

# Thiès, "Crossroads town"

For a balancing metropolis:  
from global to local scale



Working out a sustainable development strategy and restoring the various environmental balances to promote the development of the Thiès Senegalese potential in new regional balances amid an urban expansion territory through a shared qualitative common project meeting the local and global issues.



# Foreword

The Thiès region is on the border of the Dakar metropolis, which is gathering 30% of the national population, representing more than 70% of the country's economy, on about 0.33% of the Senegal territory. This high concentration presents unfettered occupations and a lack of infrastructures to meet the needs of its inhabitants. On top of that, there are environmental issues related to the management of the natural resources. Dakar must find more space. The construction of the new international airport in Diass reestablishes the consistency of the Dakar/Mbour/Thiès triangle. Thus, the city of Thiès can be a balanced territory due to its proximity with Dakar as well as with its position as a crossroads city.

Articulating the management of the natural resources – for example the management of water – with the land management, allows us to initiate a sustainable planning approach. In order to reverse the current spatial mismatch phenomenon, Thiès has got an important environmental, cultural and economic part to play, despite the constraints it faces. That is why the mayor of the city of Thiès, concerned about acquiring a better mastery of its development, has asked to *les Ateliers* to think about the role of the city at a national scale, and the issues it infers locally.



## Who are Les Ateliers ?

Nonprofit making association created in 1982 by the town planners of the city of Cergy-Pontoise, *les Ateliers* are an international network of professionals, academics and decision-makers as regards urban town-planning. Oriented on the practice of urban planning, the association organizes workshops considered as conception and collective creativity areas. In France or in other countries, these workshops bring the town-planners an international eye and illustrated offers on the territorial strategy and the urban town-planning projects. They are also a place where high level learning and exchanges can be questioned through the confrontation of businesses and cultures.

The Workshops organize three workshops each year for students and young professionals in Irkutsk, Porto Novo and Cergy-Pontoise about local or metropolitan urban-planning. International professional workshops are also punctually organized upon request of the local authorities and their partners in France, Asia, the Mediterranean region and more recently in Western Africa and Southern America.

## The workshop in Thiès: a local registration through the participatory approach

One of the specificities of *Les Ateliers* lies in its participatory approach. Since the beginning of the process, the project has been presented, discussed and debated with the various groups of the territory's stakeholders: elected representatives, technicians, nearby local authorities, state services, civil society representatives, and artists. Each one of them can, at any time, express ideas and suggestions on the main stakes for their city.

About thirty of these various stakeholders constitute the scientific council of this workshop. They have been participating to the definition of the strategic stakes, and to the production of preparatory documents. This mobilization/coordination approach around the workshop is under process, and is going to spread in all three District Communities of the city.

## Presentation and credits

This document is being sent to the partners and to the whole of the international network of the Workshops in order to mobilize professional application.

Editorial: Luc Raimbault, Delphine Baldé, pilots of the workshop,

With the help of the following:

- ISTOM Environmental study on water,
- ENDA-GRAF diagnostic, summary document on the stakes of the valorization of wastewater
- Urban diagnostic of the city of Thiès, technical help committee of the Cergy-Thiès decentralized cooperation program

And, on the basis of the exchanges which took place on the preparation mission in May 2011 with:

- Governance
- Prefecture
- Sub- prefecture
- Thiès Regional Council
- City of Thiès
- District Communities (north, west, east)
- Fandène, Mont Rolland, Notto, Keur Mousseu Rural Communities
- Division régionale de l'Urbanisme (Regional Urban-planning division)
- Centre des Services Fiscaux (Tax Service Center)
- Service régional de la Planification (Planning regional service)
- Service régional de l'Aménagement du Territoire (Land-planning regional service)
- Service régional de l'Elevage (Livestock production service)
- ONAS Office national de l'assainissement du Sénégal (Senegal National Office for Sanitation)
- SONES Société Nationale des Eaux du Sénégal (Senegal National Water Society)
- SDE Société des Eaux du Sénégal (Senegal Water Society)
- DREEC, Division Régionale de l'Environnement et des Etablissements Classés (Environmental and Protected Establishments Regional Division)
- Inspection régionale Eaux et forêts (Regional Water and Forests Inspection)
- DRDR, Direction Régionale du Développement Rural (Regional Rural Development Directorate)
- DAR , Direction d'Appui aux Régions (Region Support Directorate)
- Service Régional de l'Hygiène (Regional Hygiene Service)
- SRADL, Service Régional d'Appui au Développement Local (Local Development Regional Service)
- Service régional de l'Hydraulique (Hydrolic Regional Service)
- Service régional de Développement communautaire (Community Development Regional Service)
- CADL, Centre d'Appui au Développement Local (Local Development Support Center)
- ANCAR Agence nationale de conseil agricole et rurale (Agricultural and Rural National Agency)
- ANAT Agence nationale de l'aménagement du territoire (Land-planning National Agency)
- ARD Agence régionale de développement (Development Regional Agency)
- Agence nationale de la Statistique et de la Démographie (National Agency for Statistics and Demography)
- Thiès University
- Dakar University (ESEA, former ENEA)
- Organisation des maraîchers de Keur Saïb Ndoye (Keur Saïb Ndoye Market-gardeners Organization)
- Association des agriculteurs de la zone Nord (Northern area farmers Association)
- Réseau des femmes rurales de Fandène (Fandène rural women network)
- Réseau des organisations paysannes et pastorales du Sénégal (Senegal farming and pastoral organization network)
- Conseil national des maisons des éleveurs du Sénégal (Senegal breeders's houses National Council)
- Maison des éleveurs de la Région de Thiès (Thiès region breeders's house)
- Fandène CLCOP, Mont Rolland and Notto
- Fandène CIVD Comité inter villageois de développement (Development inter-village coordination committee)
- Regroupement des maraîchers de Mont Rolland (Grouping of the Mont Rolland market-gardeners)
- Regroupement des chauffeurs et transporteurs de Thiès (Thiès drivers and carriers Grouping)

