DJEN DJEN NEW PORT AND THE METROPOLISATION OF JIJEL CITY (ALGERIA)

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Djen djen New Port and the Metropolisation of Jijel City (ALGERIA):  If the term "medium-sized city" includes very heterogeneous categories of cities, our study on the city of Jijel (Algeria) would wonder about the size of this town of an average size (120,000 inhabitants) and sets out characteristics that outclasses it in the urban hierarchy because of its existing assets and the scale of current investments, particularly its international port (Djen djen). In addition to this infrastructure development, it is also attractive for tourists in comparison to other Algerian cities that suffer from the stagnation of this sector. Our article will emphasize mainly on a prospective vision of the urban, economic and social future of this medium sized city, which should regain its development and attractiveness performances in the achievement of its port infrastructures and latent potential.

Keywords: Attractiveness, Global port, Metropolisation, process Medium port city
1. INTRODUCTION

Globalization is a dynamic process with a deep geohistorical anchorage, presenting a continuous evolution in time which, through its process of urbanization, undergoes a transformation from a hierarchical form to that of the network. In this context, port cities are becoming essential interfaces for new territories that are part of this dynamic of openness and international mobility. As a result, cities today have become crucial centers for responding to the new phenomenon of international mobility.

The renewed interest in these cities is becoming increasingly important, as well as the development of their attractiveness and competitiveness, which has become a major challenge for the actors who have to strive in increasing the port performance through the improvement of the main characteristics of the port as the first asset of attractiveness for these port cities. This is despite the pessimistic approach that calls into question the systematic benefits of port investments and the structuring effect of port transport infrastructure. As a result, the local and regional benefits of port growth remain limited in ports which are remote from economic and urban concentrations. (Fremont, 2010).

A rather optimistic approach defines ports as growth poles that allow productive and commercial activities to achieve economies of scale, providing cities and regions with a sustainable comparative advantage (Fujita, Mori, 1996). From then on, the port is generating concentration and transformation of wealth, thus ensuring the development of territories as part of the process of metropolisation of these cities. This classic concept based on the theories of economic location indicates that the port efficiency can increase benefits as well as traffic itself, while "inefficient ports (...) may further away a country or a region from the resources or the markers necessary for productions. (Haddad et al., 2005).

In this conceptual perspective, Algeria, with its long maritime coastline of 1200 km and 11 commercial (MATE, 2008) ports, has become aware of the important role of a port city within this network. Consequently, the public authorities realized that the way towards globalization inevitably requires efforts to upgrade and modernize ports. The investment and the scheduling of actions and projects in modernizing existing installations is, thus, a vital economic issue.

Yet, due to the difficulty of creating new deep-water ports, Algeria has opted for the improvement of its existing ports. As a short term strategy, the trusteeship speaks of" optimization "of what already exists. According to officials, the country "can double or even triple the capacity of our ports and only by upgrading their facilities and improving their management systems" (M' hareb, 2006). Algeria's approach to integrating the context of globalization from the port and maritime perspectives is a
new approach that is well detailed in its port master plan by 2025.

A programme developed at a time as 95% of international trade is carried out by sea from the ports of Oran, Annaba, Mostaghanem and Bejaia, at a cost of 1.1 billion Euros. But the most important project is the expansion of the port of Djendjen to become an international hub in the medium term and a direct competitor of Tangier Med and Enfidha (future Tunisian hub under construction). (Setti et al., 2013). Thus in terms of space and deep water, the port of Djen Djen for the wilaya of Jijel is considered as the most important port work in the Mediterranean. As an international hub and pole of attractiveness, could this project be an important driving force for the development of the Jijilian territory? Could it classify this Algerian Mediterranean city as one of the regional growth poles? What are the potentialities on which this port can rely to achieve this Mediterranean growth objective? In other words: How might the existing potential contribute with the port to achieve this goal?

2. METHODOLOGY

In order to provide an answer to the initial problematic, we opted for a deductive and multidisciplinary approach. Quantitative and qualitative methods are used in the collection and analysis of collected data. We suggest to analyze the possible impacts of the port of Djen Djen on the economic development of this city and the organization of its local and regional urban space. The objective is to demonstrate the relation between the presence and the development of the port activity through the construction of attractiveness elements, as triggers for a process of Metropolisation in the medium-sized port city. Our analysis is supported by fieldwork, conducted between February and June 2016. Interviews carried out with different actors of the interface, mainly officials from several institutions and executives of the main port operator; an empirical investigation, supplemented by a bibliographical and documentary research on town planning and regional planning inspired by our observations on the ground.

