



# News

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## News Highlights

### ***gTKP's Charles Melhuish attends transport events in Manila and Yogyakarta***

The 12th REAAA (Regional Engineering Association of Asia and Australasia) was held in Manila, Philippines, from 21st to 24th November. The event was attended by over 400 participants from the highway sector with about 40% from outside the Philippines. The conference discussed a range of important highway sector issues relating to the management and operation of road networks in the region. gTKP participated in the concurrently held exhibition and a large number of participants expressed interest in gTKP, its products and future activities. Over the 3-day period, almost 150 individuals joined gTKP.

The Second Environmentally Sustainable Transport Forum and Better Air Quality 2006 events were held in Yogyakarta, Indonesia, from 11th to 15th December 2006. The events were attended by over 1,000 participants from around the world with over 80% hailing from the Asia region. gTKP participated in the accompanying exhibition and a lot of interest was expressed in its future work activities. Deteriorating air quality in many Asian cities is largely attributable to emissions from vehicles and is an important health issue for many national and city governments. The rapidly increasing motorization and urbanization of Asia, together with the increasing demand for automotive fuels will have a significant adverse impact on both local air quality as well as climate change in the future. As a result of gTKP's presence at this event, 120 participants signed up to join the partnership.



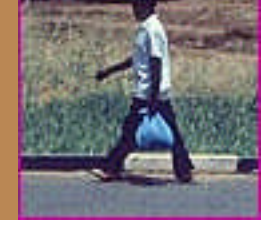
### ***Millions see Transaid and Michelin message at Lord Mayor's Show – 11th November 2006***

Michelin used its float at the London Lord Mayor's Show to promote a message of Global Road Safety with help from international transport skills development charity Transaid. The Lord Mayor's Show is an 800 year old tradition, and an estimated half a million people turned out to line the streets of the City of London to cheer the floats on, with millions more watching the BBC's live coverage.

Transaid and Michelin helpers carried placards highlighting the problems that Transaid tackles in Africa, and the impact that its work has. One placard highlighted the shocking fact that 2,500 people are killed in road accidents in developing countries every day. In fact, 85 per cent of road accidents take place in poor countries and Transaid helps to combat this by improving the way that commercial and health service vehicles are driven and maintained. As well as making the roads safer, its work also enables health workers to reach more patients and drivers to make a better living.

Also on display was a motorcycle ambulance prototype, designed to help pregnant women in remote parts of Nigeria get to clinics for emergency treatment. "It's certainly the biggest public audience we've ever had for our message," comments Transaid's Head of Marketing Caroline Beaumont. "It was a great feeling to see all those people reading our placards and to get so many waves and cheers from the crowds."

Michelin is a founding member of Transaid, and remains committed to the charity and its work to improve road safety and help make transport part of the solution to poverty and disadvantage.



### **The IFRC's David Silcock attends Vulnerable Road Users (VRU) workshop in Beijing**

Global Road Safety Partnership (GRSP) with Global Road Safety Initiative (GRSI) funding is implementing a vulnerable road user project in Beijing. The project is being led by the Beijing Transportation Research Centre (BTRC) under the Beijing Municipal Committee of Communications



(BMCC). Partners include the Beijing University of Technology (BUT) and the Beijing Traffic Management Bureau (BTMB – the traffic police). The project includes training, low cost junction improvements and a monitoring and evaluation component. Key outputs of the project will include the implementation of low cost improvements (to be funded by the City of Beijing), and guidelines on the issue of vulnerable road user safety for use in other major cities in China or elsewhere, with high volumes of pedestrian and cyclists.

A workshop focusing on vulnerable road users and crash prevention was held in Beijing from 4th to 6th December, 2006. National stakeholders from government departments, domestic and international experts participated in this event, giving an insight into the redesign of intersections using low cost measures.

### **General News**

#### **Latin America and Caribbean Road Safety Stakeholders Forum – San Jose, Costa Rica, September 2006**

The Global Road Safety Forum and the National Road Safety

Council of Costa Rica hosted the first Latin America and Caribbean Road Safety Stakeholders Forum in September 2006. The aim was to promote regional collaboration in road safety and to foster the implementation of the recommendations of the World Report on Road Traffic Injury Prevention. Sharing information



on good practice was an important part of the meeting, with presentations from WHO, the World Bank and the FIA-Foundation on the 'Make Roads Safe' report of the Robertson Commission.