- Association des taximen de Thiès (Thiès taxi-drivers association)
- FAFS, Fédération des Associations Féminines du Sénégal (Senegal Women Association Federation)
- Civil Forum
- GIPS-WAR, Groupe d'Initiative pour le Progrès Social (Initiative Group for Social Progress)
- GIE in charge of waste management
- Comités de salubrité des quartiers (District Salubrity Committee)
- CRCR, Conseil Régional de Concertation des Ruraux (Rural Dialogue Regional Council)
- Union Régionale des coopératives d'habitat de Thiès (Thiès Housing Cooperatives Regional Unity)
- Comité de suivi et de mise en œuvre de l'intercollectivité KeMoPoDi, Keur Moussa, Pout et Diender (KeMoPoDi intercommunity committee - Keur Moussa, Pout et Diender)
- NGOs, projects and programs
- UNACOIS Union nationale des commerçants et industriels du Sénégal (National Union of Senegal shopkeepers and manufacturers)
- CUART, Cadre Unitaire des Artisans de Thiès (Thiès craftsmen Unitary Framework)
- Service régional des Mines et de la Géologie (Mining and Geology Regional Service)
- Military Zone N°7
- Centre Culturel Régional (Regional Cultural Center)
- Syndicat d'initiative et du tourisme (Tourism Information Office)
- Association des délégués de quartiers (District delegated Association)
- IAGU Institut Africain de gestion urbaine (Urban Management African Institute)
- Inspection régionale jeunesse (Youth Regional Inspection)
- Inspection régionale des sports (Sports Regional Inspection)
- UN-HABITAT
- Unité d'eau minérale de Mont Rolland (Mont Rolland Mineral Water Unity)
- Manufactures Sénégalaises des Arts Décoratifs (Decorative Arts Senegalese Manufactures)
- Conservation des Eaux et des Sols (Waters and Soils Conservation)
- ANE platforms
- Inspection d'Académie de Thiès (Thiès Academy Inspection)
- Chambre de Commerce et d'industrie (Chamber of Commerce and Industry)
- Chambre des métiers (Chamber of Trades)

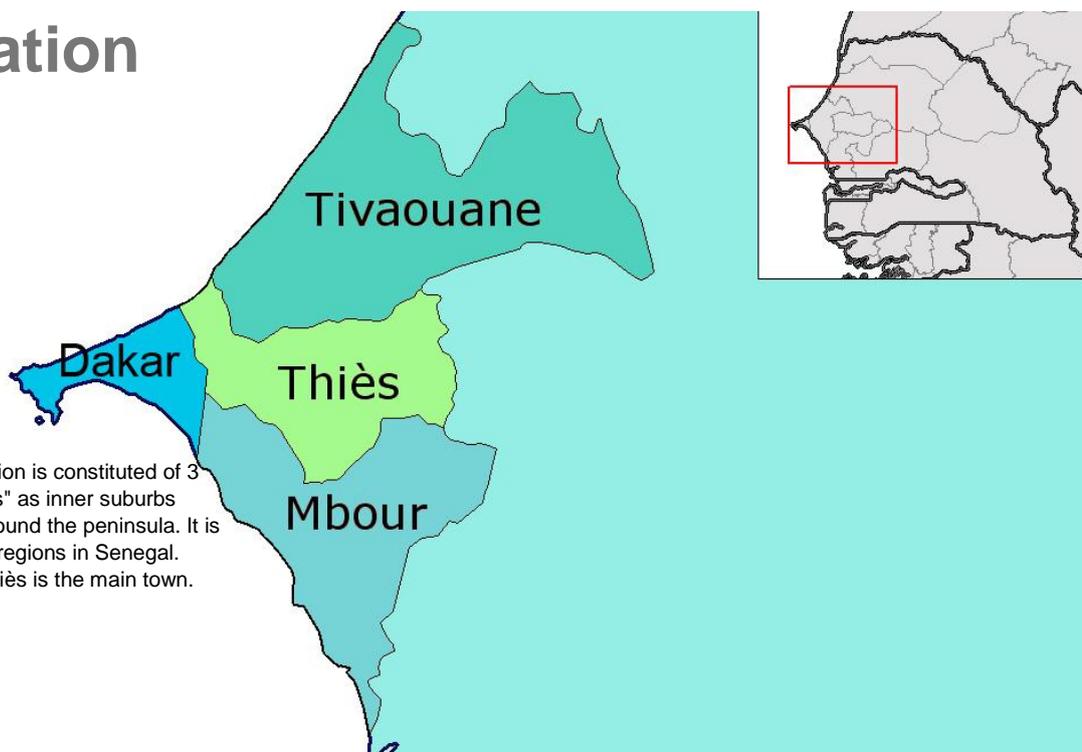
Final read-through and complements: Elise Garcia, Nicolas Détrie, Antoine Plane, Thiès City Scientific Committee,

Along with the advice of the members of the Workshops Scientific Committee.

Photography : Luc Raimbault, Delphine Baldé, Antoine Plane.

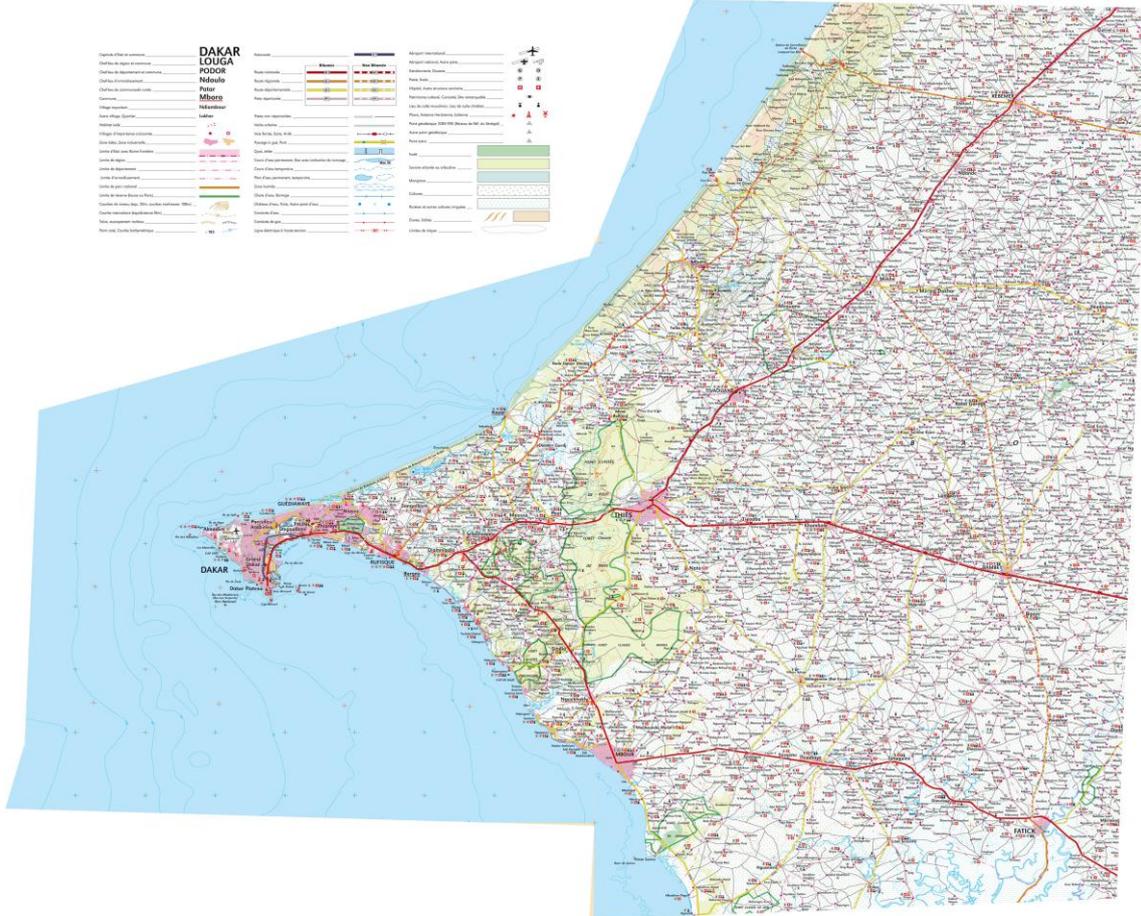
Publication Date : April 2012.

