

## Urban services the French way – for more sustainable development



*Urban services are the backbone of the city. Without them we cannot hope to reap any benefits from concentrations of people and activities.*

Urban services are of vital importance both to companies and people because they order the smooth running and evolution of a city. They determine its development potential, the consistency of its territorial organisation, its ecological standards and the reality of its social cohesion.

These are the basic components of sustainable development in which the city, the focal point of a global, systemic approach to problems, has a key role to play. There will be no sustainable development if cities do not become more harmonised and innovative, less inegalitarian and wasteful. And this will not be achieved without more dense and efficient urban services.

But there are still pressing needs on this score in both Northern and Southern countries, albeit with considerable disparities in their situations due to their geographic, and still more, historic environments.

How can these needs be satisfied when most countries are confronted with a lack of public finance? Pragmatism has blotted out the taboo of ideologies. Henceforth each country, within a legal framework consistent with its national traditions, aims to channel private capital into the financing of facilities, involve private operators in managing them, and better distribute payment of the service between the user-customer and the taxpayer.

As regards public service concessioning and delegated management, our country has long been developing original public actions. The competence of our contractor companies is also remarkable and the major French urban service groups are world-renowned as leaders in their field.

With this wealth of experience, France can recommend the full range of its knowhow in all modesty and use it for the benefit of those who are working for better management of urban development, for a responsible, more mutually supportive world, and for a more sustainable future.

**Georges Cavallier**  
ISTED "Cities" Vice President

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# Urban services and sustainable development

*The inexorable  
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context.*

**T**he sector-based approach (education, energy, health, transport) and the priority given to rural development are still core policy options of States and international players, which prevent urban development measures from becoming more horizontal and territorialised.

This reluctance to consider the city as a place where public action must be tailored to specifically urban problems is increasingly inconsistent with the economic and social challenges facing policy-makers in Northern and Southern cities, if they are to control their growth and development.

The failure of public governance to guide initiatives, whether from the angle of urban production, the operating of basic urban utilities or city-based economic activity, results in crisis situations which can affect the entire operating pattern of a country or a region.

The recent crises in some Asian countries where urbanisation is inadequately controlled (Thailand, Malaysia), and in other emerging regions (Latin America), are all warnings that must not be left unheeded. China's solutions for accelerated urban growth, based on the Singapore model, are liable to lead to a juxtaposition of unintegrated urban models. And the worsening living conditions of cities not only in Latin America but also in Africa demonstrate the need to act swiftly.

#### *The "urban services" asset*

France's experience in urban development aid involves a more structured organisation of urban services. Our approach is to consider that production in the city itself is mainly sustained by local public and private partners. Economic activities are established and developed through complex strategies evolved by companies in their own interests.

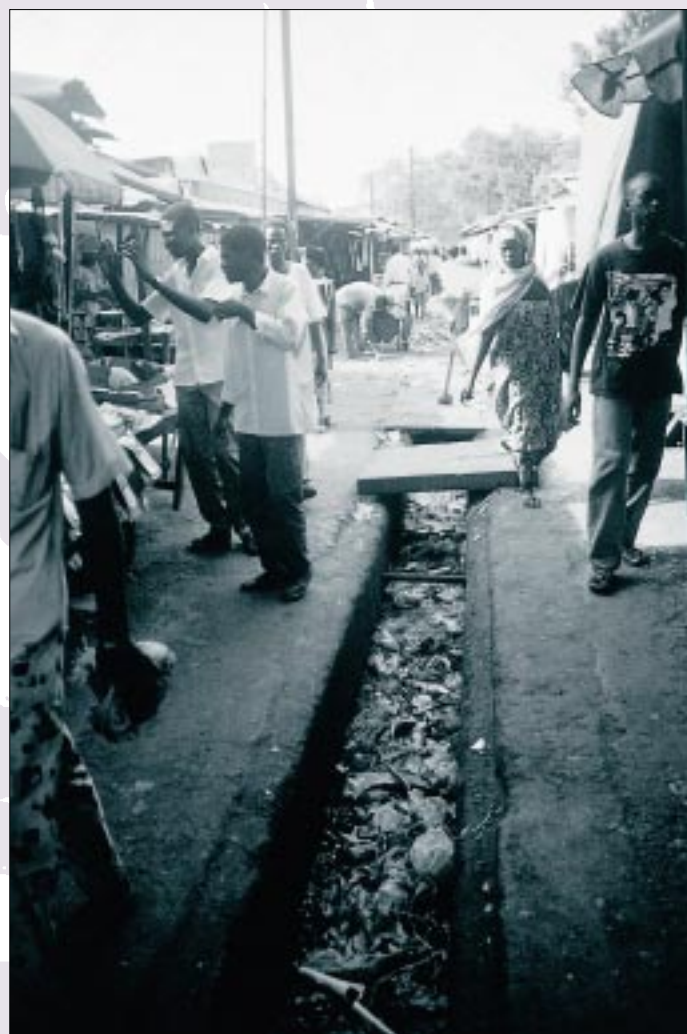
Throughout the world, France has acquired recognised knowhow in financing and managing community services, known traditionally as the delegation of public services, and this is doubtless the reason for the predominance of these services in its urban development aid.

