

“Aviation in Africa” & 13th Aviation Student Research Workshop

30th June to 2nd July 2016, Bremen

Presentation by Professor Emeritus Dr. Karl Wohlmuth, University of Bremen, Faculty of Economics and Business Studies, Director of the Research Group on African Development Perspectives Bremen

Title of Presentation: **New Growth and Poverty Alleviation Strategies – Spatial Development Matters**

Thursday, June 29th 2016, Session I: New Strategies for Inclusive Economic Growth in Africa I, Workshop organized by the Centre for Public Management of the City University of Applied Sciences Bremen in cooperation with Airneth, G.A.R.S., Hogeschool van Amsterdam

New Growth and Poverty Alleviation Strategies – Spatial Development Matters

**Thursday, June 29th 2016, Session I: New Strategies for
Inclusive Economic Growth in Africa I**

1. Introduction
2. Aviation In Africa and Inclusive Economic Growth
3. Inclusive Growth and Spatial Development
4. Country Cases – Why Spatial Development Matters
5. Towards Inclusive Spatial Development in Africa
6. Conclusions

New Growth and Poverty Alleviation Strategies – Spatial Development Matters

1. Introduction

So far the prospects of Aviation in Africa were considered in the context of economic growth, but not with regard of inclusive economic growth. This makes a big difference. Although the discussion about inclusive economic growth is theoretically and empirically advancing, the focus is on the pace and the pattern of growth, but the space where growth takes place is still neglected.

Neglecting the spatial dimensions of inclusive economic growth has severe consequences – for balanced development and the alleviation of poverty.

New Growth and Poverty Alleviation Strategies – Spatial Development Matters

1. Introduction

But what is “inclusive economic growth”? According to UNDP’s Chief Economist four dimensions are important:

“**Growth is inclusive** when it takes place in the **sectors** in which the poor work, occurs in **places** where the poor live, uses the **factors of production** that the poor possess, and reduces the **prices of consumption items** that the poor consume” (UNDP Chief Economist, Thangavel Palanivel, 2015). The main issue is: How to reach the poor to “participate in growth” and to get “equality of opportunity”.

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2. Aviation In Africa and Inclusive Economic Growth

Yamoussoukro Declaration (YD): The Declaration of 1988 and the Decision of 1999 paved the way for the liberalisation of African air services towards realising “open skies in Africa” and establishing a “single air transport market in Africa”. **However, the implementation dates were postponed to 2002 and to 2017.**

African Union Summit January 2015: Only 11 out of the 53 AU members re-committed themselves to have the YD implemented by 2017, 15 years beyond the second deadline of 2002. And the barriers to competition are rising.

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2. Aviation In Africa and Inclusive Economic Growth

**Blocked Progress of Air Services Liberalisation in
Africa despite of new drivers:**

Acceleration of Growth in Africa;

Growing Middle Classes all over Africa;

Strengthened Regional Economic Integration in Africa;

Increasing Global Integration of Africa into Trade, Services,
Investment and Value Chains; and

South-South Links are also becoming more important.

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2. Aviation In Africa and Inclusive Economic Growth

All these arguments about important new drivers of a growing aviation business in Africa have to be assessed quite critically:

Acceleration of Growth in Africa: Growth is uneven, based on Poor Numbers which refer mostly to formal sectors and international transactions, and this has little to do with Inclusive Growth; ***Growing Middle Classes all over Africa:*** This argument leaves just out the huge number of rich income earners/asset holders, and is based on highly diverse definitions and measurement methods;

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2. Aviation In Africa and Inclusive Economic Growth

Strengthened Regional Economic Integration in Africa: Progress in Regional Economic Communities (RECs) is highly uneven, policies are basically top down, the integration process is not transformative, and largely based on drafting documents and treaties; ***Increasing Global Integration of Africa into Trade, Services, Investment and Value Chains:*** The shares of Africa in global values are still very small, while landlocked countries and remote areas are not significantly integrated; ***South-South Links are becoming important:*** agenda for future services trade.

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2. Aviation In Africa and Inclusive Economic Growth (InterVISTAS, July 2014)

The Classical Model to estimate the Effects of Liberalisation in Air Services on Economic Growth, Enhanced Productivity and Job Growth leaves out all issues of inclusive spatial development (ISD): The “Gravity Model” used looks at “Traffic” as being dependent on GDP of countries A and B which are connected with bilateral agreements, Service Trade between countries A and B, Intervening Factors affecting traffic between A and B, and Bilateral Agreement Factors for A and B. But it is not of interest which regions and groups of people may benefit.

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2. Aviation In Africa and Inclusive Economic Growth (InterVISTAS, July 2014)

It is not of interest if liberalisation favours remote areas, cross-border regions, regions with high unemployment and poverty, and regions with different economic bases. It is also not relevant if countries A and B are part of a REC.

There is also no reference to the Impacts of establishing the Single Air Transport Market based on the Nine Freedoms: While the freedoms one to five refer basically to traffic directed to capital cities, the freedoms six to nine may have implications for spatial and regional development. Regional value chains in Africa may benefit.

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2. Aviation In Africa and Inclusive Economic Growth (InterVISTAS, July 2014)

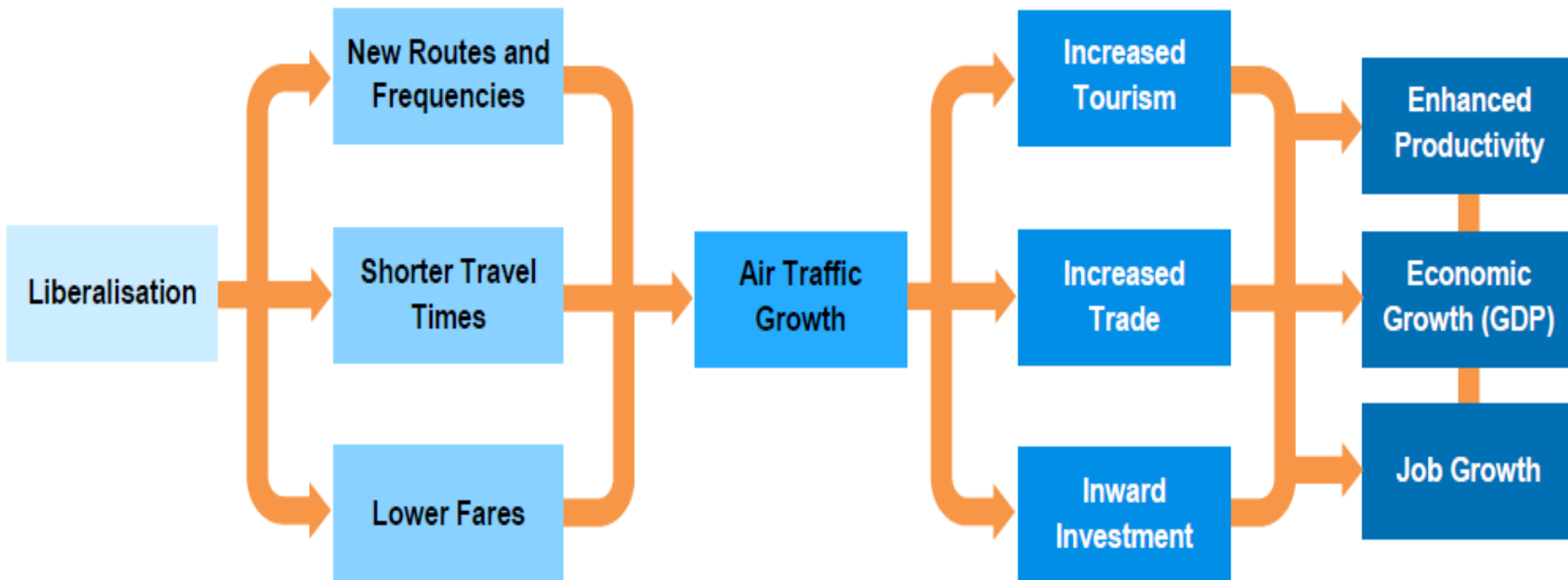
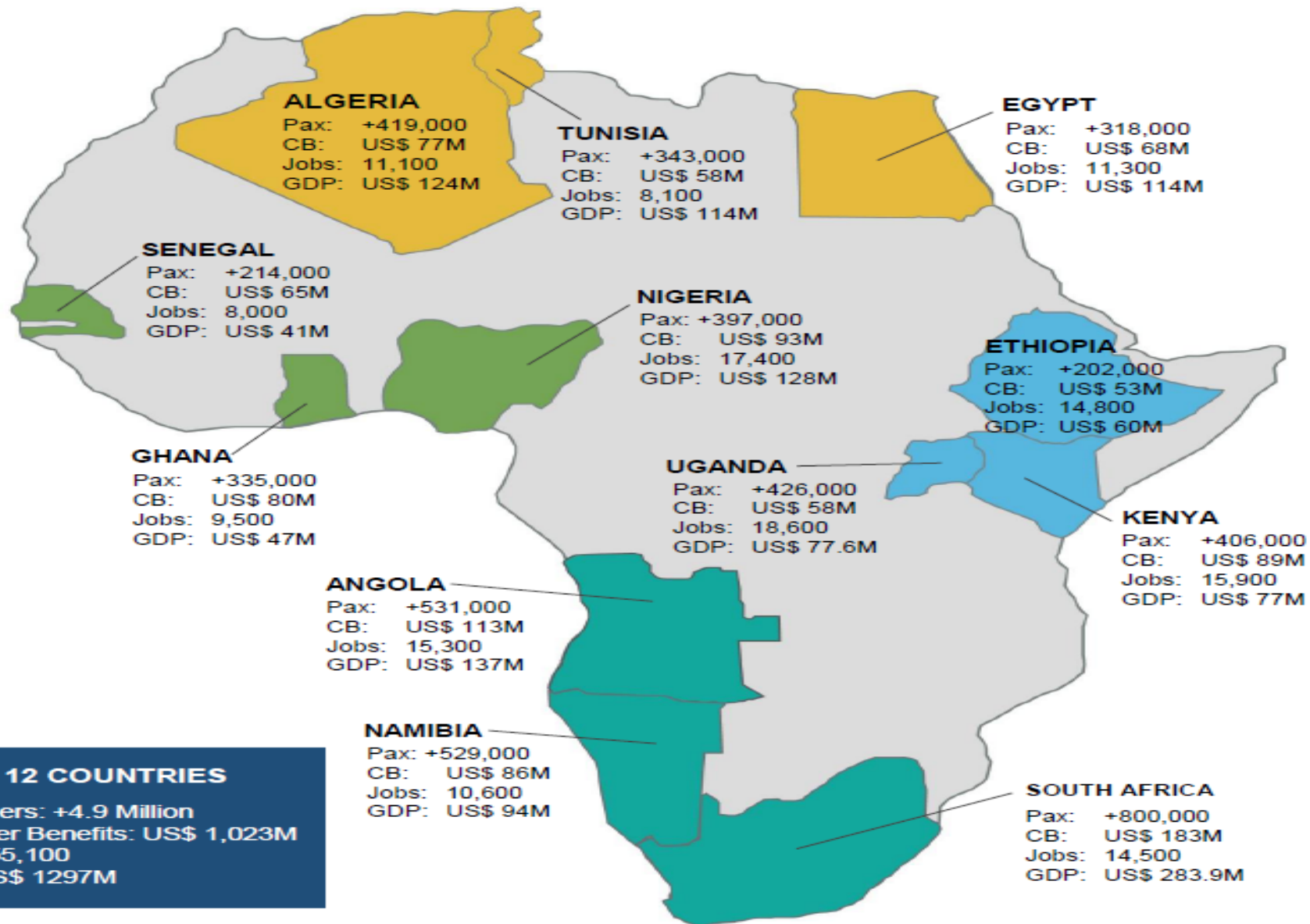


Figure ES-2: Summary of the Economic Impacts of Liberalisation



All financial figures are in 2013 prices.

