



les ateliers

maîtrise d'œuvre urbaine

International Workshop of planning and urban design in Bamako, Mali – July 9th to 23rd, 2011

BAMAKO METROPOLIS

Call for applicants in order to select 21 international participants for this workshop of collective production of strategies and urban development projects.

THE NEW URBAN CENTRALITIES



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

In the context of preparing the fourth Urban Project of Mali (PUM4), and following the enthusiasm generated by Bamako's « Urban Development Forum » that took place in February 2010, Bamako's mayor sought the expertise of the French association Les Ateliers Internationaux de Maîtrise d'Oeuvre Urbaine (International Workshops of planning and urban design) to organize their trademark professional international workshop in Bamako.

The idea of this workshop emerged in April 2010, when M. Mamadou Wadidje, Bamako's city council member, and M.Oumar Konaté, CEO of the *cellules techniques d'appui aux communes* (sort of a planning agency born out of the Forum) were both members of the jury during the international workshop that took place in Saint-Louis-du-Sénégal and whose theme was: « Saint Louis 2030, new African metropolis ». Bamako's district city council shown a lot of interest regarding the approach and the propositions quality ; they also appreciated the creation of a debate on these urban issues.

The District's mayor wishes to take advantage of the decentralized cooperation between French urban communities and Bamako. Indeed, these collaborations are dealing with urban development, urban planning, the creation of an urban planning agency, urban mobility, sanitation, and the population's access to public services. Local authorities of Angers, Greater Lyon, Strasbourg have all participated in the first urban development forum in Bamako in February 2010. They met and have decided to team-up under the leadership of Bamako's mayor. Bamako asked Angers to be the French coordinator of this cooperation with Bamako for 2010-2011.

The French Embassy and the French Agency for Development support this initiative. The urban development is one of the axis of the French cooperation program with Mali and Bamako is a top priority location. Furthermore, the French Agency for Development is one of the leader of the technical and economic partners of the Malian urban development's sector, and is a part of projects for urban drinking water, cleaning-up and capacities improvement. An urban planner is also supporting the governorship of Bamako's district and the district's city council regarding urban management and urban development issues and acts as an international expert on a long-term basis. Thus, the workshop's success is very important for the French cooperation which will be very careful with the propositions and the quality of the debates.

Presentation of Les Ateliers

Les Ateliers is a non-governmental organization that gathers universities, decision makers and professionals dedicated to planning, development and urban design. The organization focuses on the practice of urban planning project management, and organizes its workshops in order to create a place for conception and creativity. In France as well as in other countries, these workshops are an opportunity for the contractors to get an international point of view and groundbreaking propositions for their local planning issues. Given the presence of many cultures and the diversity of the education backgrounds of the participants involved in the workshops, these are a great place for high-level debates and exchange.

Initially launched to respond to local urban planning issues in Ile-de-France, Les Ateliers gained an important expertise in Asia (Tokyo, Doi Tung, Canton, Shanghai, Ho Chi Minh, An Giang, Can Gio, Phnom Penh, Bangkok), and are widening their range of action by organizing workshops in the Mediterranean area (Casablanca, Marseille), in Africa (Bénin, Sénégal) and in South America (Brésil).

Presentation & credits

This document introduces the workshop's theme. It is forwarded to all the partners and Les Ateliers' network in order to encourage professionals to apply.

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Geographical elements



Mali

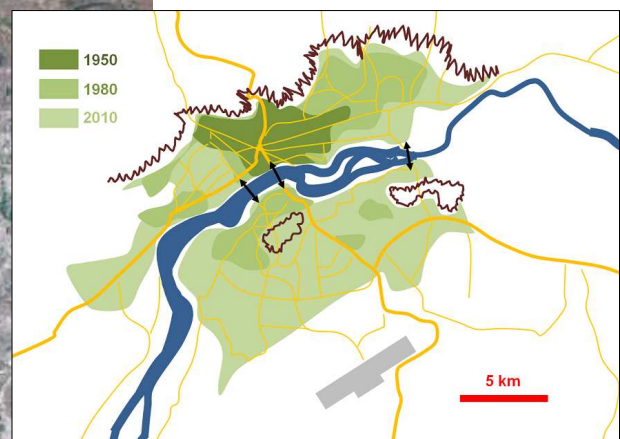
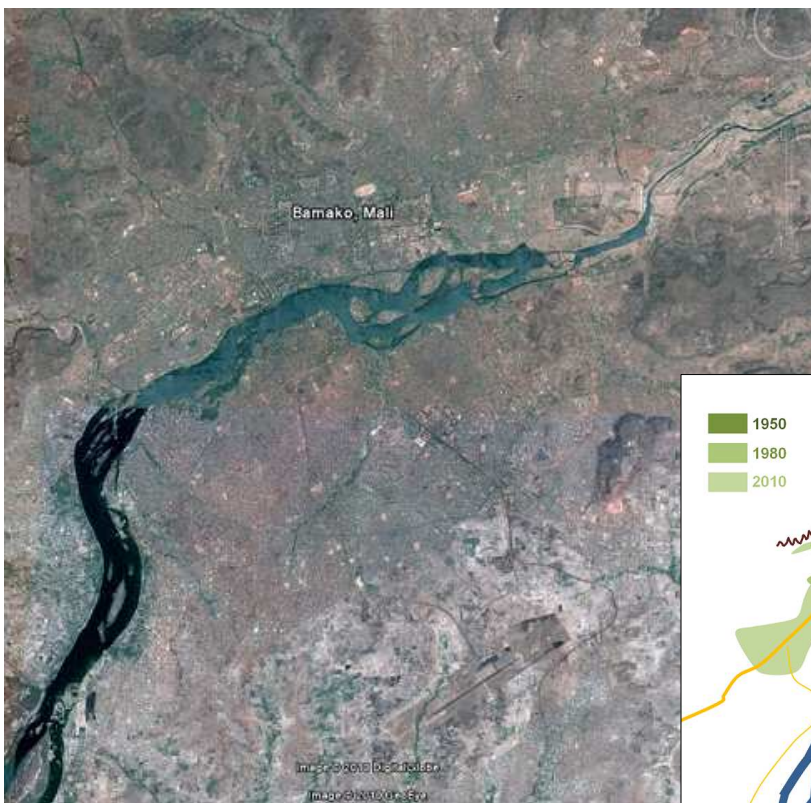
Area : 1 240 190 km² (more than twice the size of France's area)

