



Welcome to Issue 36 of our eNewsletter July 2008

Welcome Message:

Welcome to the monthly newsletter of the [global Transport Knowledge Partnership](#) (gTKP) where you will find the latest news on global road transport in each of our seven themes: [governance](#), [road safety](#), [rural transport](#), [social development](#), [urban transport](#), [finance and economics](#) and [environment and climate change](#).

Upcoming gTKP events:

gTKP-ADB Transport Forum to be held 9-12 September

gTKP, together with the [Asian Development Bank](#) (ADB), will be holding a Transport Forum, "Asia on the Move: Energy Efficient and Inclusive Transport" at the ADB headquarters in Manila from 9 to 12 September 2008. The Forum will be a platform for exchanging information and experience on holistic approaches and solutions for sustainable transport development. The key topics to be covered are urban transport, transport and climate change, rural transport, governance, transport and social development, public-private partnerships and road safety, all themes covered by [gTKP](#). The Forum will be co-sponsored by gTKP and the [Southeast Asia Community Access Partnership](#) (SEACAP). The draft program and on-line registration is available at the [Forum website](#).

Join us at the REAAA MINO Roadshow

We are pleased to announce that the gTKP-sponsored inaugural REAAA MINO Roadshow will go ahead as planned at the Legend Hotel in Kuala Lumpur from 25 to 27 August 2008. The event will address good practice in road asset management, investment planning and road safety in Asia and the Pacific, using examples from throughout the region.

The event is aimed at senior managers and professionals whose main concern is the management of national and provincial roads in the Asia/Pacific region. Participants from the private and education sectors are also welcome.

Places are still available and self nominated candidates are welcome.

For further details please [click here](#) or email training@arrb.com.au or ream@po.jaring.my

Let us know what you think

As always we welcome your comments, questions and suggestions. You can contact us on info@gtkp.com or by joining our discussion groups on www.gtkp.com.

Successful gTKP Asia workshop discusses civil society, governance and transport in Asia

Thank you to everyone who made the Asia governance workshop on “Mobilising civil society to improve governance in transport” such a success. The workshop was held at the Asian Development Bank in Manila, Philippines from 25 to 27 June 2008. A web page will shortly be available in the [governance section](#) of the gTKP website with details of presentations that were made and discussions that took place. A report on the results of the workshop will be available in August.

Africa governance workshop coming soon...

Preparations are now moving ahead rapidly for the Africa governance workshop scheduled to be held in Cameroon from 23 to 25 September 2008. We have received many enquiries expressing interest in attending this workshop, and over the next four weeks a limited number of travel grants will be allocated to selected participants. To assist with this selection process, all applicants need to complete the registration of interest and grant application forms which can be found [here](#). Preference will be given to participants who are able to cover at least part of their expenses from other sources, and participants will be chosen to give as wide a range of representation of countries and interest groups as possible.

All correspondence on the gTKP Africa workshop should be sent to africagovernance@gtkp.com.

Governance at the gTKP-ADB Transport Forum

Two governance discussion sessions will be held as part of the gTKP-ADB Transport Forum in Manila. The sessions will be held on Thursday 11 September 2008. The first will consider realistic and practical improvements in governance, including how corruption can be addressed across the whole transport sector in addition to eliminating corruption on individual construction projects. The second session will discuss frameworks to assess governance in the transport sector.

Stephen Vincent is the theme champion for governance. You can contact him on governance@gtkp.com (note different email address above for Africa workshop).

Tougher safety criteria for internationally funded road projects

\$4 billion of annual aid for road construction in developing countries is helping to fund ‘killer roads’. This money must instead be used more effectively to stem a rapid increase in road deaths and injuries. This was the message given to development banks and aid donors at a 4 July high level conference organised by the [FIA Foundation](#) and the [Make Roads Safe campaign](#).

The World Bank, regional development banks, the EU and leading donor countries including the UK, US and Australia met with representatives of governments from Africa, Asia and South America in London. They discussed ways of ensuring that all internationally funded road projects in developing countries meet tough criteria for safety assessment and design.