CB = Consumer Benefits, measured in terms of consumer surplus.

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2. Aviation In Africa and Inclusive Economic Growth

Aviation in Africa can contribute to inclusive growth via inclusive spatial development policies:

- Reaching out to remote and inaccessible areas;
- Supporting protection of nature via Eco-Tourism;
- Reaching the vulnerable and the poor in crisis and conflict areas;
- Serving mid-sized towns in the rural-urban continuum;
- Supplying Essential Goods in Case of Disaster.

New Growth and Poverty Alleviation Strategies – Spatial Development Matters

3. Inclusive Growth and Spatial Development

Inclusive Growth (IG) is increasingly focussed on, but with quite diverse approaches (definitions and measurement): There is an overwhelming focus on poverty reduction and redistribution, but also on new growth patterns which enlarge the economy via structural transformation. Creating productive employment, opportunities to have better access to growth factors, empowerment, social protection, good governance, access to infrastructure, and other factors are as well mentioned, but there is still a serious lack of a comprehensive concept.

3. Inclusive Growth and Spatial Development

From: Ranieri/Ramos 2013, IPC-IG, p. 18

Definitions of Inclusive Growth: Summary of Key Elements

	Poverty	Inequality	Growth	Productive Employment	Capabilities / Empowerment	Gender Inequality	Access to Infrastructure	Social Protection	Participation	Targeted Policies	Basic social Services	Good governance	Opportunity	Barriers for Investment	Benefits of Growth
Ravallion and Chen (2003)	X														
Bhalla (2007)	X			X	X										
Ianchovichina and Lundstrom (2009)	X		X	X										X	
Habito (2009)	X														
Kakwani and Pernia (2000)		X			X					X					
White and Anderson (2001)		X													
Kakwani, Khandker and Son (2004)	X	X	X												
Son and Kakwani (2008)	X	X	X												
Kraay (2004)	X	X													
Ali and Son (2007)		X											X		
Grosse, Harttgen and Klasen (2008)	X	X			X										
Son and Kakwani (2008)		X	X												
Klasen (2010)		X											X		
Rauniyar and Kanbur (2010)		X	X		X			X	X				X		X
McKinley (2011)	X	X	X	X	X	X	X	X			X	X			

New Growth and Poverty Alleviation Strategies

– Spatial Development Matters

3. Inclusive Growth and Spatial Development

Inclusive Growth (IG) is measured by focussing on various groups of factors and indicators, but spatial inclusion factors and indicators are scarce. The available inclusive growth frameworks and indexes cover quite different groups of indicators. The World Economic Forum's "Inclusive Growth and Development Framework" has seven pillars, and six of them have to do with the question how inclusive growth outcomes can be delivered by market activity. Pillar Seven only is on fiscal transfers, dealing with tax codes and social protection.

3. Inclusive Growth and Spatial Development

From: Global Competitiveness Report 2015-2016, Box 1

Figure 1: Inclusive Growth and Development Framework



<http://www.weforum.org/reports/inclusive-growth-and-development-report-2015>

New Growth and Poverty Alleviation Strategies – Spatial Development Matters

3. Inclusive Growth and Spatial Development

The African Development Bank (AfDB) has used more conventional categories of indicators for its Inclusive Growth Index (IGI): The eight categories (Growth, Health and Demographics, Labour Force and Employment, Gender, Education, Sanitation, Inequality, and Governance) with thirteen indicators are conventional. The greatest weakness is the lack of spatial development indicators (spatial inequality, urban-rural continuum, agglomeration effects, spatial planning modules, economic geography of countries and regions, role of intermediate cities, etc.).

3. Inclusive Growth and Spatial Development

From: AfDB 2013, p. 27

Table 20: Indicators Used for Computation of Inclusive Growth Index

Broad Categories	Specific Indicators (S_j)	No of countries in the Dataset (m_j)
Growth	1. Real GDP Growth	194
	2. Real per capita GDP Growth	194
Health and Demographics	3. Public Health Expenditure (% GDP)	187
	4. Mortality Rate Under-5 (per 1,000)	193
	5. Life Expectancy at Birth	196
	6. Tuberculosis (per 100,000 people)	202
Labour Force and Employment	7. Wage & Salaried (% of total employment)	92
	8. Employment-to-Population Ratios (% of 15+)	173
Gender	9. Female Labour Force (% of total workforce)	184
Education	10. Ratio of Female to Male Secondary Enrolment (%)	163
Sanitation	11. Population Using Improved Sanitation Facilities (%)	178
Inequality	12. Gini Index	99
Governance	13. Corruption Perception Index	179

New Growth and Poverty Alleviation Strategies – Spatial Development Matters

3. Inclusive Growth and Spatial Development

More than this, the African Development Bank (AfDB) has presented the Africa Infrastructure Development Index (AIDI): AIDI became part of the Inclusive Growth Index for Africa (by M. Ncube for AfDB). This Index has four components (Transport, Electricity, ICT, and Water and Sanitation). The **Inclusive Growth Index for Africa (IGIA)** covers four dimensions of inclusion (economic inclusion, social inclusion, spatial inclusion, and political/institutional inclusion). Although Spatial Inclusion is part of the Index, the national data are of use only for country comparisons.

New Growth and Poverty Alleviation Strategies – Spatial Development Matters

3. Inclusive Growth and Spatial Development

Economic Inclusion has components such as Poverty/Inequality, Productive Employment, Economic Infrastructure, Agriculture, and Gender Equity. **Social Inclusion** has various dimensions of Social Infrastructure (health, education, water and sanitation). **Political/Institutional Inclusion** has indicators for Participation and Governance, Property Rights, Public Revenues and Public Investment. **Spatial Inclusion** covers Intra-regional Trade, Regional Labour Mobility, Openness to Trade, Spatial Inequality, and Access to Infrastructure.

New Growth and Poverty Alleviation Strategies

– Spatial Development Matters

3. Inclusive Growth and Spatial Development

Developing inclusive spatial development policies: Much more is needed, especially by considering sub-regional spatial development issues as intra-state and intra-regional spatial inequalities are huge and request a consideration in overall spatial policies. Information along the whole rural-urban continuum is needed. The Missing Middle of Intermediary Cities is an important issue in this context, as mid-sized cities are of importance for poverty reduction policies through labour market instruments. The African Economic Outlook 2015 is rich on suggestions.

3. Inclusive Growth and Spatial Development From: African Economic Outlook 2015, p. 27

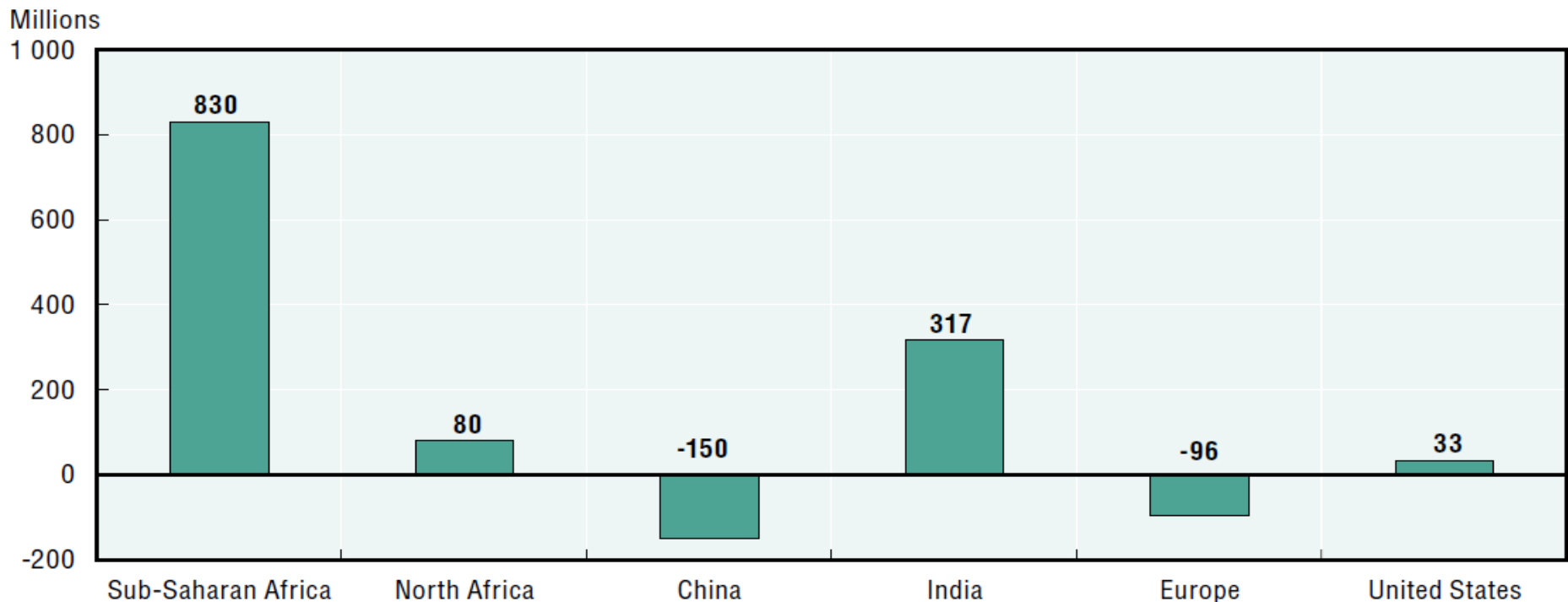
Table 1.2. Simplified definitions of regional scales and policies

SCALE	DEFINITION	POLICIES
Supranational region	Territory of an international organisation (e.g. Economic Community of West African States).	Economic and social policies for integration and economic corridors.
National territory	Jurisdiction of a country	Policies for transfers, policy co-ordination, urbanisation, credit, education, training and health.
Sub-national region	Spatial unit within a country created to manage specific needs (e.g. Volta, Ghana).	Policies for services and investments in research and development. Policies for poles of growth, for transport and communication infrastructure linking rural and urban areas, for specific resources activation, and for special economic zones.
Cross-border region	Spatial unit created to manage issues that cross national borders (e.g. SKBo).	Policies related to cross-border issues.
City or neighbourhood	A place at the scale that people actually experience.	Policies that promote the local economy, urban planning, and citizens' and local leaders' participation in and management of local issues.


3. Inclusive Growth and Spatial Development

From: African Economic Outlook 2015, p. 19

Figure 1.5. Projected workforce growth in sub-Saharan Africa, North Africa, China, India, Europe and the United States, 2010-50



Source: UNDESA (2012).

