I don't talk for the sake of talking.

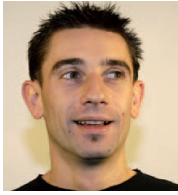


**Jacqueline Tribillon**  
**Architect-urban planner**  
Jacqueline.tribillon@strasbourg.eu // France

I've always been interested in the urban phenomenon without letting the natural and farming areas aside. I've led the realization of « France's first eco-district ». Since 2004, I have been working on the CUS' planning documents, always promoting the rise of a «fair metropolis ». I've been working in Jacmel in Haïti (relocating the market and organization of the city) through a mission with IRCOD (Regional Institute for Decentralized Cooperation). Teaching is also an important part of my professional career (students, population, representatives).



## Organization team\_ Les Ateliers :



### Franck Charlin

**Director of the workshop**  
f.charlin@urbalyon.org // France

Trained as an engineer, I specialized later in Civil Engineering, and worked for 15 years for a major French Building and Civil Engineering company. Then, I went back

to school to take a course on Urban planning before continuing my professional career working for local authorities. I now work for Cergy-Pontoise, a city of 200 000 people, located 30kms west of Paris, occupying the functions of Deputy CEO. I am a member of Les Ateliers since 2005, a member of the Administration Board and of the Scientific Committee.

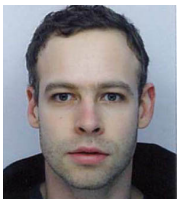


### Antoine Plane

**Deputy director of Les Ateliers**  
antoine.plane@ateliers.org // France

I am a MBA graduate from ESSEC since 2009 (École des Hautes Études Économiques et Commerciales). I took courses from the Urban Economics Chair, I specialised in urban

planning when I took part in the Cergy (2006) and Irkutsk (2008) workshops and again during my training on Renault field planning in Boulogne-Billancourt (2006-2008). My hobbies, travelling (Japan, Brazil) and photography are other approaches to urban planning. I've been at Les Ateliers since July 2009, I took part in the planning and progress of the Cergy (France) and Vitoria (Brazil) workshops, and I will be planning the upcoming workshops in Cao Lanh (Vietnam) and Seine-et-Marne (France).



### Florian Bouthors

**Ingénieur urbaniste - Assistant APA**  
florian.bouthors@gmail.com // France

I am both an engineer and a urban planner graduate (IEP Paris). I have been working for four years in management of urban planning projects for several towns of Seine

Saint Denis (department located in Paris suburban area). My academic experience also enabled me to work during four months at GTZ (German cooperation) for the urban planning direction of Addis Abeba municipality in Ethiopia. I am thus particularly interested in the development of African Cities.



### Vincent Bourjaillat

**Director of the workshop**  
vincent.bourjaillat@pm.gouv.fr // France

Geographer and urbanist, I mainly worked on urban planning and urban projects in Ile-de-France, for the State or local authorities. I am very aware of the issues

that suburbs on the fringe of our agglomerations face. I was director of a Public Planning Department and of one of the most ambitious projects of urban renovation in France, Clichy sous Bois/Montfermeil. Since 2 years, I have been working for the "Grand Paris" project alongside the State Department. I have been taking part in Les Ateliers's workshops for 10 years, and directed the two Porto Novo sessions in 2005 and 2009. I often travelled in Africa (Maghreb, Horn of Africa, West Africa).



### Charlotte Ménager

**Landscape Artist - Assistant to the director**  
charlotteem.menager@gmail.com // France

Before entering the École du Paysage in Lille, I wanted to expand my horizons and studied literature. I took a pre-university

course and then obtained a B.A in literature. I often travelled abroad (India, Palestine, Balkans, West-ern Europe) to take part in workshops and to study. I also did internships in France in different organisations.



### Siné Coulibaly

**Student at the ENI - Assistant**  
Mali

I am a student at National Engineer School (ENI), specialising in civil engineering. Above all, I want to take part in this workshop because I am a patriot and I wish

to contribute. The workshop will be a great way for me to learn and practice. I hope to meet and make contact with many participants, both national and international.