It is particularly true for drinking water, electricity and urban transport facilities. Other fields of excellence of French public and private players are: waste, travel management and air quality. The presence of leading French groups specialising in the supply and operation of commercial urban utilities is an asset.

The current trend towards privatisation and concessioning of these services in most cities in the world, including the ACP countries, provides a great opportunity for French operators. This highly competitive sector is well-equipped to provide aid for urban structuring.

French Development Aid also supports the decentralising process that is gathering momentum on the international scene. Decentralisation has profoundly changed the local authorities' role with respect to the people and the State. Programmes such as the municipal development programme (PDM) in Sub-Saharan Africa, are being implemented with the support of the donor community, to strengthen the decentralising process as regards both human and financial resources and the political dimensions (good governance).

On the international front, French Development Aid is involved in ongoing deliberations on the Sustainable Cities Programme (SCP) within the OECD



*Commercial facilities and urban services – what impact on the economic development of cities?*

## Transport systems central to urban organisation

Efficient, fast and safe – urban transport systems contribute to the quality of life and the development of economic activity. But there is also a real risk of malfunctioning, which may give rise to all kinds of nuisance. Proper control of their design and operation is thus a central issue in urban organisation.



*Urban transport is one of the fields in which French practitioners excel.*

One of the main aims of the Centre for Studies on Road Networks, Transportation, Urban Planning and Public Construction (CERTU) is to provide policy makers, elected representatives and technicians with methods for achieving a balance between transport modes and consistency between road networks and facilities for public transport, cyclists and motor-cyclists or pedestrians. There are many criteria for evaluating the overall system:

- service provided for the various road user categories,
- possibility of choosing a particular transport mode according to requirements,
- minimisation of atmospheric pollution and noise,
- safety for travellers and inhabitants,
- ease of organising goods deliveries,
- impact on urban development.

The implementation of transport policies through urban transport plans must be based on legal and regulatory procedures. These find expression in short, medium and long term scenarios, consultations on the resulting urban policy choices and the arbitrating of planning and facilities issues.

The development of 30 kph speed restriction zones in residential areas, the construction of exclusive right-of-way public transport and the extension of cycle tracks will enable excessively heavy car traffic to be restricted where necessary.

Rehabilitated carriageways, improved, controlled road junctions, and information to road users also help to make traffic more free-flowing.

But new solutions are already on the horizon, based on urbanistic concepts integrated with transport concerns and the promotion of innovative techniques such as the use of electric vehicles.

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## Energy and the environment ADEME, a certain idea of international cooperation

The Rio Earth Summit and its consequences (Agenda 21, international agreements) have had a great impact on the work of ADEME (Agency for the Environment and Energy Management). The sustainable development concept, the leitmotiv of the United Nations Conference on the environment and development, is inextricably linked to the agency's action.

In this context, ADEME proposes an integral approach to the energy and environment projects and programmes in which it is involved. Its work systematically includes ecological, economic and sociological aspects and those dedicated to development. Naturally, solutions cannot be the same in countries with such different conditions as those in Eastern Europe or the vast regions of the South. The aim is not just to transfer knowhow and technology but to adapt them efficiently to local needs.

ADEME performs expert appraisals, consultancy and assistance missions for project owners. Geographically its action is highly diversified, from the central European countries, South America, Sub-Saharan Africa, the Mediterranean countries and CIS to South-east Asia.

Among its key actions are:

- The REXCOOP household waste programme (Research and experimentation for development aid) and the Louga project, in Senegal. Household waste management in developing countries is often deficient and suffers from a lack of strategies incorporating local constraints. The project for Louga, a medium-sized town in Senegal, is a typical approach aiming to adapt solutions on an experimental basis.
- Transport management in Argentina: urban pollution and energy management. Under this programme, ADEME contributed towards two goals set by the Argentinean Secretary of State for energy and transport: the implementation of an urban passenger transport reorganisation policy and efficient energy management in the freight and passenger transport companies.
- The Tacis support project for the Moscow Energy centre. For three years under this Community programme, ADEME provided institutional and technical assistance to the federal, regional and municipal authorities. The aim was to strengthen the energy-efficiency policy developed for the city of Moscow and its region, in the industrial and transport sectors.

