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WEST AFRICAN BORDERS AND INTEGRATION

# CROSS-BORDER DIARIES

BULLETIN ON WEST AFRICAN LOCAL-REGIONAL REALITIES  
*With the support of the Sahel and West Africa Club*

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## Borders

# further afield...



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## Borders further afield ...

**B**orders further afield ... The Diaries have decided to explore other boundaries and regions: those which have received a great deal of media coverage like the United States-Mexican border, others that have been planned out as in China, or which have been transformed into economic corridors in the great Mekong, those in countries exiting from crisis in Kosovo, or where now exist regional highways like the “Maputo corridor” linking up South Africa with Mozambique.

Remaining on the African continent, there is a stop at the “African Wildlife Conservation Heartlands” launched in 1998 by the AWF. These centres are particularly interesting as they combine respecting national wildlife parks with human population areas within a territorial context that straddles international borders.

Common areas of interest in West African border cooperation: economic concerns highlighting complementarities, administrative impediments, cultural identity, the balance needed between humans and animals, inter-ethnic links to preserve even under pressure. From this it can be concluded that there is cohesiveness among all border peoples... ●

The editors



## Economic “jump start” in China's Western region

**Industrial park profiles in China, creation of the Border Economic cooperation zones (BECZs).  
Over 6,600 industrial parks in China boost economic growth  
or how State models regulate future planning.**

Since 1978, China has gradually opened up and has successfully used its foreign direct investment (FDI) preferential policies to steer FDI to its desired locations and industries to facilitate its uneven development strategy. The country has set up industrial parks.

The unbalanced strategy initially gave development priority to China's eastern coastal region in hopes of establishing viable and strong economic “engines” along the coast and thus spreading positive effects into its vast interior areas.

In order to reduce the inequality, in 1997 the Chinese government began its new wave of FDI special treatment focusing primarily on the Western region in order to “jump start” its economy so that it may catch up.

Industrial parks in China are operated at the national, provincial and local levels. The number of parks exceeded 6,600 in 2006. The parks that are operated at the national level are the most attractive to foreign investors. The political conditions are more favorable and their management commissions have the same rights as city governments making it easier and faster to set up operations on-site.

Depending on the focus and development goals, the industrial parks in China can be divided into six categories:

- Economic and Technological Development Zones (ETDZs),
- Free Trade Zones (FTZs),
- New and High-Tech Industrial Development Zones (HIDZs),
- Border Economic Cooperation Zones (BECZs),
- Export Processing Zones (EPZs) and
- Tourist and Holiday Resorts (THRs).

### History

Four phases of the evolution of China's FDI regulations under the “open door” policy. The essence of China's “open door” policy is to harness FDI in order to implement and facilitate China's uneven development strategy. This has been done typically through the gradual but steady geographic expansion of successful FDI preferential policies throughout the country.

In the first phase, from 1978 to 1984, policy and legal foundations of China's FDI regulation framework were laid down.

The second phase, from 1984 to 1992, experienced the great spatial expansion of China's preferential FDI policies and both structural and geographic changes of China's “open door” policy.

The third phase, from 1992 to 1997, witnessed the reaffirmation of the coastal-oriented development approach and limited action was taken to address the widening regional disparity.

The fourth phase, from 1997 to present, is a crucial stage in which China's government needs to adjust its “open door” policy to solve increasingly severe regional disparity between its coastal and interior areas.

Each of these zones independently manages an internet site highlighting its qualities and sometimes its history (see Box).

#### **1. Heihe Border Economic Cooperation zone**

Approved by the State Council in July 1992 as a state-level Border Economic Cooperation Zone, this zone is located in Heihe City, and is located across the river from Blagoveshchensk, the third greatest city in the Far East of Russia.

Heihe is the biggest and nearest counterpart city along the Sino-Russia border. It is well-functioning and has the highest standard of living. It is in a key position to engage in foreign trade and economic cooperation with Russia. The region is abundant in various natural resources such as minerals, land, water, animal and flora as well tourism.

#### **2. Suifenhe Border Economic Cooperation zone**

Approved as a cooperation zone with special preferential policy by the State Council in May 1992, this zone borders the most developed coastal area with the richest resources in the Far East of Russia. It is 21 km from the its counterpart Russian city, and connected to Russia by one rail line and two highways.

#### **3. Huichun Border Economic Cooperation zone**

Approved by the State Council in September 1992, this zone adjoins Russia and North Korea along the coast, near trading ports of three nations. It is located in an autonomous region that concentrates on developing exports of processed products and high-technology, as well as trade, tourism, real estate development, banking and entertainment.

#### **4. Manzhouli Border Economic Cooperation zone**

Located in Manzhouli, the biggest land trading port in China, this zone was approved as a state-level border economic cooperation zone by the State Council in September 1992. It borders Mongolia to the west and Russia to the north. As a key point in the economic zone in northeastern Asia, it is the most important hub, trading port and distribution center on the international main line of the Euro-Asia Bridge.

# ASSOCIATED MAP FOR PROTOCOL 1





The railway's annual handling capacity is 5 million tons.

## **5. Dandong Border Economic Cooperation zone**

Approved as a national border economic cooperation zone by the State Council in July 1992, this zone is located along the sea, the Yalu River and the border. It could provide efficient service and a good investment environment. Dandong was called Andong before 1965, and now has an area of 14,910 sq. km and a population of 2,410 thousand. It is the largest border city in China. A Border Economic Cooperation Zone (BECZ) has been constructed in Dandong along the Yalu River in 1992 to attract foreign companies by providing tax advantages and other benefits. It is the largest among 14 national level BECZs in China.

## **6. Yining Border Economic Cooperation zone**

This zone focuses on exports and high technology business, industry and commerce. The State Council approved its status to be one of the national border economic cooperation zones in June 1992.

## **7. Tacheng Border Economic Cooperation zone**

Tacheng city is located in northwestern Xinjiang and is adjacent to Kazakhstan. The zone was approved by the State Council in December 1992. It adjoins the city in the east and near to the port in the west, covering 6.5 km<sup>2</sup> and is 12 km from Port of Baketu. The zone is composed of a border trade commercial center, an import and export processing section, a warehouse section and a port service section. With the Yuhua Company from Guangdong and Yinyu Company from Hong Kong, the commercial center has agreed to set up the Tacheng International Trade Corridor. The project's first phase will begin this year and cover 50,000 square meters of commercial space.

## **8. Buole Border Economic Cooperation zone**

In December 1992 the State Council approved this zone as one of the national border economic cooperation zones. It plans to cover 8 km of which 5 are reserved for industrial development. It borders Mongolia and depends upon railway links and autoroutes to the rest of the country.

## **9. Pingxiang Border Economic Cooperation zone**

This zone was approved as one of the national border zones by the State Council in September 1992. It is located on the border between China and Vietnam, within the Asia-Pacific economic area, and is one of main passageways connecting southwest China to Vietnam and countries in southeast Asia. Numerous investors have already set up in this zone. Their site is particularly interesting. In addition to the facilities offered to foreign investors, it provides a history of border relations in the zone (see Box 1).

([http://www.en.sinoviet.com/bdtrade/survey\\_history.htm](http://www.en.sinoviet.com/bdtrade/survey_history.htm))

## **10. Ruili Border Economic Cooperation zone**

Approved by the State Council in 1992, the zone adjoins Ruili city which is the twin city of Mojie city of Myanmar. Today the zone is the first Myanmar commercial entry point and warehouse. It depends on agricultural and biological commercial trade.

## **11. Wanding Border Economic Cooperation zone**

On the border of Burma, at the end of Route 320, with 29 km border area, Wanding city is one of opening Chinese

border cities. This zone depends on agricultural trade and international cooperation in terms of tourism and raw materials.

## **12. Hekou Border Economic Cooperation zone**

The Zone is separated from Oldstreet City of Vietnam by a bridge and is linked with Xigong and Henei by Dianyue railway, Kun-he highway and the Red River. Passageway (400 km) from southwestern China to the sea and southeast Asia.

## **13. Erlianhaote Border Economic Cooperation zone**

Erlianhaote Border Economic Cooperation Zone was approved as a national border zone by the State Council in June 1993. It is located in the north China, on the Mongolian and Russian borders at the centre of an autonomous region. It has the status of a free-trade zone. ●

### Source

AchemAsia, 7th International Exhibition-Congress on Chemical Engineering and Biotechnology  
Beijing / PR China,  
14 - 18 May 2007

## History of Border Trade

**B**order trade between Guangxi and Vietnam was restored in 1989 after a 10-year interruption due to tensions between the two countries.

At the beginning, border populations opened their apartments to serve as a market on the border where they carried out barter trade. Merchandise was transported by yoke baskets ("don ganh") on their shoulders. These small village markets became 25 cross-border commercial trade points. With the development of border trade, China set up Pingxiang, Youyiguang, Dongxing and Shuikou as national land ports and opened Beihai's Qiaogang, Fangchengguang's Baisa as border trade cargo passing ports.

Trading has evolved from from single mutual barter trade to a new pattern of co-existing multidimensional forms of barter, small local trade, economic and technological cooperation, participation in various channels by State-owned enterprises, collective companies and the private sector.