StatLink  <http://dx.doi.org/10.1787/888933206889>

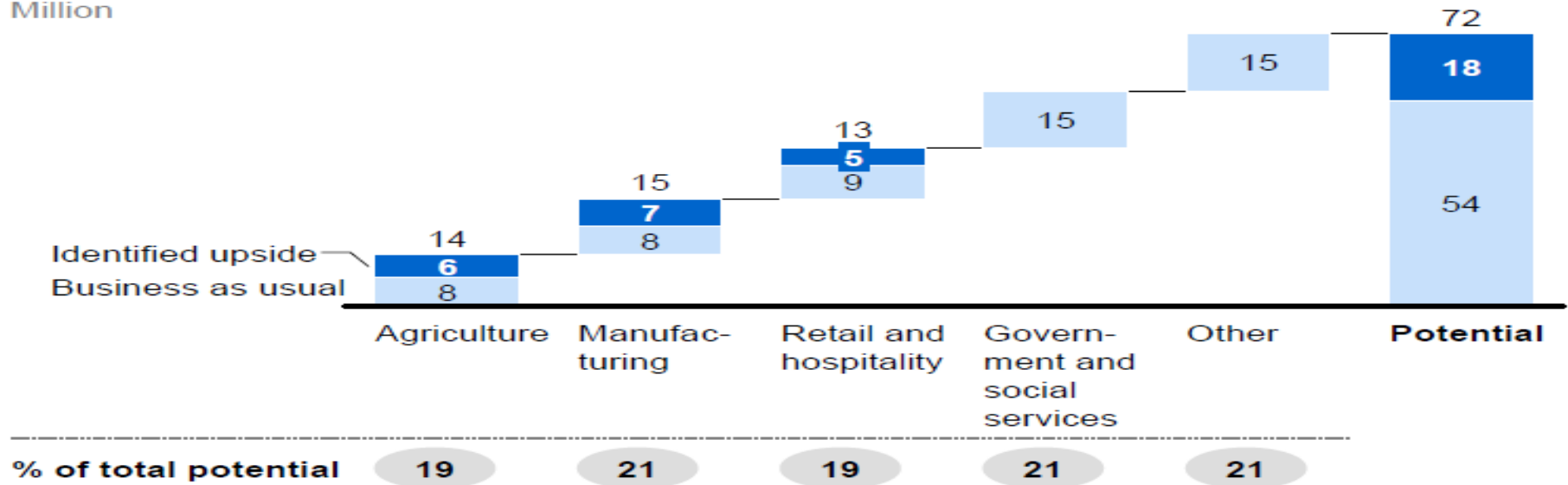
3. Inclusive Growth and Spatial Development

From: McKinsey 2012, p. 5

Exhibit E3

If Africa accelerated job creation, it could create 72 million additional stable jobs by 2020

Additional wage-paying stable jobs, 2010–20¹
 Million



¹ Estimate based on ten countries: Algeria, Angola, Egypt, Ethiopia, Kenya, Morocco, Nigeria, Senegal, South Africa, and Uganda. Business as usual based on consensus GDP forecasts and trend rate of employment growth. Upside scenario based on accelerated growth in three sectors: agriculture, manufacturing, and retail and hospitality.

NOTE: Numbers may not sum due to rounding.

SOURCE: McKinsey Global Institute analysis

3. Inclusive Growth and Spatial Development

From: African Economic Outlook 2015, p. 41

Table 1.A2.1. Inequality levels in 37 African countries

Period	Average Gini coefficient for assets	Component due to spatial inequality	Component due to inequality of opportunities	Component due to other factors
Before 1995	0.42	0.37	0.11	0.52
1996-2000	0.43	0.34	0.13	0.53
2001-05	0.38	0.32	0.13	0.54
2006-09	0.40	0.34	0.14	0.51
2010-13	0.44	0.39	0.13	0.47

Source: Shimeles and Nabassaga (forthcoming).

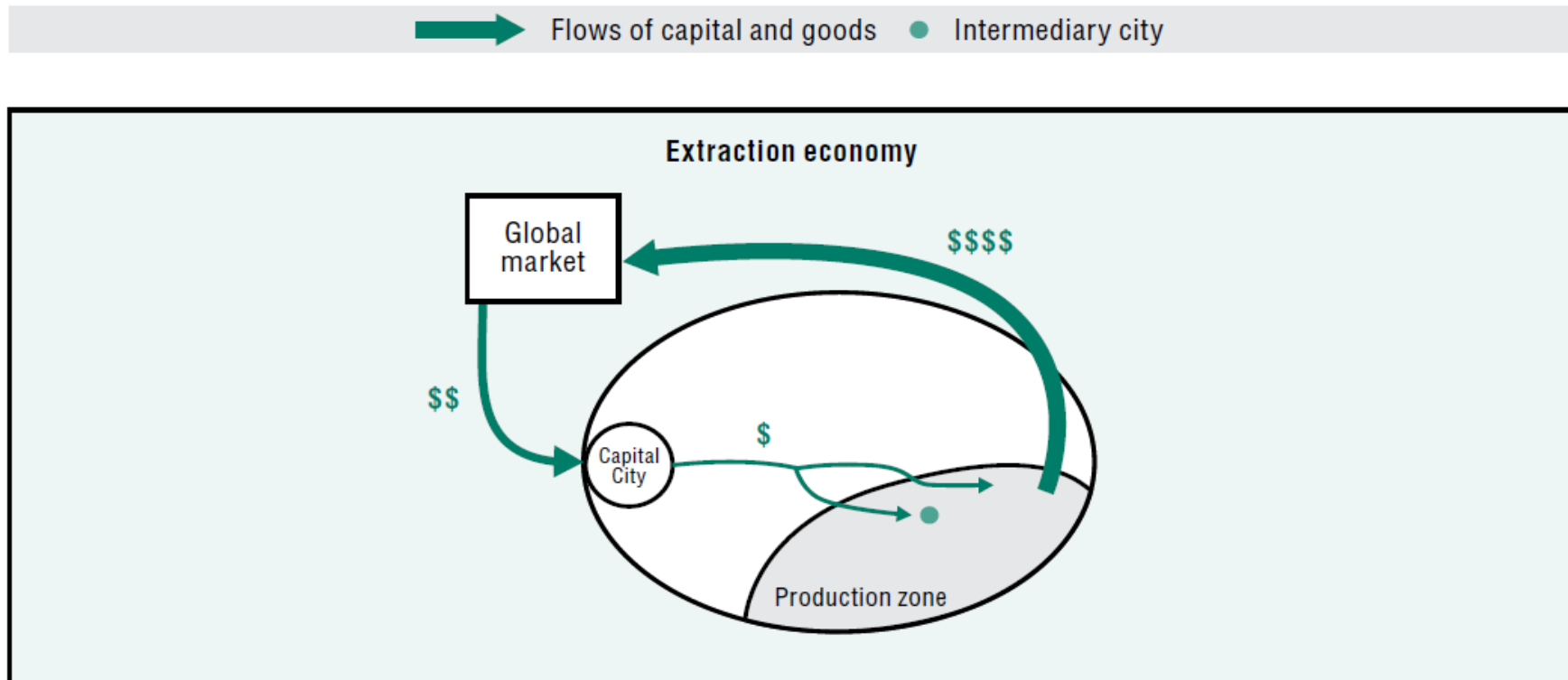
New Growth and Poverty Alleviation Strategies – Spatial Development Matters

3. Inclusive Growth and Spatial Development

“Missing Middle” in Intermediary Cities and in Enterprises: From the demographic situation in Africa with an expected increase of the workforce by 830 millions through 2010-2050 we see that even in case of pro-active governmental labour absorption policies only a share of this additional workforce can be employed on a stable basis. This will impact on the development of metropolises via “metropolisation” and on rural centres and small towns via “diffused local growth“. The relative stagnation of medium-sized cities (200,000 to 1million people) is a major problem.

3. Inclusive Growth and Spatial Development From: African Economic Outlook 2015, p.44

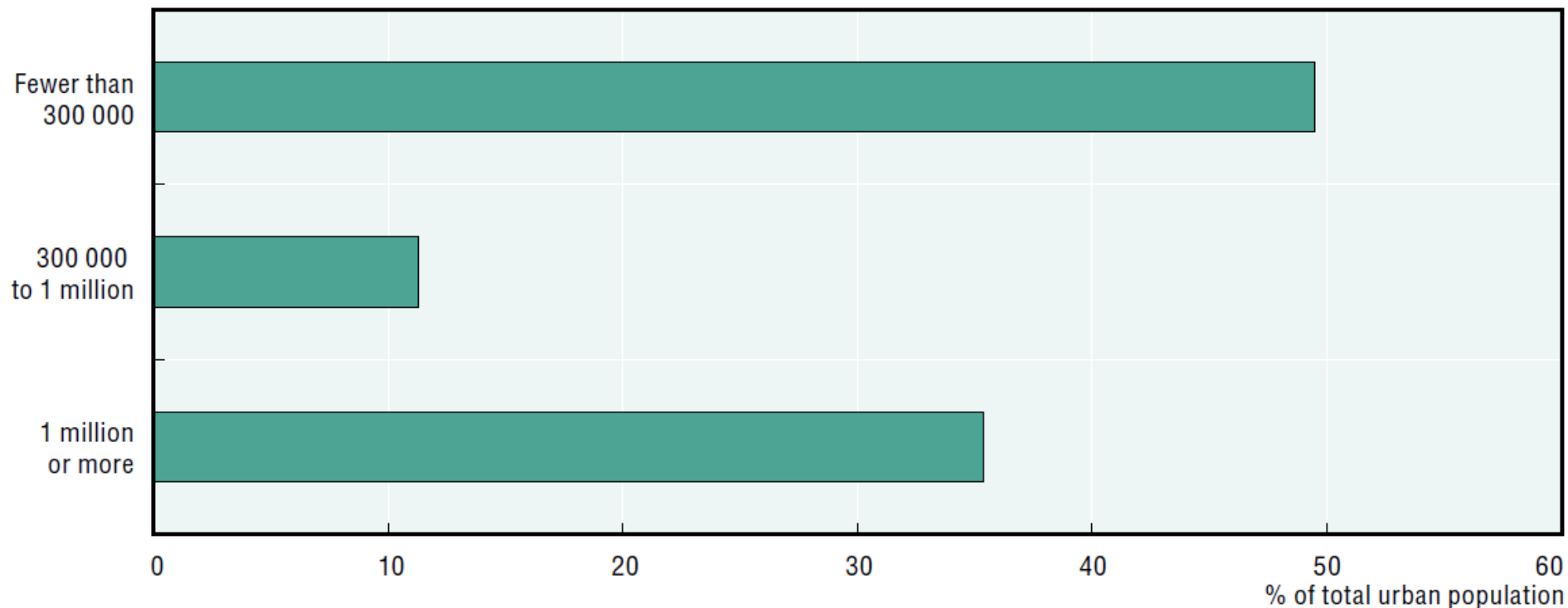
Figure 1.A3.2. Relationship between extractive rents and territories




Source: Adapted from Magrin (2013).

3. Inclusive Growth and Spatial Development From: African Economic Outlook 2015, p.46

Figure 1.A3.5. Share of Africa's urban population by size of agglomeration, 2010



Source: UNDESA (2014).

StatLink  <http://dx.doi.org/10.1787/888933206980>

3. Inclusive Growth and Spatial Development From: African Economic Outlook 2015, p.49

“Missing Middle” in Intermediary Cities and in Enterprises: Activity of business firms in Africa shows by size a concentration at the top with few internationally competitive firms and a strong sector concentration of a few large and dominant firms. At the bottom we see a huge number of survival firms with necessity-driven entrepreneurs (informal and formal sector microenterprises and SMEs). The “Missing Middle of Enterprises” has also to do with the “Missing Middle in Intermediary Cities” as these cities have a huge role as local labour market exchanges.