Population : about 14 million people. 1/3 are in urban areas.

Birthrate : 6,6 children/woman

Life expectancy: 49 years.

Economy : Despite a 5% average growth during the last 15 years, Mali remains one of the poorest countries in the world. The Malian economy is leaning on farming and livestocking, despite the whimsical weather. Cotton and gold are the most exported products nowadays.



Bamako is located on both banks of the Niger river, that flows from West to East. All the centrality functions are gathered in the North bank, whereas the city, whose Northern limits are delimited by the plateaus, have crossed the river and expands in the South bank.

Introduction

Bamako: « Spontaneous Metropolis »

In over one century, Bamako has gone from a big village of a few thousand inhabitants to a 2 million people agglomeration in the beginning of the 21st century. Today, the capital of Mali is overflowing from everywhere. Here is a brief portrayal of Bamako.

Physical and spatial photograph: An extremely vivid urban growth, a high-pace urban sprawl, roads and public amenities infrastructures are multiplying, an historical city centre made of the central market and the colonial centre that is under an increasing pressure and struggling with traffic saturation.

A Tourism depiction: A friendly city, pleasant to stroll in, with an intense cultural offer, surrounded with hills and crossed by the Niger river.

Urban structure: The city is cut in half by the river, with two banks that are only connected by three bridges. The last bridge is currently being built and will be finished in the early 2011.

Organization : The metropolis doesn't have a proper management, it is torn between the capital's functions, the six autonomous towns that compose Bamako and the district that gathers them without real planning skills.

A prevailing collective identity: Numerous urban villages and family properties reproduce the rural way of life and the inhabitants seem very attached to the original city's foundation site, home of the « First Three Families », the Niaré, Touré and Drave.

The Objectives of the atelier

Like many of its African neighbour capitals, Bamako is facing an unrestrained urbanization, with the most important urban growth in Africa. The process is going so fast that the public authorities can't cope and are too slow implementing the new services, equipments and management services that the city needs.

The city is struggling with many issues. One of them consists of stressing its place as a metropolis of several million inhabitants, and Bamako has to plan an urban organization that doesn't revolve on its historical city centre anymore. The historical centre is still the only organization centre in the city.