3. RESULTS AND DESCUSION

2.1 The medium-sized port city: the difficulty of classification

Many concepts throughout social sciences vary in their definition and contents from one discipline to another, but few concepts face such a lack of definition as the port city (Chaline, 1993).

Recognizing this category is not an easy task. Previous works on the topic show that there is no agreement on its definition. Roger Brunet (1997) stated that such a task is similar to: "dealing with an unidentified real object" or not. Experts even questioned
whether it is such a "special category of cities" (Chaline, 1994) that calls for a "specific methodology" (Morvan, 1999 in Ducruet, 2004).

The simplest definitions converge in defining the port city simply as a city exerting port and maritime activities. It is also considered as a communication node between land and maritime networks developing auxiliary activities and having a strong influence on the spatial organization of the outlying region (Brocard, 1994).

Among them, geographers define the port city in a very simple and descriptive way before finding the material to feed innovative reflections of this city. It is considered as a "city whose main economic activity is based on the exploitation of maritime traffic, the port providing the technical interface essential to this relationship" (Borruey, 1992). In his book on graphical models in geography, Ferras (1993) mentioned that this city is "unique by its port; double by its maritime and terrestrial activities, triple by the fishing village maintained, the activities related to the port and exchange, and those resulting from the management and services offered" (Ferras, 1993).

2.2 A medium port city and a metropolis: any overlapping?

Beyond this reinforced urbanity, would there not be forms of paralleling between the concepts of a medium-sized port city and a metropolis? On the one hand, the port city would have attractiveness comparable in scale to that of a metropolis, and on the other hand, because it’s economic attractiveness would have a strong metropolitan component.

The port city is a special system whose components have a weight, a variable role in space and time. Adding to these characteristics is the centrality, nodality, uniqueness¹, diversity and specification of activities. Openness and connection are two spatial and functional characteristics of an average port-city, which is in equation with the criteria of Metropolisation rather than with the characteristics of the metropolises. Moreover, tertiary activities, both at a high level (management sites, decision-making, and development) and at a more mundane level (distribution, reception) evolve according to port traffic, the intensity of flows between land and sea (Chaline, 1994). The tertiary activities combined together, generate the intensity of material flows of active populations, visitors and tourists, a mixture that leads to a real demographic and intangible dynamism (capitals, information)“. These high-level functions give the city a leading role and global influence over an extensive territory, a state that is synonymous of Metropolisation.

¹ A Term used in chemistry, it comes from network, which gives the reticular adjective, and can be interpreted as the property of a place or a space to create the network or to be a part of a network.
2.3 Attractiveness strategies of port cities; towards a process of Metropolisation

If the metropolitanization is essentially defined by two parameters: the growth and concentration of people, urban functions at the highest qualitative level of command activities in the most diverse fields, it also contributes to the control of space, and relies on its influence over a relatively large continuous territory. The port offers this opportunity to the concentration of people, and functions in the city. Its permanent growth creates an urban and regional development which is transformed into a metropolitan growth, considering what the port and the port activity can generate on the economic and urban level through one or the following three scenarios:

- Port, economic attractiveness (production, consumption, trade), economic centrality, Metropolisation: The port area has been an exceptional resource over the centuries, offering considerable potential for the promotion and the development of a large number of economic activities (production, consumption, trade) whose impacts on the life of the city have been and are still very often decisive. (Frémont, 2010).

- Port, tourism, new centrality, Metropolisation: Tourism is qualified among the "strategic and commanding" metropolitan functions. Anxious to "metropolis", some port cities in the world highlight their ports in the tourism sector through the mobilization of the port as a cultural product, identity (port heritage) (Baziz et al., 2015). Hoping to initiate a movement of economic and social concentration that allows them to assert their identity, or even internationally.

- Port, industry, productive territories, Metropolisation: the port territories are territories favorable to the establishment of industrial zones. This economic dynamic resulting from port development that transforms a city into complex movements; attractiveness of investors and companies, spatial reorganization, diversification of activities and functions, development of networks, increased flows (transport, technology, tourism) inserting the city in a process of Metropolisation.