## Situation



The Thiès region is constituted of 3 "départements" as inner suburbs developing around the peninsula. It is one of the 14 regions in Senegal. The City of Thiès is the main town.

**IGN map of the territory between the Dakar metropolis area and Thiès city**



Aerial view of the Dakar / Thiès / Mbour territory



# 1- Introduction

Thiès is located 70km away from Dakar, the capital of Senegal. It is one of the 14 administrative regions of the country and covers an area of 6.601km<sup>2</sup>, which is 3.4% of the national territory. Its population is considered 1,658,445 inhabitants, which is 13.3% of the national population. It is divided into 3 departments (Mbour, Thiès and Tivaouane) and 51 local communities, including the city of Thiès.

## More than just proximity...

The Dakar urban explosion, which is suffered more than it is controlled, has led to the quasi-permanent embolism of the capital. It is seriously harming its economic development and currently imposing degraded life conditions upon its 3 million inhabitants. The capital is looking for balanced territories so as to transfer a part of its activities, to develop new functions (essentially tertiary, and to welcome new inhabitants in order to absorb the demographic growth. The Dakar urban area gathers 80% of the industries, 75% of the economic and administrative activities, and 30% of the population on 0.33% of the Senegal territory.

Due to its proximity with Dakar, the city of Thiès is starting a strong and quick demographic growth. Today Thiès, city of 300,000 inhabitants, offers a good quality of life. It has become very attractive to many Dakar executives who wish to live there with their families or retire there. The attractiveness of Thiès, which is already linked to the capital on a daily basis with the "Petit Train de Banlieue (PTB)" (Little Suburb Train), is reinforced with the construction of a highway section between Dakar and Diamniadio, first step of the Dakar-Thiès highway project.

However, the city of Thiès has a very limited amount of land reserve in its administrative perimeter. Its territory is circled by the rural community of Fandène with a small opening on the community of Keur Mousseu. The "protected forest of Thiès" spreads on the three local communities.

This situation has given birth to important land tensions between the communities. These tensions will not be solved unless they adopt a double approach:

- developing an urban planning strategy that uses less space, brings closer the urban and the rural, and cares more about environment,
- implementing a cooperation between the communities of the Thiès area, bound to share the same territory project.

This double approach will only be possible if one considers the issue at stake at the regional level.

## ... towards a project of regional balances

The strong growth dynamic, through which Thiès is going to go in the near future, must not be translated into an urban *laissez-faire*, reproducing, and continuing the informal and unfettered urbanization mechanisms launched in Dakar, leading to the quasi-permanent congestion of the capital. The environmental consequences linked to the characteristics of the Thiès plateau (currently the water reserve of the region) are regional: a progressive drying up of the streams, as well as local: the runoff and the flooding caused by the deforestation.

Indeed, one of the major danger for Thiès and its nearby local communities would be to lose its identity and its capacity to develop and bring out its economic and cultural potential and its quality of life in the continuous giant conurbation which Dakar could become if no strong and voluntarist land-planning policy is being implemented by the players in charge of both the regions of Thiès and Dakar.

At the regional scale, the stake is to understand the urban tensions, currently generated by the unfettered development of the Dakar conurbation, so as to transform it into a process of balanced and coordinated land-planning of the territory.

One could regain the fundamental big balances necessary to a metropolis only through a much larger scale territory project, shared by all stakeholders. Such a territorial project can be based

on the tripolar urban system of the three communities of Dakar, Thiès and Mbour, forming an emerging metropolis and the main economic engine of Senegal.

The purpose of the workshop in Thiès is to contribute to making this territory project emerge. The reflection on the Thiès urban development will be necessarily led at several scales, and particularly at the watershed scale in order to comprehend the influence of the Thiès plateau, the protected forests in the city of Thiès, and as a consequence to elaborate strategies in compliance with the scales of the large landscape and of the water networks.

## 2- At the international level: commercial exchanges "hubs" for West Africa

The transfer of the international airport, expected in 2014, from Dakar to Diass, 45km south-east of the capital, and only 16km away from Thiès, will only reinforce this perception. The position of the city is thus closely linked to that of the great African harbor, ideally situated at the western tip of the continent, ocean door of Sub-Saharan Africa, for an international investor. Dakar and its region constitute, since the harbor was created in 1858, a "compulsory" stop for the ships heading to the Cape or to Southern America.

Thiès, with a population of 300,000 inhabitants, was in 1864, date of the creation of the first colonial military post, a village of 75 inhabitants, founded in 1804 by a Serere family at the crossroads of the former Cayor, Bayol and Djolof kingdoms.

It has become the third city of the country, and its important development is based on two specificities, both coming from the peculiar geographic position of the city:

- Thiès controls access to Dakar from the inside of the country through a path situated between two plateaus, currently covered by a protected forest. This position has historically always made it a strategic point, garrison area from the beginning of the colonial history, and today the headquarters of the superior school of the armies, plus an air base for the Senegalese army.
- The construction of the railway between Dakar, and Saint Louis, unveiled in 1885, has launched growth in the city, further emphasized by the decision to settle the tracks' workshop of the Dakar-Niger line, opened in 1925 between Dakar and Bamako.

Benefiting from direct and regular connections with Saint-Louis at the gates of Mauritania since 1885 and with Mali, at the heart of the continent, since 1925, connected in 1952 to Dakar through an asphalted road, **Thiès has always been a crossroads city**, the closest one to Dakar and the recipient of all migrations. Today, it is still known as the most "Malian" city in Senegal.