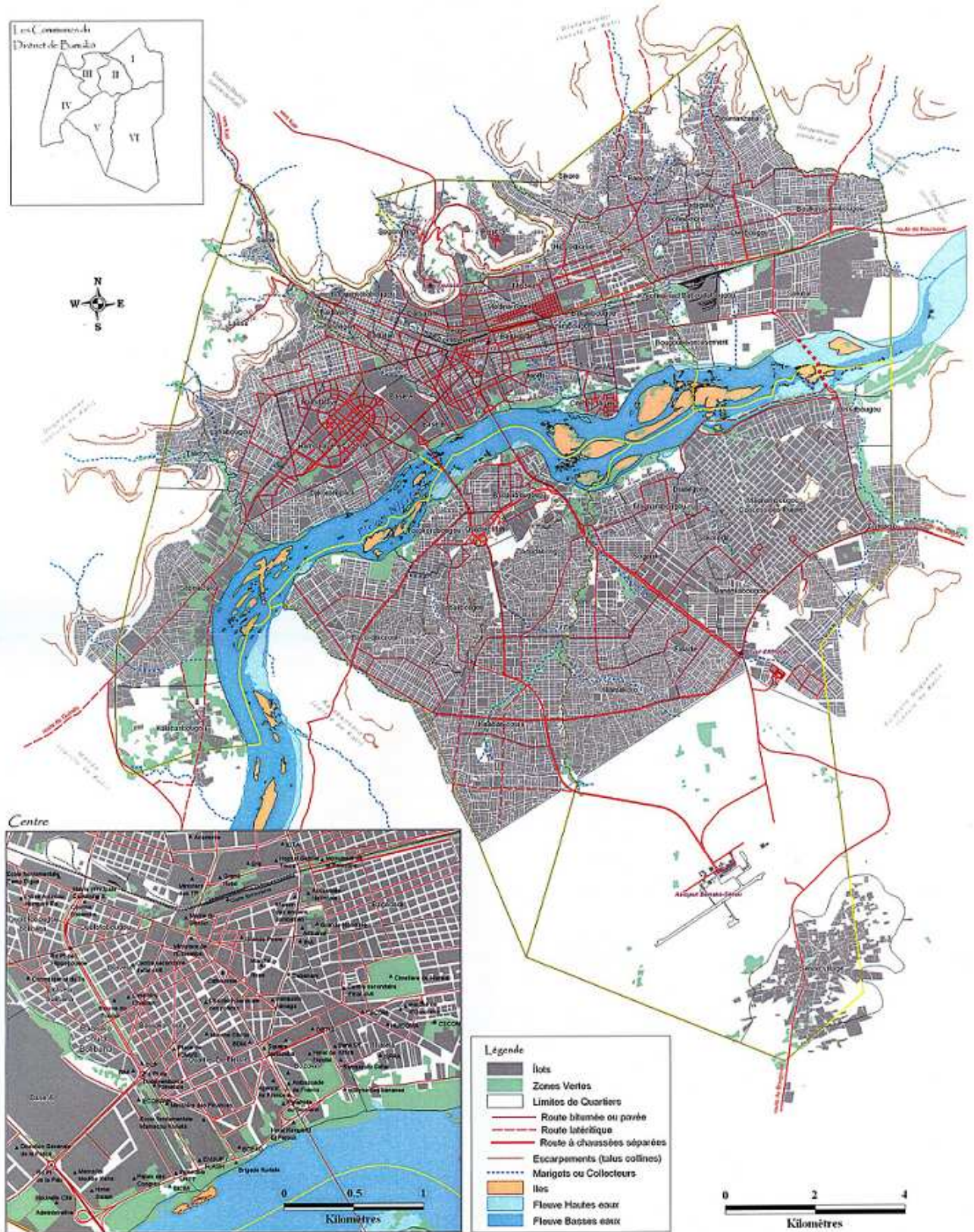
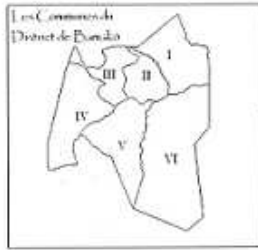
The July 2011 workshop's goal is to promote this vision of Bamako as a metropolis, by defining the crucial questions of centralities. Today, the functions are gathered in the North bank, whereas most of the urban growth occurs in the South, home of half of the inhabitants.

The workshop will focus on proposing new centralities in the South bank, creating a network with the existing centralities in the North, and will promote a global and sustainable development of the metropolis. The international teams will have to produce operational urban projects propositions.

The underlying objectives of this work will be:

- developing services and equipments in the South bank.
- The promotion of an urban quality of life that's specific to Bamako: easier access to the services + preserving the nature inside the city.
- a densification rather than an urban sprawl.
- designing an integrated urban transport system.

District de Bamako



Sources: Institut Géographique du Mali (IGM), ARP Développement, Energie du Mali (EDM), Cellule Technique d'Appui aux Communes (CTAC), Direction Nationale de la Statistique et de l'Informatique (DNSI), DNDI/PDSU
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 Date d'édition: juin 2006

A young metropolis...

A city related to the colonial history

Bamako, national and economic capital of Mali is a young urban territory. Its urban history began in the end of the XIXth century, with the arrival of the French *colons* who settled upon the site, which at first was just a small village with few inhabitants, like so many others at that time, along the Niger river. The development of the city is moderate and gradual until the dawn of the independence, the 22nd September 1960: 29 000 inhabitants in 1933, 37 000 in 1945, 130 000 in 1960, 660 000 in 1987.

1960 : Crossing the Niger river, the excessive growth of the contemporary city.

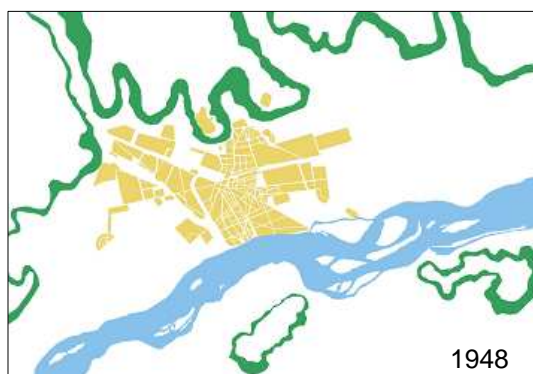
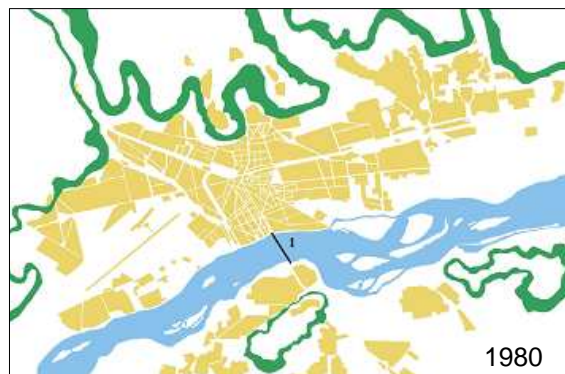
Bamako, which was contained in the North bank, crosses the river in 1960 with the opening of a first bridge (The Martyrs Bridge), and a second one in 1992 (The King Fahd Bridge). Gateways to new expanding territories, these South banks entrances promote the city's development in the South, and it becomes exponential from the early 70's, with the addition of a massive rural depopulation and a very important birth rate (now about 6,6 children/women).

