

Decentralization, Local Governance and Types of Transportation in Brazzaville

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Abstract: Process by which the state withdraws or delegates some of its powers to communities and non-governmental organizations, decentralization has become a very recurrent political management of public or private thing. Beside her is good governance, which is supposed to accompany this incentive policy adopted in Congo in late 90. The decentralization and local governance impacting on the type of transportation in Brazzaville. Because nowadays the urbanization of African cities in general and Congolese in particular seem to escape the control of the State is obliged to withdraw to meet the expectations of the population. The transport is a real headache for people who have to travel to meet the urban demands. Thereby types of mobility aids used daily are different from each other and vary with the monthly income of Brazzaville.

Keywords: Decentralization, local governance, types of transport, Brazzaville

1. Introduction

Throughout the world the concept of globalization has become very recurrent due to the development of science and technology, cities compete with each other, and many lose their influence because of decentralization and relocation of production units. However, many authors were the initiators of other concepts. As we spoke of collaborative decision-making (Warren and al, 1974), political or government seal attached (Wilkinson, 1999) or policy coordination (Challis and al, 1988). Urbanization of large cities leads to many challenges. A mastered urbanization stimulates not only the economy but also improves the quality of life. According to the report of UN-Habitat, most urban residents in Africa south of the Sahara live in slums (Matthew, 2007). This region ranks second in the field after South Asia. Thus this trend cannot reduce because urbanization is affecting more and more poor social strata. Economic and social crisis and the difficulties in managing cities are born with the concepts of governance, good governance as well as decentralization. This is to better understand the problems of cities and also of the population, especially in southern countries where urbanization is rapid, and continues to defy all expectations. With good governance, all African countries wish to achieve sustainable development as Congo Brazzaville, where a department is dedicated to that name. But registration in time for this type of development objectively masks the impossibility of equal development in space (Porter, 1992; Gaud1992; Deleage, 1991). Besides decentralization and urban governance also find the concept transport plays a major role in the quotidian mobility, in the sense that it contributes to the organization of space. This article proposes to study decentralization, local governance and types of transport in Brazzaville.

2. Study Area

Brazzaville is the political capital of the Republic of Congo, and the first community in the country. It is situated on the right bank of the Congo River. Brazzaville was administratively divided into 7 districts until 2011 which are;

Makélékélé, Baongo, Poto-Poto, Ouenzé, Talangai, Mikalou and Mfilou as shown in this figure (Fig. 1).

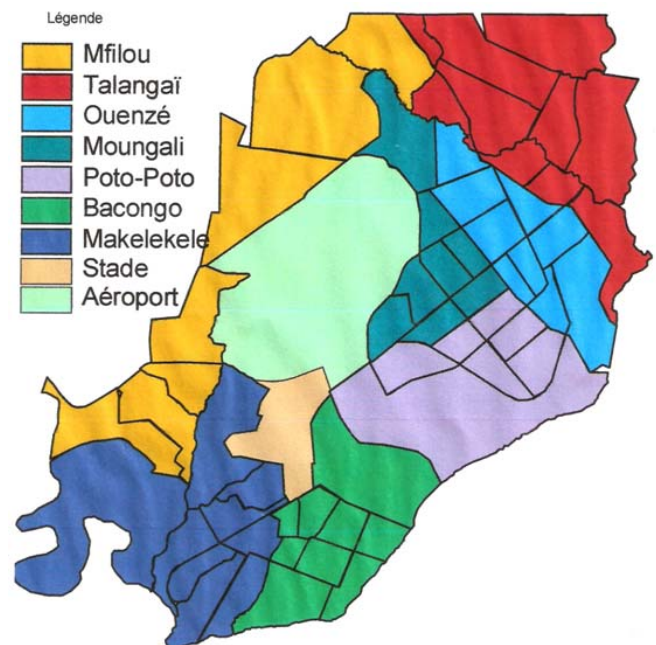


Figure 1: Les arrondissements et quartiers de Brazzaville

But due to the spatial growth of the cities two other districts were born. This is particularly Djiri and Madibou (end of 2011) City with multiple functions, Brazzaville annually attracts many new citizens. It is located in the department of pool. It is bounded north and south by the department of the pool, to the east by the Congo River and to the west by the department of pool. The city of Brazzaville is located at 4 degrees 16 longitude east and 15 degrees 31 latitude south. The current area of 263.9 km² and a population of 1 382 373 inhabitants. (CNSEE, 2007) or a density of 5204hab/Km². This impressive urban growth has its roots in the rural exodus (Vennetier, 1990). Increasing population implies decentralization, good governance to better meet the needs of the population. Since the major cities of sub-Saharan Africa are faced with transportation problems, it is in order to better understand this problem which justifies the choice of the theme of this article.

3. Framework

Decentralization; According to the Petit Larousse dictionary, decentralization is a system of organizing the administrative structures of the State granting of decision-making and management of regional and local self-governing bodies (Petit Larousse illustrates, 2011).