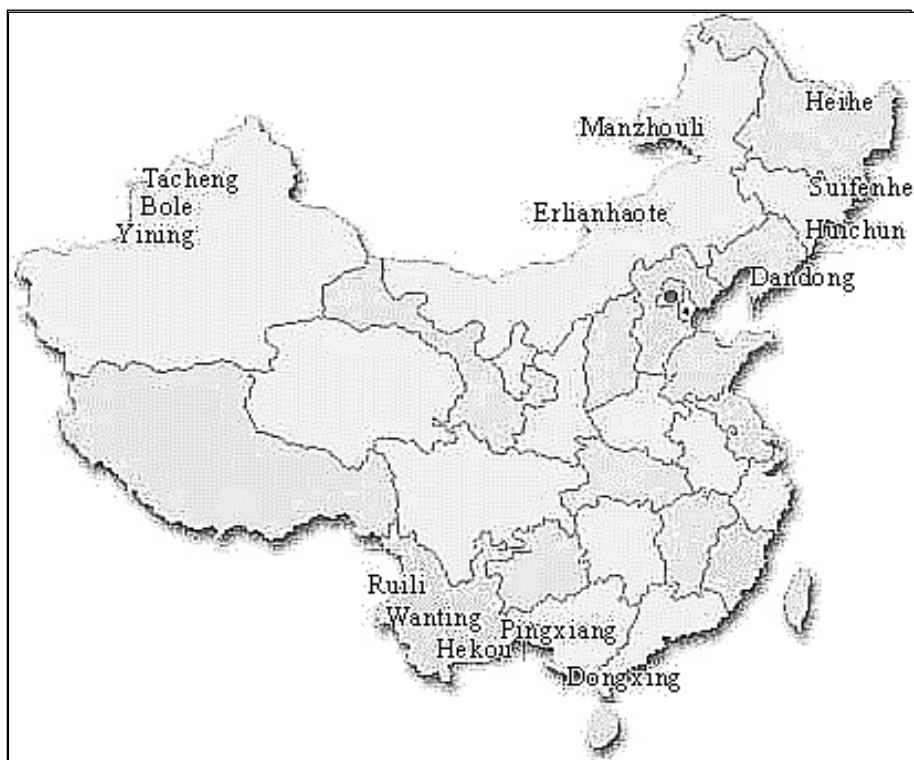
Guangxi-Vietnam border trade promotes trade flows on both sides of the border. Vietnamese merchants mainly import diesel engines, small size farming machines, construction materials, pesticide, bicycles, sowing machines, beer, textiles and thermoses. The principal items that Chinese merchants import are Vietnamese special local farming-related products, including fruit, lumber, sea products, rubber, palm oil, coconut oil, chopping blocks, rice, corn, bean oil, dry cassava, and Vietnamese iron ore, manganese, coal, etc.

In 1989, Guangxi border trade import and export volume was only Yuans 450 million while in 1997 it reached Yuans 3.1 billion, totaling Yuans 19.9 billion in 9 years. The direct beneficiaries of the development of border trade are the border zones and their population. ●

## Cross-border cooperation in the Greater Mekong Sub-region

In 1992, the ADB-assisted Economic Cooperation Program in the Greater Mekong Sub-region (GMS Program) was encouraged to provide sub-regional transport infrastructure that would improve the connectivity and economic linkages between and among the six GMS countries.

- Myanmar,
- Thaïlande,
- Laos,
- Cambodge,
- Vietnam,
- Chine.



## Cross-Border Facilitation: A Critical Component of Sub-regional Cooperation in the Transport Sector (Greater Mekong Sub-region)

**T**he GMS Governments have recognized that providing the sub-region with physical infrastructure is necessary, but not a sufficient condition to increase linkages among the six GMS countries.

It is a crucial component in the transformation of GMS transport corridors into so-called economic corridors. An economic corridor is a geographically designated area where infrastructure development is directly linked to production, trade, and investment potential.

In 1996, ADB provided technical assistance (TA) to the six GMS countries to

- identify and assess priority transport-related cross-border issues,
- assess the viability of existing international conventions or agreements as possible «solutions» or «responses» to priority issues,
- identify and assess issues that are not addressed by existing international conventions or agreements,

- identify implementation requirements for addressing priority issues.

A number of non-physical barriers that hinder free movement of vehicles, goods, and people across international borders in the sub-region have been identified. They include:

- restrictions on the entry of motor vehicles, often causing costly and time-consuming trans-shipment;
- different standards pertaining to vehicle size, weight and safety requirements, and driver qualifications;

**CROSS BORDER  
DIARIES**

available on the site

[www.westafricaclub.org](http://www.westafricaclub.org)

- inconsistent and difficult formalities related to customs procedures, inspections, clearances, and assessment of duties;
- restrictive visa requirements.

For example, in the East-West Corridor linking Myanmar, Thailand, Lao PDR, and Viet Nam, while most trucks move freely across the Lao-Thai border, any further movement within the country is restricted to border areas. Because of the non-existence of inland container depots in Mukdahan or Khon Kaen, Lao goods are brought across the border as loose cargo, transferred to Thai trucks, and transported to the port, where they are loaded into containers.

For Thai goods transiting through Lao PDR to Viet Nam, goods are taken across the border in Thai trucks and sold to Lao traders who then load them onto their own trucks.

If the East-West Corridor is to efficiently serve all east-west movements resulting in reduced delay and less damage to cargo, then trucks from the four Corridor countries must be able to move freely along the border.

There are international conventions that address these non-physical barriers to cross-border movement of goods and people. However, for legal and political reasons, most GMS members are still unable to fully adhere to these international conventions on cross-border transport facilitation.

Over the long term, the adherence to these international conventions by all GMS members is necessary to ensure efficient cross-border transport in the sub-region. However, there is a need to address these non-physical barriers over the short to medium term to ensure smooth cross-border movement of goods and people.

There are bilateral agreements between many GMS members related to cross-border movement.

These agreements, however, only partly address critical cross-border facilitation issues, and hinder transit movement of vehicles, goods, and people to third countries.

In addition, the bilateral agreements that exist among pairs of GMS countries

are not necessarily consistent with each other and run the risk of having gaps and overlaps, thereby making transport facilitation even more difficult.

There is, therefore, a need for a multilateral framework to facilitate the cross-border movement of goods and people on a sub-region-wide and consistent basis, allowing for both inter-state and transit traffic. ●

Source: [www.adb.org/](http://www.adb.org/)

## The GMS Cross-Border Transport Agreement

The GMS Cross-Border Transport Agreement (GMS Agreement) is a multilateral instrument for the facilitation of cross-border transport of goods and people.

Formulated under the auspices of ADB technical assistance, the GMS Agreement provides a practical approach, in the short to medium term, to streamline regulations and reduce non-physical barriers in the GMS. It incorporates the principles of bilateral or multilateral action, and flexibility by recognizing procedural differences in each of the GMS countries.

The GMS Agreement includes references to existing international conventions that have demonstrated their usefulness in a broad range of countries. It also takes into account, and is consistent with, similar initiatives being undertaken by ASEAN. The GMS Agreement covers all the relevant aspects of cross-border transport facilitation.

These include

- single-stop/single-window customs inspection;
- cross-border movement of persons (i.e., visas for persons engaged in transport operations);
- transit traffic regimes, including exemptions from physical customs inspection, bond deposit, escort, and phyto-sanitary and veterinary inspection;
- requirements that road vehicles will have to meet to be eligible for cross-border traffic;
- exchange of commercial traffic rights;
- infrastructure, including road and bridge design standards, road signs and signals.

The GMS Agreement will apply to selected and mutually agreed upon routes and points of entry and exit in the signatory countries. Since mid 2005, 5 of the 16 cross-border passage points were designated as trials in applying this Agreement. Full implementation of the GMS Agreement requires each country to ratify the Agreement and conform its affected national laws to the Agreement's contents, which, in some cases, would require amendment(s) of such laws.

Currently, all of the annexes and protocols contained in the Agreement have not been signed. The Agreement leaves room for bilateral signatures authorizing its applications between two countries, for example. This was the case in 2005 with the signing of the Memorandum of Understanding between Laos and Vietnam in order to facilitate the Agreements measures between their borders. ●



## Kosovo, Serbia and Macedonia transfrontier area



## Cross-border media

### Fostering sustainable inter-ethnic and cross-border co-operation for peace building and community development. The cross-border media co-operation channel experiment.

**T**he Gjilan/Gnjilane-Presevo-Kumanovo-Trgoviste (GPKT) project, implemented within the framework of the Conflict Prevention Programme of the EastWest Institute (EWI), has the overall objective of peace building and community development through the fostering of sustainable inter-ethnic and cross-border co-operation in the “micro-region”, the cross-border area covering four municipalities in Kosovo, Serbia and Macedonia.

As part of this initiative, a GPKT Media Working Group was formed by local media stations in 2004 and, with EWI support, has since provided a mechanism for the implementation of a number of joint productions and capacity-building activities.

