

SUMMARY

The Southern African sub-project aimed at identifying the processes of spatial economic polarization spurred by the implementation of Maputo Corridor Spatial Development Initiative.

At a sub regional level a model of the interaction of transportation network investments with economic integration and polarization has been tested. At the Maputo corridor level, an assessment of the evolution of spatial and urban structure patterns in the area has been performed, dealing first with “economic geography” processes through the effect on transportation costs on previous core – periphery systems, second trying to spot endogeneous processes of local productive dynamics, in terms of clusters in South Africa, outsourcing of Mozal in Mozambique or transboundary economic relations.

The West African sub project results in a number of contributions on Côte d’Ivoire and Mali dealing with the following issues:

Urban dynamics, productivity, and incomes, especially as regards agglomeration effects and the evolution of urban structure. Transportation networks are the main cause of agglomeration externalities given the localisation of production; core-periphery patterns do exist in Côte d’Ivoire and Mali.

The impact of centrality as a basis for the captation of amenities and the building of externalities: centrality can stem from long distance trade, transboundary relations or petty trade in urban structures.

Urban governance, focusing on local tax systems and solid waste management. Governance failures are identified as regards the relationship between public, private or civil society actors of the solid waste commodity chain or the symmetry between the poor quality of local public goods and tax evasion.