### Nicolas Detrie

**Director of Les Ateliers**  
nicolas.detrie@ateliers.org // France

I've been working at Les Ateliers since 2007, and have taken part in many steps of the organization's development: financial and social reorganization, legalization and development of

the method, communication, network's organization, direction and organization of a dozen workshops. I've encountered Les Ateliers when I took part in two workshops in 2007 (Irkutsk and Marseille) and when I was an assistant in Benin in 2005. I was then an ESSEC student involved in the Urban Economics Chair. For two years, I worked at SNCF on the development of the TER multi-modality, then, after an 8 months student exchange in Brazil, I managed an OPAC led operation regarding mediterranean social housing.



### Laura Decary

**Urban economist - Assistant to the Director**  
decary.laura@gmail.com // France

I am a last year student at the ESSEC business school. Through the Urban Economics Chair I chose to specialise in

urban and territory stakes and values because those issues are very important to me. I have worked with the consultant firm Ernst&Young with the 'territory's development' team for 6 months. There, I took part in the building of a positioning strategy for French cities, I also participated in missions of strategic and organizational consulting for public establishments. I heard about Les Ateliers during the 2010 Porto-Novo workshop in Benin.



### Ichaka Kane Diallo

**Student at the ENI - Assistant**  
Mali

I am a student at National Engineer School (ENI, Ecole Nationale des Ingénieurs, Bâtiments et Travaux Publics), specialising in civil engineering. I also have a degree

in math and physics (DEUG). I consider myself a brave, curious and friendly man. As a future engineer, I thought it was necessary to take part in this workshop, for my training and for my country.



**Mory Makan Tounkara**  
**Student at the ENI - Assistant**  
**Mali**

DTS in civil Engineering (2007) – Student at the ENI. I have been supervising the planning and building of gutters at the ABS BPT Enterprise for 14 months. For the past 5 months, I have been working on my final project at the Malian office of Engineer (Bureau Malien d'Ingénieur – BMI). There are many problems regarding urban planning in Bamako. That's why I think that this workshop will be a great opportunity for me as an engineer. It will enable me to serve my country and to try and fix the difficulties in Bamako with other specialists from different places.



**Adama N'Golo Traoré**  
**Student at the ENI - Assistant**  
**Mali**

I was born on 10/18/1986 in Bamako. I am a single malian and I don't have children. I am a civil engineering student specialised in Public Work and Building. I graduated from the Ecole Nationale Supérieure (ENSUP) in physics and chemistry. I am very devoted and motivated, and I have a passion for new social and professional adventures. I am open-minded and I respect the ideas and decisions of others. I hope to continue my career and I wish to make a positive impact on national and international development.

## Local organization team :



**Mahamadou Wadidié**  
**District councillor, in charge of the**  
**Bamako workshop**  
**mwadidie@yahoo.fr // Mali**



**Mahamane Touré**  
**Head of the cooperation direction of the**  
**District**  
**maha\_king2@yahoo.fr // Mali**

He graduated from ENSUP in Bamako. He started his career as an english teacher, translator, and tourist guide in Ba-mako. He continued his studies through the "Youth Leadership Training Program" of Cambridge College in 2002. He also trained at the ADSDAP centre of Bamako on the use, collect and analysis of data. He is the director of the international relations and cooperation office at the Bamako District City Hall since 2003. He is the president of the NGO 'Mouvement Malien pour la promotion de la jeunesse' (Malian movement for the promotion of Youth) and he is a member of the board of the organisation AMSEA (Association Malienne pour la Sauvegarde de l'Enfance et de l'Adolescence – Malian Organisation for the safeguard of Childhood and Adolescence).



**Bassy Diarra**  
**Assistant at the cooperation direction, in**  
**charge of urban development subjects**  
**for the District**  
**bassydiarra2@hotmail.fr // Mali**

Franco-malian, he left Mali when he was 18 years old to come in France. He spent there 20 years during which he was a political activist and also became deputy mayor, responsible for citizenship and urban planning in Achères (a city of the Paris suburban area). On demand of the Bamako's District mayor, he accepted to go back in Mali to work especially on urban development subjects for the Bamako District. Committed in several associations, he founded in 2000 the association for international solidarity of Achères and the association AFRICAGORA (African local councillors and decision-makers association).