3. Inclusive Growth and Spatial Development From: African Economic Outlook 2015, p.49

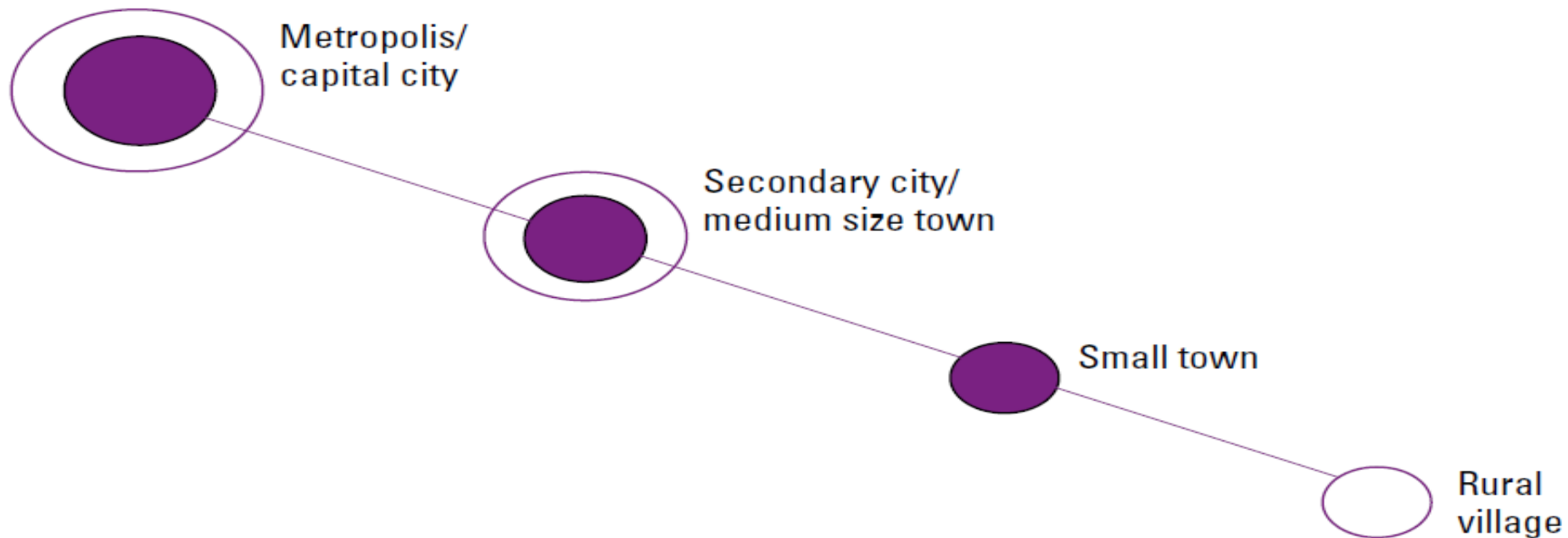
Table 1.A3.1. The different urban functions of intermediary cities

Urban function	Description
Regional market	The intermediary city is the main location for producing and exchanging goods and services in local and regional economies.
Service centre	The intermediary city offers public and private services to its community and the surrounding population.
Regional capital	The intermediary city hosts regional or national political and administrative institutions.
Tourist centre	The intermediary city promotes activities linked to domestic or international tourism.
Communication hub	The intermediary city acts as a platform for moving people, goods and information.
Economic location	The intermediary city holds a strategic role in the national, regional and global economies thanks to its geographic location and development strategy (e.g. duty-free zone).

Source: Adapted from Song (2013).

3. Inclusive Growth and Spatial Development From: Cooperative Governance South Africa, 2014, p. 19

FIGURE 2 Rural–urban continuum



Source: Adapted from United Nations, 2005, cited in Ndabeni, L. 2013. An analysis of rural-urban linkages and their implications for policies that sustain development in a space continuum. A research paper as input into the preparation of the IUDF.

3. Inclusive Growth and Spatial Development

Inclusive spatial development (ISD) requires that the rural-urban continuum is regarded as the basis for strategic planning, policies and development action. The policy approaches for spatial planning, territorial planning, urban and regional planning are of relevance for inclusive growth in Africa only if the policies reach the cities between the metropolises/capital cities and the small towns/rural villages. The evidence presented by the African Economic Outlook editions 2015 and 2016 and the seven country cases presented in this workshop show this clearly.

4. Country Cases – Why Spatial Development Matters

South Sudan: Ignoring Spatial Interdependence

Nigeria: Ignoring Spatial Dependence

Tunisia: Incoherent Spatial Development Policies

South Africa: An Integrated and Inclusive Spatial Vision?

Zimbabwe: Unexpected Spatial Inclusion?

Uganda: Towards Inclusive Spatial Planning?

Ethiopia: Is Inclusive Spatial Planning in the Making?

4. Country Cases – Why Spatial Development Matters

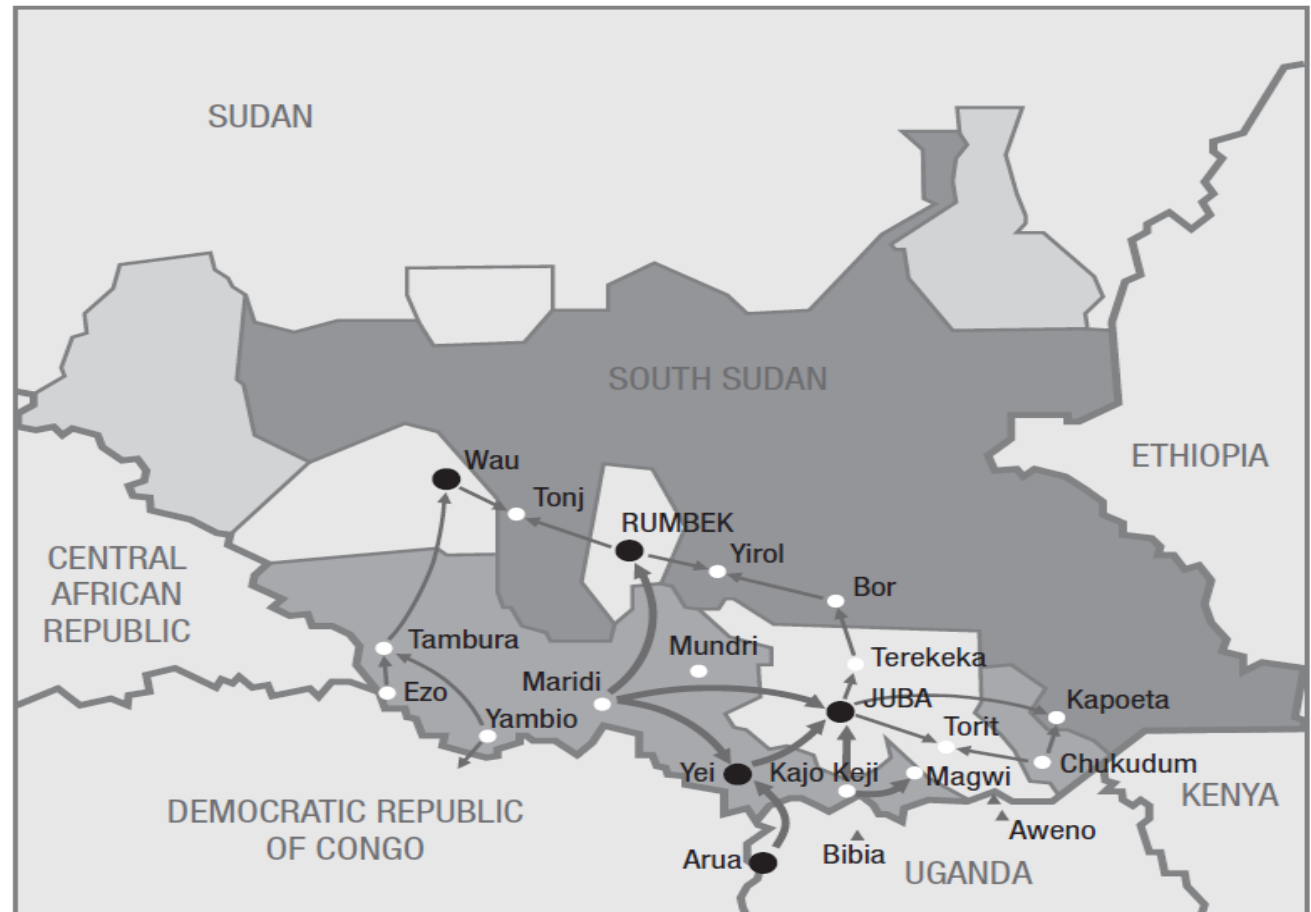
South Sudan: Ignoring Spatial Interdependence

Ignoring Spatial Interdependence: The government of South Sudan has since 2005 (Autonomy) and the more since 2011 (Independence) mostly failed with regard of agricultural development and food security policies. There is a strong correlation between food insecurity, poverty and civil conflict in South Sudan. The country is richly endowed with fertile land (called a “Breadbasket” of the region), but millions of people depend on humanitarian assistance and on food imports via Uganda and Kenya. The potential of the food surplus areas is not exploited (no spatial vision!)

4. Country Cases – South Sudan, From: HPG/ODI, October 2015, p. 9

Typical maize flows in South Sudan





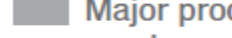


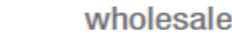
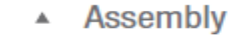

- Large flow
- Small flow
- Minor deficit
- Major deficit
- Major production/surplus
- No data
- Assembly, retail and wholesale
- ▲ Assembly
- ◻ Retail