GRSP adviser José Cardita presented GRSP's work in Brazil, highlighting major achievements in Brazil.

Since then, President Oscar Arias of Costa Rica has officially agreed to serve as the Honorary Chairman of the Transitional Commission for Road Safety.

The task of the Transitional Commission is to design a plan for a regional road safety committee for Latin America and the Caribbean. The impetus for this Commission came from the participants at the First Regional Road Safety Forum, who agreed the importance of establishing an entity to promote regional road safety.

The Commission proposes to develop a regional coordinating mechanism that will draw upon all relevant sectors of government, civil society and the private sector to promote a region-wide approach to road safety.

The participating organizations are committed to developing a regional committee that will:

- Represent all relevant sectors of government, civil society and the private sector
- Promote a region-wide approach to road safety
- Strengthen the capacity to collect and use road safety information throughout the region
- Promote harmonization of laws for road and vehicle safety
- Share road safety information and best practices across the region.

For more information, please click on the link below:

<http://www.gtkp.com/news/NewsDetails.aspx?id=80>

#### **Why destroy the taxi industry?**

It is painful to see an African government so determined to destroy the only industry that is owned and controlled by African people.

The taxi industry has to endure consistent harassment and blatant targeting by metro police departments, public order officers, provincial traffic departments and the SAPS. The unwarranted use of force against our people and huge penalties in fines are unfair.



To read more, please click on the link below:

<http://www.gtkp.com/news/NewsDetails.aspx?id=81>



## **Sida's New Road Safety Paper**

Sweden's Policy for Global Development (Sida) estimates that road traffic injuries will kill and severely disable an increasing number of persons, by 2020 more people will die from road traffic injuries than HIV/Aids, and it is already the case for some age groups. Most of these road traffic fatalities occur in low-income countries where motorisation and urbanisation is rapid, and the demand for improved transport is enormous. Transport and road infrastructure investment is crucial for reducing and halving poverty, yet we have to ensure that people are not killed at an increasing speed. Road traffic injuries can be prevented and Sida wants to address this issue in a more focused way than before, by highlighting road safety and international development cooperation, global partnerships, collaboration with Swedish road safety stakeholders and others, in this position paper.

To access this paper, please click on the link below:

<http://www.gtkp.com/news/NewsDetails.aspx?id=82>

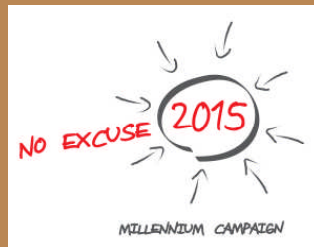
## **What are the Millennium Development Goals?**

The eight Millennium Development Goals, which range from halving extreme poverty to halting the spread of HIV/AIDS and providing universal primary education, all by the target date of 2015 – form a blueprint agreed to by all the world's countries and all the world's leading development institutions. They have galvanized unprecedented efforts to meet the needs of the world's poorest.

United Nations Secretary-General, Kofi A. Annan announced: "We will have time to reach the Millennium Development Goals – worldwide and in most, or even all, individual countries – but only if we break with business as usual. We cannot win overnight. Success will require sustained action across the entire decade between now and the deadline. It takes time to train the teachers, nurses and engineers; to build the roads, schools and hospitals; to grow the small and large businesses able to create the jobs and income needed. So we must start now. And we must more than double global development assistance over the next few years. Nothing less will help to achieve the Goals."

To read more about the UN's Millennium Goals, please click on the link below:

<http://www.gtkp.com/news/NewsDetails.aspx?id=83>



## **Travel Demand Management Policies**

Several Asian mega-cities are now looking towards mobility management, also known as travel demand management techniques, to solve their increasing urban transport problems. There are a number of travel demand management policies of which planners were theoretically aware but that were rarely put to use. The implementations in the recent past are

stirring up sceptics on how operational and effective the approach would be. The recent successful implementations of mobility management in large cities, like Bogota, London, and Stockholm, show major positive impacts and a promising approach to alleviate traffic problems in mega cities. Rapid motorization in Asian cities is allegedly the genesis to several urban traffic problems. Traffic congestion, the most commonly found issue, triggers a chain reaction which includes other issues like air and noise pollution, traffic accidents, excessive gasoline consumption, improper land use, time loss, road rages, and health impacts both mental and physical. The principal effects are not only limited to degrading quality of life and environmental conditions, but also impede the city's economic growth.