It is for this reason that in addition to its instrumental function, the port has an inter-organizational and strategic dimension, this infrastructure is at the heart of the constantly renewed attractiveness strategies to develop and maintain an attractive port destination; territorial marketing, branding, events, the development of tourism via consumer and social spaces; such as the Tangier Port Area Reconversion Project in Morocco. Port clusters² (such as Port of Portsmouth, Port of Dover Port of Saint-Brieuc

²Port Services Cluster: This type of cluster is associated with the expansion of port services such as pilotage, towing, mooring, dredging, bunkering, vessel handling, maintenance and repair, passengers and storage. Research has shown that, in the ports studied; these services are provided by ports or outsourced. This type of cluster reinforces the port's
in the Manche region in France), the development of territorial offer including economic (Business real estate, telecommunications infrastructure, neighborhood of such as the Euroméditerranée project in Marseille. And finally, the urban project which is the instrument par excellence to give a new qualification to the territories and a new face to the port city, such as the redevelopment of the waterfront.

This built attractiveness generates a cumulative concentration of human (population) and material wealth (a concentration of economic activities, skilled jobs), innovation and research, the evolution of the productive system and the redistribution of employment categories. An economic centrality, as well as a global influence over an extended territory that results in Metropolisation.

2.4 Jijel: medium-sized port city, towards regional Metropolisation

With more than 634,412 inhabitants, Jijel is a middle-sized city located between the sea in the north, Skikda city in the east, Bejaia in the west and Setif and Mila in the south (Figure 01). It is only 30 minutes flight from the capital Algiers and one hour from Barcelona, Naples and Marseilles. It spreads over an area of 2,577 km², with a seafront of 120 km. The Wilaya (prefecture) of Jijel has a specific geographical position that relates the coastline to a mountain range, which is both strong elements of attractiveness for residence and tourism). It allows the city to play a pivotal role in trade at national and international levels.

These natural potentials are of interest to both investors and decision-makers. Multiple infrastructures and structuring facilities and promising projects are being scheduled for the short and long terms. The strategy consists of raising this medium port city to the rank of a great pole of the North-East Algerian territory. The pole will promote tourism, business and industry and thus extends the existing urban infrastructure. (CENEAP, 2011).

2.4. a Presentation of the Commercial Port Djen Djen Port World

A port from its commercial destination, the port of Djen Djen is implanted outside the city on a vast area estimated to 120 ha, with an extra-port future zone extension on about 40ha. Djen Djen, the new port is located in the East of Algeria at a distance of approximately 50 miles from the shipping route linking the Suez Canal to the Strait of Gibraltar. It is also 10 km away from the capital of the Jijel department, 350 km east of Algiers; 40 km from the industrial zone of Bellara, and 900 km from Hassi-Messaoud Oil station (Figure 02).

role in the region, and provides multiple services to port users, generating additional revenue and creating jobs for the local population.
Its accessibility is ensured by a highway linking Jijel to Constantine, a line that is being widened, and a rail that relates Jijel to Ramdane Djamel. Its hinterland extends to the territory of the 4 regional departments that are Jijel itself, Mila, Bordj Bou Arréridj and Setif. In a larger region, it may reach other departments, mainly M’ sila and the Eastern Highlands.

As part of an expansion project, the port was first scheduled during the 1970’s as a means of generating regional development in the eastern part of the country. However, the construction works have not started until 1984.

The port was finally completed in 1992. It is the only commercial port built in Algeria after its independence. It is considered as the most important one in the Mediterranean in terms of the water’s space and depth.

The scale of this port infrastructure is difficult to adapt to the local context. The port continues to represent the symbol of economic development but a scale of importance beyond the city. Table 1 gives some of its characteristics.
Figure 2: Location port of Djen Djen (www.djendjen-port.com)

Table 1. The characteristics of the Djen Djen port (Journal Djen Djen port. N°09. TR2.2015 available on www.djendjen-port.com)