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Development Assistance Committee (DAC), led by the United Nations Centre for Human Settlements (UNCHS), in conjunction with the United Nations Environment Programme (UNEP). And a network of European experts (mainly French) on urban development, set up by the European Union (DGVIII) is preparing a sectoral policy document for sustainable cities.

### A strong, structured French position

All these initiatives require a strong, well-structured French position if we are to prevent countries with approaches unlike our own from imposing their influence and methods. Our concern is to take advantage of French public and private knowhow.

ISTED, which gathers together the main parties concerned, is planning to join with major services groups and SMBs in setting up a think tank in close collaboration with competent bodies such as the International Office for Water, the Agency for Environment Control and Energy Management and the Delegation for Spatial Planning and Regional Action. The aim is to examine the possibilities that urban service restructuring projects can offer for controlling urban development.

The mobilisation of French companies in this group, which is supported by French local authority representatives involved in decentralised development aid activities, is an essential means of reconciling development aid and economic aid. It will also be able to make use of other work on urban transport, and studies performed by the Ministry of Public Works on private financing of public facilities.



*Waste management is often deficient in developing countries and suffers from a lack of strategies incorporating local constraints.*

27 countries are to collaborate in setting up a Euro-Mediterranean information system on knowhow in the water sector: SEMIDE. This decision was taken by water managers of the 15 member countries of the European Union and the 12 countries bordering the Mediterranean, at a conference held on 9 and 10 December 1997, in Naples, Italy. The principle of this system had been adopted one year earlier at the Euro-Mediterranean conference on local water management (Marseille, November 1996). It was then confirmed by a feasibility study co-ordinated by the Water Directorate of the French Ministry of Land Use Planning and the Environment, conducted by the International Office for Water (OIE) in conjunction with Cedex (Spain), Hydrocontrol (Italy) and Wrc (United Kingdom).

The aim of SEMIDE is to:

- mobilise useful information for water management in the Mediterranean Basin, in four priority areas: institutions, documentation, training and research, data administration;
- develop pooling of other useful informations;
- develop common products and promote the necessary co-operation programmes.

SEMIDE itself will not manage data on water resources in the member countries. The information will be transmitted via a "national focal point", a genuine correspondent in each of the 27 countries, and by a central "technical unit". Only sources of information that have received a "quality

label" will be accessible through this system. Once it has been set up, this system of distributed, accredited information will work through the Internet.

A three-year SEMIDE development programme (1998-2000) has been evolved, which includes the following activities:

- organising the communication network,
- preparing and making available directories (institutions, operators, experts, etc.) and catalogues of information sources in the 27 countries,
- developing common access to information not yet digitised (microfiches, etc.),
- extending access procedures to a few other languages in addition to French and English, which can be used right from the beginning,
- preparing joint products to optimise information.

The overall budget for this period has been set at FRF 25 million, co-financed by the European Commission, the four countries involved in the technical unit (France, Italy, Spain, United Kingdom) and all the other countries for their national focal points.

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The proposed approach centres on economic urban development and on an analysis of the contribution of commercial urban services and facilities to local resources which are adequate for initiating, maintaining and developing the urban investment process. It will use available data and case studies to gauge the impact on urban development of public facilities with an economic function (bus stations, markets, ports) and commercial urban services (waste treatment, water and electricity supply, sanitation, urban transport), by making assessments of:

- fiscal resources that can be mobilised for the local authority concerned,
- information dissemination for the beneficiaries/service users/commercial facilities,
- the effects on the community (environmental impact, improvements in living conditions and sanitary levels, etc.),
- the effects on the operator (concessionaire or commercial public service manager) in a public-private partnership.

The study will focus geographically on Sub-Saharan Africa but it will also be extended towards the countries of the Mediterranean basin and central and eastern Europe. In addition, it will include a comparative approach to other regions of the world, including Latin America and Asia, where significant projects are underway.

The comparative approach to the different sectors (waste, water, energy, etc.) will aim to highlight the main characteristics relevant to the various aspects of the above assessments. The ongoing work on delegated management of the water service (PSEAU research programme) will also be useful to this study.

The evaluation of the expertise and training potential that France has to offer will clarify our capacities to meet the demand of third country partners. It will compile and complete the available information on the relevant sectors.