The aim is to encourage and support sustainable cooperation among cross-border media, professionalism and economic development. EWI contracted the Skopje-based Media Development Centre (MDC) to examine existing marketing policies and practices of the GPKT media stations and to provide recommendations for a marketing and

sales approach for joint advertising space.

The following media were included in this research: TV Vali and TV Puls from Gjilan/Gnjilane, RTV Presevo of Presevo, TV Festa, TV Hana, Radio Bravo and Radio Albana of Kumanovo, and Radio Gong of Trgoviste. Radio coverage reaches 803,281 inhabitants (9% Macedonian, 13.5% Serb, 77.5% Albanian) and TV reaches approximately 550,930 inhabitants (12.8% Macedonian, 8.4% Serb, and 78.8% Albanian).

Within these territories, the population can receive many channels transmitted both terrestrially and through cable operators.

The consultants created focus group questionnaires, a survey on the media’s current position (technologically, target-marketing and programming), and a survey on the capacity of local businesses to venture into cross-border marketing.

The analysis focused on two main objectives:

- to provide a media situation analysis (current level of media development, their capacity for business and content production);
- to assess the ability of the media to develop new services or new approaches.

Based on the analysis, the consultants concluded it was not feasible at this time to carry out joint marketing for the media. Thus, they developed a potential model to create a joint-venture company that would centralise the marketing operations over the longer term.

#### Current situation

- **Constraints**

##### **1. Differences in language, territory and legislation**

The number of media including electronic media in this region is huge. They operate within different legislative frameworks and under three different jurisdictions. The jurisdiction of local courts is limited to the territory of the respective state, and therefore

an dispute between the cross-border partners is virtually irresolvable through the court system.

The multitude of media creates a very competitive environment, which, at this stage, is guided by liberal laws without any structured approach. National broadcasters of all three states/territories broadcasting in the micro-region, taking away the audience from the local media presents another factor. The territorial dispersion of the media stations involved presents a problem even for joint acquisition of programmes. Language diversity presents an additional problem. Although the majority of the population within the media footprint speaks Albanian, the two other languages (Macedonian and Serbian) used by a sizable portion of the region's media hinders the application of joint-production models that might generate revenue. Furthermore, the media stations concerned also have different technical capacities which can also be a limiting factor in potential joint production operations.

## **2. Poor economic environment**

The target region is one of the poorest in Europe. In addition, the long years of socialist rule have prevented people from undertaking in entrepreneurial activities. Most of the businesses in the area are small enterprises and shops with limited knowledge and resources allocated to advertising. Advertising is considered more as an expense than an investment.

## **3. High risk of political instability in the upcoming year**

Kosovo's final status is expected to be resolved this year. The GPKT target area is closely connected to this region, both economically and politically. The GPKT micro-region was affected by violence in the past decade and is still in a fragile post-conflict period. Whatever the final solution, there is a high risk of incidents and tension over the coming year and media that are divided along ethnic lines may face problems in co-operating not only in joint productions but also in joint sales operations. It is very likely that, if tension increases, for fear of finding themselves under attack, local businesses may choose not to advertise on the media of the "other side".

## **4. Administrative problems regarding the free movement of goods and people from Kosovo to Serbia**

Since the establishment of the UNMIK administration in Kosovo in 1999, Serbia has refused to recognise UNMIK-issued travel documents and vehicle registration plates for Kosovo citizens. This hinders the movement of people from Kosovo into Serbia and presents heavy administrative obstacles to legal trade.

## **5. Incompatibility of Radio and TV for cross-networking**

Even though it is possible to include radio broadcasters in joint sales packages, cross-platform production (joint production of programmes by both TV and radio stations) that could attract advertising is almost impossible. Radio and television stations may back each other up as complementary services but they cannot broadcast the same programme. Technically this is possible but the problem arises in the way in which advertising is priced by both types of media,

## **6. Non-existence of reliable ratings system**

While a national ratings system for audience measurement exists in Macedonia and Serbia, unfortunately the target stations from the GPKT region are not included. This complicates issues on at least two levels:

- It creates barriers for local broadcasters to access big national advertising campaigns, and
- It deprives the media of reliable feedback limiting their possibilities for programme planning and structured sales.

## **7. Overlap of footprints**

Overlapping footprints create a situation where everyone competes with each other. This overlap suggests that media will naturally group into any model of joint operation in order to fully capitalize on joint coverage. It is also highly unlikely that all of the media will co-operate in one joint system for a sustained period of time.

## **8. Lack of electricity in Kosovo**

The lack of electricity in Kosovo could exclude this territory from any form of co-operation and result in severe instability of local stations' programming schedules. Furthermore,

random blackouts by the Kosovo electricity provider KEG are destroying any possibility to plan advertisement packages, time slots and time available for advertising.

## **9. Low levels of in-house production of programmes**

The local media in the region have scarce resources in terms of both technical and human capacity which also affects their production ability. Their in-house production is generally limited in both quantity and quality, focused mainly on areas of local news coverage and local current affairs.

## **10. Political ties of certain media**

A number of media in the target region were established not for business purposes but with political objectives and are either owned by politicians or sponsored through politically dominated businesses. If such media exist in a given market they usually disrupt the media economy: with their basic needs secured by an external party, they act as dumping force on the market.

The only solution would be to ban politicians from owning media entities. This is not directly foreseen within the legislation of the three countries/territories, as all three current legislative frameworks only ban political parties from owning private media stations.

### **Advantages and opportunities**

#### **1. Possibilities for package selling**

The GPKT media stations that have already worked together may form a consortium and approach for end-consumer-oriented businesses. This provides an opportunity for discounted bundle sales of advertising time on more than one media station and in more than one territory. The packages that could be offered can also vary in terms of combinations offered. Packages should have the flexibility to include:

- cross-border packages in the same language
- cross-platform packages - radio and TV
- cross-language packages
- combinations of all the above.

#### **2. Experience in joint production**

The media in the region have produced joint programmes in the past - mostly documentaries and programmes with

## The Center for Latin American and Border Studies

The Center for Latin American and Border Studies (CLABS) was created at New Mexico State University (NMSU) in 1979 after the receipt of generous grants from private and public sources. It is located in Las Cruces in southern New Mexico, less than an hour from the Mexican border city of Ciudad Juárez.

The Center's mission is to promote excellence in teaching, research on issues concerning Latin America, the US-Mexico border and border studies in general.

The Center works closely with the University of New Mexico in Albuquerque as well as with other regional and border universities.

The Center hosts lectures, workshops and conferences, supports outreach activities with local communities and schools, and promotes undergraduate and graduate courses in Latin American and Border Studies.

The center's program includes the Border Teachers Network and provides an online news service regarding border issues, Frontera NorteSur.

This online news service covers the vast border region from Tijuana-San Diego to Matamoros-Brownsville. The reader can find a consistent source of border information while exploring immigration, ecology, femicide, the drug war, commerce, environment, education, human rights, security and much more.

The site is structured by categorised topics. It provides daily news from border point towns such as Juarez and Chihuahua; Mexicali and San Luis Rio; or even Tijuana.

The articles are written by journalists, researchers or even american or mexican students.

Statistical research and maps are also available. Have a go at a walk along this border which is currently separated by a long wall.

This wall does not deter migrants only making it more difficult for agricultural workers living on plantations that allow them to do so, to return home.

*Monthly News (Extracts)*

### Controversial Border Canal to Proceed

**(Mexicali and San Luis Rio Border points)**

A controversial canal planned for the California-Baja (California) border overcame an important hurdle recently. In an April 6 ruling, a Court of Appeals in San Francisco dismissed a portion of a lawsuit filed by a coalition of Mexican and US environmental and economic development groups against the construction of a new cement-lined canal alongside the All-American Canal on the US-Mexico border.

Designed to save water lost from seepage in the existing earthen canal, the project is managed by the Imperial Irrigation District of California in

informative content sponsored by international organisations and have thus proven that they are capable of collaborating on the basis of strong financial interest. Unfortunately, the end of such a joint project has also meant the end of co-operation. To date, local media have failed to find any common interest in production of joint programmes on strictly commercial basis.

The consultants believe that this is mostly because the local stations have become accustomed to receiving foreign grants for such co-production, and have never really considered producing joint programmes on a commercial basis.

### **3. Production of advertising material in all languages in the region**

GPKT media find themselves in a unique position to be able to radically cut the costs of translation or localisation of ads because of their language diversity. This should be used as advantage in sales of advertising time.

#### **Proposals**

##### **1. News exchange**

As a start, the target stations could begin with news exchange on a weekly

or, even better, daily basis. This could be achieved with almost no investment, and with benefits visible in several segments and levels. Human interest stories are of particular relevance to cross-border audiences. They also present an alternative to hard news, which are more likely to be determined by certain editorial policies or maybe more politically sensitive to share across borders and ethnic groups.

##### **2. Sharing of produced programmes**

The second step of such an exchange should be sharing in-house produced programmes. This is a higher level of networking for the group of media in the GPKT region and would represent a first step towards possible commercialisation of their programmes that could create revenue based on marketing co-operation

##### **3. Training of the stations' staff on all levels and sharing of experience**

The professional levels of news and informative programmes of the GPKT media are not at a satisfactory level to attract substantial advertisement.●

(Source : [www.iew.org](http://www.iew.org))

conjunction with the San Diego County Water Authority and the US Bureau of Reclamation.

