



# News

## gTKP Newsletter 29 November-December 2007

### Welcome

Welcome to Edition 29 of the gTKP Newsletter in which we aim to pull together news from the community of transport practitioners. We actively welcome your contributions to this newsletter; send details of news, events and reports on meetings held to [info@gtkp.com](mailto:info@gtkp.com) or post details directly on our website at [www.gtkp.com](http://www.gtkp.com).

The Terms of Reference for the Management Group of gTKP have been posted on the website in the About gTKP section, [click here](#) to view them.

We have recently appointed Rob Petts and Stephen Vincent as “Theme Champions” for the areas of Rural Transport and Governance respectively. Adrian Walsh continues in his role as Theme Champion for Road Safety. We plan to increase the number of areas from the current three to seven in the near future. The additional areas will be Urban Transport, Climate Change, Finance and Economics, and Social Development.

DFID is in the process of selecting a Steering Group for gTKP, with members covering a wide range of disciplines and geographic spread. The first meeting will hopefully take place early in 2008.

### Rural Transport News

#### *gTKP Website: Rural Transport*

In the coming months you should be finding a number of gTKP website operational improvements and the addition of new ‘signposts’ to information and key documentation to assist you in your work or interests within the sector. We will be introducing new topics and revisiting popular themes to ensure that you have access to more up to date and relevant knowledge.

We will endeavour to highlight key documents that will provide you with important information, vital issues, good practice guidance etc.

We are introducing a theme in the Rural Transport section of the website called [Project Profiles](#) which contains information and contact details of current or recent projects in the sector.

In the theme titled [Innovations](#) you will find brief case studies on innovative research, trials or practices.

### Rural Transport Events

Two forthcoming events in Australia will be of relevance to Rural Transport practitioners.

The [23<sup>rd</sup> ARRB Conference](#), 30 July – 1 August 2008, will address a broad range of road and transport issues through invited speaker sessions, technical sessions and workshops. The theme - ‘Research – Partnering with Practitioners’ - will focus on bridging the gap between theory and practice. The conference will discuss local and international research and case studies which provide innovative and practical solutions to current and emerging issues.

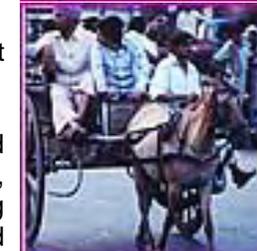
The ARRB Conference will be preceded by the [1<sup>st</sup> International Sprayed Sealing Conference 2008](#) at the same venue on 27-29 July 2008. The theme ‘cost effective high performance surfacing’ encapsulates the advantages and versatility of sprayed seals. In countries like Australia, New Zealand and South Africa, sprayed seals are the most important component of the national network. In Europe they have been developed to provide enhanced surface properties on major and other routes; while elsewhere seals are used as maintenance treatments or for low volume roads. The conference will cover all aspects of seal design, practice and performance.

### Rural Road Surface Options

[Rural Road Surface Options](#) has been a topic of increasing interest in recent years and contemporary research and documentation out of South East Asia and Africa particularly offers the possibility to achieve substantial improvements in the provision and maintenance of rural road infrastructure.



Until recently, the standard response to identified problems of rural access in developing countries was to provide gravel roads. The attractions looked convincing; low initial road cost, all-weather passage and technology so simple that even communities could be organised to build the roads themselves. Gravel became the universal solution. So what went wrong?



There are still many situations where gravel is still an appropriate and affordable rural road surface option. However, in recent years research in Africa and South East Asia has identified some limits to the sensible use of gravel and also highlighted a range of alternatives that can provide the desired improved access, but in a more sustainable way; each option's suitability depending on the local circumstances and environment.

The old 'rule of thumb' used to be "Up to 50 (motor) vehicles per day (vpd) then use earth surface, 50 – 200 vehicles per day use gravel, and above that seal.". Unfortunately such a simplistic approach can be very misleading and even downright wrong.



At the very basic level, some soils are just not capable of bearing any sort of traffic, especially when wet. Furthermore as natural materials can be found that graduate from very weak clays and silts right through to solid rock, their corresponding strength and performance characteristics mean that some natural soils are very easily able

to carry quite substantial volumes of traffic in their natural state if adequately shaped and drained. So that demolishes the 50 vpd benchmark!

Research in the SADC region has also shown that sealing can be justified at motor vehicle flows of as low as 70vpd or less (see below). Furthermore, the range of surface options at the disposal of the engineer or community makes bitumen 'sealing' only one of the techniques to be considered. Anticipated traffic generated benefits are also not the only possible justification for improving access to poor rural communities.