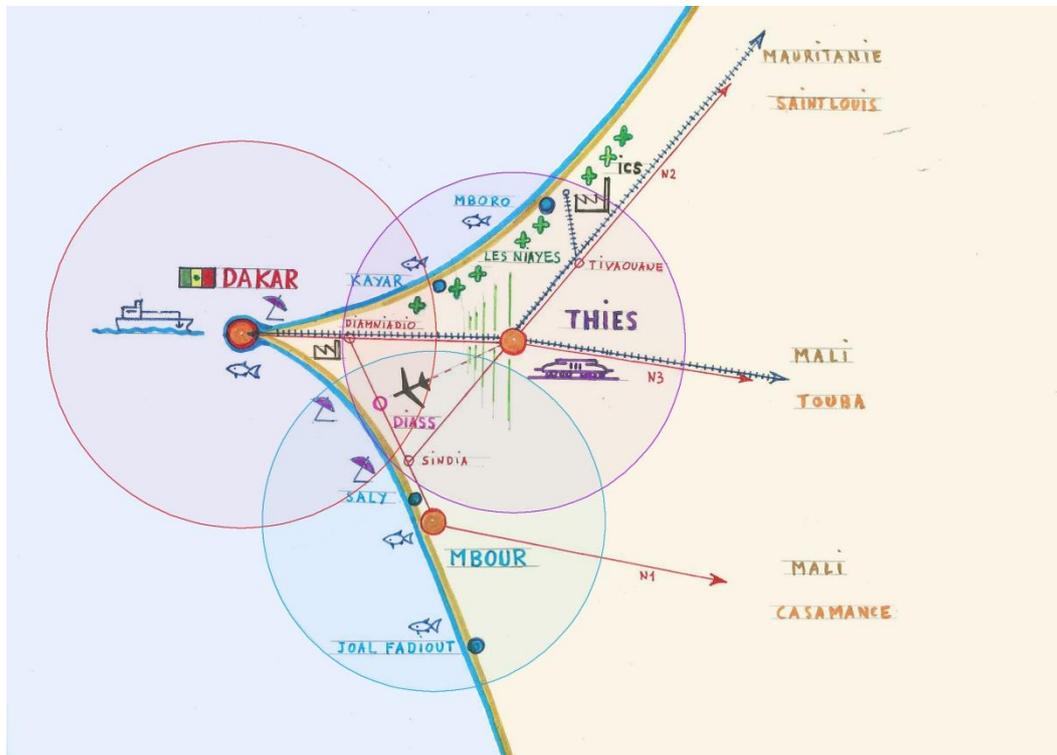
The history of Thiès is thus inseparable from that of the international exchanges within the African continent since the 19<sup>th</sup> century. As the city where the main national and international road traffic flows converges (except from the National n°1 along the coast, linking directly Dakar to Mbour), benefiting from rail traffic flows (quite limited nowadays), but bound to modernize and to redevelop, Thiès will reinforce its international status within a nearby future, thanks to the launching of the new Ndiass airport.

Thiès will thus be directly served by all kinds of transportation (including sea transportation, as part of the Dakar harbor hinterland), confirming its exchange international "hub" potential in Western Africa.



# 3 – At the national and regional scale: the strength of a tripolar urban system

## 3.1 The DAKAR / MBOUR / THIES triangle



Despite the questionable political, economic and demographic hegemony of the capital, Dakar, along with Thiès and Mbour, constitute an international tripolar urban system, of which the consistency and synergies must be reinforced, since each entity has a specific and complementary identity and assets. Their respective distance of 70 to 80 km are sufficient not to inexorably lead to the merging into a one and only conurbation which would be impossible to live in and to control. It is still possible to regain the fundamental balances necessary to a large metropolis at a regional scale. The new Ndiass airport will be the center of gravity of this new metropolitan urban system. At the national scale, Thiès plays a strategic part in articulating between this identified tripod, and the rest of the country, at the gates of the major cultural areas in Senegal.

- **Dakar**, 3 million inhabitants agglomeration, is a major international harbor which made it the economic capital of the country, then in 1902 the capital of French Western Africa, and finally in 1952 the political capital of Senegal. The city is home to the presidential palace, the national assembly, the central departments and administrations as well as the headquarters of the great international companies and the main university of the country.

Confined in the limited territory of Cape Verde's peninsula, constantly congested by the car traffic on working days, it offers today degraded urban functions and life conditions, which are hardly compatible with the pursuit of the development necessary to one of the major capitals of West Africa, and with the unavoidable pursuit of its demographic growth expected in the years to come.

Dakar is looking for new places and new balanced territories: the shift of the international airport to Ndiass; the relocation of industries and activities, which are today unfit to the urban

constraints of a capital; the creation of a tax-free zone called "Special Economic Zone" in Diamniadio, and connected to the capital by a highway; and the planned development of Thiès; all these aspects participate in achieving this goal.

Within the tripolar urban system, Dakar and its influence zone mainly bring political, tertiary and academic functions along with harbor (industry, international logistics and fishing), industrial and touristic economic activities.

- **Thiès**, a strategic agglomeration since 1860 controls access to the Dakar international harbor hinterland, and is bound to become the first multimodal platform in Senegal towards which the main flows of the country converge.

Being historically an industrial city, Thiès also has a trading tradition and, since recently, an academic city, its development potential is significant due to the convergence of the flows, the knowledge and the know-how which characterize it. Moreover, it offers urban functions, public spaces and a quality life, which strongly contrast with the living conditions of the majority of the inhabitants of Dakar.

Benefiting from a direct railway line with the capital, which must be imperatively modernized, it offers an alternative to the car and contribute in making it a balanced territory of sustainable development at the regional scale.

Within the tripolar urban system, Thiès and its influence zone mainly bring administrative and academic function, as well as important economic, industrial, commercial and logistic activities, along with and important market gardening and fruit cultivation production.

However, the city of Thiès suffers constraints of various kinds (environmental, cultural, etc...) which need to be thought through in order to make the city more able to meet its populations' expectations... but also to cope with the role the central power wishes to see it play.

**Mbour**, is a more humble city, yet it is the capital of the "Petite Côte" (The small coast), the first tourist destination in Senegal, with its beaches and equipment making it an internationally known tourist destination.

The city also has the second most important fishing harbor in Senegal and it directly connected to Dakar through national route n°1 connecting the capital to the Casamance region and to Mali. Its influence area is also made of the important Joal Fadiouth fishing harbor. Within the tripolar urban network, Mbour and its influence zone bring two major economic assets: an internationally known beach tourism economy along the "Petit Côte" and important fish productions.

## 3.2 A railroad potential for Thiès, "the railway capital"

### The Dakar-Niger railway network and Transrail



The Dakar-Bamako (Koulikoro) is a legendary train built by the French colonial administration towards the end of the 19th century and the beginning of the 20th century. The construction project was drafted by Gallieni, a French Sudan commander, and its purpose was to transport troops more quickly and export the country's natural resources towards the Dakar harbor.

