

INTERNATIONAL SYMPOSIUM

BUILDING THE TOMORROW'S PORT CITY IN ATLANTIC AFRICA

LOCATION: KRIBI (CAMEROON)

DATES: 6-8 NOVEMBER 2017

1. Context and rationale

The "Atlantic Africa" project aims at understanding Africa in a different way than by the usual reading grids, based on outdated findings or tainted by pejorative presuppositions now denounced. It is a matter of demonstrating that Africa is a continent in motion, a continent of human mobility and flows of goods, capital, information, a continent of circulation, much more at ease in the processes of globalization than suggest certain statistics and dominant cultural representations. It is clear that Africa no longer turns its back on the sea. On a more theoretical level, it is also a question of drawing lessons from African experiences, in order to better understand the mechanisms of globalization, as much in its technical and economic aspects as well as in its environmental, geopolitical and cultural dimensions. Preceding this symposium, a symposium has already been held in Dakar in October 2015, and two symposiums in Cotonou, Marport 1 in 2015 and Marport 2 in 2016. A book in city within the Port, led by colleagues from Abidjan, is on the publication.

2. Issue and general objective

The entry chosen to achieve this objective is the port city, both a link in globalized logistical chains, an interface between the exterior and the interior of Africa, dynamic foci of territorial configurations transformed by productive processes and urban deployment. Even though these port cities are also linked to the world by air transport and the digital revolution, the sea remains, however, the result of increased penetration of manufactured goods from elsewhere and an exit from the natural resources coveted by all. The coastlines have thus progressively constituted themselves as major places of the demographic, spatial and economic growth. They are also the place where an active environmental conscience develops, raising the question of the human and sustainable development of Africa. Port cities and their coastal proximities are fragile places where the accelerated overflow of human activities makes it urgent for scientific reflection on the effects of importing economic models that care little about the human environment and natural environments. For essentially practical reasons, only the Atlantic coastlines of Africa will be treated, offering a singularity linked to the history but also to the emergence of an Atlantic World that is not reduced to the North Atlantic.

3. The themes of the symposium

Expected contributions fall under the following themes:

I. Globalization, logistics, transport. African port cities are located on maritime routes that serve or along the Atlantic coast of Africa. It is through these routes and the ports they serve that Africa is linked to economic globalization. Ports are nodes of transport because of their interface between sea and land. Mutations in port cities are largely determined by developments and changes in transport, whether maritime or land-based. Proposals are expected to deal with ports, their traffic, their equipment, the competition / complementarity that links them, their attractiveness to large globalized groups, their impact on the urban areas that harbour them, The modalities of their organization and functioning ... Also proposals dealing with corridors and dry ports, inward projection of globalized maritime activities are

expected. Port cities are nodes on the networks and their development consonant with the expansion of the continental flows that shape the new African spatial compositions.

II. Productive territories. African port cities are the major places for the establishment of industries but also for tertiary activities linked to the development of emerging activities. Proposals are awaited to analyze the conditions of this establishment and to raise the problems raised by the transformation of primary, agricultural, mining and energy production. The same goes for the decoupling between economic activities, whether or not they participate in productive globalization. The policies implemented, and in particular the free zone programs, call for contributions. These include questions about coastal tourism upgrading, productive economies, raw materials and energy sources, fisheries and overfishing, etc., management of environmental impacts related to logistics and planning and industrialization efforts.

III. The environmental issues. The nuisances linked to the management of the existing activities and aroused by the plans to set up activities along the coast, starting from the maritime megalopolis, call for deepening. Proposals addressing the issue of port development disrupting coastal currents and destroying vulnerable natural environments are expected. Proposals on environmental impacts related to logistics, industrialization and urbanization are also expected. Contributions for planning efforts to counter the already advanced degradation of coastal environments will be welcomed.

IV. Geopolitics and geostrategy. Port cities are, if not in law, at least in fact the capitals of the littoral states and are included in the geopolitical calculations which govern the definition of the global policies of the great powers. The opening up of African States to the sea implies an understanding of the challenges of ocean control. States have few resources in front of the World powers dominating the seas. Fish stocks, coastal deposits and natural resources evacuation routes call for a mobilization of powers in response to increasingly disturbing acts of piracy. The same applies to the territorial control of coastal maritime areas. Contributions on this topic are awaited with interest.

