

Economic and Social Contributions of Parking in Brazzaville, Case Study of Bacongo Total Market

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Abstract: By 1980, most of the developing countries experienced an outstanding economic crisis due to drastic measures compelled by the Bretton Woods institutions including the World Bank and the International Monetary Fund. So, the populations deeply affected by the crisis, created appropriate conditions to survive. Thus, so many activities both in formal and informal sectors were developed for instance the parking management in Brazzaville around the total market in Bacongo district. Those activities contributed a little bit in economical life.

Keywords: economic and social contribution, parking, Brazzaville, total market, Bacongo

1. Introduction

Since the early of 1980s, almost all the underdeveloped countries in general, and the Republic of Congo otherwise called Congo - Brazzaville in particular, different from its neighbor Congo-Kinshasa by its large population of course has a crisis of major political, economic and social. On the political level, there is a resurgence of political violence characterized by inter-ethnic wars from 1993 to 2002. Economically, drastic measures were imposed to the Congo by the Bretton Woods International Monetary Fund and the Bank World. Brazzaville was affected by some frequency of brutal attacks related to the collapse of the income economy (E.D. Apprill, 1998). Social pressures also affected people to live in drastic conditions imposed to them. A new form of life being associative and individual emerges. Thereby developed many activities in informal sectors to cope with everyday problems. The labour market is rare but mostly closed; the emphasis of widespread poverty leads people to practice singularly several trades in the informal sector. people are amazed of their creativity and capacity of innovation in the design of flexible instruments and adapted to the socio-cultural context for the collection (...) and its productive and social allocation (A. Kane , 2010)

Beyond all political economic and social difficulties, the management of public space in Brazzaville is also a crucial issue between actors in charge of ruling that space including people. Parking management in Brazzaville appears as a major problem of the realization of economic and social crisis. The present work first proposes to show the organization of parking, and finally will show the economic and social contribution of these so called parking in Brazzaville.

2. Area of Study

Brazzaville is the capital of the Republic of Congo; it is also the seat of the central government. This city with multiple functions (political, administrative, cultural, commercial ...) draws people who come from all over sides of the country (Fig.1). As a cosmopolitan city, the city of Brazzaville is a place of concentration of any kind of mentality. Increasing population has an impact on the conditions of urban life (Yekoka, 2008). Recent surveys show that in Brazzaville



Figure 1: Map of Congo Brazzaville mentioning

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Brazzaville shows that only 21.83% of residents of common space recognize the supreme power to authorities in the urban space; 57.33% ignore the authorities in the management of urban space. (Idem).

Meanwhile, about 14% acknowledge having received permission from the municipal authorities to occupy a public area for various purposes. Formally, about 6% of public space users are holders of a license to occupy. (Ibid).

The choice of Brazzaville is justified by many car parks that exist in this capital city and especially around the whole market Bacongo.

Indeed, Bacongo is one of the oldest neighborhoods of Brazzaville and 2nd district of the city. It has the largest market in the capital. Around this large markets were established many parks, used by people in their daily activities. Parking thereby occupies a place in the organization of urban transport. Besides the economic crisis of the 80s, many civil wars also ravaged the city of Brazzaville, affecting more southern districts of Brazzaville; people from this strategic district of Brazzaville launch more activities in informal sectors. Parking is a means of living for them where they can have something to eat, feed their families, knowing that the living conditions are very difficult in Brazzaville. Car parks are places to park or transport before continuing the journey of urban. (Bus, minibus, shoots, bourouette ...). These three means of transport are customary in many populations around the total work. In Brazzaville there are several one or several persons organized around a leader elected by the group. Here he is putting the focus on chargers bus.

3. Organization Parking

In Brazzaville, there is no law regulates the management of car parks, so just apparent activities in the informal sector. Like any activity in the informal sector, the parking management does not allow the state to collect taxes. However, the State recognizes that, since the Chargers and Chiefs parking work with state representatives who are police officers and the town hall. Chargers and managers are generally and socially excluded people, that is to say, people who failed social integration and ex-combatants who after abandoning the rebellion are converted into bus driver or charger or sweeper parking. The diagram below shows the chart of parking management. (Fig.2)

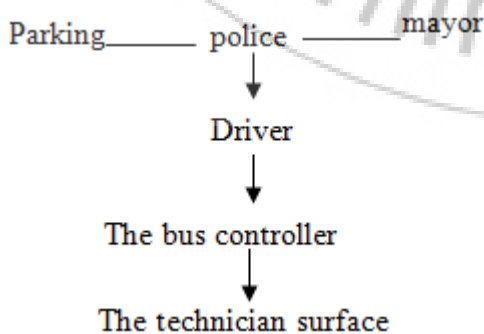


Figure 2: Diagram of the mode of organization of parking in Brazzaville

Like any informal activity, parking management is a shortfall to the state that is actor of processing management and planning. The taxes levied and collected go directly into the pockets of individuals. Informal and acts both as a safety valve and damper social shocks (SAVANE.I, 2002).