To read more, please click on the link below:

<http://www.gtkp.com/news/NewsDetails.aspx?id=84>

## **Transportation challenges facing landlocked countries focus of OSCE meeting**

Finding ways to help landlocked developing countries overcome transport challenges so that they can prosper was the focus of a two-day OSCE (Organization for Security and Co-operation in Europe) meeting that began on 12th December in Vienna.

The meeting followed a decision reached at the OSCE Ministerial Council, held earlier this month in Brussels, saying the Organization should continue to promote dialogue in the field of transport, paying particular attention to landlocked countries.



"Landlocked developing countries face unique challenges related to their lack of access to the open sea, their dependence on transit services and difficulties related to market access," said Ambassador Bertrand de Crombrugge, representing the 2006 Belgian OSCE Chairmanship at the meeting's opening.

"Addressing the needs of those countries requires a long-term co-operative process."

More than 30 experts participated in the meeting, which is the first in a series of preparatory events ahead of an OSCE conference on transit to be held in 2007 in Tajikistan. That conference is expected to contribute to a review of progress under the Almaty Programme of Action, which was adopted by the international community in 2003. The programme aims to create partnerships to resolve the transport problems facing landlocked developing countries.

Bernard Snoy, the Co-ordinator of OSCE Economic and Environmental Activities, told participants at the meeting that the Organization could serve as a forum for co-operation in the field of transportation.

"The OSCE is not a technical organization," he said. "However, the role we are very capable of playing is that of a facilitator, a political catalyst offering a platform for dialogue and co-operation among international actors as well as among our participating States."

The Office of the Co-ordinator of OSCE Economic and Environmental Activities organized the meeting together with the UN Office of the High Representative for the Least Developed Countries, Landlocked Developing Countries and Small Island Developing States.

Nine of the OSCE's 56 participating States - Armenia, Azerbaijan, Kazakhstan, Kyrgyzstan, Moldova, Tajikistan, the former Yugoslav Republic of Macedonia, Turkmenistan and Uzbekistan - are classified as landlocked developing countries, according to the UN Office of the High Representative.

For more info on the OSCE, please click on:

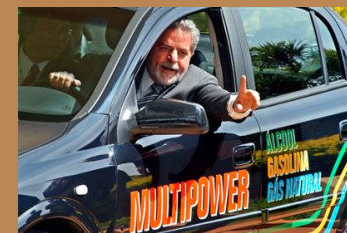
<http://www.gtkp.com/news/NewsDetails.aspx?id=85>

### ***Sugar cane and ethanol: Drink the best and drive the rest***

In Brazil, alcohol made from sugar cane is mixed with lime juice and a little of the cane sugar itself to make caipirinhas — and it's a fine way to get the weekend off to a flying start. But come Monday morning, sober Brazilian commuters are still using cane liquor — in their fuel tanks. Most Brazilian petrol is gasohol, which by government mandate is currently 23% ethanol. Next to the gasohol pumps at the petrol stations are pumps that offer pure ethanol.

Ethanol from sugar cane has been powering cars in Brazil on and off since the 1930s, and with government backing since the OPEC price rises in the 1970s. It makes fairly obvious sense. Brazil's tropical sun makes it a great place for growing sugar cane: it is the largest cane producer in the world, producing more than twice as much as the number two, India. Just crush out the sucrose solution, ferment it into alcohol with the help of yeast and distill it to the desired concentration; burn the 'bagasse' — the fibrous pulp left over when the sugar is squeezed from the cane — to power the process along. Put the alcohol into your gas tank and you are effectively driving it on sunlight.

In the past few years, Brazil's bioethanol industry has sprouted new wings thanks to higher petrol prices and 'flex-fuel' cars, which can sense different mixtures of petrol and ethanol and adjust their workings accordingly. Introduced to the mass market in 2003, these cars changed everything; flex-fuel vehicles now account for well over half of Brazil's new cars. Their attraction is that they allow the owner to trade off continually between the advantages of neat ethanol — which gives 20% to 30% fewer kilometres to the litre — and gasohol depending on the current prices and the local tax rates.



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**The gTKP team wishes you all Season's Greetings!**