In 1885, the Dakar Saint Louis line (DSL) was the first railway opened in West Africa. Implemented in 1881, the Dakar-Bamako line was also built on a metric line between two sections. It is 1,287km long spreading in Mali. The Malian section between Kayes and Bamako with an extension at Koulikoro in the east was opened on May 19, 1904. The Dakar-Bamako connection was opened on January 1<sup>st</sup>, 1924.

From October 1947 to March 1948, the Thiès railroad employees conducted a very hard strike, which was violently repressed, but which they won, thus writing the name of Thiès and its railway employees in the history of liberation from the colonial yoke. The film-maker and writer Sembene Ousmane immortalized this struggle in a famous novel: "Les bouts de bois de Dieu" ("God's Bits of Wood").

In October 2003, the Senegalese and Malian governments entrusted the Transrail society with the management of



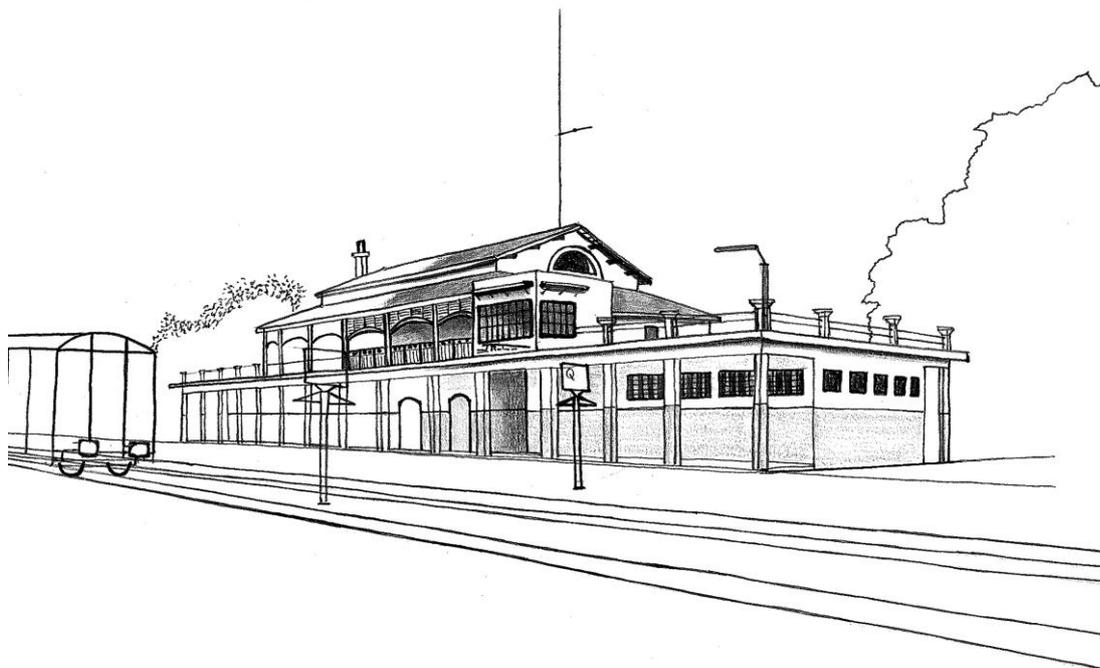
the rail network. The company was first ran by a French-Canadian consortium (Canac-Getma), then by the Belgian company Vecturis SA since April 2007. The governments have insisted on the maintenance of the passenger service. This service consists in a weekly connection between Dakar and Bamako. The train leaves Dakar on Saturdays at 1.50 pm and arrives at Bamako on Monday evenings or Tuesday mornings. The maximum speed reaches 65km/h. The train returns to Dakar on Wednesdays. The trip costs around 35,000 CFA Francs for first class tickets, and 25,000 CFA Francs for second class tickets.

The "Petit Train de Banlieue" (PTB) is a suburb train created in 1987 providing a regular service between Dakar station and Rufisque. The train was call "Petit train bleu" (little blue train) until 2003. The PTB manages the passenger rail service from Dakar's suburb between Dakar and Rufisque and a railcar shuttle service between Dkar and Thiès only one daily return trip. Fare: 200 CFA Francs between Dakar and Rufisque and 750 CFA Francs for second class tickets between Dakar and Thiès.



In 2011, the Transrail Company suffers a new economic crisis. The company is expecting a judgment from the Bamako Commercial Court which should be rendered in July 2012. Senegal and Mali have decided to create a public bi-national company in charge of the infrastructure investments (which were normally included in the expenses borne by the Transrail company).

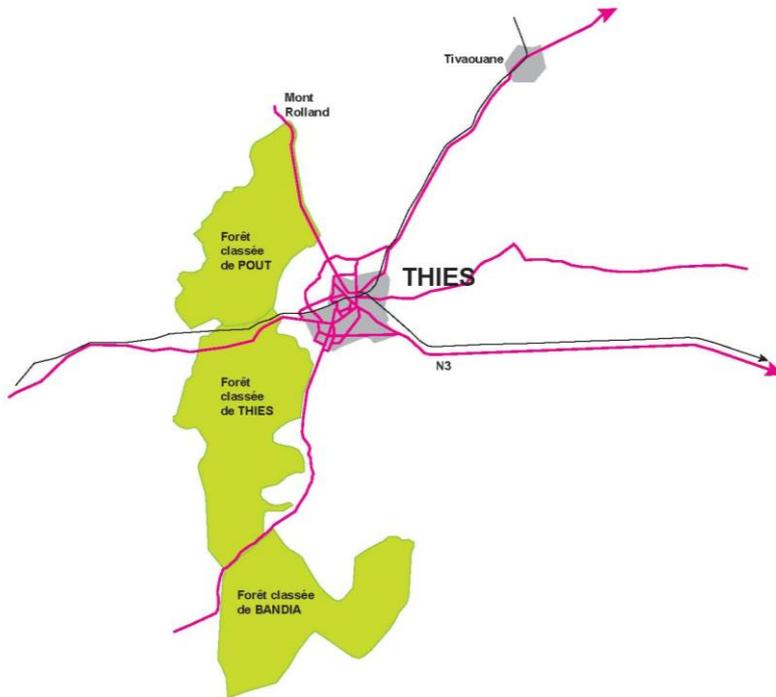
Thiès Train Station



Sketches of the Thiès train station, L. Raimbault

# 4 – At the local scale: the Thiès agglomeration, "Crossroads city"

## The assets of the Thiès agglomeration



**Thiès** has many assets to become an important economic and intellectual metropolis:

:

- A strategic geographic location,
- Many means of communication of all kinds of which the quality and efficiency can be bettered,
- An important production economy in the transportation industry (railroad activities, car and bus manufacturing plants), but also in the heavy industry area in its influence zone (phosphate, phosphoric acid and fertilizer

production by the Senegal Chemical Industry, cement and ore extraction), and finally an agricultural and rural economy also characterized the hinterland and supplied the city,

- The city matters in the history of Senegal : a labor-town culture gained over the last fifty years and benefitting from a glorious past vis-à-vis the colonizer (victorious railroad employees strike from October 1947 to March 1948), and the first mayor of the city was Léopold Sédar Senghor,
- A young and growing university and national level higher education establishments covering many academic areas,
- Preserved life quality which continues to attract the inhabitants of Dakar who come more and more to live in the city.