The city grew continuously since and, the lack of natural borders in the South, makes it spread indefinitely.

In 1998, the number of inhabitants in Bamako reaches one million and, two millions in 2010.

Bamako today and tomorrow: An urban metropole with an increasing attractiveness and dynamism.

With a 5,4% annual urban growth rate, the highest in Africa (6th rank in the world), Bamako will count 3 million inhabitants by 2020. If only 12% of the Malian population live nowadays in Bamako, analysts foresee that in 2050, more than half the Malian population will be urban, and the majority of them will live in Bamako.



Urban growth of Bamako

Source : Sébastien Philippe, *Une histoire de Bamako*

... with a strong personality

Bamako is often described by its inhabitants as « capital-city », « village », « cosmopolitan », « charming » , « warm »... many adjectives that reflect the sensitive perception of this territory.

Beneath the surface of things, Bamako also have numerous flaws that are pretty common to Africa's major cities, but it also has many assets and idiosyncrasies that are obviously poorly emphasized.

A remarkable geographic natural site, a fine quality of life

Along the banks of the grand Niger river, whose wildness's still draws the visitor's attention, Bamako immediately seduces the visitors.

Its Northern bank, with a flat topography, is surrounded by the Manding Mounts in the West, by the protected Tyenfala forest in the East, and in the North by two hills erected like promontories over the city (Koulouba and Point G hills)

The hillier left bank landscape hosts a third high site with the Badalabougou Hill which grants the visitor with a splendid view of the Niger River and the Northern bank's historical city.



The Niger river



The BCAO headquarters shape the city's skyline

The green cover is also responsible for the high quality of the life environment in the North bank, due to numerous trees along public ways, but also inside private areas (courtyards inside the *concessions*) and alongside the river. In Bamako, trees provide a cosy atmosphere and a certain gentle way of life that everyone seems to adopt... they cool the city's temperature during the hot season.



Market gardening activities on the North bank



Trees along a public road in the city centre

North / South dichotomy

Two different conceptions of « making the city » between the North bank and the South bank.

The two banks of the Niger river are not tied to the same urban history. The Northern bank is firmly rooted in the colonial city's history (from the end of the XIXth century to the middle of the XXth century), whereas the Southern bank developed itself after the independence: it's the expression of the postcolonial history and, more precisely, Bamako's contemporary history. These two time periods epitomize two different urban development modes.

The **Northern bank's colonial city** is planned in a rational way leaning on an urban structure that was thoroughly designed and methodically realized: traffic network, islets, public areas, city centre, infrastructure (railways and rail station, public amenities,...). It has been founded upon an European-based urban culture.

It hosts most of the jobs and economic resources, both mainly tertiary, and especially commercial (unofficial) activities that are gathered around the Pink Market. The public amenities, the financial institutions and the major infrastructures (hospitals, schools,...) are also found there ; there is also an industrial activity park (a project is currently planned to take place in the Southern Bank) and most of the urban recreational activities (cultural centres, restaurants, art galleries...) along the Koulikoro, located outside the city centre and the Pink Market.

The **Southern Bank's contemporary** city has a less organized development, despite a structured urban network. Because of the swift urban growth, and because the resources are insufficient to properly manage these new urban areas, planning always seems to « try and catch the development train ». Thus, the Southern bank's life organization is first thought through a sector-based « catching up » strategy (oriented by the financial backers) with no real development frame and no wide forecasting urban vision (multi-sector).

As new populations tend to settle there, it is now Bamako's *bedroom community* and the home for more than 50% of the population. Yet this bank is not strictly lacking polarities (markets, stations, infrastructure, business, services, public amenities,...) but they are spread across this wide territory and therefore are not structuring elements and can't really be considered as an efficient alternative offer to the Northern bank's attractiveness, i.e the commercial attractiveness of the Pink Market.

This bicephalous situation where the structured city and the job areas can be found on one side of the river and the spontaneity and housing areas on the other, creates commuting situations, mainly from North to South, that are difficult because of the Niger River's crossing that is only possible thanks to the three bridges.

The Southern bank seems to be *not quite a city*, but more a wide suburban extension.

The Niger River, which magnificently crosses the city, remains a strong natural barrier between the city's two banks.

Urban sprawl and low building density

An important urban sprawl

With a 5,4% annual urban growth, Bamako's territory faces a massive arrival of new people everyday. Thus, these people « naturally » occupy the easiest places to settle in, the free areas located next to the urbanization's limits... these limits are therefore pushed further towards the administrative perimeter's barriers ; they even pass them and absorb the suburban towns that still have a strong rural identity. This urban spreading situation generates many problems for the local authorities: costs of the necessary public investments in order to enhance the mobility (road creations, public transport launching), building urban infrastructure inside these new neighbourhoods (water, electricity, sewage,...) or managing these infrastructures (waste collection,...). New inhabitants cannot fully enjoy the city's advantages because they live too far away from the city functions.



A concession's Inner courtyard: main traditional housing structure in the city center.