Work on the new 23-mile canal commenced last summer, but was quickly suspended because of cross-border legal opposition.

"We are very pleased with the court's ruling allowing the project to move forward," said San Diego Water Authority Board Chair Fern Steiner. "The project has been on hold since last August, but we have equipment and materials on the site and have made provisions with the project contractors to remobilize and resume construction within the next 60 days."

Project backers say the new canal will provide 56,200 acre-feet of water every year to growing San Diego County and supply another 11,500 acre-feet annually for the parties involved in the San Luis Rey Indian water settlement. Canal opponents contend the cement structure will threaten border aquifers that are fed by seepage from the earthen All-American Canal, hurting agriculture in the Mexican Valley that is dependent on underground water for irrigation purposes.

Anti-project forces, which include the California-based Citizens United for Resources and the Environment and Desert Citizens Against Pollution, also contend that wetlands in the nearby Colorado River Delta will suffer degradation if a cement canal is built.

Part and parcel of the northern Sea of Cortez ecosystem, the wetlands are home to more than 100 bird species and other wildlife.

Mexican political leaders responded critically to the April 6 ruling. Baja California Governor Eugenio Elorduy Walther insisted that the expected reduction in water supplies for Mexicali-area agriculture will unleash more competition over water that now goes to Tijuana, Tecate and Rosarito.

"The biggest population in the state, which is in Tijuana, could be directly impacted by the reduction in water volumes that it will receive," Gov. Elorduy said. Mexicali Mayor Samuel Ramos Flores vowed to continue supporting the legal fight against the

cement canal waged by the Mexicali Valley Economic Development Council. Mayor Ramos' municipality has contributed about \$300,000 to the legal battle so far.

"In the event that the Americans win, we will then struggle to obtain economic compensation for the affected parties," Mayor Ramos added.

Following the San Francisco court decision, Mexico's Ministry of Foreign Affairs and Ministry of the Environment announced that the administration of President Felipe Calderon will analyze remaining legal options.

Meanwhile, the Mexican federal government plans to promote more efficient water usage in the Mexicali Valley region.

The dispute over the All-American Canal was raised at a meeting in Cancun between US President George W. Bush and former Mexican President Vicente Fox in 2006 and, more recently, at a meeting between President Bush and President Felipe Calderon in Merida last month. The bilateral, high-level consultations have not resolved the legal and political conflicts.

## Matamoros, Reynosa and Nuevo Laredo: Mass Kidnapping Exposed

The Mexican army recently rescued 92 migrants who were allegedly being held against their will in the northern border city of Reynosa. The victims, mostly Central Americans, were found in a large safe house located in the Colonia Sierra de la Garza section of Reynosa.

The majority of the migrants stated that they had paid a smuggler \$1,000 for transport to Mexico and then on to Houston and other cities in Texas.

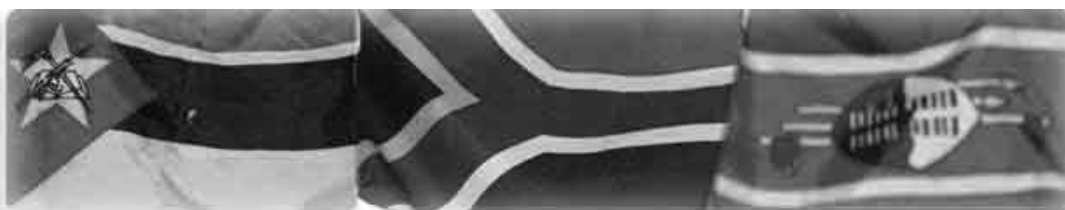
Other migrants, who had arrived on their own to Reynosa's bus station, were approached by a human trafficker and offered passage to the United States in exchange for \$100. Armed guards, both male and female, prevented the migrants from leaving.

The captors demanded an extra \$3,000 from family members in return for freeing relatives. Held for up to two months in some cases, the migrants reported being subjected to threats, unsanitary living conditions and even beatings. ●

### Sources

El Sur/Agencia Reforma, July 7, 2007. [Onlineadirecta.info/La Prensa de Reynosa](http://Onlineadirecta.info/La_Prensa_de_Reynosa), July 7, 2007. Article by Fernando Mendoza.





*Working Together To Make The Maputo Corridor First Choice For All Stakeholders*  
*Trabalhando Juntos Para Tornar O Corredor De Maputo Primeira Escolha*

## The development of a regional African Corridor

**A taste of a political approval, a spoonful of legal clauses, a handful of committed local actors and border hindrances vanish. Decisions made by strategic and operational organisations can truly help breakdown borders and stimulate cross-border cooperation. Updating texts, renewing communication infrastructures between two countries have more than opened the border. The Maputo Corridor has opened up a region by expanding the global market's portal to Southern Africa.**

**T**he Maputo Corridor in Southern Africa can provide lessons for African regional integration. Mozambique and South Africa have brought a cross-border vision of development to fruition.

local public and private actors in projects of common interest.

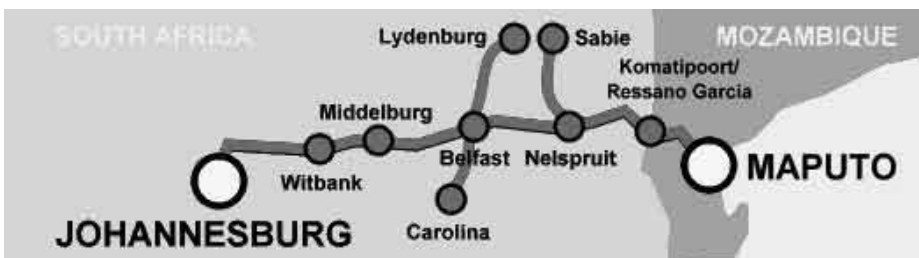
It is not a matter of abolishing the borders but rather for the borders to eliminate obstacles and provide opportunities.

cooperation undertaken, is the political willingness of Heads of State of the two countries and the commitment of local public and private actors mobilised and organised in joint development programmes well beyond the borders between the two States.

It can be seen through shorter distances and a reduction in road harassment, trade modernisation and thus development; the dynamisation of cross-border cooperation by implicating

In its most visible area, the Maputo Corridor is currently the N4 motorway and a railway linking South Africa to Mozambique. In the background, but representative of all cross-border

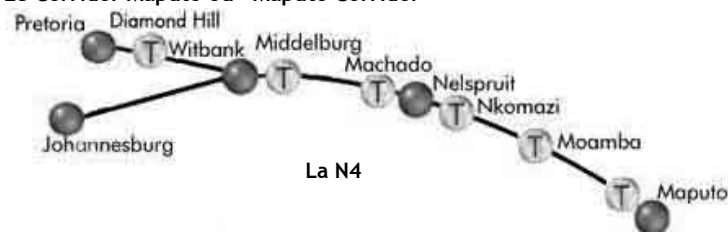
The Maputo Corridor is thus presented, not as a road or railway link between two points of two neighbouring countries, but as a development corridor opening up two production zones.



In fact, the Maputo Corridor crosses one of the more industrialised and productive regions of southern Africa.

Johannesburg and Pretoria, in South Africa form the western axis of the Corridor with their concentrations on

Le Corridor Maputo ou «Maputo Corridor»







La N4 avant le programme «Maputo corridor»



La N4 aujourd'hui



aménagement sur la N4

South Africa and Mozambique have promoted the revival of the Maputo Corridor with bilateral policies and substantial public and private sector investments designed to stimulate sustainable growth and development in the region.

for the construction, operation and maintenance of the N4 until 2028.

With the abolishment of visas of both countries and the setting up of juxtaposed customs posts, the volume of passengers over the Lebombo/Ressano Garcia border has increased by a record 130%.

manufacturing, processing, mining and smelting industries.

Then, moving eastwards to Mozambique, the Corridor passes through vast industrial and primary production areas containing steel mills, petro-chemical plants, quarries, mines, smelters and plantations of forests, sugar cane, bananas and citrus.

Just 92 km beyond the border are the Mozambican deep-water ports of Maputo and Matola, which have traditionally provided the nearest facilities for importers and exporters of this region.

The N4 motorway is the first infrastructure project completed since the implementation of the Maputo Corridor agreement. It links Witbank in South Africa to Maputo in Mozambique and is a world-class trunk route between the two countries.

A new link road is under construction which will be more direct to ports and other areas around Maputo. The N4, used by importers and exporters of the region, is a fast, safe and efficient link to the international ports of Maputo and Matola. Much has been expected from the "Trans African Concessions" (TRAC), the concessionaire responsible

As for the rail network, an international consortium led by the NLPI, (New Limpopo Bridge Project Investments) and working with national rail operators of South Africa and Mozambique has an 15-year Concession Agreement to privatise the railroad leading from the South African border to the ports of Maputo and Matola.