<table>
<thead>
<tr>
<th>Elements</th>
<th>Characteristics in numbers</th>
</tr>
</thead>
<tbody>
<tr>
<td>Reception Capacity</td>
<td>4.5 Million tons/year.</td>
</tr>
<tr>
<td>Steel Quay</td>
<td>3 Million tons/year.</td>
</tr>
<tr>
<td>Commercial Quays (3)</td>
<td>1.5 Million tons/year (Container terminal that can accommodate second-generation boats, Road terminal, Cargo General Wharf).</td>
</tr>
<tr>
<td>The water tie rods</td>
<td>important up to less than 18 m.</td>
</tr>
<tr>
<td>Solid lands</td>
<td>large scale of 104 ha with a possibility of extension in extra port area with an area of 27 ha.</td>
</tr>
<tr>
<td>Storage sheds</td>
<td>(9,000 m²).</td>
</tr>
<tr>
<td>Water platforms</td>
<td>deep to accommodate ships of 120,000 t.</td>
</tr>
<tr>
<td>Handling equipment</td>
<td>polyvalent</td>
</tr>
<tr>
<td>The naval machines</td>
<td>of great power.</td>
</tr>
<tr>
<td>Door on a quay of</td>
<td>200 linear meters and an area of 14 ha</td>
</tr>
<tr>
<td>The container terminal processes</td>
<td>100,000 boxes/year, today</td>
</tr>
<tr>
<td></td>
<td>1.5 million of EVP</td>
</tr>
</tbody>
</table>
This port (Figure 3) is located in an off-centre area bordered by a land reserve of several hundred hectares dedicated to future logistics zones that will be erected as a support for transhipment activity. This important port, whose capacity is far from being used at cruising speed, has important infrastructures that can meet the modern requirements of national and international maritime transport.

![Figure 3. View on the port of Djen Djen (www.djendjen-port.com)](image)

2.4. b Prospects for the Development of the Djen Djen Port

In a statement to the press, former Transport Minister Amar Ghoul, during his visit to Jijel on May, 18th, 2014 stressed that "the hopes placed in this port that will serve as a link between Africa, Europe and the Middle East. Thanks to the container terminal, which, once on service, will be able to process nearly 2 million TEUs (twenty feet equivalent) per year, a traffic that will eventually double in number" (El moudjahid, 2014).

The port will cost 500 million euros spread over 30 years, will have an additional space of 78 hectares with a capacity of 2 million TEUs (Figure 4). Beyond the transhipment function, the port aims at expanding its hinterland services to neighbouring countries, particularly Niger. Several advantages, such as the construction of the penetrating motorway linking the port to the East-West motorway and the connection to the Trans-Saharan road, are in its favour (Mohamed chérif & Ducruet, 2011).

This port could also become the gateway to sub-Saharan Africa, especially since the French nuclear group Areva has been studying the possibility of evacuating uranium extracted to Imouraren in northern Niger. With all this willingness for development, Djendjen becomes an asset and a wealth for the Jijilian territory that
would propel in the future its attractiveness, competitiveness and socio-economic development as the General Director of this port Mr Abderrezak Sallami states.\textsuperscript{3}

2.4. c Metropolisation Process in Jijel

- **What links between attractiveness and Metropolisation?**

Before demonstrating the potential of this medium-sized port city, its role in the development of territorial attractiveness and the initiation of its Metropolisation process, it is necessary to propose some elements briefly presenting the fundamental principles of each type of attractiveness, mainly tourism, housing and economics, a useful set for Metropolisation. This is a phenomenon of polarization and economic concentration in the urban area where agglomeration economies are developing in order to increase productivity. This logic manifests in the concentration of new diversified activities, particularly in production, finance and trade. (Abrantes, 2011).

Thus, attractiveness can be defined as "the capacity of a territory to attract and retain businesses or even inhabitants and, more generally, mobile factors of production: capital and highly qualified labour". (Hatem, 2004)

Attractiveness is composed of several sectors among which: touristic, economic, residential, environmental and cultural. Each fraction can be assessed on the basis of indicators that allow the performance of a territory to be measured, which are determinants of attractiveness, qualified as factors on which the territory can act\textsuperscript{4}. (Table 02).

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\textsuperscript{3} Interview conducted on February 15, 2016

\textsuperscript{4} ADEUS indicators– 04/2013
Table 2. Criteria for the different fractions of attractiveness. (Authors)