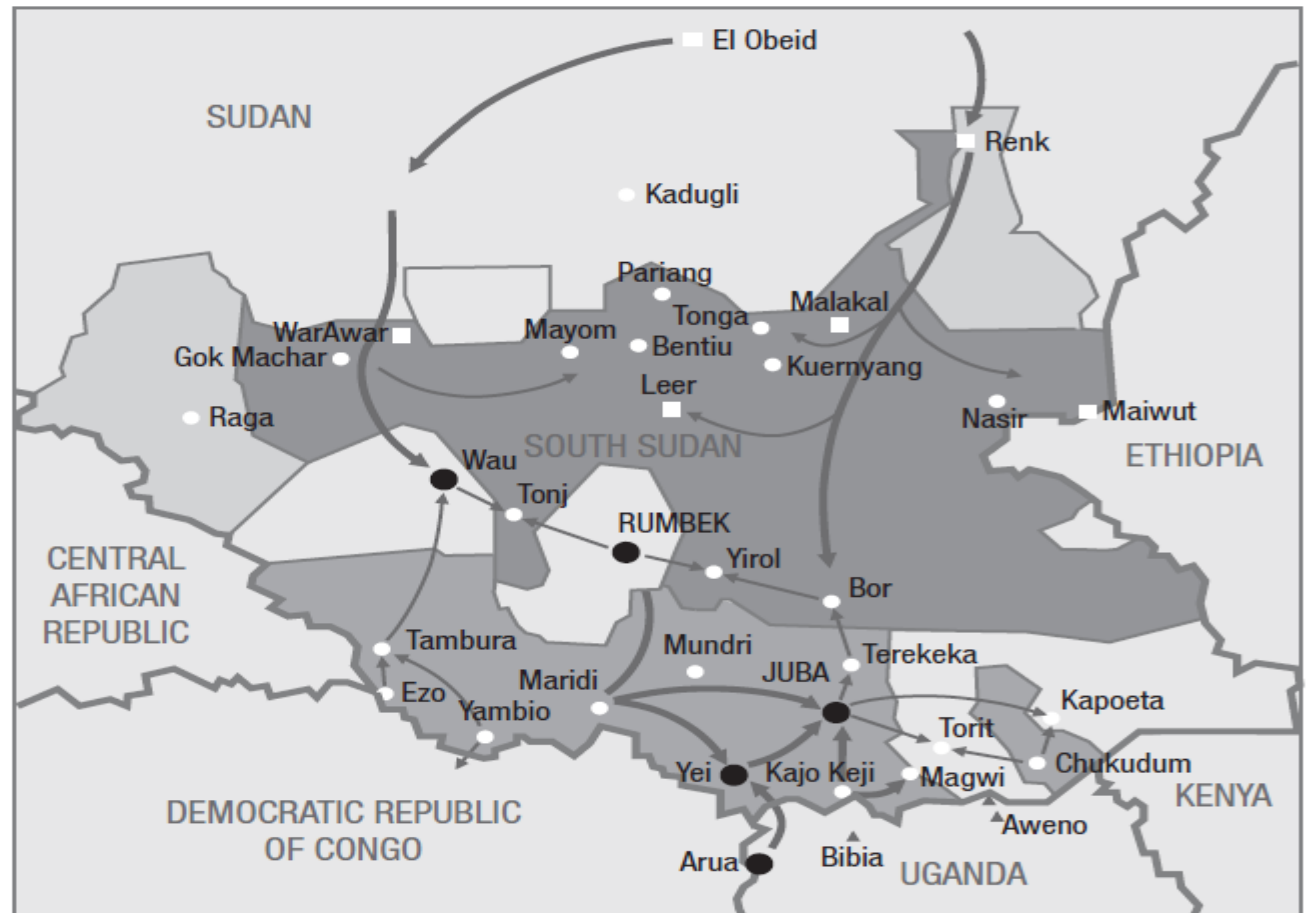


Source: World Bank (2012).

4. Country Cases – South Sudan, From: HPG/ODI, October 2015, p. 9

Typical sorghum flows in South Sudan

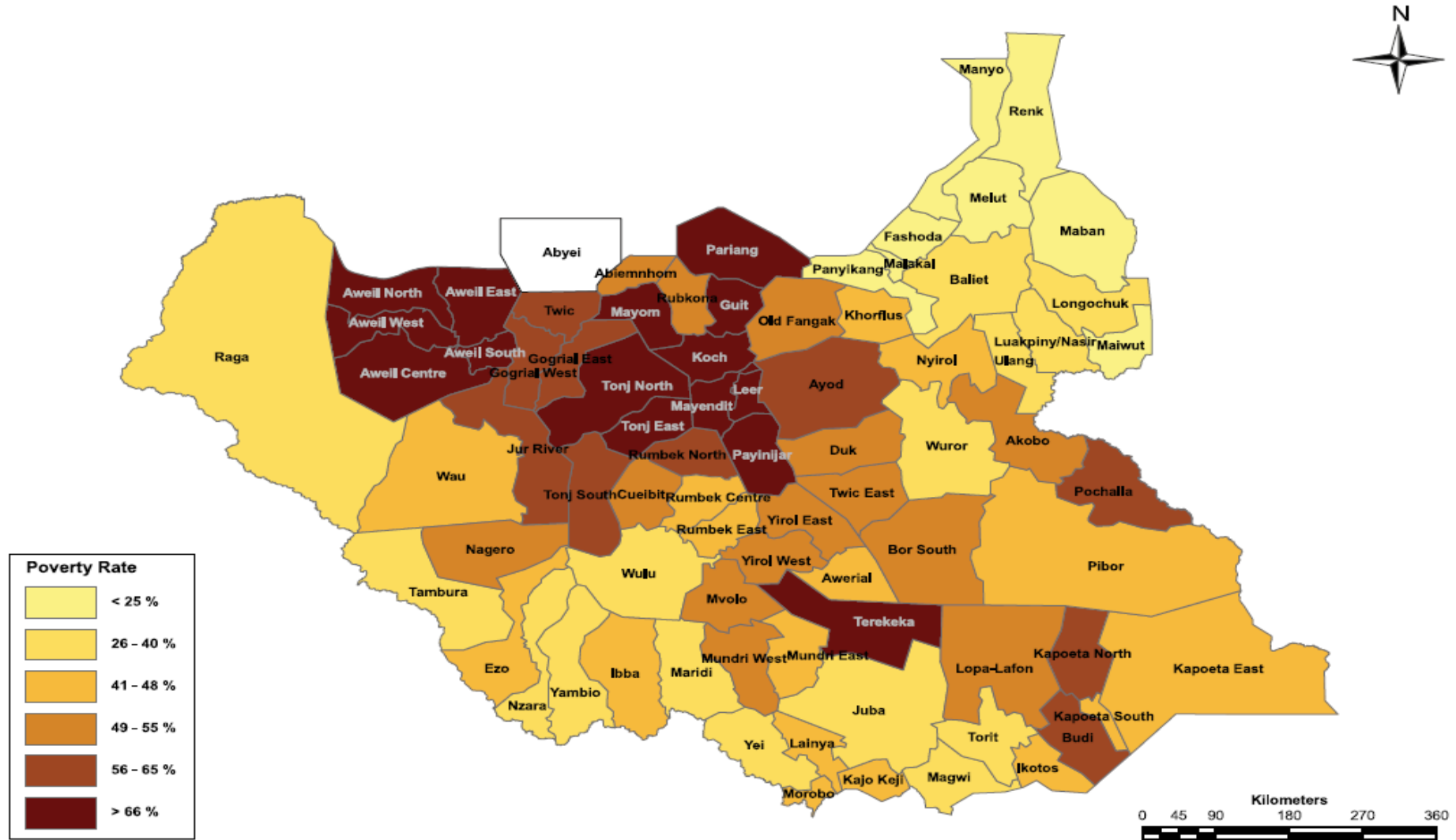
-  Large flow
-  Small flow
-  Minor deficit
-  Major deficit
-  Major production/surplus
-  No data
-  Assembly, retail and wholesale
-  Assembly
-  Retail
-  Wholesale



Source: World Bank (2012).

4. Country Cases – South Sudan, From: SSNBS, 2012

Figure 1: South Sudan County Poverty Rates



4. Country Cases – South Sudan, Ignoring Spatial Interdependence



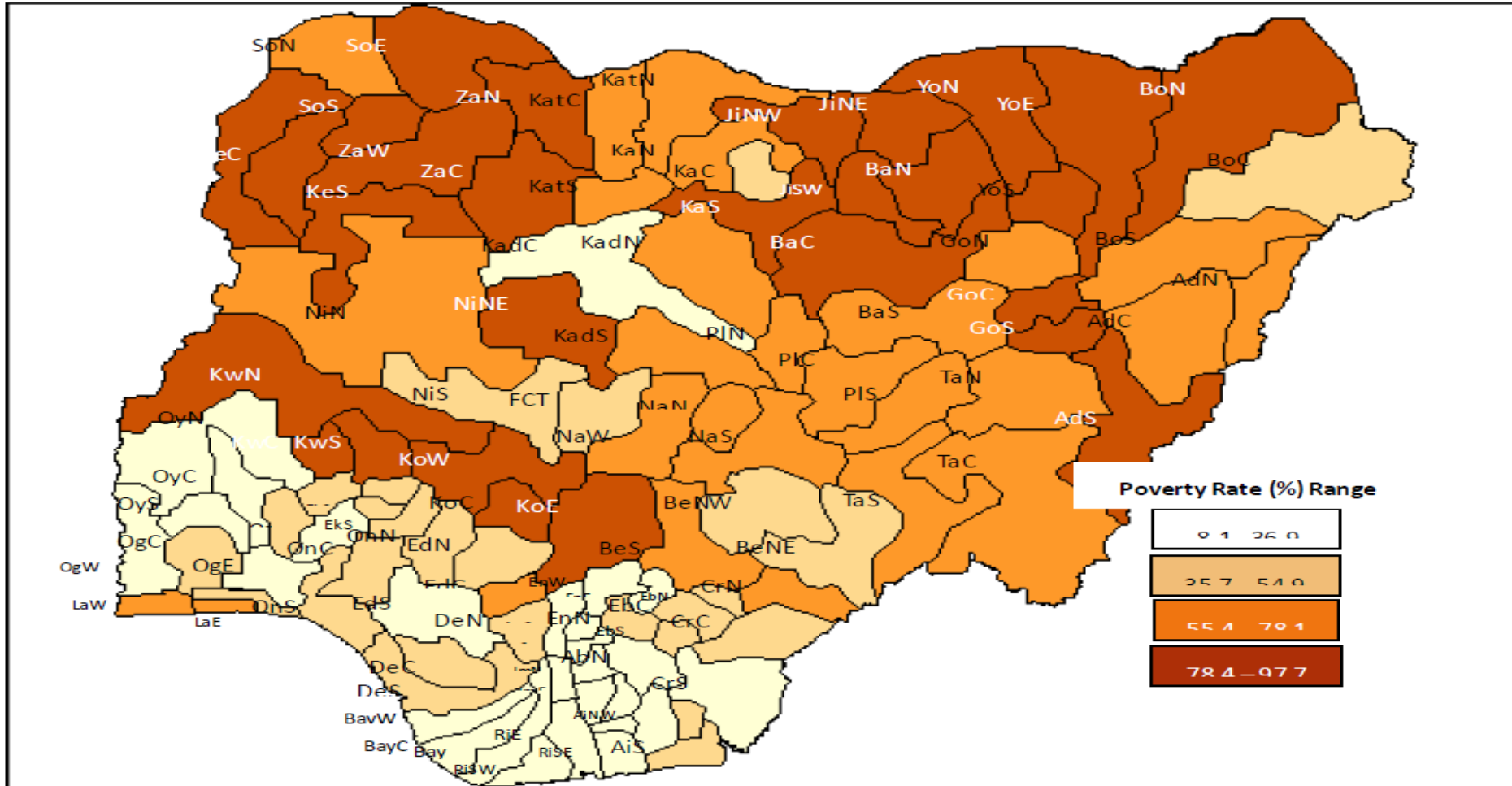
4. Country Cases – South Sudan, Ignoring Spatial Interdependence



4. Country Cases – Nigeria, Ignoring Spatial Dependence

Ignoring Spatial Dependence: The pattern of poverty in Nigeria reveals strong neighbourhood effects. Poverty reduction (or increase) in one region impacts on poverty in neighbouring ones. Therefore, only integrated poverty reduction strategies will be successful (at the level of states, senatorial districts and local government units). But also within states (richer and poorer ones) there is a quite diverse spatial development pattern. Disadvantaged and privileged areas are side by side. The case of Lagos State shows that spatial visions and development policies matter.