A low building density

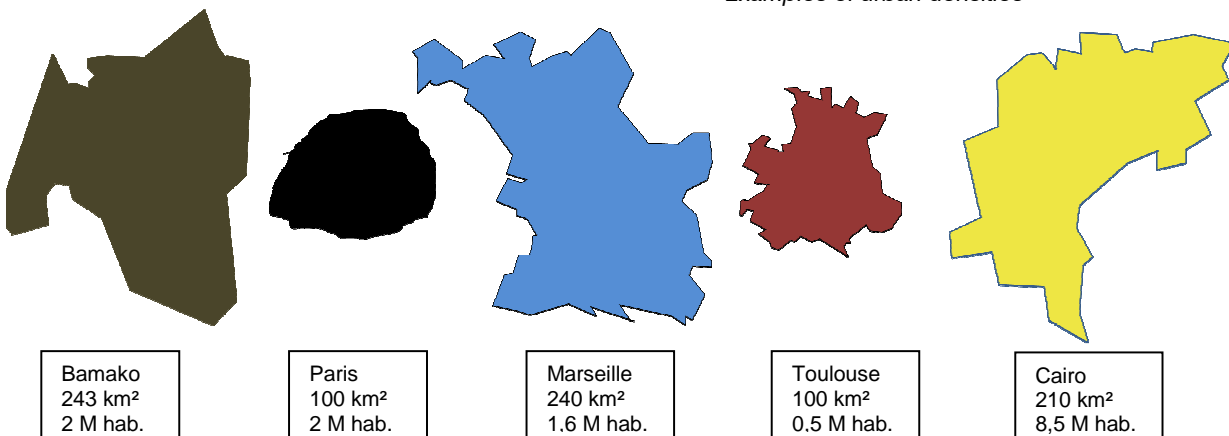
The housing areas in the North bank have a specific building morphology, with low density, which is a specificity of the traditional Malian way of life, family and solidarity-oriented: the *concession*. A typical urban islet in Bamako has a square shape of 100m long, generally cut into 4 concessions of 25m² each. The concession has an islet structure itself, closed with an inner courtyard and only one ground floor. Every generation of a family lives inside, and a concession can sometimes be the home of 75 people (average), an important human density.

Bamako has an horizontal urban landscape, with a low density compared to other African cities comparable in size. There are only a few landmarks to move inside the city or to understand the way it works.

The few tall buildings are old colonial buildings that have been taken over by public amenities, public infrastructures (universities, hospitals...), few business buildings and hotels.

Verticalization has begun in the historical city center, but it seems more of a way to speculate on the land than to adapt to the city's new needs.

Examples of urban densities



A (relatively) inefficient mobility, and structuring projects

In comparison with other major African cities, the traffic saturation is still bearable (e.g the traffic in Cotonou, Benin's economic capital, is terribly saturated despite only 1,5 million inhabitants). Traffic is dense but quite smooth, with **3 major saturation points** that epitomize all the debates around the traffic saturation, and on a more larger scale, Bamako's mobility problems:

- **the historical city centre's access**, in the Northern bank, the meeting point of many people due to the concentration of commercial activities. The « Sotrama ring » ongoing project aims to reorganize the traffic by giving the priority to public transport over cars.
- **The crossing of the 2 bridges**, is a functional and symbolic problem of the relationship between the 2 banks of the river, between the North bank and the South bank.

1 500 000 journeys are counted every day, with an increase of exchange journeys with the city centre (+300 000 journeys/day in 7 years). 50% of the journeys occur between left bank and right bank, and up to 40 000-60 000 exchanges/hour during peak hours. Forecasting that the population will increase, local and national authorities are aware of the importance of a major transport planning design in order to face the expected traffic saturation... as soon as many of the Bamako citizens will be able to afford buying a car which is still not the case.

A public transport network with a backbone structure around a double tramway line has been thought of. This tramway project is supported by the Malian's head of state, and invites us to think about the questions of density, the reconstruction of the city over itself and the issue of new centralities inside the metropolis. Thus, this structuring tramway project provides a direct link between urban centralities and urban mobility



Traffic on the Martyrs bridge



Saturated city center: here on the future Somatra ring

Then, on a more larger scale, the reflection must be based upon the traffic's organization in order to guarantee each and every citizen the ability to move freely inside the whole metropole, with services to new urban development area and with the development of alternative transport ways like bikes, motorcycles, urban public transport, on roads or on the river.



Project of the two tramway lines

Centralities

An atrophied historical city center in the North bank, that no longer suits the metropolitan scale of Bamako's territory.

The historical city centre's epicentre is suffocating in every way (Pink market) but also spreads out with no real limits. Around the Pink market, the commercial hyper specialization is strengthening every day, and the public area is becoming more and more private due to the business's expansion. Because all the the city's flows meet in that area, the traffic is getting paralyzed. The nearby housing areas, who are still managed by the « First Tree Families » , are under tremendous pressure due to the commercial activities and the human densification inside the traditional housing, the *concession*, which is poorly evolving. Thus, more and more Bamako citizens move from the city centre to settle in the right bank. The low amount of land owned by the local authorities (80% of the land is supposed to belong to the First Three Families), with the exception of a few spread out administration islets, makes any public action for the historical city centre's reorganization difficult.



The « marché Rose » (litt. "Pink market") overflows city centre's street.

ACI 2000, a first step in the centrality's widening process... in the North bank.

The ACI 2000 sector, named after the state's agency that was created to plan the companies' settlement in the airport area, is witnessing the first centrality's widening action. ACI 2000 was created to become Bamako's new business centre but has yet to be finished, despite the work that has been done for the 50th Anniversary of the Independence, and the creation of an Administration Building alongside the river that is linked with the new 2nd bridge interchange.

