



CALL FOR PAPERS

International Colloquium

TRANSPORT AND EMERGENCE OF AFRICA IN 2063:

Constraints and Opportunities, Challenges and Issues in the New World Order

« Honor to Dr Esther BOUPDA »

University of Douala, from 3rd to 5th April 2024
(in person and remotely/webinar)

Report of abstract submission deadline to 31st December 2023

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Online registration: <https://ss-cad.org/index.php/fr/formulaire-d-inscription-au-colloque-transport-et-emergence-de-l-afrique-en-2063>



Web Site: - <http://bit.ly/colloque-te-afrique-2063>

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Introduction

The African Union has developed a nice vision, a sufficiently ambitious project for the black continent in the 21st century since 2015 and the project is no other than the emergence of Africa by 2063. This predominantly socio-economic project articulates around a double tandem: a process and a state of being. According to the first tandem, the emergence of Africa refers to the process of transformation of national economies guaranteeing the harmonious and sustainable integration of the continent into globalization. This process is marked by the consolidation of strong economic growth in a stable manner. Following the second tandem, the emergence of

Africa is a state of being of the national economies characterized by GDP (Gross Domestic Product) which is not too low but averagely. This state is materialized by national levels of development that are no longer lower, but also intermediate compared to those of developed countries. It is the result or culmination of the first tandem. The common denominator of both is the continent's socio-economic transformations. These changes are promoted through democratic evolution and good governance. They guarantee the social and cultural integrity of the continent while being concerned about its ecological sustainability.

These predicted and sought-after transformations concern all sectors of the economy. However, some sectors are decisive or to be prioritized insofar as they can serve as a precursor or driver of others. This is the case with the transport sector, which is plural (road, rail, maritime, river, air) and transversal to all others. According to the World Bank, the lack of quality infrastructure, particularly in the field of transport, "slows countries' growth by 2% and limits business productivity by up to 40%". This sector is therefore a driving force for economic change. It is a powerful lever for linking national economies to globalization. In other words, transport, as a whole, is an unstoppable driver of any process of socio-economic emergence.

Africa has enormous potential and natural assets in the transport sector. These must serve as a precursor to socio-economic transformations in the continent. First and foremost, maritime transport, which is the lifeblood of globalisation. It is at the heart of import/export and alone represents more than 90% of world trade in volume and more than 70% in value. In fact, 38 countries out of the 54 on the continent are coastal or insular, or 70.38% of countries. These coastal or island countries have more than 47,000 km of coastline and an area of nearly 13 million km² of oceanic territory. The maritime waters of these countries are almost three times larger than the land. Logically, the 29.62% of continental countries should have more facilities for trade by sea thanks to two vectors. Firstly, there is Port-City-Hinterland connectivity, and secondly, road, rail, river and air traffic of goods and services within the continent. In a clearer manner, natural potentialities offer real opportunities for the emergence of the continent.



The current empirical situation unfortunately contrasts with these predispositions. It makes transport a powerful obstacle or obstacle to achieving the continent's goal of emergence in 2063 through generalization. With regard to maritime transport, coastal countries still do not have the ambitious infrastructure and logistical equipment for the development of maritime traffic. The continent with enormous opportunities and assets has a maritime network consisting of only 142 links linking 65 ports; this network provides 22.1% of intracontinental freight transport estimated at about 58 million tonnes. In general, Africa accounts for only about 1.2 percent of world maritime transport in terms of number of vessels and 0.9 percent in gross tonnage. The continent's ports handle just 6% of global cargo traffic and nearly 3% of world trade, more than 90% of which takes place by sea. The continent's impact on global trade therefore remains very mixed, as does the impact of maritime transport on development in the continent. This is what can be described as the "Maritime Paradox of Africa" in a context where river transport remains empirically and embryonically dominated



Rail transport is characterized by a very uncompetitive continental railway network of only 75,000 km. It is the last in the world. This network is more characterized by a very low average density of about 2.5 km per 1000 km² compared to the world average of 23.1 km per 1000 km². It is marked by enormous and glaring disparities between countries and sub-regions. Only 6500 km of railway tracks use electricity in the railway networks of Egypt, Algeria, Morocco, South Africa and Zimbabwe. All other countries mainly use the diesel-electric locomotive. The dying steam locomotive is still being used as a tourist attraction on the Rift Valley Railways section.

Air transport is also lagging behind and uncompetitive in the continent. It is characterized by a network of 122 classified international airports, about 4,000 airfields and a total of 14,762 air routes. This network is marked by very low national, sub-regional, and inter-regional connectivity. By way of illustration, 57% of African cities were connected by international flights in 2006 compared to more than 90% in Europe. The trend has certainly changed; But not enough in view of the multiple crises that have followed one another since then in the continent. In addition, Africa's aviation network has a low capacity of about 2.3 million tonnes of cargo (in 2019). This tonnage represents nearly 0.9% of intra-African freight. According to the International Air Transport Association (IATA), Africa accounted for only 1.9% of the global air cargo market in 2022.