**Juliette Coulibaly Paradis**  
**Urban planer, advisor of the**  
**Bamako District's Governor**  
**juliette.paradis@gmail.com // Mali**

Franco-malian, she graduated from Science Po in paris and is now a urban planner for local authorities. From 2003 to 2007, she worked as a territorial engineer for the city council of Montreuil and participated in operational, strategic and prospectiv urban planning missions. From 2007 to 2009 she was teacher at ESIAU, the Engineering, Architecture and Urban Planning School in Bamako. She is today the technical assistant of the governor of the Bamako District, specialized in urban governance and development, and also gives support to the urban planning commission of the Bamako City Council.



# The Jury\_Co-Presidency



**Adama Sangaré**  
**Bamako's District Mayor**  
Mali

Adama Sangaré graduated from Mali's National Administration School (Civil Law), and also graduated from the University of Mali's Management School (MBA).

He started out his career as a Civil-law notary's assistant and aspiring lawyer, but he soon entered the political world and was elected in 1998 as 3rd deputy mayor of Town 3, in charge of Twin Cities, Decentralized Cooperation and Civil State. In 2004, he became manager of AGETIPE with Mali's Cities Associations. On the same year, he was elected 2nd deputy-mayor of Town 3, in charge of Civil State, Census, Administration and Legal Affairs and also became President of the Commission for Twin Cities and Cooperation of Bamako's District City Hall.

After a 2 years transition period in management, he was elected Mayor of Bamako's district in 2009 for the second time. He is member of the 3rd Section of ADEMA - PASJ (Alliance for Democracy in Mali - African Party for Solidarity and Justice) since 2003 and has been a member of the Bureau of the French-speaking mayors association (AIMF) since July 2007.



**Pierre-André Périssol**  
**President of Les Ateliers**  
pierre-andre.perissol@ville-moulins.fr  
France

Pierre André Périssol is a former student of Ecole Polytechnique and Ecole Nationale des Ponts et Chaussées (ENPC ParisTech). He is a member of The Corps of Bridges and Roads (Ingénieur Général des Ponts et Chaussées).

He began his career as Director of Studies in Saint-Quentin-en-Yvelines from 1972 to 1974, then he was CEO/founder of the groupe Arcade from 1976 to 1995, in parallel to his functions as President of the Crédit Immobilier de France from 1991 to 1995.

He began his political career in 1983 as city councilman in Paris until 1993. He was elected to the parliament from 1993 to 1995, then from 2002 to 2007. He is the mayor of Moulins, capital city of the department of Alliers, since 1995, and is the president of the Agglomération's Community since 2001. He was Minister of Housing from 1995 to 1997. He has been involved in Cergy-Pontoise's International Urban Planning Workshops since 1999, as a VP, and then as President.

## State departments



**Kafougouna Kone**  
**Minister of Territorial Administration and Local Authorities**  
Mali

He graduated from the Ecole Militaires Interarmes (Military School), and took a decisive part in the rise of democracy in Mali in 1991 when he was Chief of the Defence Staff. After occupying several functions in the Army, he became ambassador in China in 1992. In 2001, he was in charge of the elections in Mali. He was Minister of the Defence before becoming Minister of Territorial Administration and Local Authorities from 2002 on. He is also Officer and Commander of Mali's National Order. As of 2006, he became Grand Officer of the National order.



**Yacouba Diallo**  
**Minister of Housing, land affairs and urban planning**  
Mali

Yacouba Diallo is an engineer, and first acquired an experience in the management of urban transports. He then chose to develop his skills in real estate and urban planning. He was director of several technical services in the District's city hall and was a member of the African Workshop for Urban Transports in Africa. He was also CEO of the Compagnie Malienne de Navigation (Shipping company) and CEO of the Agence de Cession Immobilière (Real estate) since 2001, a function he occupied before he was nominated by the government.



**Hamed Diane Semega**  
**Minister of Equipment and Transports**  
Mali

He graduated from Bamako's National Administration School, and then specialized in the management of mining projects. He was CFO of the Canadian Mali Gold Corporation, a gold digging company (1992-1994), Director of Operations of USM Industries for Mali, CFO of Golden Star Resources for Mali (1994-1997), then he was CFO and legal director of the Pan African Resources Corporation (branch of Golden Star Resources) for West Africa and Center Africa. He was Minister of the Mines, Energy and Water before he became Minister of Equipment and Transports.

## Local and national actors



**Jeamille Bittar**  
**President of Mali's Chamber of Commerce and Industry**  
Mali

President of the Economic, Social and Cultural Council. President of Mali's Chamber of Commerce and Industry. CEO of Bittar

Transports company. As a major actor in the private sector, he tries to turn the latter into a real development tool for Mali.