The new railway company must invest close to 10 million US\$ to renovate and modernise the railway so as to bring it up to the same standards as the South African network. Mozambicans and South Africans are hoping that by reducing the distances, the railway will also save on costs and deliver gains.



Réhabiliter la ligne, la moderniser et l'amener à la même norme de modernité que le réseau sud-africain.

# BORDER ECONOMIC COOPERATION

Achieving this cross-border goal however boils down to fostering and following-up decisions: in fact, the Maputo Corridor Logistics Initiative (MCLI) is implementing a short, medium and long term cross-border programme.

The MCLI praises the team-work to make the Maputo Corridor the first choice of all local actors of the region. The ports of Maputo and Matola are also part of a cross-border railway network with Swaziland and Zimbabwe. Everyone is convinced that in this part of southern Africa in order for trade to be facilitated, transport corridors must be developed as well as tools for effective integration.

Initiated in 1996 under the auspices of the Spatial Development Initiative (SDI) Maputo Development Corridor project, this broad cross-border programme had 4 main objectives:

- To renovate, in partnership with the private sector, the infrastructure network along the Corridor;
- To foster investment to develop the Corridor by highlighting additional opportunities that infrastructure renovation would provide;
- To increase social development and job opportunities with the participation of historically marginalised communities of the region;
- To ensure that the project is sustainable by developing policy, strategies and frameworks based on holistic, participatory and environmental approaches.

By positioning itself in March 2004 as a central organisation, the MCLI will increasingly focus on marketing and competitiveness of the Maputo Corridor's transport services.

Swaziland has already joined the two pioneers because the MCLI, as a Corridor-actor coordination centre and a non-profit organisation, is a membership organisation made up of freight logistics actors of South Africa, Mozambique and Swaziland.

They are committed to developing and promoting the Corridor as it is cost-effective, reliable, continuous ensuring positive returns for all. ●

**MCLI**  
Maputo Corridor Logistics Initiative

www.mcli.co.za

CRANE ART

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## Interview with Brenda Horne of the Maputo Corridor Logistics Initiative

### *What has motivated the Corridor rehabilitation?*

The rehabilitation and revitalisation of the Maputo Development Corridor was a direct result of the elevation by the Spatial Development Initiatives (SDI) of the South African Government to restore the Maputo Development Corridor as a key transportation and economic development corridor on the continent.

The SDI programme focuses on creating an environment for investment led growth. Following the democratic elections in both countries, there was a renewed commitment by both governments to address the rehabilitation of the economies of both countries, particularly that of Mozambique, through the rehabilitation of primary infrastructure on the corridor and the stimulation of regional cooperation and economic integration and by restoring the traditional trade route between South Africa and Mozambique which had become redundant as a result of the 20 year civil war in Mozambique.

The spatial development initiatives (SDI) developed and launched the Maputo Development Corridor (MDC) in 1996. The Government of South Africa and Mozambique agreed to work together to rebuild their economies and restore trade and investment ties. The key objectives of this initiative included:

- The rehabilitation of the key transport corridor elements including Road; Rail; Border and Port;
- To maximise investment in the potential of the corridor;
- To maximise social development and employment opportunities for historically disadvantaged communities; and
- To ensure sustainability by developing policy strategy and frameworks for a holistic participating and sustainable approach to development.

### *Could you please explain and describe the financing process?*

The Maputo Corridor has seen tremendous support from the private



sector for the rehabilitation of infrastructure. The Port and the road (N4) were concessioned by private operators and the rehabilitation of both the road and the Port has been funded by private sector concessionaires and is now operated by these private operators. The rehabilitation of the railway line has been carried out by Portos e Caminhos de Ferro de Mocambique (CFM) through the World Bank and there is excellent cooperation between the South African and Mozambican rail authorities to ensure that the rehabilitation of the line will be completed by December 2007.

To ensure that the Maputo Corridor became the first choice for the region's exporters and importers, and to address the physical and non physical barriers to trade and investment in the corridor, a group of private sector infrastructure investors, service providers and users of the corridor, formed the Maputo Corridor Logistics Initiative in October 2003.

The private sector led investment in the rehabilitation of the key elements of the corridor's infrastructure, have enabled a high standard of infrastructure development and maintenance.

MCLI itself is funded by a group of Infrastructure investors, service providers and users of the corridor, and is a membership organisation whose members are drawn from a wide cross section of sectors in both Mozambique and South Africa.

Apart from membership contributions, MCLI has also entered into a Public Private Partnership with the South African Department of Transport to facilitate, coordinate and act as Secretariat to the province of Mpumalanga's Freight Logistics Forum, the platform through which the National Freight Logistics Strategy (NFLS) is being implemented.

The MCLI plays a significant role in integrating regional initiatives and marketing the Maputo Corridor as a freight and logistics corridor of choice.

## ***How does the corridor impact on local economies and communities social relations?***

Infrastructure investment on the Maputo Corridor has brought with it multifaceted economic development spin-offs which have impacted on the local communities. At a basic level, the rehabilitation of the infrastructure on the road and rail and the ports has brought significant job creation to both countries and to communities living along the corridor. This level of income generation has had a direct impact on local economic development within the communities along the Corridor.

At another level, the rehabilitation of the infrastructure has created access for these communities to other infrastructure and services previously denied them. Both of these factors are basic elements which have contributed to a general improvement in the quality of life of communities on the corridor. Secondary elements of the rehabilitation and functioning of the corridor, such as access to infrastructure, has enabled the stimulation of existing businesses as well as acting as a catalyst for the development of small and medium enterprises on the corridor. Without the infrastructure rehabilitation and its enabling capacity, these economic activities would not have been possible.

Cross border trade at both small and medium enterprise level has significantly increased since the development of the N4 from Gauteng to Maputo, and has simplified and shortened the travel times between the two countries, thus contributing to the growth of cross border trade. Statistics relating to the traffic and passenger volumes between the two countries show an 80% increase in traffic, which can be directly attributed to two things:

- The opening of the N4 toll road;
- The lifting of visa requirements for travel between the two countries in April 2005.

This increase in movement between the two countries has an immediate and significant economic spin-off for the region.

## ***Could you describe the management and customs processes along the Corridor?***

In terms of management processes on the Corridor, there are two elements which must be mentioned. The first is the establishment of the Maputo Corridor Logistics Initiative has provided the institutional framework within which the development and strategic benefits of the corridor can be facilitated, coordinated, promoted, managed, monitored, marketed and implemented through its partnership with key public and private sector stakeholders.

The MCLI has operated as a facilitator for development on the corridor as well as a key link to strategic partners and stakeholders for investments on the corridor. This role has expanded to ensuring that the Maputo Development Corridor is integrated into the bigger regional economic picture of SADC, and to this end, MCLI has participated at high level meetings across the continent, such as NEPAD, the African Union, the Sub Sahara Africa Transport Program (SSATP), UNCTAD, SADC, AGOA and PMEASA to name a few.

In MCLI's role as Secretariat to the Mpumalanga Freight Logistics Forum, which is the mechanism through which the South African National Freight Logistics Strategy is being implemented in the Province, the strong corridor focus of the strategy is being driven. This is in line with SADC transport protocol and MCLI facilitated the first Multilateral Maputo Corridor Transport Committee meeting in May this year. The establishment of this committee is a first step in formalising, through the MCLI's corridor institutional framework, regional integration of transport activities and initiatives between South Africa, Mozambique and Swaziland.

## ***Has the Corridor rehabilitation required any specific legal modifications to allow cooperation between the two countries?***

During 1995 the agreement between the between the Province of Mpumalanga and the Province of Maputo was renewed. This agreement was aimed at creating an enabling environment for bilateral discussion and engagement at provincial government level on issues relating to the Maputo Corridor.

In addition to this, there are agreements at national level, which govern cooperation between the two countries.

However, the South African government has given the Maputo Development Corridor (MDC) priority and with the launch of the MDC in 1996, there has been the highest level of political support given to the initiative by both countries by then Presidents Mandela and Chissano, and President Mbeki.

## ***What are the procedures at the border posts? What are the remaining obstacles?***

Both countries are well into the planning process for the implementation of a joint one-stop border post at Lebombo/Ressano Garcia for completion in 2009. This facility will operate through three locations:

1. Commercial cargo clearing will be processed at a site four kilometres inside Mozambique, known as KM4, where the various border authorities of South Africa and Mozambique will be present and do joint processing. A new dedicated and secure road will connect the KM4 site with the border.
2. Passenger traffic will be processed at a new facility that straddles the existing border.
3. Rail traffic will be processed at a separate facility at the border.

The South African government has expressed its intention to allocate R600 million to the initiative, part of which would be allocated for the construction of the one stop border post facility. In addition, the South African Department of Public Works will issue a tender for the appointment of a consortium of consultants, with 15% participation of Mozambican companies, to start detailed planning of the new sites, taking into account the operational modalities for the border management and the requirements of the various agencies that will be present at the border post.