V. African Ports and Societies. The reflection on the port cities as the places of a deep social and cultural mutation requires that the researchers look at the relationship of African societies to the sea. From the sedentary and nomadic continental, the question of the passage to maritime fluidity in all its dimensions arises. There have always been coastal and maritime societies, but their weight in the construction of Africa has never been decisive. Henceforth, port cities are the places where major decisions are made. It is the modalities of this passage that it would be desirable to deepen to better understand the previous interpellations.

4. Scientific Council and Organizing Committee

Scientific Council : Daniel ABWA, University of Yaoundé 1, Cameroun, Yann ALIX, Fondation SEFACIL, France, Benjamin ALLAGBE, University of Abomey-Calavi, Bénin, Céline BIKPO, University Félix Houphouët-Boigny, Côte d'Ivoire, Athanase BOPDA, université du Havre, France, Esther BOUPDA, University of Douala, Cameroun, Jacques CHARLIER, University of Louvain-la-Neuve, Belgique, André DENAMSEKETE, University of de Bangui, RCA, Philippe Blaise ESSOMBA, University of Yaoundé 1, Cameroun, Babacar FALL, université Cheikh Anta Diop, Sénégal, Jacques GUILLAUME, University of Nantes, France, Joseph KABLAN, University Félix Houphouët-Boigny, Côte d'Ivoire, Jean-François KLEIN, University of Havre, France, Cornelius Mbifung LAMBI, University of Buea, Cameroun, Bruno LECOQUIERRE, University of Havre, France, Michel LESOURD, University of Rouen, France, Messan LIHOUSSOU, University of Abomey-Calavi, Bénin, Gourmo LO, University of Havre, France, Jérôme LOMBARD, IRD, France, Aurore Sara MBOCK MINLEND, University of Douala, Cameroun, Léandre Edgard NDJAMBOU, University Omar Bongo, Gabon, Alexis Atsé N'GUESSAN, University Félix Houphouët-Boigny, Côte d'Ivoire, Vincent NTUDA EBODE, University of Yaoundé II, Cameroun, Gabriel NYASSOMGBO, University of Lomé,

Togo, Louis Martin ONGUENE ESSONO University of Yaoundé 1, Cameroun, Roger ONOMO ETABA, Louis Marc ROPIVIA, université Omar Bongo, Gabon, Benjamin STECK, University of Havre, France, Paul TCHAWA, University of Yaoundé 1, Cameroun, Mesmin TCHINDJANG, University of Yaoundé 1, Cameroun, Mame Demba THIAM, IFAN, University Cheikh Anta Diop, Sénégal, Toussaint VIGNINO, University of Abomey-Calavi, Bénin, Messan VIMENYO, University of Lomé, Togo, Alphonse YAPI-DIAHOU, University of Paris 8, France.

Organizing Committee: Louis Martin ONGUENE ESSONO, Paul TCHAWA, Mesmin TCHINDJANG, Esther BOUPDA, Joseph Pascal MBAHA, Stéphane Céleste SOKENG PIEWO, Marcel Hugues ETOGA, Eric VOUNDI, Frédéric SAHA, Mbevo Philippe, Igor Casimir NJOMBISSIE PETCHEU & André DENAMSEKETE.

5. Submission and participation

Proposals for abstracts up to a maximum of 250 words (plus title and keywords) should be submitted to the following e-mail address: africatlantickribi@yahoo.com no later than 31 March 2017. The Scientific Committee will critically read the proposals. Responses will be sent to researchers on May 15, 2017. Enrollment is open until August 31, 2017 for the full payment of the registration fee. The texts of the papers accepted must be sent by September 30, 2017, in electronic form, to africatlantickribi@yahoo.com. A publication of the papers is planned, according to the terms of a double blind assessment that will run until January 31, 2018.

Participation amount fees ranges from **30,000 FCFA or 45 euros (50 US dollars)** for students up to **100,000 FCFA or 150 euros (165 US dollars)** for Lecturers and researchers. For the representatives of institutions and companies, the amount fees is **150,000 FCFA or 225 euros (240 US dollars)**. For students who are unable to pay the fees, they will be allowed to participate in the symposium but will not be able to benefit from meals, materials distributed or field visits. The payment of the participation fee entitles to the summaries of the papers presented, the lunches and the visit.

In addition to the Kribi seaport and its surroundings, a visit to both the port of Douala and the historic site of Bimbia, a former slave port, will be offered to visitors. The cost will be borne by the participants: **100,000 FCFA or 150 euros / 165 dollars** (all costs included: transport, accommodation, catering, overnight stay), for a group of at least 20-25 people.