**Souleymane Diabate**  
**Governor of Bamako's district**  
Mali

After he graduated from ENA, in the Public Administration section, M. Diabate was the head of several districts from the very beginning of his career, and then was County commander (Cercle) since 1991. He also was a member of several State Departments (Territorial Administration and Local Authorities, Youth and Sports). He was appointed Knight of the National order in 1996 and Officer in 2009. He is Governor since 2011, he is the Head mayor of the six Bamako towns.

**Seydou Traoré**  
**Former general secretary of the Minister of Territorial Administration and Local Authorities**  
Mali



**Fatoumata Konte**  
**Mayor of the town 1**  
Mali



**Youssouf Coulibaly**  
**Mayor of the town 2**  
Mali



**Abdel Kader Sidibe**  
**Mayor of the town 3**  
Mali



**Moussa Mara**  
**Mayor of the town 4**  
Mali

He graduated in accounting and financing and became a certified public accountant. He started his professional experience in 1997 for the accountancy company Diarra,

and became its associate director for the African area ten years later. He has been since 2002 the general secretary of Mali's Order of public accountants and the director of a business school since 2005. He was an independent candidate for the town 4 during the local elections in 2004 and the legislative elections in 2007 and finally won the local elections in 2009, becoming thus the new Mayor of the town 4.



**Boubacar Bah**  
**Mayor of the town 5**  
Mali

Graduated in development economics and in economics in France, he was the Malian representative of the Central Bank for West African States (BCEAO) and the World Bank. He is now the founder and director of the studies agency BECIS, acknowledged for its experience in economics and development assistance in West Africa. He has a great experience in many institutions of the West African area : the Canadian agency in favor of international development, the European Union, PNUD, FAO...He has been the Mayor of the town 5 since 2009 and the president of the association of Mayors in Mali.

**Souleymane Dagnon**  
**Mayor of the town 6**  
Mali



**Mamadou Ouane**  
Coordinator for the 4th Mali Urban Project  
Mali

**Abdoulaye Sylla**  
President of Mali's Order of urban planners  
Mali



**Abdoulaye Deyoko**  
Director of ESIAU, former National Director of Urban Planning  
abdoulaye.deyoko@wanadoo.fr // Mali

As of 2007, he is the Director/founder of ESIAU, the Engineering, Architecture and Urban Planning School in Bamako. He founded two studies offices and was a mission manager at the Office of Urban Planning and Topography in Burkina-Faso, in charge of the Grand Ouaga's planning strategy, and is a member of Mali's Order of Urban Planners. He also occupied several functions in the Malian Civil Service (National Office of Urban Planning and Construction), and was an Urban planning teacher in Ouagadougou as well as in Mali's National School of Engineers.

**Sine Aly Badara Pleah**  
President of Mali's Order of engineers  
Mali



**Baba Alpha Cisse**  
President of Mali's Order of Architects  
babaalphaismail@yahoo.fr // Mali

He graduated in Architecture in Switzerland, and also graduated in Architecture and Management in Paris. After 5 years spent in an Architect firm, he went back to Switzerland to be Deputy-Secretary of the Organization for the Natural Development for an African Architecture and Urban Planning (ADAUA). This collaboration takes him to many African countries (Mauritania, Senegal, Niger, Mali) so as to promote local construction materials. He is today director of the study office BEAU (architecture and urban planning) in Bamako.

## Workshop's partners



**Christian Rouyer**  
French Ambassador  
christian.rouyer@diplomatie.gouv.fr // Mali

Christian Rouyer built a career in Diplomacy and served in Egypt (Cairo), Germany (Berlin, Munich) and Spain (Barcelona), as well as in central administration. More recently he was the Prefect of Jura and Aube, and ANRU's local representative, and had to manage several urban planning cases.



**Nathalie Le Denmat**  
In charge of "Local authorities and Urban Development" at the AFD  
ledenmatn@afd.fr // France

Nathalie Le Denmat is in charge of the "Local authorities and Urban development" division at the AFD. She graduated from the ENA and has been working for AFD since 2006, after a few years at Ile-de-France's regional Court of finances where she was in charge of evaluating the finances and the local authorities' public policies, as well as the ones of their groups and affiliates. She formerly worked for a local authority (Conseil régional) in charge of the social policies and the fight against exclusion.