The first weapon in the engineer's armoury that is often neglected is the 'Engineered Natural Surface (ENS)' or earth road. This uses the in-situ natural material of the road, shaped up to form a camber and drainage to ensure that rainwater flows off and away from the road. In the early 1990s a pilot project in Kenya – [Roads 2000](#) – showed that many sections of rural road could provide satisfactory access if the earth was shaped up, side drainage, and cross drains were provided (at the rate of about 1 culvert every km) and difficult sections such as poor soils or steep gradients were provided with an improved surface. We hope to bring you news of the initiative in future newsletters.



The recent document [Behaviour of Engineered Natural Surfaced Roads](#) discusses the considerable potential for the use of this widely under-rated technique. We hope to return to this subject soon.

Concern about the performance of gravel roads led to the preliminary work on surface options under a DFID-funded Knowledge and Research project and the publication of the Low Cost Surfacing [Working Paper No 1](#). This set out the rationale for restricting the application of gravel as a surfacing material and investigation and promotion of surface options.

A paper by [Johnston and Salter](#) in 2001 highlighted the sustainability problem regarding continued investment in gravel road networks without the necessary maintenance capability being in place to preserve the considerable investment.

For more information visit the [Rural Transport](#) theme page on the gTKP website.

We are compiling information on relevant projects under our theme of [Project Profiles](#). (including SEACAP projects).

Research, knowledge compilation and dissemination efforts continue and we hope to be able to identify and add to this listing of useful documents in the coming months with *your* assistance. Please forward any contributions to [rob.petts@gtkp.com](mailto:rob.petts@gtkp.com)

Some of the websites of rural transport interest and access to further knowledge include:-

[Sabita](#), [IFRTD](#), [CSIR South Africa](#), [ARRB Australia](#), [SSATP](#), [Norwegian Public Roads](#) and [ILO ASIST](#).

## Road Safety News

**Prince Michael International Road Safety Awards.** [Click here](#)

Since 1987 The Prince Michael Road Safety Awards have given public recognition to those who have improved road safety throughout Britain. Now the Prince Michael International Road Safety Awards recognise outstanding achievement and innovation world-wide. Each year the most outstanding examples of international road safety initiatives are given public recognition through the scheme.

Details of the organisations receiving awards, which were announced on 11 December in London, are given overleaf.



- **The Russian Federation Ministry of the Interior - Road Traffic Inspectorate.**

The Russian Road Traffic Safety Inspectorate was responsible for the establishment in 2006 of a new Interministerial Commission on Road Safety which has prepared a new Special Purpose Programme, 'Improving Road Safety 2006 to 2012', and new legislative proposals to update the nation's road traffic laws. The Inspectorate is also leading a range of public awareness activities to promote improved road user behaviour.

Its head, General Kiryanov, is an active member of the Commission for Global Road Safety. The General and the Inspectorate has played a key role in supporting the offer made by the Russian Federation to host the proposed first ever UN Ministerial Conference on global road safety in 2009.

- **US Department of Transportation National Highway Traffic Safety Administration [Click here](#)**

The National Highway Traffic Safety Administration (NHTSA), an agency of the US Department of Transportation, is responsible for reducing deaths, injuries and economic losses resulting from motor vehicle crashes. NHTSA sets and enforces safety performance standards for motor vehicles and equipment, carries out research on driver behaviour and helps state and local governments to conduct effective local highway safety programmes.

NHTSA also plays a leading role in global road safety. The agency is actively engaged in the work of, inter alia, the United Nations, the Organisation for Economic Cooperation and Development, the International Transport Forum of the European Council of Ministers of Transport, and the Asia Pacific Economic Community, to promote international collaboration in traffic safety and vehicle standards.

- **Road safety management in Singapore by Land Transport Authority and Traffic Police Department.**

In Singapore, road safety management is the joint responsibility of two government agencies, namely, the Land Transport Authority (LTA) and Traffic Police Department (TP). While LTA provides road related facilities for road users and ensures the safety of vehicles, TP is responsible for enforcement of traffic regulations, and road safety public education. The close partnership between LTA and TP has played a pivotal role in creating a world class road transport infrastructure that provides a safe and pleasant experience for all road users.

Singapore roads are now among the safest in the world. Overall, fatal and serious injury road accidents in 2006 fell by 45% compared to that in 1997

despite a corresponding increase in road length and vehicle population by 8% and 18%, respectively. Road accident fatality rates per 10,000 vehicles and per 100,000 of population have dropped significantly; by 39%, from 3.8 and 6.9 in 1997, to 2.3 and 4.2 in 2006. [Read more](#) The awards are supported by [The FIA Foundation](#)



### Seatbelt Toolkit

Although a new manual is being prepared as part of the work of the UN Collaboration on Road Safety, The FIA Foundation Seatbelt Campaign Toolkit is still available for use. It includes a manual providing advice on enforcement, awareness raising and legislating for seat belt use, which is intended primarily for countries with low seat belt compliance.