*(Source: ISTD/Delegated Management Institute)*

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A.C.A. - B. Desjoux

# Information

## News

### CESROUTE



The second Cesroute session of advanced studies on roads will begin in October 1998. This international personalised training will extend over a period of 13 months and will comprise three modules in France (lasting 1 to 3 months). The students will return to their countries of origin between

modules. Cesroute, which was officially launched in 1997, aims to select, train and form an international network of high-ranking executives in the field of road infrastructure. This training programme is intended for French and English-speaking engineers who already have some professional experience and wish to optimise their professional careers.

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## Events

### MOROCCAN ROAD CONGRESS



The Permanent Moroccan Association of Road Congresses (AMPCCR) will be organising the fifth edition of the Moroccan Road Congress from 14 to 16 May 1998 in Tangiers. This event, which will be attended by practitioners and experts concerned with roads in Morocco and abroad, will provide an opportunity to review road engineering and evolve recommendations to enhance road sector development. The selected work topics are as follows:

- Road infrastructure planning and financing,
- Road network service and traffic management,
- Road design and construction - country roads,
- Road maintenance techniques and management,
- Engineering structure construction and management,
- The quality aspect of studies and road works,
- Municipal road systems.

This congress will be followed by the General Meeting of the World Interchange Network (WIN), a meeting of Committee C3 "Technological Exchanges and Development" of the World Road Association (PIARC) and a seminar on technology transfer.

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### CODATU VIII



Cape Town in South Africa will host the 8th World Conference on Development and Planning of Urban and Peri-urban Transport, from 21 to 25 September 1998. "Urban travel policy: a tool for sustainable development" is the principal theme of this event organised by the CODATU Association (Cooperation for Development and Planning of Urban and Peri-urban Transport). The aim of the conference is to highlight the necessary structuring between travel policies and urban planning policies if they are to satisfy sustainable development concerns. It will address both the objectives and the means

of implementing these policies. ISTD will coordinate a French pavilion on the theme: "The professionals' urban transport solutions for local authorities".

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### ROAD MAINTENANCE AND OPERATION CONGRESS

After Bordeaux (October 1993), Colmar (June 1995) and Rouen (September 1996), the Fourth Road Maintenance and Operation Congress will take place in Grenoble (France) on 29, 30 September and 1 October 1998. In parallel, a trade fair will be held for all public or private bodies in charge of maintaining and operating a road network in France or abroad.

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### INFRARAIL 98



The 3rd International Trade Show, INFRARAIL 98, will open its doors in Manchester (United Kingdom) from 29 September to 1 October 1998. A wide range of equipment, systems and specialised services will be presented. This event, which is exclusively devoted to railway infrastructure, attracted nearly 4,000

visitors from 28 countries when it was last held in 1996.

► **Contact:**  
Mack-Brooks Exhibitions  
Forum Place, Hatfield  
Hertfordshire AL10 0RN  
United Kingdom  
Tel. (44) 1707 275 641  
Fax (44) 1707 275 544

## INTELLIGENT TRANSPORT SYSTEMS



The 5th World Congress on Intelligent Transport Systems, ITS 98, will take place in Seoul (Korea) from 12 to 16 October 1998. This event is organised by ERTICO (European Road Transport Telematics Implementation Co-ordination Organisation), ITS (Intelligent Transportation Society of America and VERTIS (Vehicle Road and Traffic Intelligence Society - Japan). The congress programme includes meetings with decision-makers and a full series of specialised sessions. At the same time, a vast exhibition will present the most up-to-date technologies and systems and will provide opportunities to test them out. The themes will include: driverless vehicles, navigation systems, driving assistance systems, telecommunications, electric and hybrid vehicles, public transport, parking equipment. ISTED will co-ordinate a French pavilion grouping private companies and institutional bodies.

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## ROAD FINANCING

The International Symposium on "Road Financing - Construction, Maintenance, Operation" will be organised by École Nationale des Ponts et Chaussées (ENPC) on 4, 5 and 6 November 1998 in Paris (France). The main subjects to be addressed are: public-private partnerships - resource allocation between roads and other transport modes - resources - from road user to customer: commercial policy - legal and institutional framework - the impact of new technologies on road financing methods - financing road information and traffic management.

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## Training

## TRAINING IN WATER-RELATED PROFESSIONS



The National Training Centre for Water Professions (CNFME) has issued three specialised catalogues for 1998:

1. Drinking water and drainage. More than 110 courses covering eleven basic subject areas: water analysis, drinking water production; drinking water

supply; reliability and quality of drinking water supply systems; inspection, design and operation of sewage networks; treatment of urban waste water; pumping and electrical engineering; mains rehabilitation and laying; remote management and automatic control; technical, administrative and financial management of water services; relations with users and customer management.