**Hervé Bougault**  
Director of the French Development Agency - Mali  
bougault@afd.fr // Mali

Former student of the Ecole Normale Supérieure and doctor in economics, Hervé Bougault has been since september 2007 director of the French Development Agency in Bamako. Previously he was project manager for the private sector in Conakry, deputy director of the Tunis agency and responsible for the economic and social research department of the Strategic direction at the French Development Agency headquarter.



**Patrick Pincet**  
**Chief of Staff of Strasbourg's Mayor**  
 France

I have an Urban Planning graduate degree and I graduated from Sciences-Po Paris. I am a Local Authorities Manager. My professional career has been divided as such: I was Deputy Secretary-General of Belfort's City Hall during nine years, and I was Deputy-Prefect during ten other years. Since 2008, I work as Chief of Staff for Strasbourg's mayor and President of Strasbourg's urban community. I'm in charge of the cooperation cases between Bamako and Strasbourg. I also teach at the ENA, INET and IEP of Strasbourg.



**Rolland Boehler**  
**Manager for the District in charge of the European and regional institutions**  
 rolland@atheo.fr // France

Former teacher, I have successively worked in the commercial headquarters of national distribution brands and for international communication agencies. In 1996, I have founded a marketing agency in Strasbourg. We collaborate with local and national representative. I am the coordinator of the "Tramway Bamako" case between Malian institutions (Presidency, State Departments, Districts) and private sectors. In charge of the European and regional institutions for Bamako's district.



**Marion Boissel-Chagnard**  
**Urban Planning Agency in Lyon**  
 m.boissel-chagnard@urbalyon.org // France

Geographer and urban planner, I was hired by Lyon's Urban Planning Agency in 1998. My multi-skilled profile led me to work on housing issues (Local Housing Program) and on planning issues (planning documents on intercommunal and local scale - SCOT and PLU) and to learn how to use SIG softwares. I also have a strong experience regarding land issues. At Lyon's Urban Agency, I'm in charge of Land studies/Planning/SIG.



**Emilie Maehara**  
**French Foreign and European Affairs Ministry**  
 emilie.maehara@diplomatie.gouv.fr // France

Emilie Maehara is in charge of the urban cooperation at the MAEE. She is in charge of bilateral projects, management of multilateral organizations and of the French partnership for cities and territories, which aims to promote the French urban planning expertise in the world. She was in charge of international relationships for Fadela Amara, State secretary for policies regarding Cities. She was consultant for the CIEDEL (International Center for Local Development Studies). She was a former consultant for French local authorities.

## Mayors or representatives of municipalities



**Khalifa Ababacar SALL**  
**Mayor of Dakar**  
 Senegal

Trained as a teacher, he holds two degrees in history and constitutional law. He became a deputy Minister for the Prime Minister in charge of Chambers relationships in 1995, then Trade and Handcraft Minister. He was elected as a member of the National Assembly in 2001. He led the coalition « Gathering for a standing Senegal » during the 2009 local elections and won the election, becoming thus the Mayor of Dakar.



**Ahmed Ould Hamza**  
**Mayor of Nouakchott**  
 Mauritania

Strongly involved in associative and humanitarian projects, he is a strong advocate for culture and sports values. He is the President of the Mayors of Mauritania Association, the President of the permanent humanitarian commission, a member of the French-speaking Mayors Association, of OVA, of OVI, of ADU, of the Euro-Mediterranean regional and local assembly (ARLEM), of the permanent desk of the organization African City and Local Government. He is the President of the French-Mauritanian Alliance in Nouakchott (3rd elections). He was also a member of the national Olympic desk.



**Cheick Bamba Dieye**  
**Mayor of Saint-Louis**  
 maire@villedesaintlouis.com // Senegal

Civil Engineer and specialist of transport, life environment management and territory's planning. He started out his professional career as Director of Publication of Ndiggel, he was technical director, then founder/manager of private companies in several sectors: public construction, life environment, and projects management. Member of the Senegal's parliament since June 2007, he was elected mayor of Saint-Louis in 2009. Member of the Front for Socialism and Democracy - Benno Jubel, he became Secretary General in June 2002.