<table>
<thead>
<tr>
<th>Attractiveness indicators for investors and enterprises</th>
<th>Indicators of the attractiveness of skills and researchers</th>
<th>Indicators of tourist attractiveness</th>
<th>Indicators of residential attractiveness</th>
</tr>
</thead>
<tbody>
<tr>
<td>Condition of establishment</td>
<td>Support for the knowledge-based economy</td>
<td>Natural resources (sea, forests, Landscapes, etc.)</td>
<td>Economic dynamics (employment, sectors of activity, etc.)</td>
</tr>
<tr>
<td>Accessibility, Transport and adapted mobility offer</td>
<td>Accessibility, Transport and adapted mobility offer</td>
<td>Accessibility, Transport and adapted mobility offer</td>
<td>Accessibility, Transport and adapted mobility offer</td>
</tr>
<tr>
<td>Connectivity (TIC, etc.)</td>
<td>Research infrastructures (research laboratories, universities, training centres, etc.)</td>
<td>Cultural Resources</td>
<td>Social conditions (safety, social cohesion, cost of living, etc.)</td>
</tr>
<tr>
<td>Structuring equipment</td>
<td>Tourism Infrastructure Offer</td>
<td>Climate and natural environment</td>
<td></td>
</tr>
<tr>
<td>Demography and Population</td>
<td>Development of research and new technologies</td>
<td>Image of the city</td>
<td>Supply of housing and social, sanitary and cultural equipment</td>
</tr>
<tr>
<td>Quality of the living environment</td>
<td>Quality of the living environment</td>
<td>Quality of the living environment</td>
<td>Quality urban planning (EP, EV, built environment, etc.)</td>
</tr>
</tbody>
</table>

The relationship between attractiveness and Metropolisation shows a certain similarity and interaction that can be seen even in the analysis of their factors of emergence and development (Figure 05 and 06). If attractiveness is the result of the interaction of three factors: industrial globalization, financial globalization and economic polarization as a mode of organization of firms, one can deduce that metropolisation is also the consequence of the concentration of human and material wealth, both conjugated with contemporary urbanization and globalization.

Economists consider that territorial attractiveness is a lever of Metropolisation insofar as it is triggered by the concentration of human capital and economic investment. On the other hand, urban planners believe that the two terms mutually nourish each other and that Metropolisation is a cumulative process that manifests in the concentration of wealth, activities and functional supply of populations. From this, it can be said that "Metropolisation and attractiveness" are closely linked: attractiveness is the product of Metropolisation, and vice versa.
Figure 5. Attractiveness is the interaction between three factors (Author, as defined by PIERRE VELTZ, 2004).

Figure 6: Metropolisation is the interaction between three factors. (Authors)

- **The port city of Jijel: Attractiveness potential and Metropolisation process**
  
  The port of Djen Djen is a key element in the development of economic attractiveness, through a dynamic generated by the intensity of its activity which contributes to develop new attractions especially for people and skills accentuating tourism activity. On this subject, Jungyoun Park says that "a territory can attract the different targets of attraction thanks to certain factors of attractiveness that it possesses and these factors interact in a complex way. Also, some of the attracted targets may help
to create new attractions in this area. Finally, this dynamic of targets and factors forms the overall attractiveness of this territory. (Park, 2008).

Based on this observation, we will try to explain in four points the relationship between the triptychs (Port-attractiveness-Metropolisation) of the city of Jijel.

1. The port’s activity has led to the reinforcement and modernisation of communications and transport routes. In this sense, many road projects and infrastructures have been launched such as:

- Internationalisation of the airport.
- Modernisation of the railway line.
- The duplication of the common road to Constantine and Bejaia.
- The motorway overhangs to Setif, called "Penetrating the East-West motorway Djen Djen -El Eulma" (Figure 7), which is intended to connect this strategic structure to the port of Djendjen.

![Figure 7. The penetrating project at the East-West Highway Djen Djen-Setif. (Jijel Public Works Department)](image)

The aim of the new roads network is to ensure that the port is connected to a wider hinterland. It will certainly open up the city, and tackle the underdevelopment and territorial imbalance of the last 20 years. In this sense, D. Banister et al. states that "major transport infrastructures, such as railways, airports and international ports, all have a substantial effect on local traffic, employment and the local economy. Apart from direct employment in transport activities, these infrastructures have important multiplier effects because they are used by many firms and industries" (Banister, Lichfield, 1995). Similarly, the port city is considered as "a traffic node at the interface of maritime and terrestrial networks". (Brocard, 1994). It goes without saying that projects to improve accessibility in the city of Jijel also contribute to the promotion of several activities:
trade, services, agriculture and the promotion of tourist activities. Indeed, the advantage of accessibility by bringing together different natural potentialities can increase attractiveness if local authorities improve the quantity and quality of the host supply. 

2. The port of Djen Djen thus encourages public and private investments, particularly in new technologies and raises ranges of services by proposing value-added services. It also helps to stimulate the existing production apparatus, inviting players in the industrial sector to propose new activities. This is the reason that made the local authorities revive the Ballara steel complex project (Figure 8), which had been frozen for a long time for political and economic reasons.