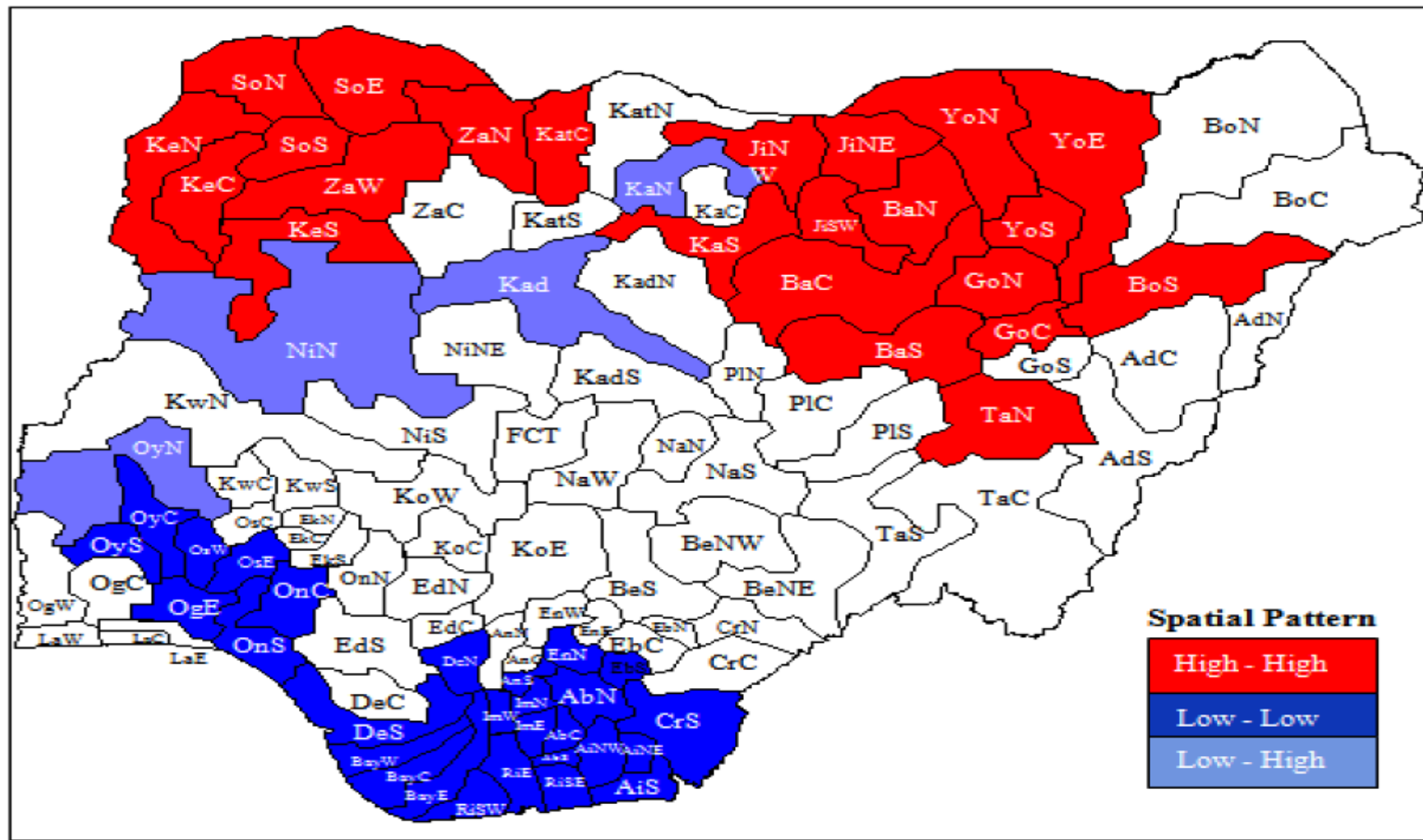
4. Country Cases – Nigeria, From: Sowunmi et al., 2012, p. 5



Source: Result of Data Analyzed (2010)

Figure 1.1. Map of Poverty Rates based on 109 Senatorial Districts

4. Country Cases – Nigeria, From: Sowunmi, 2016, p. 308



Source: Result of Analyzed Data (2010)

Figure 1.6. Local Indicator of Spatial Association (LISA) Map for Significant Spatial Pattern



4. Country Cases – Nigeria, From: Obu et al. 2015, p. 3

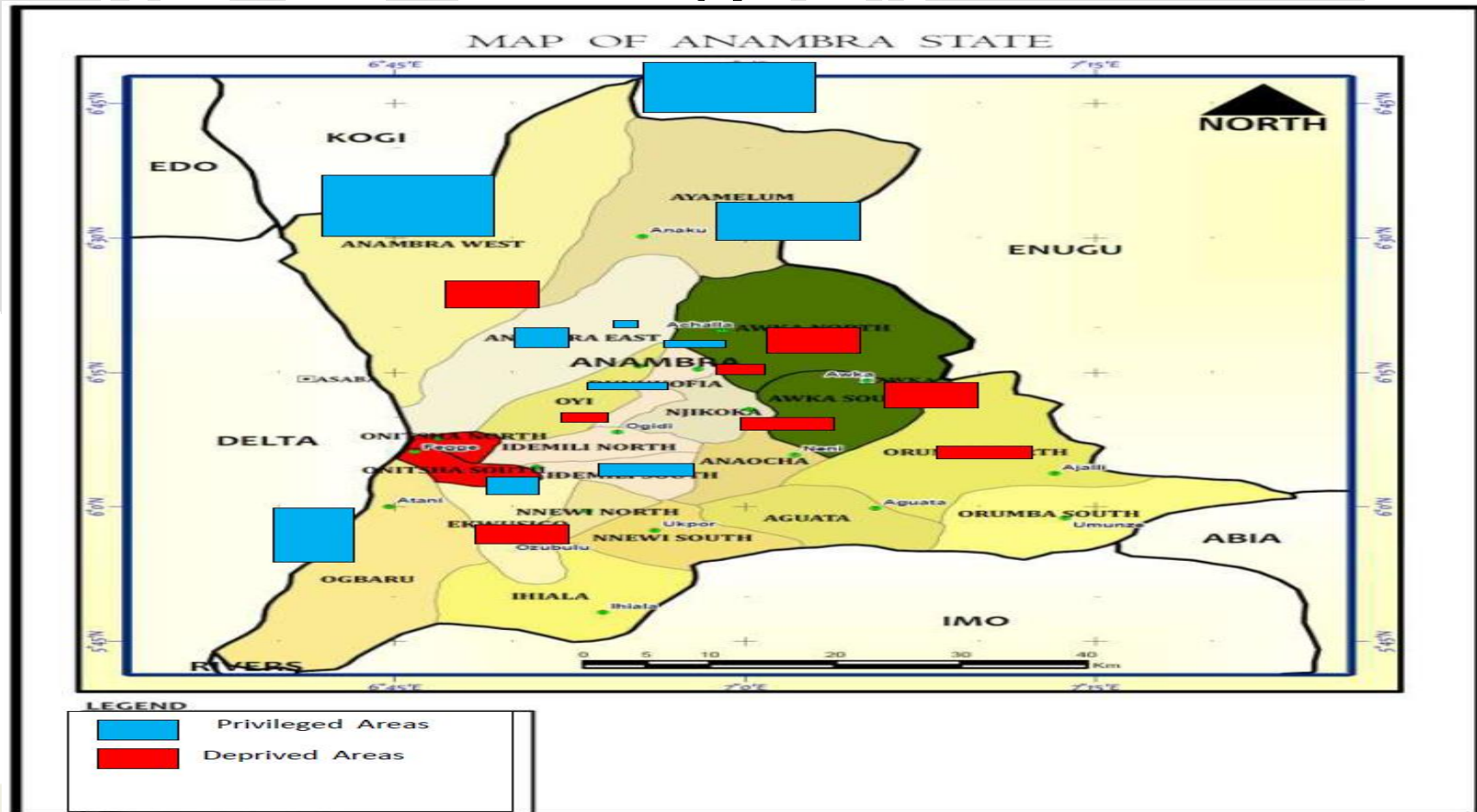




Fig1: Map of Nigeria Showing Anambra State



4. Country Cases – Tunisia: Incoherent Spatial Development Policies

Incoherent Spatial Development Policies: Despite of huge investment benefits for the “hinterland” regions spatial inequality is still a major problem. The regional divergences in income, living standards, poverty levels, entrepreneurial activity, investment and unemployment remain significant. Poverty is concentrated in rural areas, but agricultural policies were not adapted accordingly. Regional concentration of economic activity has further increased. Industrial development policies were not supported by policies to improve infrastructure and basic services.

4. Country Cases – Tunisia, Source: World Bank 2014, page 269

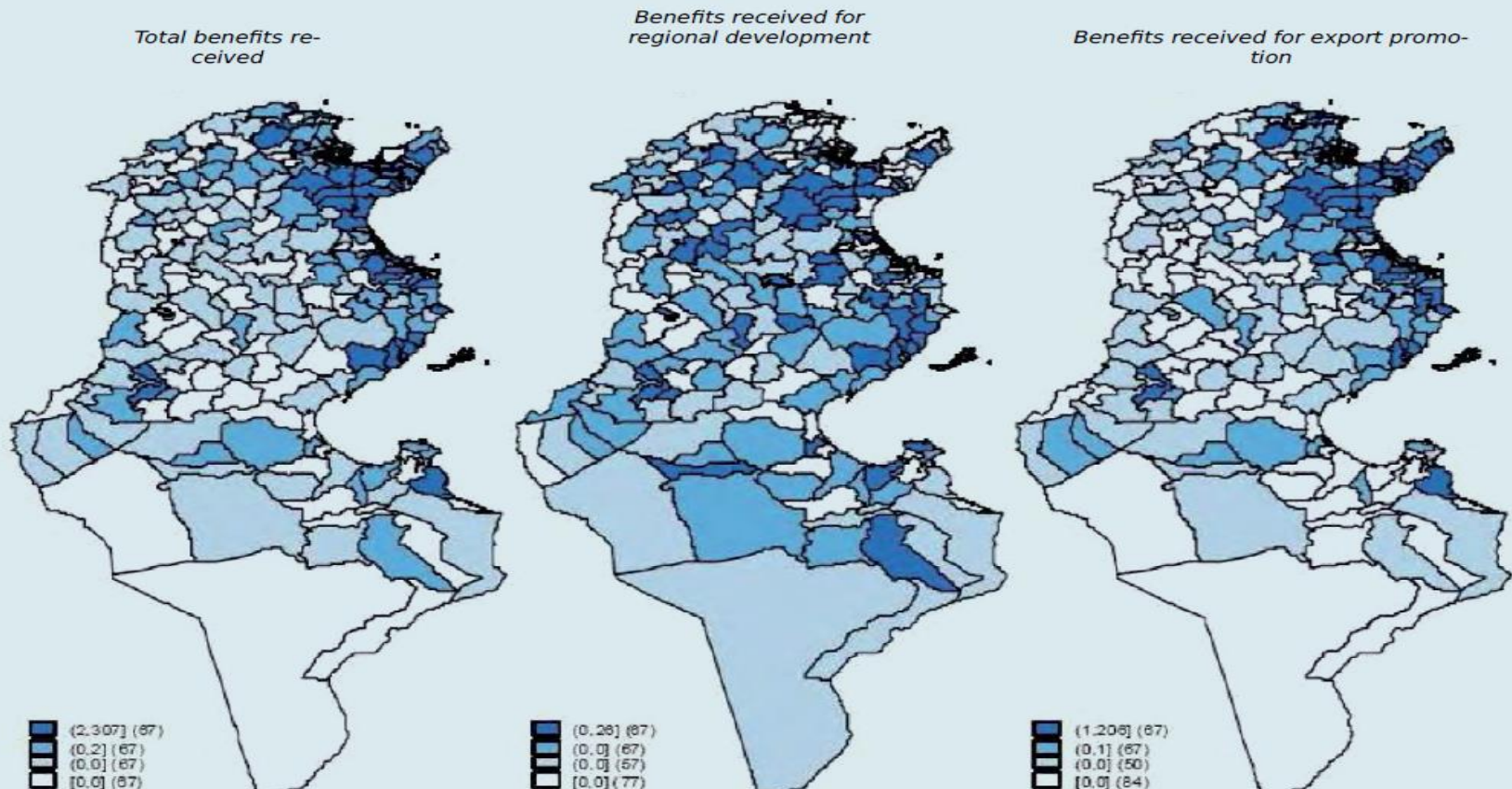
Table 9.5: Winners and Losers from a Reform of Agricultural Policies in Tunisia