**Jean-Michel Moulod**  
**Mayor of Grand-bassam**  
 moulod\_jm@yahoo.fr // Ivory Coast

Engineer, he graduated from ENSTP in Abidjan and ENPC Paris. Jean-Michel Moulod was Director of San Pedro's Port from 1973 to 1981, then he was Director of Abidjan's Port from 1981 to 1988. Later, he was Minister of Economical Infrastructures. Since 2001, he is mayor of Grand Bassam.

**Abdoulaye Camara**  
**Mayor of Kayes**  
 Mali

**Franck A.Krah**  
**Deputy Mayor of Monrovia**  
 fkrah@mcc.gov.lr // Liberia

I am advisor of the Mayor of Monrovia and coordinator of the MCC IMPAC project whose goal is to implement a door-to-door waste collection in poor suburbs of Monrovia. Specialist in urban services management, I previously coordinated the technical support for the modernization reform of the Monrovia City Corporation. I was also executive director of the Housing National Secretary within the urban planning and economic affairs State Department. I am currently managing the definition of the urban housing policy of Liberia and I am working on a street addressing project and on an infrastructure and local departments' management project for the municipality of Monrovia.



**Moukaram Oeni**  
**Mayor of Porto-Novo**  
 maire@villedeportonovo.com // Benin

With a degree in Companies and Administration Management, Moukaram Oeni was co-manager of the Saranabu company from 1993 to 2000, then he was manager of Liquick Distribution SARL and International Multi Services Bénin. From 2007 to 2008, he was Director of the Logistics and Transport Department of the Groupe Saranabu. Then, in 2008, he was elected councilman of the 4th district of Porto-Novo, before he was elected mayor of the city and President of the city council in June 2008.



**Yankhoba Diatara**  
**First deputy of the Mayor of Thies**  
 ydiatara@gmail.com // Senegal

He holds a degree in business law, a DEA in private law and a MBA from UQUAM of Montreal. He has participated in several meetings: French-speaking communities summit (Beyrouth 2002), two conferences organized by the big cities international Association (2004), the General Meeting of Mayors for Peace in Hiroshima (2009). He is now preparing a thesis on the following subject « Which fiscal reforms for a better management of local authorities in Senegal ». He is also vice-president of the Mayors of Senegal Association since 2010.

**Walter Okeyo Mbata**  
**Deputy Mayor of Nairobi**  
 Kenya

**Soulé Alagbe**  
**Mayor of Parakou**  
 Benin



**Valentin Bayiri**  
**In charge of urban projects of Ouagadougou**  
 bayiritino@yahoo.fr // Burkina Faso

He is both a geographer and planner, a SIG specialist and an urban project manager. In charge of local projects at the Studies and Planning Department, manager of the mobility support project of Ouagadougou, manager of the outlying quarters cleaning up project and responsible for the conception of quarter projects in Ouagadougou, financed by the EU. He has participated to the conception and financial research of 7 urban projects, whose 5 have been selected by the EU.

**Marie Dallah**  
**Responsible for international relations of Banjul**  
 Gambia



**Murat Alökmen**  
**Urban planning director of**  
**Diyarboakir**  
**Turkey**

He achieved in 1999 his studies in the Architecture and Engineering faculty of Dicle, Diyarbakir. He started working as an architect in Kayapinar local Council (Diyarbakir). From 2001 to 2005, he worked in the Protection of Cultural and Natural Entities commission which belongs to the Turkish Culture Ministry. He came back to the local council of Kayapinar in 2005. Since 2008, he has been the Director of the Urban Planning Department at Diyarbakir city council. He is fluent in turkish, english, kurdish and Arabic.

## International Institutions and Partners



**Alioune Badiane**  
**In charge of Africa and Middle East**  
**UN-Habitat**  
 alioune.badiane@unhabitat.org // Kenya

I am an urban planner and regional planner. I have worked with central and local administrations and i also have experience at the international level. For the past thirty years, I have worked at the UN and in public administrations (Ministries of Economic Planning, Housing, Urban Development and Environment, Home Office, Decentralization). Since I joined UN-Habitat, I have managed and coordinated regional and national projects and programs for the United Nations in Africa, in Arab countries and in the Caribbean region.