If the ACI sector's rise as a new urban polarity cannot be argued and will be fruitful in the long term, it can't be argued either that it doesn't provoke any transfer or activity movements from the historic centre. The sector plays a part in hosting new functions and services created by the capital's growth... but it still occurs in the North bank.

The rural world in the heart of the metropolis.

As opposed to the majority of the major capitals, whose way of life and culture are very different from the rest of the country's way of life, Bamako remains influenced by the rural world, that is brought into the town by the new inhabitants. The city's uses often appear to be like a continuity of the rural way of life: reproduction of the *concession* housing style and of the family ties, market gardening in the heart of the city, poor nightlife activity...

If the family structure and the solidarity-based community lifestyle remains a pillar in Bamako's (and in the rest of the country) organization and social consistency, the idiosyncrasies of the urban lifestyle drive more and more young people in Bamako to seek autonomy, if not independence. And, if they can afford it, they tend to get out of the family's sphere of influence by renting or buying their house, generally in the South bank.

This new social demand, which is intricate in the urban lifestyle, will obviously grow steady in the years to come, and the local authorities have to try and bring appropriate answers, in order to subtly keep together the social consistency while answering part of the inhabitant's call for urban modernity.

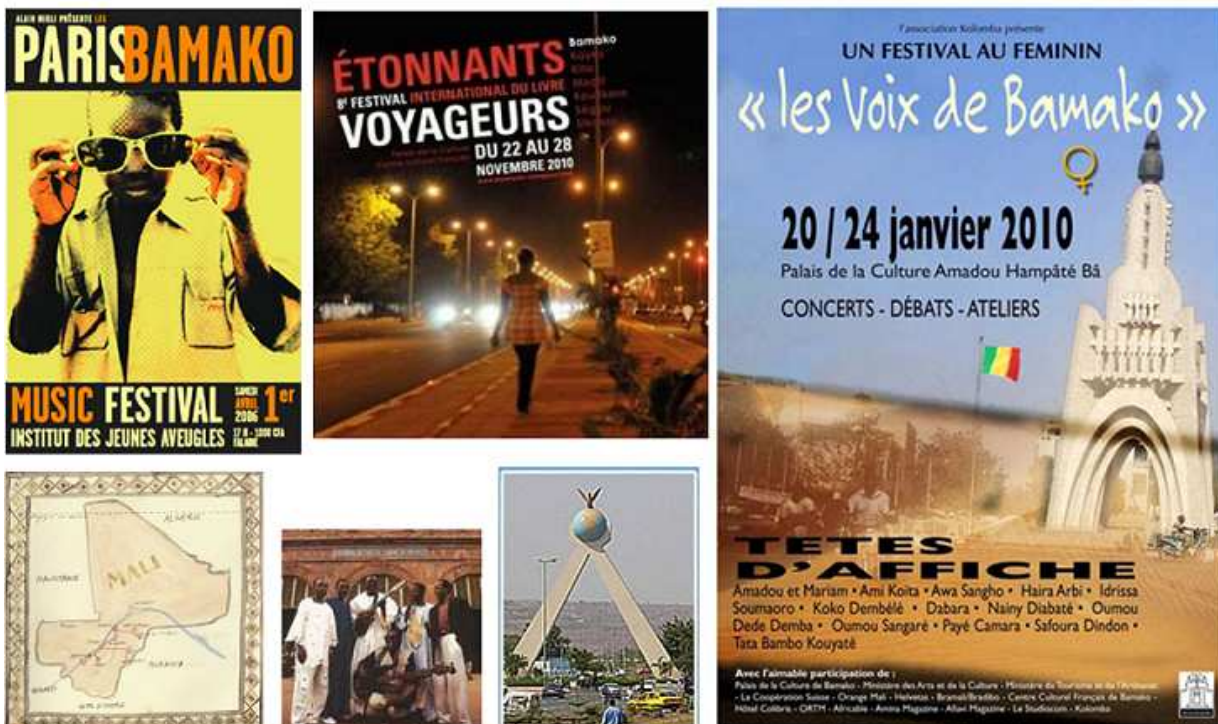
Towards a Metropolis' Identity

In every city, a gap can exist in the inhabitants and the authorities minds between the reality as *it is experienced* (everyday life) and *the mental image* that everyone has of their life environment. Today, Bamako is a genuine urban metropolis with several million people (*reality*) whose organization is based on a big village identity (*prevailing mental image*).

This dichotomy is created by several factors: a young urban history (a hundred years ago, Bamako was still a farmers village), a prevailing system of integration by the hometown's family *concession* (a system that reproduces the social codes of the village in the city in order to protect the family from the city's aggressions ; there is also an economic reason to that, the family can share their expenses), and the need to possess a common culture that are those of the First Three Families' settlement in the historical village of Bamako.

In order to think about the centrality's widening process in the South bank, we have to stretch the umbilical cord that links the inhabitants and their city, and bring them to change their point of view of the city. Looking at the city from the South bank allows the elements in the landscape to fully reveal themselves, whose quality and visual power create a capacity to build a new identity for a city that became a metropolis.

