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. 30. solve the problem and
the forces that lead to peri
urban. formations, dispersal
forces, must also be
understood.

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In Ethiopia, urban managers are faced with the mindboggling challenge to develop cities in the face

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Rapid urbanisation stretches the demand for employment, infrastructure and services to a point where many opt for informal land, housing, employment and services. Can urban managers change the tide and transform cities into engines of growth?

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Aloysius Bongwa. Abstract.
textabstractLarge informal
(hard to tax) sectors are an
integral part of the
economies of developing
countries (Ethiopia
included). In much of
Africa, the informal, or
gray economy that escapes
tax collectors and
government regulators ...

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market activities include
micro/small scale
unincorporated business
activity that may also be
outside monetary economy.
Such activity is often
conducted outside of any
formal law (but possibly
within some traditional law)
or is only partially

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tax collectors and
government regulators, is
the hidden dynamic driving
economic growth. The
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Series: IHS Working Papers:

Author: A. Bongwa (Aloysius)

Supporting host: Institute
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Reference(s) Ethiopia,

taxation: Language: English:

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Ethiopia's ethnic federal system and the place of cities in it Managing the ethnic diversity of the Ethiopian people is an explicitly stated purpose of the country's federal system.

~~The (mis)management of ethno-linguistic diversity in ...~~
UNDP hands over modern composting equipment to Ethiopian cities to ensure robust solid waste management. UNDP hands over modern composting machineries and equipment to six major cities in Ethiopia to ensure robust solid waste management and address existing environmental

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challenges. The new
composting technologies was
handed through the Ministry
of Urban Development and
Construction (MUDC) to
cities of Bishoftu, Adama,
Bahir Dar, Dire Dawa,
Mekelle and Hawassa.

This book reviews
contemporary research on
urban infrastructure in 76
Ethiopian cities. It
examines urban
infrastructure issues in
these cities and covers a
wide range of topics from
sustainability and smart

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Cities to research methods employed by urban infrastructure investigators with regard to Ethiopian cities. Research on urban infrastructure legitimacies and modalities has established its value worldwide in recent years, though it is still fairly young in the Ethiopian context. The first chapter outlines ongoing issues of debate concerning urban infrastructures, including but not limited to discourses on sustainability, smart cities, innovative financing methods, and potential partnerships. Urban infrastructure issues in

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Ethiopian cities are examined in the second chapter, while the third chapter presents a review of the most relevant literature for researchers. Findings show that the citations in the research reports are mainly from the materials available over the internet, including WHO, UN-Habitat and unpublished local materials. The fourth chapter identifies patterns in the findings and recommendations of the research reports discussed. The results reveal that there is a wider gap between supply and demand with regard to urban infrastructure in Ethiopian

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Cities, a situation that is further aggravated because of the growing urban population and already existing backlogs. The fifth chapter reviews the essential methods employed by urban infrastructure investigators in Ethiopian cities. In this regard, the cross-sectional study method with the use of survey method has been broadly adopted among investigators. Lastly, the book presents a summary and recommendations. It was observed that the urban infrastructure boom in Ethiopia is primarily concentrated in the key cities, and the current pattern of urban

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infrastructure provision does not incorporate the notion of sustainability. Hence, the book calls for setting the agenda of future research on urban infrastructure and services in Ethiopian cities together with the universities, private sector and government, who should ideally collaborate to produce the knowledge needed to improve quality of life, welfare, productivity, and economic growth.

In a world increasingly organised as networks of cities, this book offers the first full-length treatment of the subject of managing

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It explores key challenges and strategies, particularly in developing countries, where developmental deficits are greatest and almost all urban growth up to 2050 will take place. Adopting a practitioner's perspective, theoretically grounded and international in scope, this book is unique in its focus and endeavours to connect theory with practice.

Through an interdisciplinary and strategic approach, this book explores the challenges and options in managing the contemporary city economy. It aims to illustrate the extent to which appropriate policy interventions in the

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City economy could offer effective solutions to some of the most difficult social and environmental challenges facing cities. The book comprises five main parts. Part I sets the scene and examines contemporary processes that affect cities and explains the challenges they pose for city managers. Part II presents a selection of conceptual frameworks commonly used in urban economic analysis. Part III examines the management of sectoral growth, covering manufacturing, exports of services, transport and logistics, and real estate. Part IV addresses urban poverty, low-carbon

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Of Rapid Urbanization and the informal economy. Part V focuses on laying the foundation for long-term city development, exploring the roles of city development strategies, municipal finance, investment in people and appropriate infrastructure. This book is designed for graduate courses in urban economic development, urban planning, urban policy and public administration, and for professionals who are involved in the management of city economies or/and conducting research, consultancy or policy advocacy for cities. Through critical review of relevant debates and a dozen case

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studies this book will equip city managers with the knowledge required to strengthen the performance of their city economy while delivering authentic and sustainable development.