## The 5 major assets of Thiès city and agglomeration:

### Environment

- Difficulty to manage the water resources and current floods
- Difficulty to protect from the hold of the protected forest in the national landscape heritage
- Impoverishment of progressive absorption of farmland, deterioration of the market-gardening conditions
- Growing insalubrity and difficulty to manage the waste and dangerous products
- Inadequacy of the used and rainwaters sanitation system

**Land management**

- Limited competence at the border of the community perimeter, land reserve out of stock
- The agricultural areas are threatened by the urban extension
- Conflict of interest between Urban and Rural
- Anarchic and irregular occupation of the urban space

**Territorial and economic development**

- Preserving the life condition quality of an average town while developing
- Developing local employment opportunities, encouraging the development of economic activities to meet the growing number of inhabitants of the city of Thiès
- Infrastructure and equipment

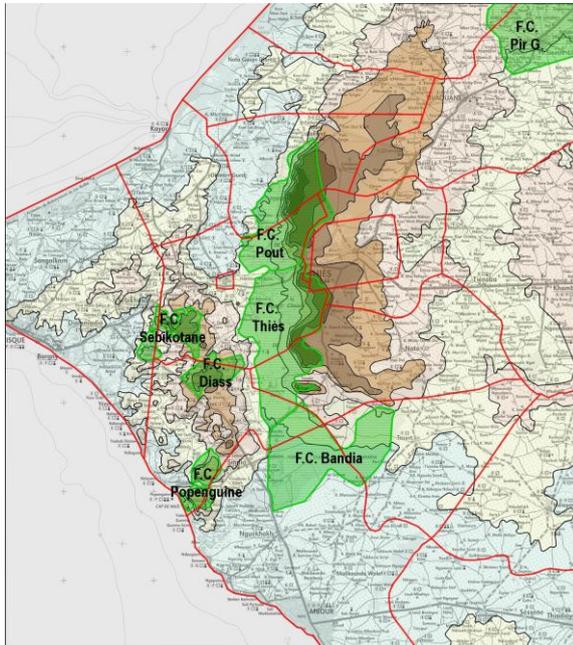
**Local governance and concertation**

- Defining the collective goals for the development of the agglomeration
- Identifying the concertation framework
- Identifying the cooperation needs between the local collectivities and the affected players

**Culture and tourism**

- Identifying the cultural and artistic heritage
- Creation of cultural and artistic territories (poles)
- Promotion of the cultural and artistic territories (poles) (developing competitive cultural arguments and competitive cultural advantages for the emergence of attraction and convergence pole, and an economic cultural, artistic and tourist zone);
- Signing Thiès in for a cultural, artistic and tourist event in the national cultural agenda (a biennial resting on one or several Thiès cultural specificities).

## 4.1 Environmental stakes: water supply, local economy and the ecosystem of the Thiès plateau



In Thiès, the environmental stakes are urgent, for example facing deforestation and natural resources management problems, for both the rural and urban territories. Lack of action could lead to worsen the most vulnerable population's situation. On the one hand, the 3 protected forests located west of the city of Thiès, on the plateau, while the urbanization has developed in the basin, in a strongly south-west oriented slope, have allowed Thiès to maintain its human scale city quality of life, without being included in the Grand Dakar urban continuum. On the other hand, this position explains the overflow situation with the storm water and the many floods that the Thiès neighborhoods are facing.

These forestry fields no longer play their part in balancing the environment. Before the deforestation phenomenon and the drought, the Thiès plateau constituted a true water reserve, essential pillar of the agricultural and breeding development. The Thiès department contains 3 protected forests on the plateau and regional forests, spreading on 21,755 hectares. Today, these forests are almost entirely clear from trees. They are strongly touched by human factors (bush fires, slaughter and over-pasturage) and natural factors (drought, ageing). As a matter of fact, this decreasing of the ground vegetation is one of the consequences of the mining exploitation. The forestry field is not only a resource playing a major part in the region's ecosystem, but is also permits to distance the Dakar agglomeration. The protected forests, "green lung" that needs to be reforested, are a common asset at the tripolar Dakar/Thiès/Mbour system scale, but their perimeter can be reconsidered to establish a better rural/urban interface.