**Mamadou Diagne**  
**Regional consultant of Cities Alliance for**  
**Central and West Africa**  
 mdiagne@citiesalliance.org // Ivory Coast



**Laura Petrella**  
**UN - Habitat, In charge of**  
**Professional Networks**  
 laura.petrella@unhabitat.org // Kenya

Italian architect specialized in territory planning for developing countries. She started her career on eco-development issues in Ouagadougou and Zinder (Niger), and on the relationship between habitat and environment in the Venetian Lagoon. She joined UN-Habitat in 1995, where she took care of the improvement of spontaneous districts, of urban poverty and of security in public places. She's now part of the Urban Environment and Territory Planning team of UN-Habitat. She works on the improvement of urban planning systems, and on the evaluation of international support regarding urban planning.



**Nthato Minyuku-Gobodo**  
**General Secretary of the African**  
**Planners Association**  
 nthatogobodo@gmail.com // South Africa

She is an international expert in urban management and development policy formulation. She is a consultant for the World Bank in South Africa. She has a Bachelor degree in Architectural Studies and a Masters degree in City Planning and Urban Design. She is Deputy President of the South African Planning Institute. She is also Coordinator of the African Planning Association Secretariat, responsible for growing the pan-African network of professional planning organisations. She is a Ministerial-appointed Member of the South African Council of Planners and sits on the National Planning Commission's National Spatial Vision working group in the Presidency.



**Kabir M. Yari**  
**President of the NITP - Nigerian**  
**Institute of Town Planners**  
 kmyari@nitpng.com // Nigeria

Geographer and urban planner. He began his career at the Federal Ministry of Housing. He then joined the Urban Development Bank of Nigeria. He worked and closely collaborated with multilateral institutions and organizations, such as the World Bank, the United Nations Organization (UN-Habitat) and Cities Alliance, on the elaboration of urban projects and programs. Kabir Yari is now president of the Nigerian Institute for Urban Planners and vice-president of Consolidated Appeal Process (CAP) for West Africa.

**Ashraf Adams**  
**President of SAPI - South African**  
**Planning Institute**  
 ashraf.adam7@gmail.com // South Africa



## Civil servants and representatives of Les Ateliers



### Luc Rimbault

**CEO of Cergy-Pontoise, secretary of Les Ateliers's board**

luc.rimbault@cergypontoise.fr // France

He worked for 15 years as a civil and building engineer for a major french company. He then went back to school to study urban planning.

Urban and territorial planning specialist, he worked at the Conseil Général of Les Yvelines before joining Cergy-Pontoise in 2002. Member of Les Ateliers and Secretary of the Board since 2005, he was a cross-disciplinary expert in 2005 in Porto-Novato, co-director in 2009, he took part in the Huludao workshop in 2009, he co-directed the workshops in Saint-Louis in 2010, and he is planning the Thiès workshops for 2012.



### Eric Noir

**Manager of WSP Green by Design.**

Eric.Noir@wspgroup.co.za // South Africa

Architect, urban planner specialised in sustainable development. Eric Noir is the manager of WSP GREEN by DESIGN since

2002. This office is specialised in sustainable development consulting, and has initiated the construction of most of the « green » buildings in South Africa. Eric Noir is also a member of the « Conseil du Bâtiment Vert d'Afrique du Sud » board. He is in charge of the International Union of Architects' (UIA) program called « Architecture for a sustainable future ». He also worked for 12 years as an urban planner.



### Nicolas Buchoud

**Urban planner, founder of Renaissance Urbaine, administrator of Les Ateliers**

nbuchoud@yahoo.fr // France

International expert in urban politics. He holds a degree in Urban Planning (Science Po) and in Chinese history. He led several collective books (i.e Strategic City, Certu 2008). He is one of the International representative of CFDU, and is acting in several professional networks. He is a regular expert for UN-Habitat, and has founded the consultant agency « Renaissance Urbaine ». He is also a former adviser of the President of Conseil Régional d'Île de France. He participated in the jury of Vitoria' workshop in 2009, organized Les Ateliers' participation to Rio's Worldwide Urban Forum in March 2010, and has contributed to Les Ateliers's development in West Africa for three years.



### Sébastien Philippe

**Architect, Manager of the Edificare agency and of the research center Mémoire**

edificare@orangemali.net // Mali

Sébastien Philippe is french-malian and keen on history. Since he moved to Bamako in 2001, he has been interested in the foundation and evolution of the city. Since then, he has been collecting documents and information. He has written the book "Une histoire de Bamako" (2010). He represented the order of the architects of Mali at the centennial Committee of Koulouba. He also created the exhibit for this centennial. He is the architect of the Arsène Klobb historical museum in Timbuktu, and is the creator of its permanent exhibition.