The major objective of the research is to produce evidence-based knowledge on the social and economic impacts of labour migration by looking at the challenges and opportunities of Ethiopian labour migration to the Gulf and South Africa. On the one hand, international migration from Ethiopia could be considered as an aspect of development problem. The major push

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Ethiopian migrants to the Gulf and South Africa are economic/developmental problems ranging from lack of employment opportunities to wage differentials. On the other hand, international migration could be considered as an important resource that could be tapped for accelerating socio-economic development. At the general level, this research aims to examine the successes and failures of policies and institutions in realising the potentials of international migration for socio-economic development of the country and

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minimizing its adverse
impacts. At the same time,
the growing problem of
illegal migration will be
examined.

Ending poverty and
stabilizing climate change
will be two unprecedented
global achievements and two
major steps toward
sustainable development. But
the two objectives cannot be
considered in isolation:
they need to be jointly
tackled through an
integrated strategy. This
report brings together those
two objectives and explores
how they can more easily be
achieved if considered
together. It examines the

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potential impact of climate change and climate policies on poverty reduction. It also provides guidance on how to create a “win-win” situation so that climate change policies contribute to poverty reduction and poverty-reduction policies contribute to climate change mitigation and resilience building. The key finding of the report is that climate change represents a significant obstacle to the sustained eradication of poverty, but future impacts on poverty are determined by policy choices: rapid, inclusive, and climate-informed development can prevent most short-term

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impacts whereas immediate
pro-poor, emissions-
reduction policies can
drastically limit long-term
ones.

The Grand Ethiopian
Renaissance Dam (GERD) will
not only be Africa's largest
dam, but it is also
essential for future
cooperation and development
in the Nile River Basin and
East African region. This
book, after setting out
basin-level legal and policy
successes and failures of
managing and sharing Nile
waters, articulates the
opportunities and challenges
surrounding the GERD through
multiple disciplinary

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Lenses. It sets out its possibilities as a basis for a new era of cooperation, its regional and global implications, the benefits of cooperation and coordination in dam filling, and the need for participatory and transparent decision making. By applying law, political science and hydrology to sharing water resources in general and to large-scale dam building, filling and operating in particular, it offers concrete qualitative and quantitative options that are essential to promote cooperation and coordination in utilising and preserving Nile waters.

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The book incorporates the economic dimension and draws on recent developments including: the signing of a legally binding contract by Egypt, Ethiopia and Sudan to carry out an impact assessment study; the possibility that the GERD might be partially operational very soon, the completion of transmission lines from GERD to Addis Ababa; and the announcement of Sudan to commence construction of transmission lines from GERD to its main cities. The implications of these are assessed and lessons learned for transboundary water cooperation and conflict

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Since 1978, when China embarked on a new period of economic reforms and introduced open door policies, it has experienced a great urban transformation. The role of transport has proved indispensable in this unprecedented rapid urbanisation and economic growth. As the first research-focused book dedicated to this important topic, the Handbook on Transport and Urban Transformation in China offers new insight into the various opportunities and challenges brought by fast-

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Of Rapid Urbanization and urban development, and explores them in broad spatial-economic, environmental, social, and institutional dimensions.

Presenting experiences from India, China, Brazil, South Africa and Poland, this book examines the need to boost infrastructure investment in cities as well as the need for prudent fiscal management across all levels of government. This is discussed within the context of the decentralization of service delivery responsibilities. The book proposes considering as one investment financing

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perspectives that usually exist in isolation from each other, while also consolidating a body of practical and transferable implementation experiences.

Developing countries are urbanising rapidly, and it is estimated that within a generation more than 50 per cent of the developing world's population will live in cities. Public transport policy can contribute to reducing urban poverty both directly, by providing access and mobility for the poor, as well as by facilitating economic growth. This publication examines the nature and

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magnitude of urban transport problems in developing and transition economies, particularly with respect to the needs of the poor. It also suggests way the World Bank and other development agencies can best support the development of sustainable urban transport policies.

From a war-torn and famine-plagued country at the beginning of the 1990s, Ethiopia is today emerging as one of the fastest-growing economies in Africa. Growth in Ethiopia has surpassed that of every other sub-Saharan country over the past decade and is

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forecast by the International Monetary Fund to exceed 8 percent over the next two years. The government has set its eyes on transforming the country into a middle-income country by 2025, and into a leading manufacturing hub in Africa. The Oxford Handbook of the Ethiopian Economy studies this country's unique model of development, where the state plays a central role, and where a successful industrialization drive has challenged the long-held erroneous assumption that industrial policy will never work in poor African countries. While much of the volume is focused on

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post-1991 economic development policy and strategy, the analysis is set against the background of the long history of Ethiopia, and more specifically on the Imperial period that ended in 1974, the socialist development experiment of the Derg regime between 1974 and 1991, and the policies and strategies of the current EPRDF government that assumed power in 1991. Including a range of contributions from both academic and professional standpoints, this volume is a key reference work on the economy of Ethiopia.

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