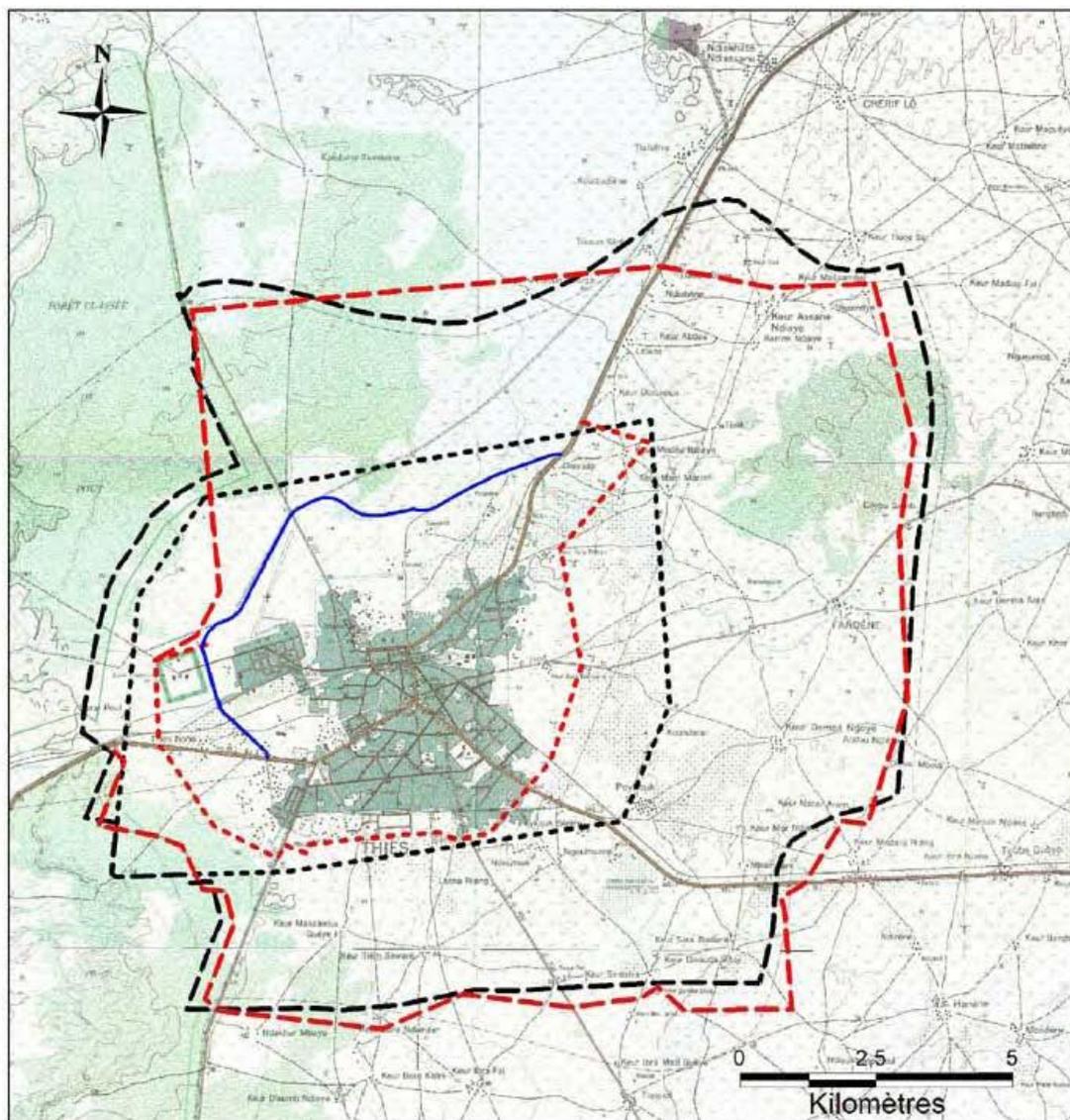


Agriculture plays an essential part in the Thiès region. Practiced in the Niayes coast area for the garden keeping and fruit exploitation, in the central area for the groundnut, tree and manioc exploitation, as well and in the southern area for market keeping and food production, it is constrained by the land speculation in the central area. The degradation of the plateau's ecosystem weighs on the Rônier exploitation, the breeding, the tree culture and garden keeping which constitute the local economy. The over-exploitation of the land causes the soil to degrade and deforestation. How can we boost agriculture in the region and develop the rural economy where the agricultural production does not have much of a future? The demographic explosion which Thiès is facing is land pressuring the

protected forests and the rural communities' agricultural lands in Fandène, Keur Moussa, Mont Rollant and Notto. Bettering access to water, managing the water resources and using the waste water are the inescapable stakes of a sustainable reconstitution of the ecosystem policy in the Thiès region and its repercussions on the local economy.

The sanitization problem and lack of water supply equipment are one the stakes that Thiès is facing in order to guarantee satisfactory living and sanitary conditions for the growing population. Managing the water resources must meet the urban area need as well as the agricultural activity need. One of the tracks to follow to act on one of the factors between the various water section is the exploit the wastewaters of the Keur Saïb Ndoye treatment plant, of the 3,000 m<sup>3</sup>/day capacity, which is not being exploited as much as it could. The city of Thiès is connected to a sanitization of the wastewater network over 75km and has a lifting station.





**Limites selon les dires des acteurs de Fandène**

- - - - - Limite Thiès - Fandène
- Limite extérieure de Fandène

**Limites selon le projet IMAP**

- - - - - Limite Thiès - Fandène
- Limite extérieure de Fandène
- Nouvelle voie de contournement nord

Réalisation : S. Leyendecker  
 GRETE - Bergerie Nationale - ISRA  
 Ecocité  
 Septembre 2004

Source : Communauté Rurale de Fandène  
 Projet IMAP  
 Carte topographique 1 : 50 000 1991 - DTGC

**Borders according to the Fandène players**

- - - - - Thiès – Fandène border
- Fandène outside border

**Borders according to the IMAP project**

- - - - - Thiès Fandène Border
- Fandène outside border
- New northern loop line

## 4.2 Land management

The constraints are mainly land constraints and cause the spreading of the city of Thiès to be limited to its influential zone, which is composed of the rural communities of Fandène, Keur Mousseu, Notto and Mont Rolland. However, this land issue must be put back in a larger framework than the institutional limit and consider as well the development potential within the city which is already constituted. How to evolve towards a trend other than urban sprawl in order to generate a renewing of the city on the city to welcome new inhabitants while respecting the traditional lifestyle?



The development of the Thiès agglomeration has led the State to make it a city composed of 3 district communities in 2008: Est Thiès, West Thiès and North Thiès. The Thiès city perimeter has been spread several times by decrees between 1954 and 1978, including former villages, some of them very rural. The extension of the city over the Fandène community which is composed of 36 villages has already been done. The expropriation of the village inhabitants in order to create housing developments has contributed to exacerbate tensions between the community and the rural community. The ones are trying to extend the city in order to stand their crossroads metropolis position, the others trying to limit this expansion to preserve their economic resources. There are many and various disputes. We notice that in case of multiple illegal sales, expropriation without compensation, plots attributed without any certificate of ownership document, construction on the protected forest perimeter.

The housing developments in the Thiès community have plots which are about 300m<sup>2</sup>, boundary determination costs between 10,000 and 25,000 CFA Francs. The main difference with the housing developments in the city of Thiès stands in the absence of infrastructure and equipment.

The intramuros surface area of the city of Thiès is 3,200 hectares. Most of the land which was exploited for agricultural activities, on the perimeter of the city of Thiès, is urbanized today. Some districts, which have developed irregularly, such as Lamy and Diakhao, have been regularized. The land entities in these districts are identified in the State field. The land situation of Thiès is characterized by a preponderance of State, army, and railway board fields. The army takes 39% of the field, which is 1,250 hectare. These lands have been reinstated, for example for academic, industrial and teacher training school activities.

The recent VCN accomplishment (north passing track turnout) prefigures the development of the city towards the north, in the form of a ZAC (joint development zone). This fringe between the rural and the urban is becoming strategic for the previously stated stakes. Which part can the rural community play in a production system and new industry dynamic at the scale of the Thiès plateau? How can we reconcile the environmental stakes with the urban expansion stakes?

### 4.3 Planning tools

Today, the qualities of the living environment in Thiès are attractive to many Dakar Senegalese looking for a city less polluted, with less urban congestion, where the cost of living is affordable, in a more closely linked urban-rural relationship, close to the tourist and economic attraction. The evolution of Thiès towards a metropolis could threaten these sought-after qualities. Yet today the city does not have a valid land-planning master plan. The current housing which was developed on the outskirts of Thiès does not reveal an anticipation strategy of the urban sprawl phenomena and their consequences on the infrastructures which are already insufficient for the inhabitants. The last land-planning master plan dates from 1981. It was not achieved in accordance with all of its options.