The Niger river that is still missing from the collective's representation because it is considered to be dangerous and to cause problems (because it's difficult to cross), the city's plant velum with its magnificent trees, and most of all, the granite hills belt that surround the city, whose beauty one can truly grasp and appreciate from the South bank.



Bamako, cultural capital

SUBJECT

Enlarge centrality functions in order to accompany Bamako's important growth.

Like many other cities in the world, Bamako is facing the major challenges that come from a fast urbanization. The city grows every day, as well as the inhabitants numbers, and it becomes more and more expensive to provide the population with basic urban services. No one can either reverse nor control this expansion process, but the city's authorities can act so as to shape Bamako's future development, a village that became a metropolis. Nowadays, the city has an important human density rate, with more than 80 people/ha, but has a low built density. The challenge is to imagine how the city will function with an additional million people by the year 2020, and to evaluate the impact of the probable households loosening. Will Bamako keep on sprawling so as to guarantee the satisfaction of its new urban needs?

The workshop won't be able to solve the questions of the sprawl and of migrations which depend as much on urban policies than on national urban planning policies, e.g. the reinforcement of Bamako's suburban cities: they should be a settlement location for people leaving rural areas and a relief for Bamako's population's growth, they should be a complementary alternative to Bamako's attractiveness.

The objective is to help and accompany the local authorities in the city's development structure with a balanced multipolar strategy, based on existing centralities and new centralities to create.

With an expected 3 million inhabitants by the year 2020, Bamako won't be able to function with only one centrality, as it is currently the case: the historical centre that is organized around the Pink market and the colonial district. Other polarities need to emerge from such an important agglomeration, especially in the South bank of the Niger river, which is currently and probably for the years to come, the host to most of the urban growth. Therefore, it is obvious that the South bank can no longer be deprived of polarization areas and of an access to the city's services, that are meant to increase due to the simple fact that the population will continue to grow.

Bringing balance to urban functions in the South bank is not a new issue. Many new urban equipments have been built over the last ten years (new market: Bamako's covered market, Mali's new hospital, the new 26th of March Stadium...) but they've only had a low impact on the metropolis's global functioning. These new equipments have been built without a real urban reflection and their service functions have not been promoted efficiently, therefore, Bamako's people haven't really changed their former ways. This happens to be especially true for Bamako's new covered market, located in the Sogoninko district, which opened in 2002 and didn't draw any of the central market's shopkeepers; as a result, only a few shopkeepers settled here and most of them are scrap dealers... that was not the purpose of this market. This proves that Bamako's people are very attached to the central market, which is not only functional but also a main part of the city's identity. It is, indeed, the original location of the city's creation and of its social organization from the «First Three Families». This is also a proof of the infrastructure's failure to adapt to the reality (surfaces, lease prices...)

The rise of new polarities doesn't mean that the historical city center should be forsaken, as it will remain a major part in the city's functions and in the collective representation of Bamako in its people's minds. The historical city center should continue to reinforce and modernize itself, but it must not be the only polarity anymore and the only area providing all the urban services.

To work on the structure and the reinforcement of an urban centers network for Bamako is also to promote an urban densification that meets the Malian people's needs. This densification will allow the local authorities to easily provide the services to the population and will offer a legitimate alternative to a sluggish growth of the suburban areas. These centralities, which aim to offer quality services and urban functions, may become landmarks and symbols of the city, and will directly participate in shaping Bamako's identity and attractiveness.

Teams Requirements

Three sites have been pre-identified as most likely to host these new urban polarities. The workshop's international teams will have to form their opinion on the relevance of these sites, and then will have to determine the main axis of the planning and the architectural conception, the urban programming and the articulation with existing and forecasted public transport network. The teams will determine what projects should be a priority and then produce architectural and urban sketches for them. The team's work will have to respect the following requirements:

First, their work should develop a collective urban approach, in order to create a sustainable urban offer (unlike the Sogoninko covered market), a consistent, varied offer that will ensure its future attractiveness as an urban polarity.

The second requirement is to articulate these polarities with the transport system network, especially with the main roads network that has been gradually built to absorb the flows growth, but also with the tramway project.

Finally, we put an emphasis on urban quality, to allow the inhabitants to mentally part from the identity seclusion that constitutes the central market and to accept to settle in new areas with a « collective purpose».

On a general basis, the teams propositions will have to embrace the functions, quality and identity aspects of the issues, with the objective to widen the point of view over the city as it is today, and more importantly, as it will be tomorrow, so as to « think the city » outside of its historical centre, and to think it as a metropolis with several million inhabitants.



Third bridge, located in the East limit of the city (opening in 2011)



26th March Stadium (south bank)

Three potential sites to realize the centralities widening process



Three emerging sites with urban centralities possibilities have been pre-identified:

- A site in the North bank (Rail Da), located as an extension of the historical city center and thus, partaking in its reinforcement.
- Two sites in the south bank (Bamako's covered market and the Sogoninko coach station – Badalabougou hill), that will bring balance to the centralities functions on both banks.