The example of the city of Jijel reminds us of the port cities in Western Europe, when the birth of large chemical, steel and petrochemical complexes became an important phase in the development of the port as a strategic place of commerce. This was the phase of the 'ship in the factory' which, like the coalfields of the first industrial revolution, quickly attracted jobs and transport infrastructure. The example of Germany is a perfect illustration of this shift towards coastal centrality: the population of port cities has grown faster than that of non-port cities during the period in question. (Ducruet, 2004)

Thanks to its large capacity, the port of Djen Djen, together with the Ballara zone, constitute a growth pole an economic engine with a regional dimension for the city of Jijel. According to the director of industry, this bipole will create more than 100,000 direct and indirect jobs. Attracting executives in management, banking and a

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5 Interview with the director of tourism of Jijel. March 23, 2016
6 Ports generate jobs more beyond their dedicated spaces and their motor sectors, especially in public works, building, business services, including the redistribution of wages in the local economy.
skilled labour force, as well as young researchers, notably with the presence of three university poles and research laboratories will be another output. Such a situation encourages local authorities to improve the territorial offer in terms of housing, social and health facilities, cultural facilities, education, health, public administration, and improve the quality of its urban planning. Attractiveness of people and skills to the emerging port city will also be enhanced by its exceptional natural environment, mild climate, and the security of goods and people.

3. The development of port and industrial activity also leads to a concentration of high-value activities and services added to companies such as banks, head offices, insurance, the speed of ICT, etc.). But it is also difficult to promote the attractiveness of the higher tertiary sector before resolving, or at least making significant progress on other points. Improving the city’s urban environment (restructuring urban and public spaces, rehabilitation of buildings, reclamation of existing urban wastelands) and land shortage for services and office activities is a challenge to outcome.

4. Beyond the improved territorial offer, the maritime, coastal and port character of the city and its exceptional natural heritage are also values to be mobilised for the construction of a brand image as the basis / lever of a marketing strategy for this city.

The model below shows how a port is at the origin of the development of the attractiveness of this city. According to A. Vallega, there is indeed an effect of port activity on centrality; a major characteristic of Metropolisation. Since then, the port city has progressed in its level of services offered, both in terms of production, services (IT, law, management, finance, insurance, etc.) and R&D. This encourages the attractiveness of people, capital; firms, large facilities and jobs that will be polarized and diversified, allowing the city of Jijel to develop and assume a central command function often present in other metropolises (Figure 9).

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7 According to data of the wilaya’s direction of security (prefecture)
8 ICT: Information and Communication Technology.
9 Research and Development
For these reasons "the port was the first vector of its urbanization. Thus, it remains the bridgehead of extra-sea trade and gives the city a special attraction throughout the Mediterranean basin ". (Chenaoui, 2000) Applied to Jijel, city-port relationships are part of a series of interactions, which can be schematised, at the extreme, in the following way:

- Warehouse trade and port growth;
- Port growth → Capital attraction and industrialisation
- Industrialisation, concentration of services and economic development,
- Economic development → Population growth (populations) → Curban growth; a synonymous with Metropolisation

In our conclusion, we can refer to M. E.'s pioneering study Witherick (1981) which proposes a model of a city-port relationship on the theme of urban growth through the port. The idea is that the five sectors are directly or indirectly linked to the port provides part of the city's employment (Figure 10), leading to the development of other sectors that are not linked to the port (Ducruet, 2004)
4. CONCLUSIONS

While in many countries, the main city is on the seaside and the dominant cities are very often developed from ports (M. Fujita et al. 1996 in Ducruet 2004), the local authorities of the city of Jijel, especially the port director, acknowledge that: "The port of Djen Djen is a message of hope for the development of the city". The person in charge adds that port activities will change the nature of this medium-sized city in the urban framework and allow it to be integrated into a regional urban system, affirming its geo-economic position and its role as a pilot in the region. This international port participates in the structuring and organization of this city's space, particularly through its territorial infrastructures (industrial complex, touristic activity, university center, and other resources, etc.). According to the future evolutions that the development of this global port can bring about, we can foresee the premises for a Metropolisation of Jijel in the process of development, without neglecting the demographic and economic polarization, the spatial extension of this territory and the changes in the productive apparatus; an infrastructure programme, revealing the existence of a Metropolisation process for this.

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10 Interview with the director of the port Djen Djen
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