Road transport is the predominant mode of motorized travel in the continent. It accounts for more than 80% of freight and passenger traffic. In addition, it is the only means of connection in rural areas. In 2007, the continent's road network was 30,195,767 km and 24.5% of this network was asphalted. In 2013, the density of this network amounted to 7 km of road per 100 km², less than half of the road densities of Latin America (18 km) and Asia (18 km) at the same time; Moreover, only 28% of these roads were asphalted. This network has therefore undergone significant improvements since then. However, these improvements are being slowed by the multiple crises on the continent.



In general, countries without a coastline struggle to import as much as to export through the seas and oceans because of the continental landlock. These countries are struggling to truly articulate themselves to the globalization of the economy, which is based on sea-continent interactions in complete safety and security. This hardship is also experienced by coastal countries because of the same landlock. While it is undeniable that the creation of corridors, dry ports... has favoured the regulation of interconnection problems between the port and the continent, it must however be recognized that the expected results remain mixed. The useful and necessary logistical arrangements for this purpose and the associated optimal functioning mechanisms remain very inadequate. They are to be built, maintained, modernized, and perfected. Africa remains and remains the continent with a hyper-endemic enclave. This hyper-endemicity has fostered a very strong solicitation of port cities by economic operators and populations of the hinterland in search of an improvement in living conditions. However, port/city relations are unstructured, poorly planned and even controversial. They are predominated by multiple contradictions and dysfunctions maintained by unproductive urban governance logics , , , . As a corollary, African port cities have gradually established themselves as **"true sanctuaries of**



denial of the portuarization of urban territory and urbanization of port territory". The port-city-hinterland divide and the weak national, sub-regional, inter-regional connectivity by rail, road, river and air are thus asserting themselves as powerful obstacles to the expansion of spatio-port dynamics.

This reality constrains the impetus of profound territorial transformations associated with port dynamics in Africa. This crisis, which is widespread in all transport sectors, is a major challenge for societal transformations that are politically planned, economically feasible and socially eagerly awaited. These changes are an imperative in this continent, which represents 16.4% of the world's population and 30% of the world's mineral reserves, but is plagued by endemic poverty. Empirical realities contrast once again with the continent's potential and assets. They are a major obstacle to the continent's ambitions for emergence set out in the African Union's Agenda 2063.

The realization of ambitions becomes more complex with the new context of international uncertainty coupled to the transition to a new world order. Indeed, the COVID-19 pandemic and especially the Russian-Ukrainian war have favored the revitalization of the BRICS which are working to overcome the unipolar world dominated by the West since the end of the Cold War in 1990. These emerging countries are working towards the advent of a multipolar world: the new world order. The world has gradually entered a transitory international context that is complex, turbulent, turgid, uncertain and unpredictable.

This International Colloquium anchors on all these realities to open a constructive, multidisciplinary and transdisciplinary debate on the transport sector (maritime, rail, river, road and air) in Africa. This debate centers around a number of fundamental questions: What is the current situation (2023) of the transport sector in the continent? What are its strengths and weaknesses? How does it work and/or malfunction? What are the structural, functional and operational determinants at the political, economic, social, cultural and ecological levels? How are they characterized and materialized? What are the economic, social, political, cultural and ecological impacts, and therefore, on the sustainable development of the continent? How do these impacts relate to and affect the continent's emergence perspective in 2063? How can and should we regulate dysfunctions and their impacts? What are the impacts of the COVID-19 pandemic and the war in Ukraine on the transport sector in Africa? Does the context of turbulence and international uncertainty dependent on this pandemic and the Russian-Ukrainian conflict compromise the implementation of multiple national and continental transport programmes and projects? If so, how does this compromise take place, manifest itself and characterize? What are the constraints and threats to the transport sector inherent in the advent of a new world order? What are the opportunities inherent in this advent for the transport sector and the project of emergence of Africa in 2063 by generalization? What are the new challenges and issues facing the transport sector in this new context? How to address these challenges in the short, medium and long term at the national, sub-regional and continental levels? How can we succeed in adapting the transport sector in this context?...

All these questions will feed the exchanges of this International Colloquium of 3, 4 and 5 April 2024 on transport in Africa organized at the University of Douala in Cameroon in honor to Dr. Esther BOUPDA, transport geographer. This celebration is well deserved for its dense and rich contribution over fifty years to the production and popularization of knowledge on transport in relation to development in Africa. The debates conducted during this major scientific event are based on the latest concerns of Dr. Esther BOUPDA on the evening of her very long and rich career as an academician. This academic honor is also paid to Dr. BOUPDA Esther for her contribution to the construction of the School of Geography of Douala. She was the pioneer of Geography at the University of Douala as the first head of the Geography Section and even the Department of History and Geography of the University of Douala after its creation in 1993. This international colloquium is a joint initiative of the Cheikh Anta Diop Thinking Society and the Departments of Geography and History of the University of Douala.