The key issue driving the development of the Corridor is to ensure a cost effective, efficient, reliable and effective logistics route, which will reduce the cost of doing business on the corridor and will make the Maputo Corridor the first choice for the region's stakeholders.●

By Michel Bolouvi

Burkina-Côte d'Ivoire-Mali  
SKBo area/«Mali Yiriden» cooperative

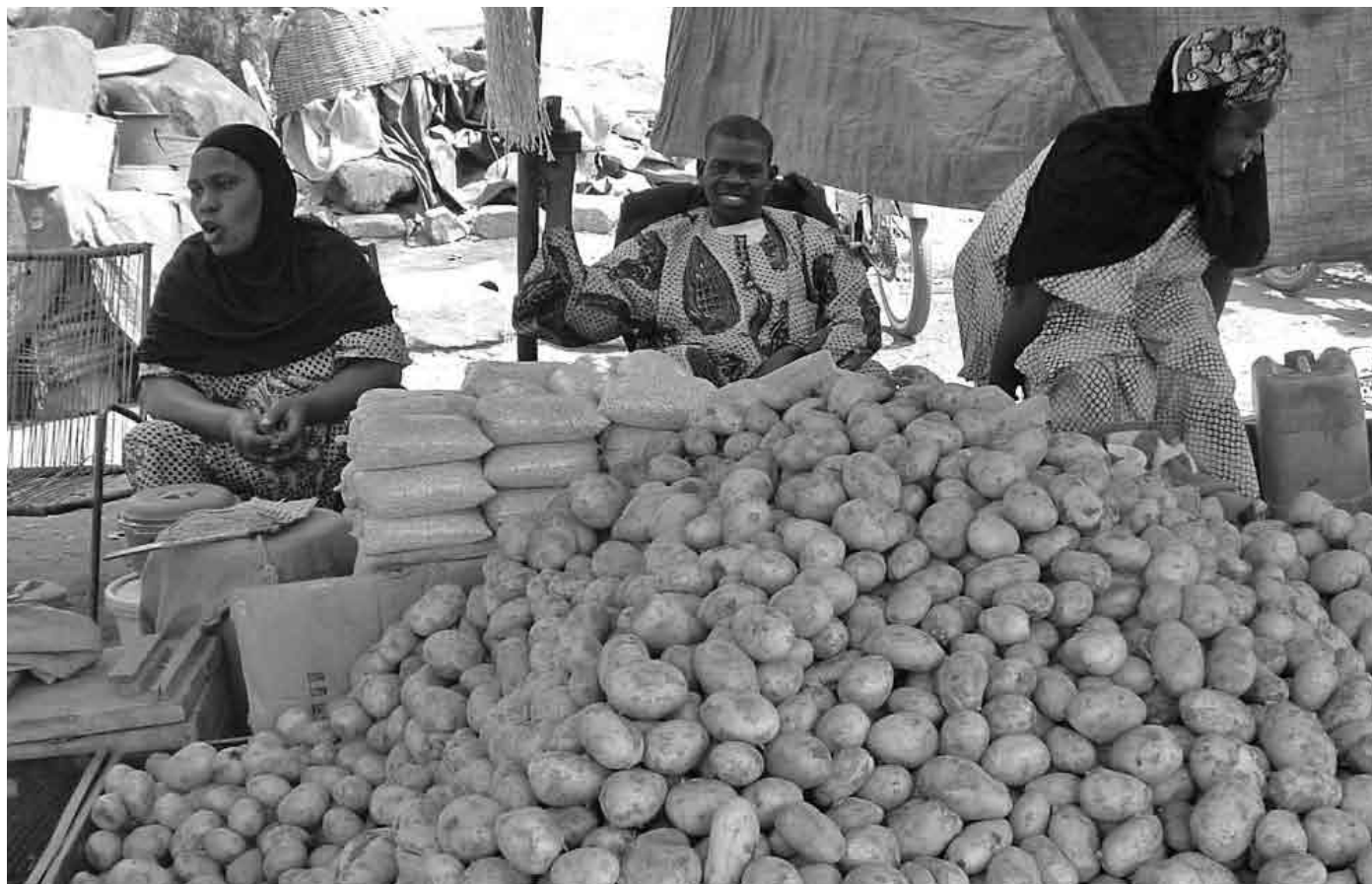
## Savouring without borders!

The “Mali Yiriden” Cooperative is bringing around fruits and vegetables. Now there is cross-border trade between the big border towns of Sikasso (Mali), Korhogo (Côte d'Ivoire) and Bobo Dioulasso and Banfora (Burkina Faso) facilitating consumer-access across borders of Mali, Burkina, Côte d'Ivoire and even farther away. Good taste is crossing borders.

In attendance at the launching of the ECOWAS Cross-border Initiatives Programme (CIP) in Sikasso in September 2005, the “Mali Yiriden” Cooperative’s never-ending ambition has been confirmed to break down borders in order to

trade fruits and vegetables between Mali, Burkina Faso and Côte d'Ivoire. Along with the “Wouol” Association, involved in this sector in the neighbouring area of Banfora (Burkina Faso), Mali Yiriden is broadening its contacts in order to establish dynamic cross-

border trade among actors of the fruits and vegetables sector. Ties between the Malian cooperative and the Burkinabé Association still have to put up with administrative idiosyncrasies of their respective countries. Getting beyond the legal course formalising the cross-





border structure, the fruits and vegetables industry could please consumers' palates by flouting the border.

"Mali Yiriden", or yet "Mali Fruits and Vegetables", is a cooperative that was created thanks to a partnership between the Mali National Worker's Union (UNTM/Union nationale des travailleurs du Mali) and the Trade-Union Institute of Cooperation with Countries in development (ISCOS/Institut syndical de coopération avec les pays en voie de développement). Promoting employment of educated youth in Mali is one of the major aspects of this partnership.

The "Mali Yiriden" Cooperative was created by approval on 7 January 1991 and obtained its operating license on 1 March 2006 within the framework of the 18 July 2001 law with regard to cooperatives in the Republic of Mali.

Created in order to contribute to mitigating the employment problem, The "Mali Yiriden" Cooperative is a fruit and vegetables trading organisation which has operating principles concerning unions, solidarity and mutual aid. Its main objectives are to:

- Serve the unprofitable zones of Mali in excess of products from the South;
- Improve raw product quality through better conditions;
- Protect the consumer by ensuring food sanitation at all levels;
- Ensure promotion and exportation of Mali's fruits and vegetables;
- Open the Malian market to sub-regional food products according to consumers' needs.

In addition to traditional activities, the cooperative participates in the Family Farm Revenue Improvement Programme by promoting the potato industry. Within this programme, it is a Steering Committee member and responsible for marketing. The Programme is co-financed by the European Union and ISCOS. The "Mali Yiriden" Cooperative activities cover all of Mali's national territory and its headquarters is located in Sikasso Médine. It is managed democratically through its members' General Assembly, its Board of Directors

and its Monitoring Committee; its statutory bodies respect the associative law in force in the Republic of Mali.

In order to run smoothly, the Cooperative relies on qualified staff and has two warehouses for storage and packaging, 2 30-tonne refrigerated trucks and 2 delivery trucks. ●

## Abdoul Karim Sanogo, Président of the «Mali Yiriden» cooperative

### *How and why did you find it necessary to start trading beyond the border?*

Since the cooperative's creation, in its fruit and vegetables promotion and export policy "Mali Yiriden" wanted to engage in trade further than the border. Following a study on the Malian market and consumer behaviour, and another one on consumers' food



habits in other countries of the sub-region, we noticed that there were many products in neighbouring countries which were integral parts of Malian food needs and vice versa.

I can say, among other raw products that travel well are the Ivorian banana, oranges and yams from Burkina Faso, oranges from Guinea as well as potatoes and mangoes from Mali.

### *Today what are the main obstacles to your goal of cross-border cooperation?*

The main obstacles are still road harassment due to administrative services poor practices at border posts. It is the same for all countries concerned, Mali as well as its neighbours in the sub-region. Then there is the insolvency of some clients here and abroad.

### *In your experience, what instruments and standards should be established in order to encourage cross-border trade in your area?*

We ourselves must be the first actors to make a qualitative change for our trading.

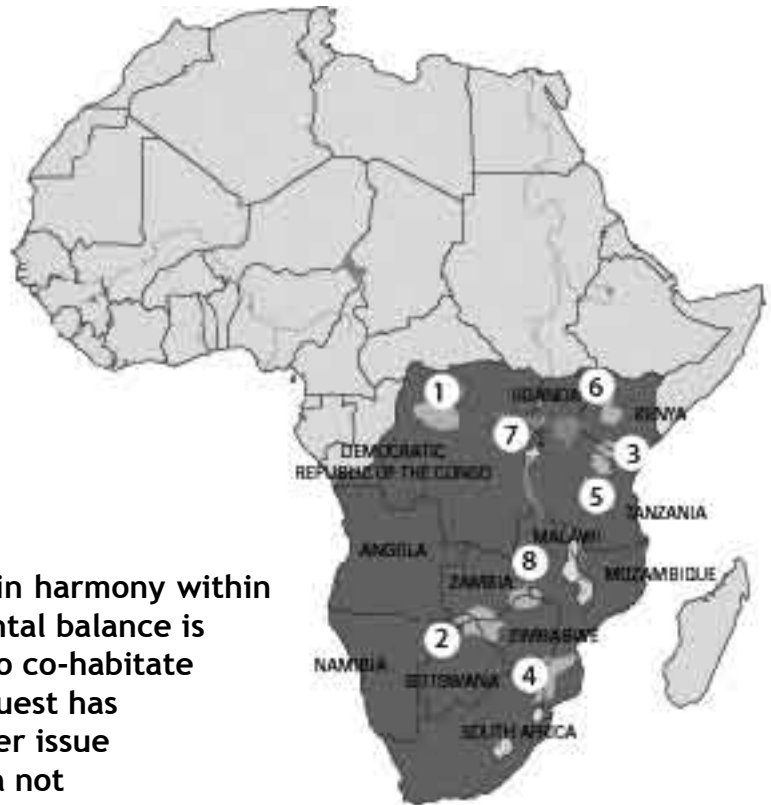
Each actor must simply begin by accepting to promote the other in his country: promoting neighbouring countries' products behind the border.