### Bernard Gsell

**CEO of ES Energies**

France

ES Energies of the EDF Group is a electricity and gas distribution company, providing supply services and environmentally efficient energies. The company is very much implicated in the energetic efficiency of the city of Strasbourg and of the Alsace region. Bernard Gsell is also President of the company ES Développement durable, which is very active in the production of hydroelectricity and sustainable energies. During his cross-disciplinary career in the EDF Group, he worked for 6 years with the society of Swiss Production ALPIQ. He is an active member of the Valais Association of Energy Producers.

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Mali



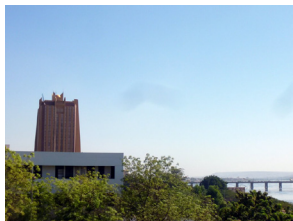
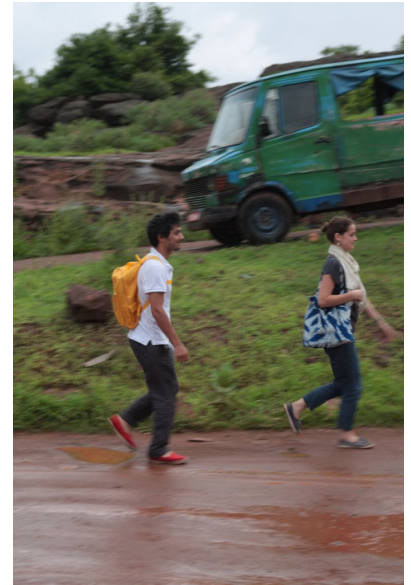
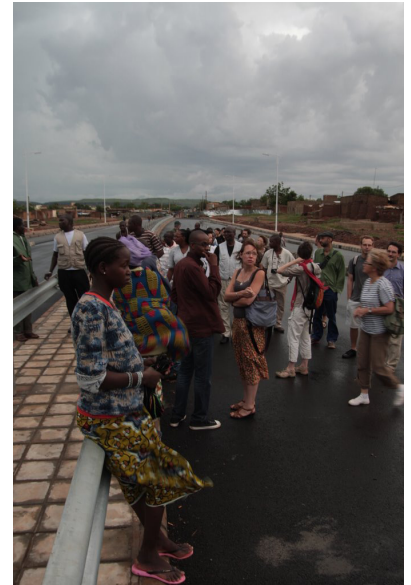
### Ebru Okmen

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I graduated in Brussels in both transport and logistics and trade sciences. After having worked for purchase and planning departments of several Belgian companies (Danone Belgium, ABX Belgium, ELCO-LAMINATING), I went to Stockholm to work as the assistant of the trade and economic manager of the Turkey embassy. I have been working since 2004 for the international relations department of the Diyarbakir City Council and I have been the chief of this department since 2010. I am fluent in Turc, French, English and Swedish.



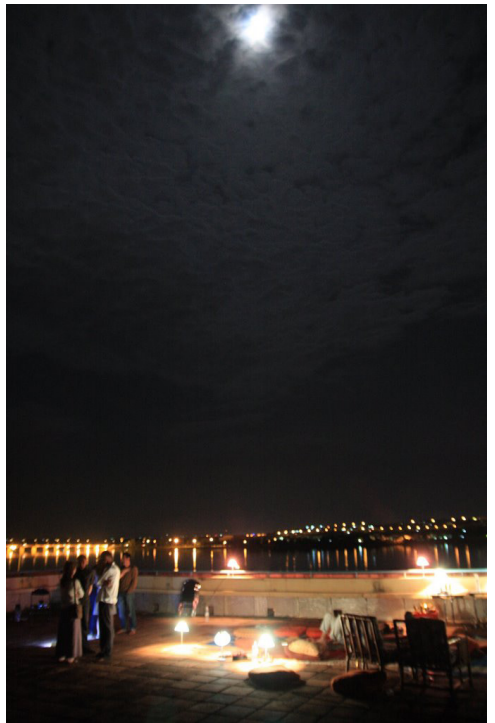
# Images





















# Thanks