This is a concept that is in the nineteenth century meant that a reconciliation between the administration and administrators. Nowadays, the concept of decentralization has evolved. For (Grosrichard, 2002) (Schneider, 2003), (Dand, 1996), decentralization is defined as the transfer of skills, powers and resources previously borne by the central government to a local government headed by an elected authority (department, region, district, town, city).

To believe these aforementioned authors, decentralization is the divestiture of some of its powers. Decentralization can also be a reformer character of the state. That is what thinks (Sowadogo, 2001), decentralization is reforming the state. The multiplicity of speech on the economic crisis of the 80s, 90, had pushed the Bretton Woods institutions including the International Monetary Fund and the World Bank to set foot drastic measures against the debt of underdeveloped countries. Such measures advocated these institutions were accompanied by so-called decentralization policies.

In Congo Brazzaville, decentralization was established around 92 years, bitter speech Baule delivered by French President François Mitterrand calling on African countries to adopt democratic regimes. And the country organizes the national conference in 1991, paving the way for democracy. Decentralization was established.

Local governance 'is the way to govern, administer and manage a local city, region, department The term governance is its first appearance in the first half of the twentieth century in the USA. This is a young American named Ronald crooks which publishes an article "the nature of the firm" (Badian 2004). Secondly, the concept has evolved. Around 70 years, governance is defined by economists as the systems implemented by firms to conduct effective coordination (.....). (Lorrain 1998).

Policies have therefore borrowed the concept of the economic world. This term governance has evolved considerably. In each area or environment where we talk about decentralization; generally, the governance concept is still used. It is not just talking about governance but also especially good governance.

Types of transport; these are different ways of transportation used by people every day in the city of Brazzaville. Brazzaville; this is the political capital of the Republic of Congo (supra 2.study area)

4. Urban Governance and Decentralization in Brazzaville

4.1 The distribution trek the state and communities

With the aim of giving a boost to participatory management and useful for all societal layers local democracy, it is necessary that urban governance and decentralization are more active and operating. Because at a certain level of decision-making young people are excluded, and the state sometimes seems to ignore the problems of the people, especially those related to transportation.

According to legal science, local communities can be defined as well structured administrative entities with essential features. They have a legal and financial autonomy in the management of local affairs (Faure and Lamaze, 2002). Thus, in the Republic of Congo in general and particularly in Brazzaville, governments exercise control over all communities undertakes. This is a hierarchical control. Body's communities are selected through a vote by the people themselves.

Local authorities exercise their powers in the districts, zones and blocks. They work together with the heads of districts and blocks.

Indeed, some parts of the city are easily accessible because of the pathways that are lacking or because of the rains that sometimes make roads impassable, especially in outlying areas that grow a disproportionate manner reflecting urban poverty. Thus, the role of communities is necessary. Justified insofar as they contribute so little to reduce the problems of the people. After the economic crisis of the 80s and 90s and later the devaluation of the CFA franc (Congolese currency), economic and social structures had deteriorated profoundly (Dornier-Apprill, 1998).

4.2 Types of transit Brazzaville

In Brazzaville, public transport is all green color. The arms and other taxes imposed by the State through the city (Nzolo, 2008). Throughout the city of Brazzaville, there are three types of transportation used by the population. These are;

- Individual taxis, with a capacity of four squares symbolizing four passengers, these taxis make shopping at the request of customers. The fare is not static and varies depending on the distance traveled by the taxi. However, the minimum price of 800 FCFA or \$ 1.90.
- Taxis in common, operating in closed routes around neighborhoods with 6 passengers at its edges as shown in the figure above (Fig. 2). It should be noted that these kinds of taxis are almost old having served for many years under the first type of means of transport.
- The mini buses and buses with a capacity of 19 seats respectively in the first case and 30 seats for the second case, these types of means perform long distances. The ticket price is 150 college soit 1 / 3 USD. (Fig.3)
- These different types of means run on two types of channels; primary roads and secondary roads (Audard et al, 2012). Primary routes are unpaved roads, usually in

disrepair due to lack of maintenance, heavy rain but also the quality of the rock on ground (sand), while secondary roads are those surfaced.

Thus, local authorities are involved in these types of unpaved roads, organizing the population that contributes so little to the maintenance of roads, as the state sometimes have financial difficulties to deal with certain problems related to transport in the urban city of Brazzaville.