Farm	Change in gross margin	% of total farms	% of the arable area	Type of farm
Farms benefiting from the liberalization	Gain from 55 to 294%	41	30	Olive oil, Off season Horticulture (Gabes) Citrus (Nabeul)
Farms the profitability of which would be more or less the same	Gain of 47%	42	41	Arboriculture and sheep rearing (Central and South) Irrigated farms
Farms loosing from liberalization	Loss from 1 to 79%	16	30	Cereal farms (North and North West)

Source: Linear Programming modelling results, World Bank (2006)

4. Country Cases – Tunisia, Source: World Bank, 2014, p. 141

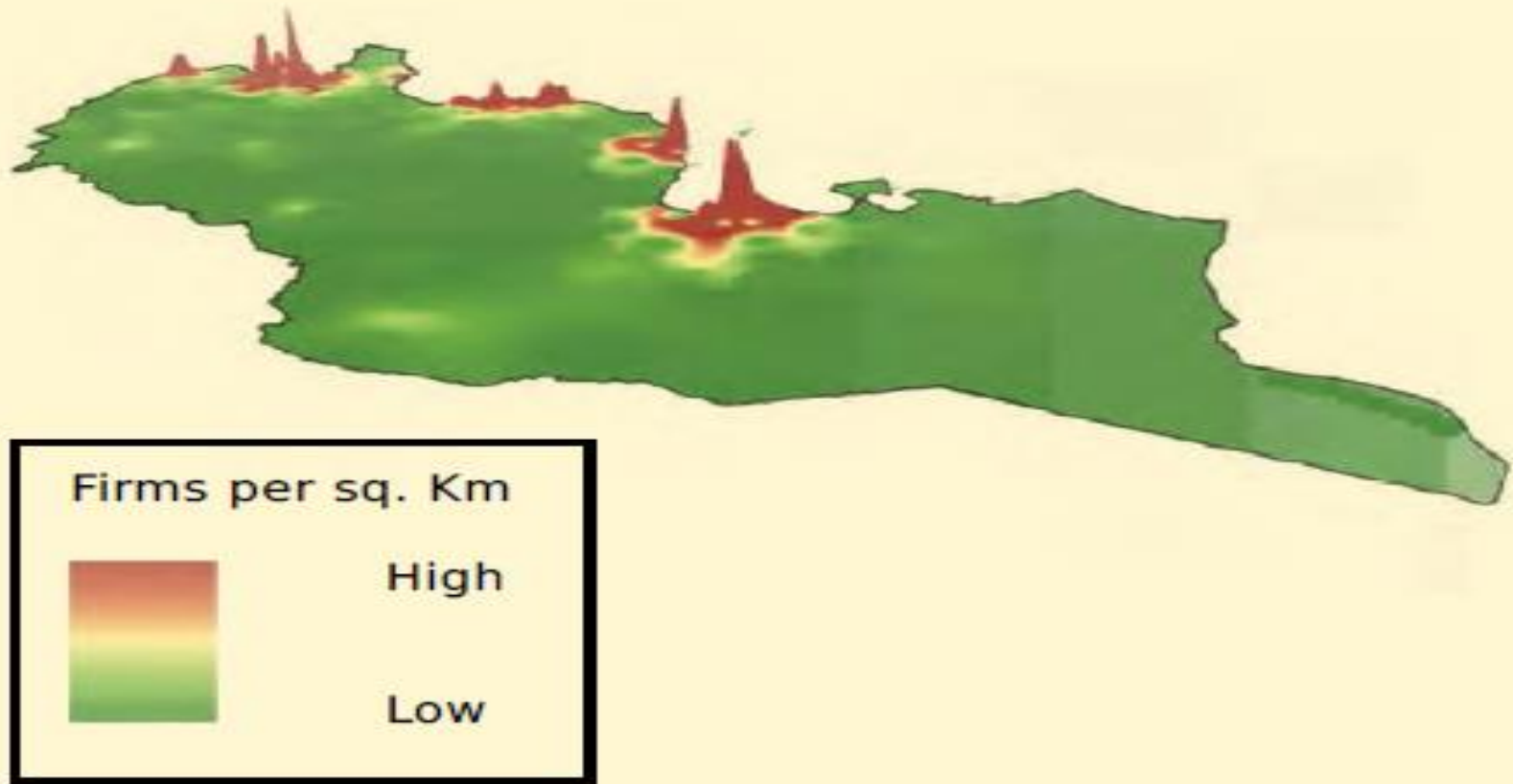
Figure 4.1: Geographic Distribution of Incentives Granted under the Investment Incentives Code, 2008-2011 (TND million)



Source: Ministère du développement et de la coopération internationale (MDCI)

4. Country Cases – Tunisia, Source: World Bank, 2014, p. 282

Figure 10.2: Firm Density per Square Kilometer in Tunisia, 2012



4. Country Cases – Tunisia, EBRD 2014, p. 14

1.1. Knowledge map based on economic complexity and product space

Capabilities

Innovation

Opportunities

1.3 Gaps at the national, supra-national and sub-national levels

1.2 Demand driven value chain networks analysis and gaps for selected sectors

Sector Value-Chain Networks

Territory

4. Country Cases – South Africa: An Integrated and Inclusive Spatial Vision?

South Africa is aiming towards an integrated spatial vision and spatial planning process, but the spatial development policies are not yet inclusive: There is a great number of spatial planning documents (visions, strategies, plans) for urban and rural areas, but progress with regard of inclusive spatial development policies is rather limited. “Metropolisation” on the one side and “diffuse local growth” on the other side continue all over South Africa. Spatial planning is more of the type of traffic and transport planning, but not related to the poverty map.

4. Country Cases – South Africa, Chapter 5: DoT, NATMAP 2050, Integrated Spatial Vision, p. 5-5

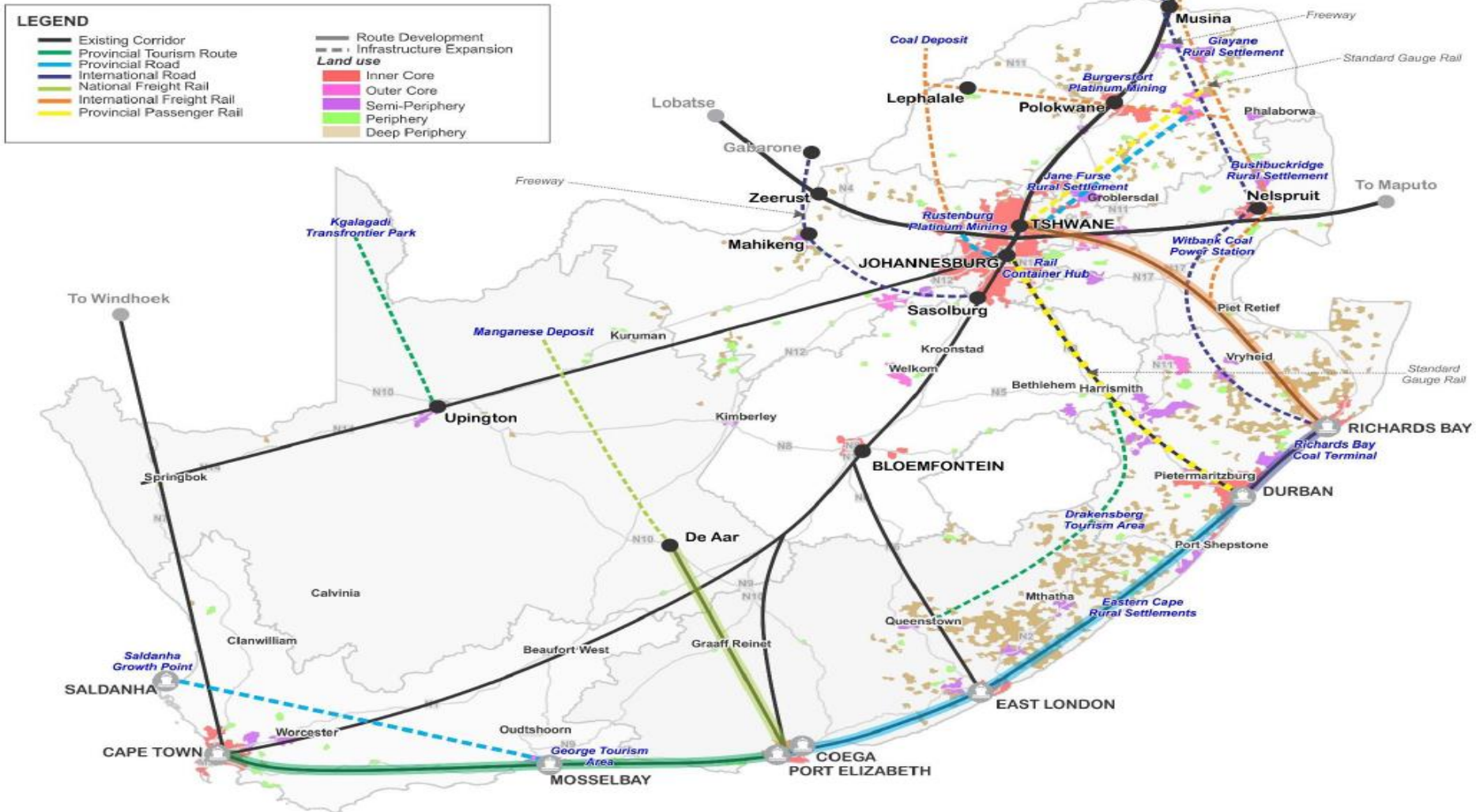


FIGURE 5.1: EXISTING AND NEW / EMERGING NATIONAL CORRIDORS

Projekt Afrikanische Entwicklungsperspektiven

Legend

- SIP 7: Integrated urban space and public transport programme
- Social Housing
- IDZs
- Rapid Growing Areas
- SEZs
- NDPG**
- Metros
- Secondary Node
- Ports
- National Roads
- Railway lines
- Landuse**
- Inner Core
- Outer Core
- Semi-Periphery
- Mining Zone
- Urban Development Zone
- SIP 6: Integrated municipal infrastructure project
- National Upgrading Support Programme (NUSP)
- Comprehensive Rural Development Programme
- Periphery
- Deep Periphery