Then, never stop raising awareness among administrative and political authorities to ensure the quality of the integration process. ●

#### Contacts

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## Wildlife and man can live together in harmony



At first all living species lived together in harmony within their habitat. Today the environmental balance is being reconsidered while striving to co-habitate once again in harmony. This quest has become a positive cross-border issue from Kenya to South Africa not forgetting the deteriorating natural wonders in Central Africa.

According to the Bible, God first created the sky, the earth, bodies of water, animal species and vegetables before creating man to whom he would bestow his masterpiece.

Thus it is not just from today that man has been responsible for his environment. This responsibility is at the heart of the African Wildlife Foundation's (AWF) fight to save, conserve and perpetuate over the long term this original balance upset in varying degrees in parts of central and southern Africa. It is not that this

region alone is experiencing a crisis within its natural habitat but rather that huge steps have been taken to conserve nature and this should be taken into account.

Wildlife and populations have harmoniously co-existed for thousands of years. However, since the twentieth century wildlife has fallen victim to growing demographic pressure of the human population and its environmentally-destructive consequences. The crucial balance has thus been shaken up.

The African Wildlife Foundation, created in 1961 during the wave of independences, has continually encouraged the restoration of the balance needed for natural habitat mechanisms as the path to species' harmonious evolution.

From the start, the AWF has played a major role in preserving African species of which some are very rare such as the elephant, the mountain gorilla, the rhinoceros and the lion.



Africa's great cats and rare canines are losing ground in the conservation battle. Lions, leopards, cheetahs, Ethiopian wolves and wild dogs play critical roles in African ecosystems, but their future is uncertain due to loss of habitat, disease and conflict with their human neighbors.



A few decades ago, more than 15,000 Grevy's zebra inhabited Africa. Today, fewer than 2,500 remain

It is based on existing reserves, protected geographical sectors, the so-called natural reserves. These sites constitute the main bases that the AWF has helped set up in conserve the natural habitat: man, animal and environment.

States have rarely been generous when it comes to parks. The Foundation has therefore had to fight many battles including financing the implementation of effective conservation measures such as hindering poachers who are always after easy catch, the wandering of domestic cattle in protected areas, rivalries of all types including man, wildlife and flora for water and food.

However well-managed, these highly pressurised areas have obvious economic potential.

Thus the AWF develops management plans, builds infrastructure, provides equipment, trains staff, as well as advocates for improving and applying laws.

It has one underlying principle: to work with the local populations who have plenty of know-how which must be

capitalized upon. The AWF's definitive strategy is to invest in local expertise.

The AWF is currently the largest international conservation organisation to get involved in Africa.

It is convinced that in order for Africa and its populations to prosper, its wildlife and its environment must be protected, and it has given itself a 45 year deadline to achieve this objective with the responsible participation of populations.

Who better than the local actors to voluntarily protect their resources? Who better than those who live in these regions, understand both the potential and the challenges?

The AWF's strategy focuses on making local actors responsible for taking on the guiding role in preserving wildlife and the natural environment. It is not a coincidence that more than 85% of the Foundation's team is African.

For a continent as unique as Africa, the AWF has a unique approach to conserving the species and the environment which are also one of a kind.

The approach is based on resolving co-habitational conflict among populations, wildlife and the environment and then to anticipate and, if possible, to gear the impact of conservation efforts towards the well-being of local populations.

With a vision of environmental conservation, the Foundation has identified 8 large regions or landscapes. These eight landscapes are also located

within cross-border areas just like the animals who have no concept of border policies.

They are today AWF environmental preservation and protected wildlife sanctuaries thanks to the participation of local responsible actors. In 1998, the AWF launched its African Heartlands programme.

These Heartlands are the driver of all AWF activities supported by local expertise.

An African AWF center combines the national parks with human-inhabited areas in a conservation territorial context often spanning international borders.

Populations and wildlife live together there peacefully where there is equilibrium. The environmental conservation achievements guarantee security of wildlife and populations.

All Heartlands are located in cross-border areas with the exception of the "Congo Heartland" in DRC, "Maasai Steppe" Heartland in Tanzania and the "Samburu" Heartland in Kenya.

All of these Heartlands involve, teach and equip local populations and



The great Kudu



The Bongo

# CROSS-BORDER BUILDINGS

encourage them to participate in the management of the environment, which is increasingly an economic resource.

Initially, thorough scientific research is always carried out in order to understand the environment, wildlife, population and how they interact.

Also before laws are re-adapted, political decisions and, always in addition, initiation practices have accompanied the process.

Governmental and private services also need to be involved and notably safari operators so that the space is intelligently managed to the benefit of all. ●



Mountain gorillas



White rhinos



Black rhinos



Vulcans



## The 8 Heartlands



### Congo Heartland (Democratic Republic of Congo)

**Area:** 7.7 million hectares (29,730 square miles).

**Key landmarks:** tropical forest, expansive river system.

Situated between the Lopori and Maringa Rivers, the Congo Heartland contains the second largest tropical rainforest in the world.

This Heartland is home to an abundance of African wildlife, including the endangered bonobo, forest elephants, diverse avifauna and more than 400 fish species.

Now recovering from years of civil war in the Democratic Republic of Congo, the people of this Heartland are striving to rebuild their livelihoods, their infrastructure and their environment.

### Kazungula Heartland (Botswana, Namibia, Zambia, Zimbabwe)

**Area:** 9,090,507 hectares (35,099 square miles).

**Key landmarks:** Zambezi River; Victoria Falls; Chobe National Park; Hwange National Park; Mosi-Oa-Tunya National Park; Zambezi National Park; Chobe/Linyanti/Kwando Wetland

In the vast Kazungula Heartland, river systems gradually give way to a woodland-grassland mosaic with vital wildlife migration corridors. The mighty Zambezi River brings water to a host of African species, including the largest concentration of elephants in Africa, endangered black rhinos and a significant large predator population.

### Kilimanjaro Heartland (Kenya and Tanzania)

**Area:** 2,404,721 hectares (9,285 square miles)

**Key landmarks:** Kilimanjaro National Park; Amboseli National Park; Arusha National Park; Mount Kilimanjaro; Lake Natron

Africa's highest peak rises in the centre of the scenic Kilimanjaro Heartland, surrounded by a variety of ecosystems from wetlands to savannah. Here you'll find Kenya's Amboseli National Park, Tanzania's Kilimanjaro and Arusha National Parks and vast community lands tended by the Maasai people.

### Limpopo Heartland (Mozambique, South Africa and Zimbabwe)

**Area:** 9,093,835 hectares (35,111 square miles).

**Key landmarks:** Kruger National Park; Banhine National Park; Limpopo National Park.

The vast Limpopo Heartland stretches across savannahs, woodlands, rivers and floodplains in Mozambique, South Africa and Zimbabwe. Rare sable antelope, rhinos, hippos, and a rich variety of birds, insects and aquatic life make their home in the Heartland's expansive wild lands and the popular Kruger National Park.

### Maasai Steppe Heartland (Tanzania)

**Area:** 1,638,663 hectares (6,327 square miles)

**Key landmarks:** Tarangire National Park; Lake Manyara National Park; Simanjoro Plains

Baobab and acacia trees dot the savannah and elephants and predators roam in the Maasai Steppe Heartland, home to Tanzania's Lake Manyara and Tarangire National Parks. Habitat fragmentation is the biggest threat to this landscape, a problem that AWF is addressing through innovative land use initiatives with local communities.

### Samburu Heartland (Kenya)

**Area:** 4,007,076 hectares (15,471 square miles).

**Key landmarks:** Mt. Kenya National Park; Laikipia; Samburu National Reserve; Buffalo Springs National Reserve; Shaba National Reserve

In the shadow of Mount Kenya, the national parks and extensive ranch and communal lands of the Samburu Heartland support some of Africa's most impressive wildlife and wild lands. Northern specialty species like the reticulated giraffe and the Grevy's zebra roam the acacia grassland where lions and wild dogs hunt their prey.





The abundance of elephants competing with rhinos for food led AWF and others to relocate 255 elephants out of Ngulia. Now the rhinos face less competition.