This manual can also be downloaded separately here as a PDF document. The toolkit also includes campaign materials (in several languages) which are freely available for use. [Click here](#)

### Latin American Ministerial Conference on Road Safety in 2008

Governments meeting at the Ibero-American Summit of the Heads of State of Latin America, Spain and Portugal have agreed to organise a Ministerial Conference on road safety in 2008. The proposal, by the Government of Costa Rica, was approved at the Summit in Chile, which was attended by Heads of State from across Latin America and the Caribbean. [Click here](#)

### Fact Sheets

Fact sheets from the WHO World report on road traffic injury prevention (2004): main messages, alcohol, helmets, safety restraints, speed, visibility and recommendations are available [here](#).

gTKP Partner [GRSP](#) has a most useful knowledge base which is available to practitioners. It provides good practice and lessons learnt from around the world. It highlights several key topics giving good practice guidelines.

### Remembrance Day for road victims

In Tanzania the [Campaign for Travellers Safety Trust](#) in collaboration with Tanzania Children's Road Traffic Association, organised a press conference and candle lighting as an act of remembrance for road accident victims. Among those remembered was former Prime Minister of CTS, Hon. Edward Moringe Sokoine, who passed away in a road accident in 1984.



## Governance in Transport News

### African Road Maintenance Funds Association (ARMFA) / Association des Fonds d'Entretien Routier Africains (AFERA)

gTKP were pleased to have the opportunity to make a presentation about Achieving Good Governance at the Technical Workshop which formed part of the 6th Annual General Meeting of the African Road Maintenance Funds Association (ARMFA) held in Antananarivo, Madagascar 8th to 12<sup>th</sup> October 2007.

Twenty-six road fund organisations from different countries in Africa are currently members of ARMFA. ARMFA provides a forum for the exchange of experience between the road funds of different African countries, and assists in promoting good practice in the implementation and operation of road funds.

### gTKP Governance in Transport at the Commonwealth People's Forum [Click here](#)

The 2007 Commonwealth People's Forum, "Realising People's Potential", held in Kampala, Uganda from 19<sup>th</sup> to 23<sup>rd</sup> November, brought together civil society organisations from throughout the Commonwealth, who participated in a wide range of workshops, including workshops about improving governance. The People's Forum is one of the events linked to the Commonwealth Heads of Government Meeting held every two years where Ministers and Heads of Government discuss a wide range of issues.

gTKP was given an opportunity to sample civil society opinions about governance in transport at the "People's Space", the public exhibition area and open discussion venue at the People's Forum. The cross-section of opinions gathered from international delegates and members of the public about the quality of service and value for money provided by transport will be reviewed as part of planning future gTKP governance in transport activities.



## Governance in Transport Events

### Senior Road Executive Programme 2008 (April - May 2008)

The road sector, world wide, is being commercialised. Countries are improving the management of their road networks, making use of private sector finance, setting up new types of road funds, and changing the methods used to prioritise spending. To tackle these issues, three linked one-week courses are offered by the University of Birmingham, in association with consultants Scott Wilson and Atkins. The courses draw on experts from around the world, including staff from the World Bank and UK Highways Agency.

The courses facilitate an exchange of experience and provide a forum for the dissemination of good practice and recent research findings. The courses are designed to enhance the technical, managerial and policy making skills of participants to help them to improve road management and finance in their own countries. This is achieved through a combination of presentations, discussions, workshops and site visits. Participants may choose to attend one, two, or all three courses.

For further information [click here](#) or contact George Rutt. Email: [george.rutt@scottwilson.com](mailto:george.rutt@scottwilson.com)

### International Conference on Engineering Education and Research

On behalf of SEACAP, gTKP's Charles Melhuish attended the International Conference on Engineering Education and Research presented by the University of Victoria, Melbourne in conjunction with the International Network for Engineering Education and Research that was held in Melbourne, Australia between the 2 and 7 December 2007.

The conference had a major focus on the academic aspects of engineering education, with a high proportion of the 32 sessions devoted to curriculum development and delivery, and project based learning.

Charles delivered a paper prepared under the SEACAP programme by Farhad Ahmad on "Formulating Rural Road Policy and Strategy in a Developing Country Environment with Key Stakeholders including Academic Institutions" which described the process approach adopted in preparing the Cambodia rural road policy and strategy in 2006. For more information on the conference [click here](#)