2. Water treatment in industry. 13 courses on eight subjects: process and cooling water analysis; raw water treatment and ion exchange operation; operating sewage treatment plants by activated sludge and physico-chemical treatment; ordinary and special waste processing; sludge dewatering; measurements and self-monitoring; waste water analyses and determination of heavy metal content; water board aids and charges.

3. Water in surface treatment plants: 10 courses covering: techniques for recycling and reduction of waste water at source; design and operation of effluent detoxification; electrical troubleshooting and maintenance of treatment plant mechanical equipment.

This new series of courses is intended for all professional categories and covers all skills and work areas. The teaching, in French, English and Spanish, is based on the "on-the-job training" principle, through full-size teaching guides.

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<http://www.oieau.fr>

## TRANSPORT MANAGEMENT AND ROAD ENGINEERING

The 1998-2000 catalogue of training courses in transport management and road engineering for developing countries and those with economies in transition, is available on the Internet site of the World Road Association - PIARC (<http://www.piarc.lcpc.fr/cat-form/intro-f.htm>). There is a page for each course, which indicates the place, date, language and contents, requirements for registration, fees and other practical information. Several indexes make it easier to find courses according to geographical zone, language, subject, etc.

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## Publications

## TECHNICAL DICTIONARY OF ROAD TERMS

The seventh edition of the English-French Technical Dictionary of Road Terms of the World Road Association (PIARC) has just been published. It contains some 1,200 concepts, with more than 350 explanations. This basic dictionary refers to vocabulary and definitions used in France and the United Kingdom. It also includes terms specific to Belgium, Switzerland and the United States.

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<http://www.aipcr.lcpc.fr>  
Price: FRF 100

## THE DYNAMICS OF URBANIZATION IN SUB-SAHARAN AFRICA



The Ministry of Foreign Affairs - Development Aid and French-speaking Communities has just published a document entitled "The Dynamics of Urbanization in Sub-Saharan Africa", which reviews French experience and knowledge of the this sub-continent's mechanisms and logics of urbanization. This study by a working group of fifteen experts, researchers, sociologists and specialists on African countries, was led by Michel Arnaud, a consultant urban planner. ISTED was the delegated implementing agency.

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## CD-ROUTE



The World Road Association (PIARC) has collected nearly 12,000 pages of its main reports on a CD-Rom (full illustrated bilingual French-English text). The fields covered are: road terminology, road policies, economy and finance, safety, environment, traffic, urban roads, interurban roads, materials and testing, earthworks and pavements, road bridges

and tunnels, maintenance, road operating and management, technology transfer. CD-Route (2nd edition, November 1997) includes a dictionary, a lexicon and a presentation of PIARC (committees, groups, world road congresses).

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Price: FRF 1,000

## HIGHWAY PERFORMANCE MONITORING SYSTEM



In 1993, the World Road Association (PIARC) initiated a study on highway performance monitoring systems (HPMS). It has now published the final report. Work covered the evaluation of HPMS systems in four countries (France, Finland, Sweden, United Kingdom) and the World Bank HDM-4 model. The aim was to highlight the overall structure of each system and the use made of it. The report ends by making recommendations for designing the ideal HPMS system.

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<http://www.aipcr.lcpc.fr>  
1998, 68 pages - PIARC  
Price: FRF 60

## PARKING SURVEYS

This methodological guide, which is published by the Centre for Studies on Road Networks, Transportation, Urban Planning and Public

Construction (CERTU), has three basic aims:

- to present statistics for fee-paying parking at the roadside and in carparks,
- to make known all the different types of surveys on parking and the information they have yielded,
- to propose a framework for conducting basic parking surveys that will enable cities to compare their results.

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1998, 100 pages - CERTU  
Price: FRF 120 (+ carriage costs)

## MAPS FOR LAND USE PLANNING AND URBAN DEVELOPMENT



This collection of more than 80 maps is published by the Directorate of Land Improvement and Urban Planning (DAFU), Ministry of Public Works, Transportation and Housing. It forms a frame of reference and a useful working tool for land use planning managers. The maps include brief comments and are representative of the core problems in urban planning, development and construction. They illustrate the transformations taking place in urban areas. These maps are also available on the Internet.

(<http://www.equipement.gouv.fr/dau.observation/dafuor1.htm>).

► **Contact:**  
METL-DAFU  
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1997, 152 pages - Editions DAFU  
Price: FRF 150

*ISTED, a non-profit-making body, provides a forum for ideas, information and action at the service of its partners in the public and private sectors of public works, development and the environment. It aims to promote French expertise at international level and to disseminate scientific and technical information.*

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