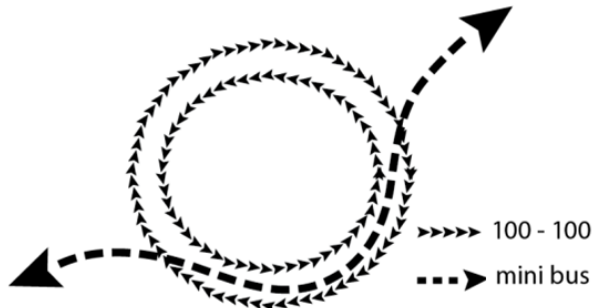


Figure 2: transport at the neighborhood level

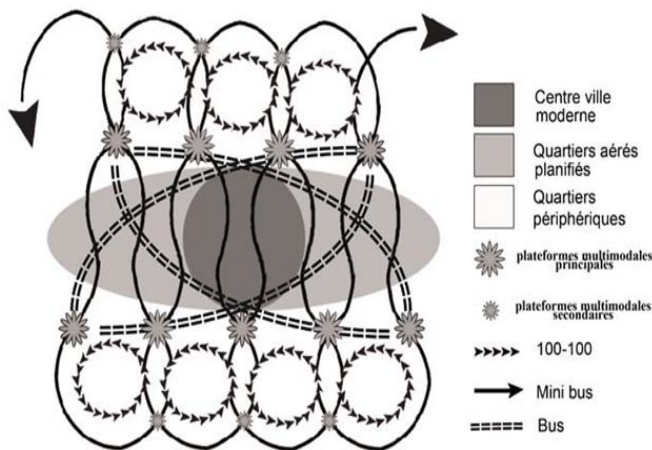


Figure 3: Transport across the city

4.3 Competition between the different operators of the road

Like any gainful activity, the transport is at the origin of increased competition between carriers practicing this trade. In this business, there are also many people affiliated to the government that ordinary citizens.

Indeed, taxis in common Sixes otherwise known (100-100) run on very small schemes and are in a fit state deplorable. But somehow to serve outlying areas that grow a manner disproportionate. For it should be noted that the city of Brazzaville increased from 311,403 inhabitants in 1974 to over 1,373,382 people nowadays. Taxis are about 70% of vehicles on the roads of Brazzaville. This is a type of local transport that adapted to the poor. Obviously, the scarcity of work, closing the labor market, youth exclusion multiple instances of decisions obviously lead some to find in the world of car parks as they feed their families so little. (Nzoussi 2014).

Buses and mini buses over long distances and often adopt specific strategies to better collect money, which, acting half-pitches (phenomenon of not respecting the route set by the State or phenomenon of to happen to his route). This is

also good due to the narrowness of the urban transport network but also many cars driving by. So this is a bottleneck" throttle the functioning of transport.

Otherwise known Coaster buses travel long distances on roads more or less improved. Therefore competition between these operators proves difficult.

After the socio-political events, known by Brazzaville (1993, 1997, 1999), the roads had become in a state of disrepair without any planning. Thus, the State has undertaken a major program called accelerated municipalization. Said program involves the construction of basic infrastructure including roads are an integral part. Thus, until 2009 the lengths of paved roads and municipalisables were 88.14%.

Decentralization, local governance, all that exists but is not well applied because of the negligence of administrative texts that are put in drawers. Transport therefore constitutes a serious problem in Brazzaville. Move daily requirement and requires a lot of sacrifice for an urban population that has insufficient means to make both ends meet.

In the coming years, one wonders what would be the easiest means of transportation for the people, when we know that despite the transfer means that abound, routes are chosen by themselves carriers and non- stop set by the State". Environmental issues are also recurring to a city that gets a lot of used cars mainly from Europe.

In China, for example, and particularly in the city of Wuhan, there are three types of transit with the exception of Metro; Taxis, small rolling means belonging to users and bus. Here, the transport is managed by the State define routes, and respected by drivers. The issue of displacement, half-land and others does not arise compared to the city of Brazzaville, which faces the problem of transport. Provincial and regional governments. Take the offer to meet the needs of the population. Decentralization and local governance must be an answer or a workaround for the problem in public transport the city of Brazzaville.

5. Conclusion and Recommendations

This article studied decentralization, local governance and the type of transport in Brazzaville. Like all cities of Africa south of the Sahara, the city of Brazzaville knows a strong urban whereas in the northern countries the numbers are declining or stagnant growth. Decentralization introduced in Congo in the late 90's impact on public transport in the country in general and in particular Brazzaville. The population growth leads to many problems that it transit. It should be noted that transport is a real headache for people who have to travel from one place to another. Due to mediocre income, some are unable to travel on board a means and prefer to use their feet. In Europe, the improvement of living standards in 2007 had allowed a motorization rate of 82% and a rate of multi-engine of 36% per household (Audard, 2012). Economic growth that knows the Congo Brazzaville which is the political capital has no impact at all levels of social life or poverty affects more than 50% of the Brazzavilloise population. And the state must;

- Contribute to the improvement of people's lives, creating jobs;
- Create-urban transport companies as happens in France, China and the U.S.;
- Improve the transport network to tar landscaping and urban roads;
- Fighting against the phenomenon of land that backs hampers the movement of urban Brazzaville;
- Make available the updated scheme and urban master plans Brazzaville indicators of urban transport processes;
- Encourage the authority to apply the new rules on public transit lines serving the craft carriers refuse to comply for over 2 years due to the failure of the road network.

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