Obviously, the scarcity of labor, the closure of the employment market, the exclusion of youth in multiple instances of decisions obviously lead some to find in the field of car parks as means to feed their families.

In China, organization of transport and parking management are regulated by the providential state, which exercises an authoritarian power. It manages the transportation, recruiting workers and cleaners. However in Congo Brazzaville in general and Brazzaville in particular, people organize themselves, the government just regulates taxes and some other material of transports.

4. The Economic and Social Contribution of parking

Known as informal sector activity, parking in Brazzaville plays a role in large-scale economic and social fields. People who feel neglected and excluded from socio-economic progress seek to ensure their livelihoods and alleviate extreme poverty (Laberge, 2000). Insecurity and lack of employment lead to the development of coping mechanisms, thus promoting the decomposition of systems and the breakdown of a traditional mode of popular integration (Dube, 1987)

Many families can survival thanks to parking. According to reliable sources, an individual who has worked hard can end up the day with 5000fcfa that's 10usd per day apart from money paid to the police and agents of the town council. Within this amount he has not only to take care of himself but also his family. In total market, there are singularly 10 parking (personal interview). Parking is therefore an important form of social integration. This helps preventing juvenile delinquency, thief, rape, banditry..... In the Congolese cities in general and Brazzaville in particular, poverty and social survival are two components very difficult to decide because of the insecurity situation caused by young people. All economic activities resourcefulness is catalyst for repositioning socio-economic integration. The diagram below explains it. (Fig.3)

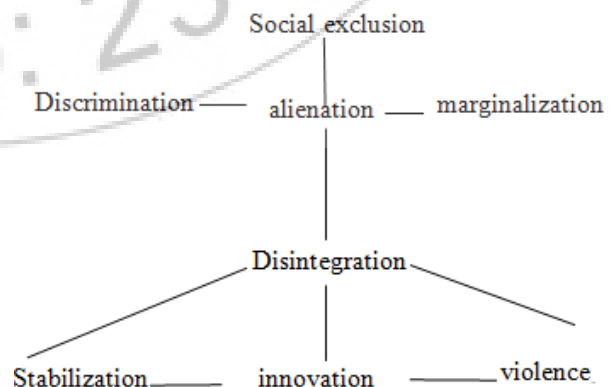


Figure 3: pattern of crisis ascent among the young

This figure shows the development of crisis and integration faced by young people in cities in developing countries in general and Brazzaville in particular. Indeed, young people suffer from discrimination. They are alienated and reduced. Being socially disintegrated, they create the conditions for survival, innovating and excelling in business in the informal sectors. Since we have a creative genius, in other words, since man is the measure of all things, the young sometimes by the fact of using violence finally end up by finding a job in the informal sector.

With a population of 1,373,382 (2013 estimate) inhabitants, Brazzaville shelters a large number of population, young and dynamic unfortunately languishing in misery, and living below the poverty line. Surveys conducted by the World Bank show that over 50% of the population of Brazzaville lives below the poverty on less than \$ 1 a day. Urban life is a real gym where everyone should create their own job to survive.

5. Conclusion and Recommendations

5.1 Conclusion

This study has allowed us to review and figure out the reality of parking in Brazzaville. Parking contributes to the socio-economic desertion insofar as they occupy the youth due to the lack of employment for the years marked by the economic and political crisis in the Congo. In this public space emerge and forge many neighborly relations and the development of urban mentality, because of the human dynamics in parking. Many families, who initially struggled to integrate socially, find somehow means for their survival. Known as informal sector job, the provision of parking is undeniable in daily life of people living in Brazzaville with no job.

5.2 Recommendations

Everyone has the right to a standard and adequate life for his health and well-being of himself and his family (...) declares the universal declaration of human rights and citizen DU10 December 1948.

In Congo Brazzaville like in all countries, the state is the guarantor of the safety of people and the country; it is also in charge of the urban development of land management and also of the population. So doing, this the state must;

- Create jobs for young people who are victims of poverty, discrimination and marginalization;
- Use properly and ensure adequate redistribution of national wealth;
- Organize and manage public spaces or authority is increasingly reduced.
- Fill the legal void by developing a law regulating parking as it is in other places.

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