### **Virunga Heartland (Democratic Republic of Congo, Rwanda and Uganda)**

**Area:** 577,634 hectares (2,230 square miles)

**Key landmarks:** Volcanoes National Park; Bwindi Impenetrable Forest; Mgahinga Gorilla National Park

In the Virunga Heartland, volcanic highland mountains shelter the last 700 mountain gorillas in the world. Chimpanzees, golden monkeys, forest elephants, and a rich variety of birds, reptiles and amphibians share this ecosystem of incredible biodiversity.

In the face of the intense poverty, overpopulation, and political unrest this region has seen, AWF and its partners have redoubled their efforts to support the local wildlife and the ecotourism the region so badly needs.

### **Zambezi Heartland (Mozambique, Zambia and Zimbabwe)**

**Area:** 4,672,259 hectares (18,040 square miles)

**Key landmarks:** Zambezi River; Mana Pools National Park; Lower Zambezi National Park

Recognized by humans as three distinct countries but by wildlife as a single vast ecosystem, the Zambezi Heartland is a prime example of AWF's landscape-level conservation efforts. This Heartland spans parts of Mozambique, Zambia and Zimbabwe. The Zambezi River, tributaries, acacia floodplain and interconnecting wetlands are home to many species of plant and animal life including hippo, elephant, black rhinoceros, wild dogs, cheetah and lion. ●



Burkina-Côte d'Ivoire-Mali  
Espace SKBo/The Grove of Integration

## The youth want to create an area without borders

**D**uring the workshop in Sikasso that launched the CIP in the S.K.Bo zone in September 2005, delegations of youth associations and movements proposed and supported a project which was included in the action plan's pilot operations. In fact, making the "Grove of Integration" a reality, a borderless area located within the territory of both Mali and Burkina Faso, a terrain on which the youth of 3 countries (Mali, Burkina Faso and Côte d'Ivoire) could carry out cross-border cooperation activities.

A long time has passed since the end of 2005, but the project has kept its momentum.

Sikasso youth carried out a Regional Coordination mission, led by its coordinator, Abdoulaye Coulibaly, on 9 and 10 August 2007, to rekindle the flame by visiting their Burkinabé counterparts in Bobo-Dioulasso, Banfora and Orodara. The youth decided to take action.

They planned to meet as a group first in Sikasso from 1 to 7 September 2007. This meeting is considered a strategic step towards making their project, the "Grove of Integration", a reality.

At this key meeting in the implementation of their cross-border project, the Sikasso youth coordination group hosting this event expects the participation of at least one hundred fifty (150) youth, a delegation of fifty (50) youth for the youth collective of three provinces of Burkina Faso (Bobo, Banfora and Orodara); fifty (50) Ivorian youth from the neighbouring border zone of Mali and fifty (50) others coming from the Sikasso region.

**There is always a time lapse between conception of an idea and for this idea to become a project. And even longer perhaps for the project to become a reality. It is important to keep the flame alive. Youth associations and movements in the S.K.Bo zone have been subject to the law of time but have preserved the essence. Since August, they have worked to bring their project to fruition, to create a cross-border area, the "Grove of Integration", a meeting area for youth which would have one foot in Mali and the other in Burkina to symbolise their cross-border unity.**

Each delegation will be responsible for their transportation costs to Sikasso where they will be hosted by the meeting's local coordination group which will take place on the "Grove of Integration" site. This will be an opportunity for the youth to take possession of their terrain, this Grove seen as a symbol of integration for the youth of this cross-border area, the reference point for their common identity.

The Grove in question has already been identified and is a cross-border parcel of land of four (4) hectares of which two are located in Burkina Faso and the other two are located in Mali.

The mission of 9 and 10 August consisted of not only bringing together and re-inspiring the youth associations and movements, but also to conduct a political mission to meet with administrative and customs authorities.

Thus, in Sikasso as well as in Bobo-Dioulasso, Banfora and Orodara, the S.K.Bo youth delegates met with and asked for support from the Governor (Mali), High Commissioner (Burkina Faso), mayors, chiefs and technical services, all directly concerned by the youth's need for a piece of land in order to set up their "Grove of Integration".

Involving administrative and political authorities, technical services and village chiefs is vital to acquire the parcel of land. Their role is crucial with regard to the various responsible entities on both sides of the border because the youth are requesting a cross-border formula of a grant of two adjacent parcels of land on the Mali-Burkina Faso border.

The implementation of this project is thus underway. Lacking financial means, although modest, to carry out their project, the youth have now received a favourable response from the UNDP support office of Mali.

The youth are however conscious that before counting on others, they must band together, be clever, lend a hand and contribute to financing in order to support their integration dynamic.

The youth, however, must resign themselves to waiting until the upcoming rainy season, which means one year, in order to put on the table once again their project of developing their land parcel.

Their desire to continue to reforest the "grove" during their meeting at the beginning of September should follow

certain laws, that of officially legalising the land status of the “grove” as well as water for watering and pluviometry.

But September brings an end to the rainy season in this region and for planters who do not yet have their plants in hand it is alas a little late. (Read: Why should the creation of the “grove” be postponed?).

In fact, an understanding of the terrain suggests to the youth to organise their meeting but to postpone the work to develop the grove.

The holding of the youth meeting provided, on the other hand, the opportunity to launch an awareness-raising campaign for local actors on the importance and need for local integration. Several categories of actors, local populations, village authorities, local land managers, youth and other civil society associations, technical and administrative services, and political authorities from both sides of the border were able to be mobilised.

Such awareness-raising prepares the ground and facilitates the availability of the desired area to build the grove of integration.

The youth meeting for sub-regional integration provided the opportunity for youth of the S.K.Bo zone to have a better exchange, to know each other better and to plan their joint actions. ●

## Why should the creation of the “grove” be postponed?

Par Saïdou Sanou  
Facilitateur du Plan d'action  
(Burkina Faso)



**T**he immediate creation of the grove raises practical questions. Many leaders of youth associations and movements, notably those of Bobo, Banfora and Orodara have just received the information and are not familiar with the project or have vaguely heard of it. Practical modalities will be discussed at the meeting foreseen for 1 to 7 September 2007.

But still the subjects for strategic thinking which require an operational response are wide-ranging. The youth should debate the following points, among others:

- The surface area and characteristics of the parcel. If the desired surface area is known, the characteristics of the parcel still remain to be defined. This is an important issue as these aspects as well as security need to be clarified if the youth's grove project is to be sustainable.

Finally, how much time do they have between the information mission and holding the meeting to coordinate efforts and approaches in order to obtain the land parcel?

- The necessary involvement of political and administrative authorities, technical services and village chiefs. In addition to simple theoretical involvement, roles of some important actors, notably with regard to the parcel's legal status, must be precisely defined.
- The time between the land parcel's availability and development. There will be a delay in order to clean, close off, stake and plant. Will the cleaning, staking and planting be carried out during the meeting? In other words, who will do what and when?

- Due to the huge undertaking and its sen-

sitivity, the population and local resource people must be effectively mobilised. Village chiefs are not necessarily the customary keepers of land parcels in negotiation. Valid negotiators on both sides of the border should be sought, approached, and appointed to the negotiations. Who is going to do this and when ?

- The structure or institution requesting the land parcel must also be clearly identified. If it is a youth association, which one? Is it authorised to do so? Is the network of youth organisations a known legal association best able to be involved? Is this responsibility felt on both sides of the border?

This last aspect is important because it must be decided if the grove of integration will be a public space or an area belonging to an association.

It is at exactly this level that the place and role of public institutions must be recognised with regard to this undertaking. The youth should give priority to these institutions over the negotiations. Thereby the public area could, as needed, be managed by the youth.

### Technical questions regarding the reforestation

Two types of questions require answers:

- What is the suitable planting period?
- What plant species will be planted?

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In the S.K.Bo region it is generally advised that staking and planting take place before the rainy season begins. The goal is for the plants to already be in the ground when the rains begin. August is the rainiest month in the region and ideally the young plants would benefit from this rainfall. The success rate would thus be greater.

Thus if the meeting is held on the dates selected (the first week of September) depending on the delay of technical services in the reforestation, there is no need to rush as the wintering season is almost over.

With regard to the species to be planted, reforestation must be carried out so as to be sustainable. Even if the project is a symbol of integration for the youth, they must deal with demands and concrete experiences on the ground.

Two major characteristics must be taken into account with regard to the species to be planted: they must be adapted to the terrain (on the land parcel soil) and provide useful products and benefits for the local population.

In addition, a locally-recognised manager must be appointed for the reforested parcel. Its continued use is one of the guarantees of its sustainability. The youth foresee setting up a Project Steering Committee. But in addition to the Project, it involves envisaging the daily management and use of the grove. The grove must be managed responsibly and over the long-term.

Thus, the choice of plant species is linked to the choice of land parcel and its characteristics.

How long should the youth have in order to identify the parcel, examine the terrain and identify the needed plant species for reforestation?

Finally, as the plants are provided by the youth collectives, will they coordinate with regard to which type of plants, by who and when? ●



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