Goal, stake and Objectives

Goal and stake

The aim of this International Colloquium is to contribute effectively to the improvement of programmatic frameworks, the strengthening of governance capacities and the innovation of the practices of actors in the transport sector (maritime and river, road, rail, air) so that it fully plays its role as a precursor or engine of the emergence of Africa in 2063 in the context of the new world order. The main challenge of the conference is therefore the emergence of Africa by 2063.

General Objective

To achieve this goal, this Colloquium has the general objective of Building a body of knowledge and knowledge updated, densified and prospective following a multidisciplinary approach on all transport sectors (maritime and river, road, rail, air) in Africa, integrating the constraints and opportunities of the new world order, as well as the inherent challenges and issues

Specific Objectives

Specifically, this Colloquium aims to bring the African and global intelligentsia by generation to:

- Deciphering and profiling national maritime and river, road, rail and air transport systems, focusing on strengths and weaknesses, internal and external opportunities and threats ;
- Identify and characterize the constraints and dysfunctions of the transport sector (maritime and river, road, rail, air) in Africa, by reconstituting the causal chain that integrates the COVID-19 pandemic and the war in Ukraine;
- Assess the economic, social, political, cultural and even ecological impacts of the transport sector in the black continent by integrating the effects of the COVID-19 pandemic and the war in Ukraine ;
- Synthesize and establish profiles of drivers, assets and opportunities, as well as constraints and challenges to be addressed in each type of transport in the context of the new world order; ;
 - Formulate realistic, achievable and sustainable regulatory proposals for the emergence of the continent by 2063 ;
 - Build interdisciplinary bridges and platforms for multidisciplinary exchange, sharing of experience, strong proposals, and collaboration between researchers, experts, public decision-makers, municipal actors, civil society... around the challenge of the transport sector taking into account the complexity of the transitional context towards a new world order.

Fields and thematic axes

The work of this Colloquium will focus globally on ten thematic fields. Each field is structured in thematic axes. Internal discussions for each axis will focus on an unlimited number of cross-cutting themes for all modes of transport (maritime, road, rail, inland waterway and air).

THEMATIC FIELD 1: National, sub-regional, inter-regional transport systems

- 1- Historiography and Historical Trajectories of Transport Systems
- 2- National Maritime Transport Systems
- 3- National Road Transport Systems

- 4- National Rail Transport Systems
- 5- National inland waterway transport systems
- 6- National air transport systems
- 7- Interconnection between National Transport Systems
- 8- Sub-regional, inter-regional and continental articulation of transport systems (maritime, road, rail, river and air)
- 9- Actors of transport systems, Sub-regional cooperation and sub-regional community integration
- 10- Transport systems, Inter-regional cooperation and continental community integration, Inter-continental cooperation and global integration

THEMATIC FIELD 2 : Sea-continent Connectivity

- 11- Traffic logistics infrastructure and equipment
- 12- Governance of sea-continent dynamics
- 13- Public and private investments in sea-continent connectivity
- 14- Governance of maritime corridors
- 15- Port competition, networks and networking,
- 16- Actors, transport chains, sea-continent flows and traffic
- 17- Coastal transport and tourism
- 18- Safety and security of sea-continent traffic
- 19- COVID-19 pandemic, Russian-Ukrainian conflict and sea-to-continent traffic
- 20- Diplomacy and maritime and port cooperation

THEMATIC FIELD 3 : Town-Port Relationship

- 21- Ports and Port Governance (Sea, River and Dry Ports)
- 22- Port Dynamics and Urban Governance
- 23- Port Dynamics, Land Crisis and Urban Planning
- 24- Port Dynamics and Urban Transport
- 25- Port Dynamics, Population and Urban Poverty
- 26- Port Dynamics and Tourism
- 27- Port Dynamics and Public Health
- 28- Port Dynamics and Urban Economy
- 29- Port Dynamics, Urban Safety and Security
- 30- Port Dynamics and Urban Environment

THEMATIC FIELD 4 : Transport and gender ; working condition and social security

- 31- Gender equality and equity at work,
- 32- Gender stereotypes and conditions of women at work
- 33- Promotion of gender diversity: gender mainstreaming and professional practices
- 34- Employee status and remuneration
- 35- Work organization and adaptation to market needs;
- 36- Trade union dynamics and civil society
- 37- Safety and health at work
- 38- Social security, insurance policy
- 39- Social rights at work and child labour
- 40- Certification of African operators