The Rail Da site (North bank)



The « Rail Da » site, literally « the space in front of the railway », is already a hub for public transport that irrigate Bamako with the on-construction Sotrama ring. The construction of the tramway lines will reinforce this hub function. The land plots and railways, the Parliament and the Mosque offer important abandoned urban areas and are an opportunity to a new sprawl of the historical city centre

Rail Da site ——— Yellow line
 Forecasted tramway lines ——— Pink line
 Sotrama ring ——— Red line

The covered market site and the Sogoninko coach station (South bank)



Bamako's covered market



Coach station

The Sogoninko district is located on the Avenue de l'Unité Africaine, in the South Bank, at an equal distant of the Niger river and the Africa crossroad, from which the Segou roads in the East and the Sikasso road in the south go. Today, the main equipments are the coach station and the covered market (which failed to attract shopkeepers from the central market in the North bank, and is only partially occupied) inside a loose urban fabric and with many unbuilt land plots. Therefore, this area could easily become a new urban polarity. The covered market's organization could be improved and the coach station could be renovated, because it has become a rather chaotic area over the last ten year, where a wide range of activities take place without any consistency.

The Badalabougou hill site (South bank)

The Badalabougou hill is a South bank promontory, located near the river. With a position between the two bridges exits and the East/West expressway, this site provides a wonderful view of the river and of most part of the city. There is a low building density, with some university and administrations buildings. If the difference of height is important in the North part, in front of the river, in the South part, the more even topography allows an easy connection with Douaoudabougou and Sabalibougou districts where many land plots are free along the expressway to the airport, and with the new ACI 2000 district in the North bank. This is the site showing the most potential to create a new urban polarity, with high possibilities of functions, quality and collective identification.



Free land lot



University functions

Organization and schedule

This workshop will be organized according to the special methodology developed by Les Ateliers since 1982. It will thus gather during two weeks 21 professionals from different countries and disciplines, who will form three teams of seven participants, including two local professionals, one working for Bamako District Municipality.

The first days of the workshop are dedicated to lectures, meetings and visits. During the opening ceremony, the local authorities directly express their specific expectations to the participants. Then the managing team announces the composition of the teams, which will start working, without computers. After three days takes place a very crucial moment: the Exchange Forum. The three teams present their analysis and ideas of projects to representatives of local actors and authorities, who will directly react to the proposals of the teams. The second week of the workshop, teams carry on their work – computers now allowed-, so as to produce the expected outputs and prepare the oral presentation to the international jury/

The jury is composed of ten representatives of local authorities and actors, ten representatives of other African countries and ten non-African experts, all chosen together by Les Ateliers, Bamako Municipality and its partners. We like to call the jury « the fourth team », as its role is not to rank the teams, but to make proposals to local authorities, based on the collective production of the three teams. Therefore the atelier is not a competition, and there is nothing to win, neither money nor contract. The teams have a complete freedom of proposal. What matters is the collective production of relevant analysis, new graphic representations, and urban projects or strategies that can be easily understood and used for the sustainable development of Bamako.

Provisional schedule

Saturday 9th July	Arrival of the international participants in Bamako. On-site visit and welcome dinner.
Sunday 10 th July 10	Introduction Lectures and visits.
Monday 11 th July	Thematic lectures. Opening ceremony. Setting up of the teams.
From Tuesday 12 th July to Thursday 14 th July	Workshops.
Friday 15th July	Exchange forum with local actors.
Saturday 16 th July	Day off. Organized visits.
From Sunday 17 th to Tuesday 19 th July	Workshops.
Wednesday 20 th July	Workshops. Delivery of the written work (8 A4 pages+ A1 map) <i>Arrival of the jury members in Bamako. Welcome dinner.</i>
Thursday 21 th July	Workshops. Rehearsal of oral presentations. <i>Jury : Visit. Meeting with the local actors.</i>
Friday 22nd July	International jury. Teams presentations, debate, then, jury's deliberation in private. Closing ceremony, results announcement and final party.
Saturday 23 rd July	Possibility to organize thematic works groups with participants, jury members and local actors. Proposed tour and departure of all participants.

How to participate

Apply to participate into the teams – July 9th to 23rd, 2011.

This workshop is open to all professionals whose interest or experience is related to territorial management, city planning and urban design: architects, geographers, landscape designers, artists, engineers, economists,...

The participants will be accommodated in Bamako and will work in special spaces provided for the workshop. Documentary resources with maps and information cards introducing the context and ongoing projects will be available.

Participants are not paid but the following expenses are covered: flight+visas (up to 1000 euros per participant), single room accommodation, catering, visits and work material.

The 21 participants are selected by the workshop's managing team, upon the following criteria: experience on similar projects, approach to the topic, communication skills (language, graphics...) and motivation!

If you want to apply, please send the following elements **before Saturday 30th of April 2011**, at bamako@ateliers.org:

- Filled application form (to be downloaded on www.ateliers.org/en). Name of the file : SURNAME_Name_Form
 - 1 page résumé. Name of the file: SURNAME_name_CV
 - A one or two pages note explaining why you are interested in the project and the abilities/previous experience that you can bring to the workshop. Name of the file: SURNAME_name_Note
- Results will be announced at mid-May.

Participate to the jury – from 20th July to 23rd July.

Members of the jury are chosen by Les Ateliers, Bamako District Municipality and the partners of the workshop. Jury members should have a special expertise on the topic – elected ones, technicians, international organizations, researchers-, and/or should be able to partner future workshops of Ateliers.



*Scientific managers : Vincent Bourjaillat and Franck Charlin, urban planners.
Assistants : Laura Decary, economist, and Charlotte Ménager, landscape architect.
Referents for Les Ateliers : Nicolas Détrie, Antoine Plane.*

www.ateliers.org/en