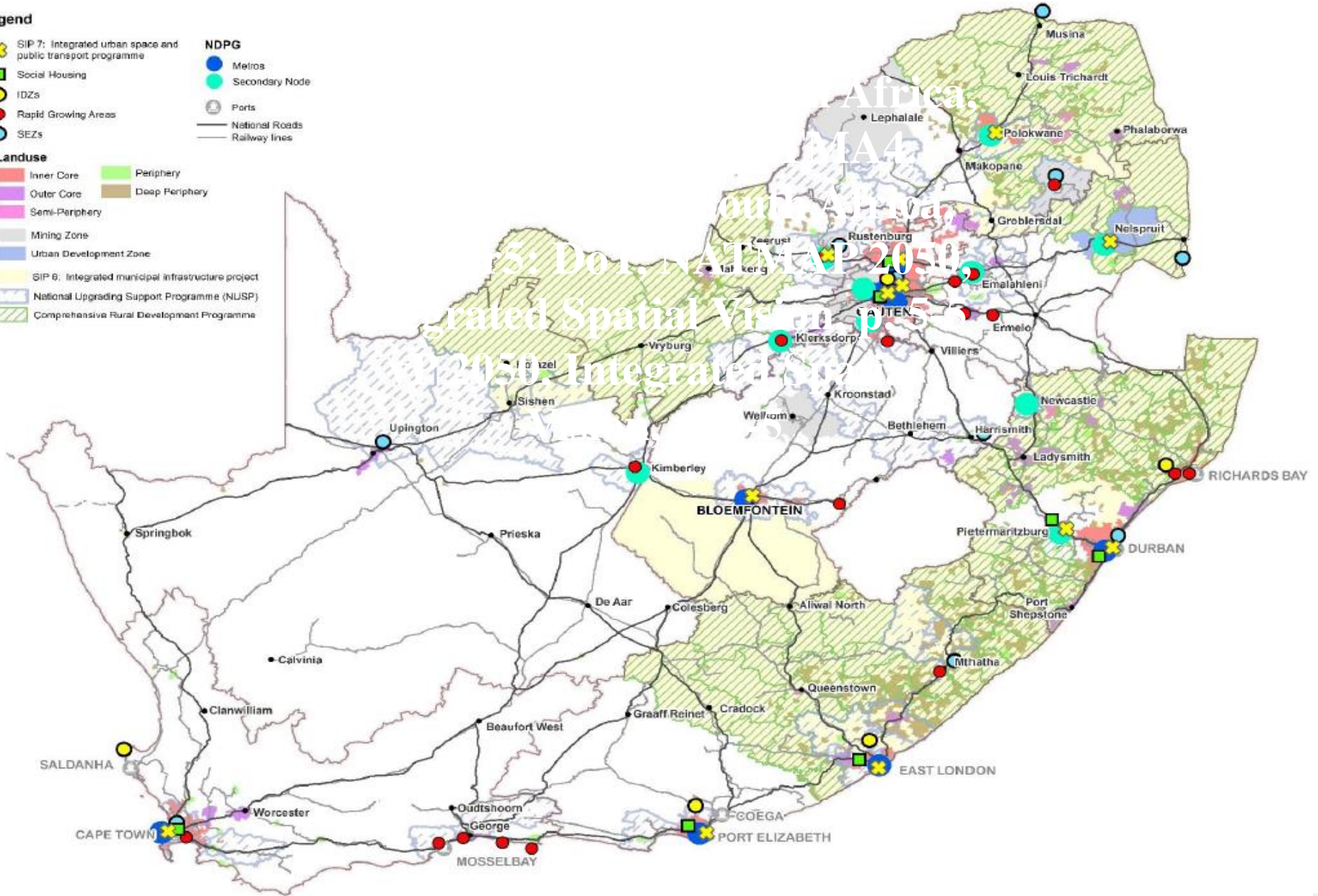


FIGURE 5-2: NATIONAL SPATIAL AND DEVELOPMENT AREAS INITIATIVES 2013

Projekt Afrikanische Entwicklungsperspektiven

Legend

- SIP 7: Integrated urban space and public transport programme
 - Social Housing
 - IDZs
 - Rapid Growing Areas
 - SEZs
 - Existing Corridor
 - Provincial Tourism Route
 - Provincial Road
 - International Road
 - National Freight Rail
 - International Freight Rail
 - Provincial Passenger Rail
 - Route Development
 - Infrastructure Expansion
 - Mining Zone
 - Urban Development Zone
 - SIP 6: Integrated municipal infrastructure project
 - National Upgrading Support Programme (NUSP)
 - Comprehensive Rural Development Programme
- | | |
|-------------|----------------|
| NDPG | Metros |
| | Secondary Node |
| | Ports |
| | National Roads |
| | Railway Lines |
- | | |
|-----------------|----------------|
| Land use | Inner Core |
| | Outer Core |
| | Semi-Periphery |
| | Periphery |
| | Deep Periphery |

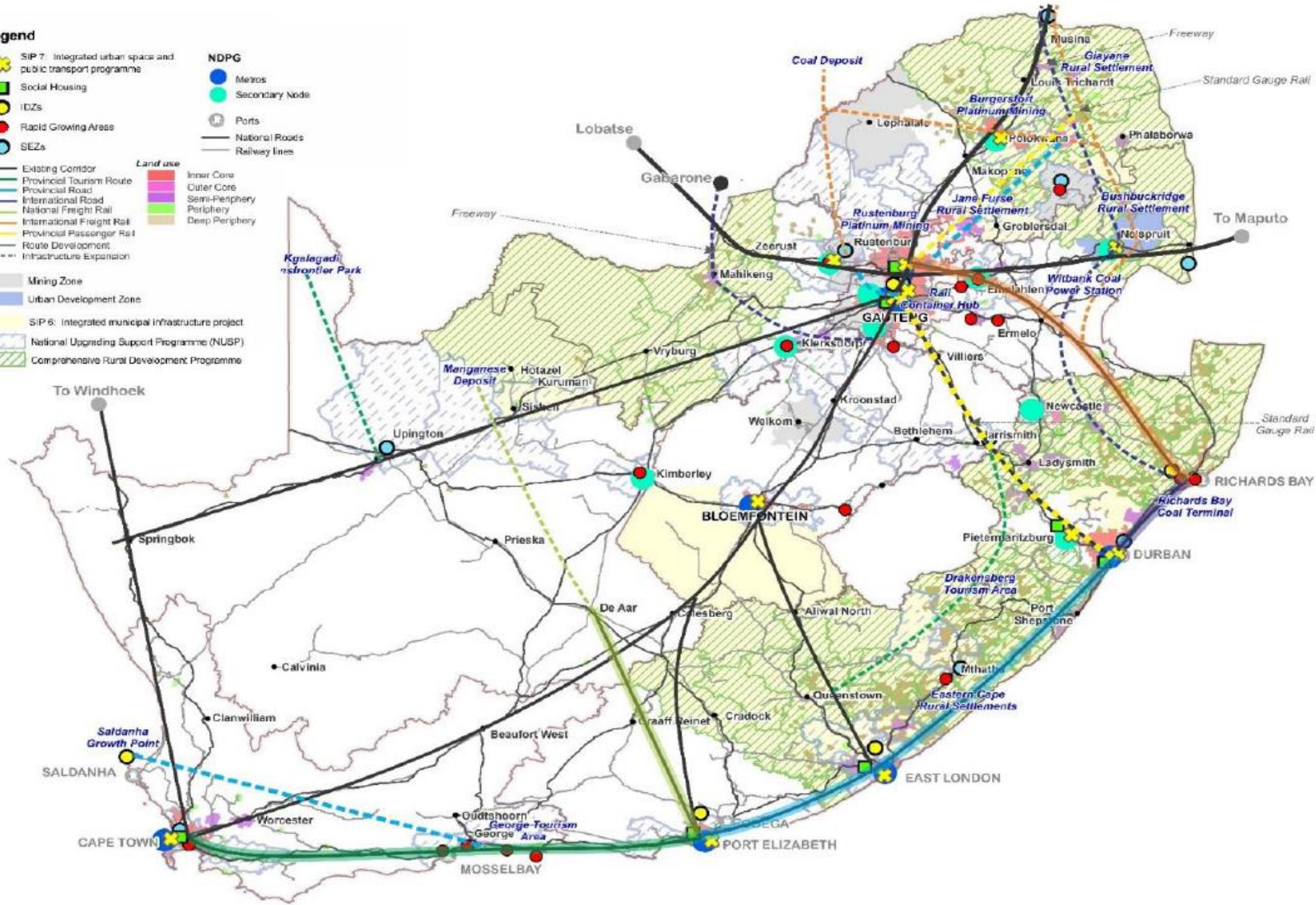


FIGURE 5-3: SPATIAL INTEGRATION OF NATMAP 2050 WITH LATEST POLICIES

4. Country Cases – Zimbabwe: Unexpected Spatial Inclusion?

Recent developments in Zimbabwe show that spatial inclusion is becoming reality in some areas, despite the serious economic problems of the country: “Growth points”, being rural or urban settlements with development potential, were thought to qualify for investment. The experiences with the 55 growth points were not satisfactory, but there are now signs of revitalizing this instrument. Parallel to this we see that small towns near land reform resettlement areas are booming, and that these towns are also connecting with larger urban centres.

4. Country Cases – Uganda: Towards Inclusive Spatial Planning?

Inclusive spatial planning in Uganda? Uganda has a very ambitious Vision 2040, and other planning documents too. Despite reductions in poverty all over the country, the Central Region is best placed in the competition for resources. The rural-urban divide is increasing, so that “metropolisation” and “diffuse local growth” still determine spatial development. Inclusive spatial development is hindered by illegal/non-transparent land deals and conflicts over resources. Kampala is growing very fast and largely unplanned; smaller cities also have severe problems.

4. Country Cases – Ethiopia: Is Inclusive Spatial Planning in the Making?

How inclusive is spatial planning in Ethiopia? Ethiopia starts at low levels with urbanization, but now at an increasing rate. Reclassification of villages into towns is a measure, but overall there is an insufficient supply of public services to urban areas. Leasing of land is an instrument to generate local revenues. There is not a consistent rural-urban integrated spatial development strategy. The Second Growth and Transformation Plan (GTP II) has no spatial inclusion dimension. Ethnic federalism and conflicts on land use create security problems. Land grabbing is an issue.

5. Towards Inclusive Spatial Development in Africa: Important Lessons emerge from the Country Cases

Food Security Policies are key for poverty reduction and spatial inclusion (Case of South Sudan)

Isolated poverty reduction strategies will not work, because of neighbourhood effects (Case of Nigeria)

Regional investment benefits will not work without coherent spatial development policies (Case of Tunisia)

Long-term Spatial Visions and Strategies will work only when all government levels are involved from the outset (Case of South Africa)

5. Towards Inclusive Spatial Development in Africa: Important Lessons emerge from the Country Cases

Spatial Inclusion follows market development, and access to land is key for market development (Case of Zimbabwe)

Poverty Reduction Policies can become ineffective if the rural-urban divide is increasing (Case of Uganda)

Land Policies are crucial for poverty reduction in early stages of urbanization (Case of Ethiopia)

Standard prescriptions for regional and local development (such as on data, planning, finance, implementation) will fail if the specific context (specific assets, etc.) is not assessed.

6. Conclusions

Spatial Development matters for:

New Growth and Poverty Reduction Policies towards Inclusive Growth

Transport and Traffic Policies supporting Inclusive Growth

Long-term Planning and Strategic Foresight incorporating Inclusive Growth Objectives

Identifying systematically the Specific Assets being available and exploitable for Local Inclusive Growth