The Thiès population has gone from 248,314 inhabitants in 2004 to 286,215 in 2010, over 68km<sup>2</sup>. The density is 4,196 inhabitants/km<sup>2</sup>. The most densely populated districts are Médina Fall, Senghor city, Diakhao-Thialy, DVF, Hersent 1, and south Randoulène.

The international airport project is being implemented; it is expected to be opened in 2014. This trigger project goes along with various economic development or housing projects or studies. How can we conciliate these different stakes and integrate the investments? How can we consider the impact of these projects?

The reinforcement and bettering of the existing is closely linked to the issue of the transportation infrastructures and the living environment quality (public spaces, sanitizing). The development of squatter housing does not permit to guarantee a sufficient level of equipment. How can we set up space management tools? How can we exploit and value the specificities of the Thiès agglomeration balanced between the new outlying districts and the existing central districts? How can we plan the development of transportation?

### 4.4 An inter-municipality project

The geographic location of the rural communities does not allow them to fairly benefit from the city's potential and resources. Thus, the risks of land conflicts exacerbate the need for a dialogue framework in order to converge the needs and tools towards a balanced development project. Cooperation between the institutional players and the local population should guarantee the rooting of a development project on a long-term perspective. Thus we have to see how to start or continue the dialogue, and through which process.

The players who are involved in the housing developments:

For the rural community:

The CR chairman/the rural council/the village leader/the sub-prefect/the local development support center/the civil society associations and groupings

For the city of Thiès:

The mayor/the prefect/the land-planning service/the land register service

IMAP, an inter-municipality project

How can we pursue this project? The 2012 workshop is a true opportunity to clearly launch the dialogue process between the civil society players and the institutional players.



*Promenade des Thiessois*



*Le marché avenue du général de Gaulle*



*Place du marché*



*Stade Lat Dior*



*Passage de la voie ferrée dans la ville de Thiès*



*Les zones d'exploitation du Rônier*



*Le chantier de l'aéroport international de Ndiass*



*Les zones d'exploitation du Rônier*



*La construction des nouveaux quartiers sur la VCN*



*La forêt classée, déboisée sur le plateau de Thiès*

# Format and schedule of the workshop

The workshop will be organized according to the original method of *Les Ateliers*, which consists in gathering over two weeks 21 various professionals from different countries, split up into three teams of four, with two local professionals in each team, one of them working in the technical services of the Thiès municipality.

The early days will focus on meetings and tours. During the opening ceremony, the local authorities will have the chance to express their views to the participants and their particular expectations. Then, the leading committee will announce the composition of the teams, and they will begin working on the subject - without computers. After three days, the forum will take place. It is a key moment of the workshop where the teams will present the first elements of their work, their first analysis, and will freely exchange and debate with a local committee. During the second week, the team will finalize their productions; they will have access to computers in order to hand in their written and graphic work that will be used during their presentation to the international jury.

Composed of local players, representatives, city development executives, Thiès partners and personalities from the Workshops network, the workshop jury is like a “fourth team”. Its function is not to rank the teams but to identify within the teams’ production the most relevant propositions for the local authorities to use. The workshop is not a contest; there is neither a prize nor a market to win. What matters is the capacity to produce analysis, new representations, and threads in a collective way that can be easily used for Puebla’s development.

## Provisionnal working schedule

Friday, October 19	Arrival of foreign participants in the evening.
Saturday, October 20	Welcom Lunch : presentation of Les Ateliers. Visit of Thiès followed by a welcome dinner.
Sunday, October 21	Introduction conferences and city visits, at a wider scale.
Monday, October 22	Theme conferences. Opening ceremony. Thematic visits
From Tuesday, October 23 to Thursday, Oct. 25	Theme conferences, then team constitution. Workshop (without computers).
Friday, October 26	Exchange forum with the local stakeholders.
Saturday, October 27	Day off.
From Sunday, October 28 to Tuesday, Oct. 30	Workshop.
Tuesday, October 31	Deadline for written production in the evening. (8 pages A4 format + A0 poster). <i>Jury: Visit and conference. Welcome dinner.</i>
Thursday, November 1 <sup>st</sup>	Oral presentation preparation and rehearsal. <i>Jury: Visit and conference.</i>
Friday, November 2 <sup>nd</sup>	International jury. Presentations from the 3 teams, discussion, and then private deliberation of the jury. Final evening with announcement of the results and awards ceremony.
Saturday, November 3 <sup>rd</sup>	Morning: short presentation of the 3 projects and summary of the jury deliberation by the pilots, to a local committee: elected representative and associations. Debate in the room and conclusions : “ideas to start” Afternoon : possible excursion. Departure in the evening or the next day.

# If you want to take part

## Taking part in the workshop – October 20 to November 3, 2012

This workshop is for professionals of every age and nationality, and whose education and/or work is related to urban planning: architects, geographers, landscape artists, engineers, economists, artists... The goal is to create 3 multi-disciplinary teams. A good command of at least one of the following languages is required: French, English. We must say to the young graduates that an application with less than 3 years of experience is very unlikely to be selected.

The participants will stay in Thiès and will work in the workspace provided for them. Documentary resources with maps and information cards introducing the context will be available. The participants are not remunerated but the following expenses are covered: travel expenses (flight + visa) are paid back, accommodation in individual rooms, catering, interpreting, visits and work equipment.

The selection is made by the workshop's leading committee, based on the professional abilities of the participants, their experience on similar projects, their approach of the subject, their communication skills (language, graphics...) and their motivation!

If you want to apply, please send the following elements **before Sunday, the 19<sup>th</sup> of July**, at [application@ateliers.org](mailto:application@ateliers.org):

- **Filled application form** (attached file or on [www.ateliers.org](http://www.ateliers.org)) Name of the file: NAME\_Surname
- **1 page résumé**. Name of the file: NAME\_Surname\_CV
- **A one or two pages note** with text and graphic elements that you have produced (sketches, charts, drawings, blueprints...) explaining why you are interested in the project, what is the approach you would select for the project, the abilities/previous experience that you can bring to the workshop. Name of the file: NAME\_Surname\_Note

Results will be announced at the end of July.

More information: [thies@ateliers.org](mailto:thies@ateliers.org)



*Pilots: Luc Raimbault, Delphine Baldé*

*Referent for les Ateliers: Antoine Plane*

*Referent for the Municipality of Thiès: M. Hamet Tidiane THIAW*

*Referent for the municipality of Cergy : Elise Garcia*

[www.ateliers.org/en](http://www.ateliers.org/en)