THEMATIC FIELD 5 : Transport sector, ITC and New Technologies (NT)

- 41- Artificial intelligence in governance
- 42- Remote services, digitalization and dematerialization of procedures
- 43- Security and digital safety
- 44- Internet coverage of transport networks
- 45- Mobile money and remote payment
- 46- Start-Up, digital entrepreneurs and social networks
- 47- ICT and NT infrastructures and equipment
- 48- Transfer of skills in the digital field
- 49- Community management and performance of economic operators
- 50- Economic impact of ICT and News Technologies

THEMATIC FIELD 6 : Economic and social Impacts of the transport Sector

- 51- Public/private sector relationship and traffic growth;
- 52- Competitiveness and Integration into the global value chain;
- 53- Creation and concentration of transport companies;
- 54- Economic and social performance
- 55- Taxation and stimulation of economic growth
- 56- Economic and social impact on tourism
- 57- Impact on local authorities and local economies
- 58- Insurance system in the transport sector
- 59- Social policies and Redistribution of transport sector profits
- 60- Impacts of transport liberalisation

THEMATIC FIELD 7 : Transport, Environment and health

- 61- Transport, greenhouse gases and climate change and health
- 62- Transport and marine, soil, water and biodiversity pollution and health
- 63- Transport waste management and environmental protection
- 64- Transport and public health: emergency or medical service, pharmaceuticals
- 65- Transport and Eco-tourism
- 66- Transport, spatial planning and sustainability
- 67- Night transport, night spatial restructuring and sustainability
- 68- Transport, urban environment and health
- 69- Transport and renewable energies
- 70- Eco-Transport, green deal and sustainable development

THEMATIC FIELD 8 : National et international transport laws

- 71- Evolution of legal frameworks in the transport sector
- 72- National transport rights: regulation and disruption
- 73- International transport law: regulation and disruption
- 74- Complementarity between national law and international law
- 75- Actors of national and international law
- 76- Contradiction and paradox between national and international law
- 77- Transport charters and collective labour agreements
- 78- National and international conflict and litigation
- 79- Competences of jurisdictions and change of scale of competences
- 80- Dependence and influence of international courts

THEMATIC FIELD 9 : Research and Innovation in the transport sector

- 81- Support for fundamental and applied research

- 82- Invention and technical and technological innovation
- 83- Engineering and patenting of discoveries
- 84- Communication and Dissemination of Research-Innovation results
- 85- Funding of Research-Innovation
- 86- Public/private partnership on Research-Innovation
- 87- Building of skills in Research-Innovation
- 88- Gender and Research-Innovation
- 89- Valorisation and Impact of Research-Innovation
- 90- Relationship between Research-Innovation ecosystems and operators Economic

THEMATIC FIELD 10 : Transport sector and South-South / North-South cooperation

- 91- Transport Sector in Intra-African Cooperation
- 92- Transport Sector in Africa-BRICS and South-South Cooperation
- 93- Transport Sector in Africa-EU-North America Cooperation
- 94- Transport Sector in Africa-UN Cooperation
- 95- Partnership Dynamics and Competitiveness
- 96- COVID-19 pandemic and transport sector performance
- 97- Russian-Ukrainian conflict and transport sector performance
- 98- Agenda 2063, transport sector and transition to a new world order
- 99- Constraints and opportunities of the new world order
- 100- Challenges and issues of the new world order

Submission of propositions and communication formats

This Colloquium will be held from 3 to 5 April 2024 at campus 2 of the University of Douala. Proposals for papers must be submitted in full in English or French to the Permanent Secretariat of the Organizing Committee.:

Contact of the Permanent Secretariat:

E-mail : colloque-transport-afrique2063@ss-cad.org

Papers may be written and presented in English or French in two formats. :

- In-person, following two patterns of presentation : oral and poster
- webinar or remote

Provisionary chronogram

Dates	Activities
July 1, 2023	Publication of the call for papers
December 31, 2023	Deadline for submission of abstract
January 10, 2024	Deadline of feedback to authors
February 10, 2024	Deadline for submission of full paper
March 15, 2024	Publication of the pre-proceedings
April 1-2, 2024	Welcome and installation of participants
April 3-5, 2024	workshops
May 05, 2024	Deadline for submission of corrected versions of papers
May 15, 2024	Sending of papers to expert for first review
June 10, 2024	Feedback from experts and transmission to authors
July 25, 2024	Deadline for submission of corrected versions of articles
July 30, 2024	Sending of papers to expert for second review
August 20, 2024	Feedback from experts and transmission to authors
September 1, 2024	Deadline for submission of final versions of articles
September 5, 2024	Publication of electronic version of the Colloquium proceedings
October 5, 2024	Production of hard copies of the Colloquium Proceedings

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