The meeting marked a key point in the build up to the first UN Ministerial Conference on global road safety, to be held in Russia in November 2009. The conference was approved by the UN in March 2008 following a global campaign by the Make Roads Safe coalition and growing concern

about rising road deaths.

Road crashes cost developing countries up to \$100 billion each year, a figure equivalent to all official overseas aid. The Making Roads Safe conference heard that implementing safety assessments and design improvements to existing and new roads can act as a 'vaccine', dramatically reducing road deaths.

The International Road Assessment Programme's (iRAP) ['Vaccines for Roads' report](#) shows that tens of thousands of lives could be saved, with huge economic returns, if low cost road safety improvements such as road markings, pedestrian crossings and crash barriers are implemented nationally.

New Road Safety Toolkit and Web Pages

The new Road Safety gTKP/iRAP toolkit was also released July 4th. The toolkit is designed to assist all road safety professionals with the development of road safety measures within prioritised action programmes. It provides valuable information that will assist in the selection of effective ways to reduce road traffic injuries. It can be used on its own to select measures to address specific problems that have been identified but it is not a substitute for the more systematic approach to road safety management and casualty reduction.

Further background documents are now available on our recently updated [Road Safety](#) theme pages.

Adrian Walsh is the theme champion for road safety. You can contact him on adrian.walsh@gtkp.com.

Rural Transport

Low cost vehicles transforming rural economies

Considerable attention has recently been focused on the development of mass-produced, low cost passenger vehicles (such as India's Tata Nano car costing \$2,500). Meanwhile low cost, locally made rural/agricultural vehicles have been making significant contributions to the economies of China, Vietnam, Cambodia and other Asian countries but little documentation is available on these experiences. Among the information that is available is a 2004 research report on [Chinese rural vehicles](#). Information on initiatives to develop a [basic utility vehicle](#) is also available. gTKP will shortly be disseminating the results of a recent study of the Vietnam experiences through [gTKP](#).

Re-energising the Millennium Development Goals

There is considerable concern that the progress towards the Millennium Development Goals (MDGs) is in need of 're-energizing' in some regions, particularly in Sub-Saharan Africa. Transport is acknowledged as an essential 'enabler' for many of the Goals although it is not specifically included in the main MDG themes. Progress on the MDGs is currently under review and a UN Secretary General meeting will be held in New York on 25 September. It is perhaps timely to promote rural transport strategies that could provide universal basic access to the 1.2 billion of the world's poor who still lack this fundamental facility. A [new approach](#) is required that is affordable, makes the best use of local resources, better utilises existing funds, and mobilises stakeholders and new sources of support.

Help gTKP identify rural transport knowledge gaps

A presentation delivered at a recent [International Forum on Rural Transport and Development](#) meeting in London set out some identified [transport knowledge gaps](#). If you have any comments to add on these or any other topics that you feel require research or knowledge compilation,

please write to rob.petts@gtkp.com

Rob Petts is the theme champion for rural transport. You can contact him on rob.petts@gtkp.com

Social Development

New social development theme champion joins gTKP

We announced last month that Jeff Turner, gTKP's theme champion for social development would be resigning his position effective 31 July to join the Africa Community Access Project (AFCAP). We are sorry to lose Jeff but are delighted to announce his replacement.

Xochitl Benjamin takes up her position as theme champion for social development on 1 August. She has been working as gTKP project coordinator and so has in-depth knowledge of gTKP and its users. "I look forward to taking on a new role within gTKP and using my experience in social development to develop the website, provide technical advice and continue Jeff's work on filling knowledge gaps, among other things."

Xochitl's work has recently taken her to Australia, Vietnam, Bangladesh and Nepal where she has provided input on a variety of projects relating to transport and other sectors. She will be representing gTKP, along with other theme champions, at the gTKP-ADB Transport Forum in Manila from 9-12 September.

You can contact Xochitl on xochitl.benjamin@gtkp.com.

Urban Transport

Climate Investment Funds provide new hope for sustainable urban transport

The [World Bank](#) (WB) has announced the establishment of Climate Investment Funds (CIF) which may provide opportunities for the urban transport sector. CIFs are investment instruments providing funding to help developing countries reduce greenhouse gas emissions and adapt to climate change. Two trust funds, the Clean Technology Fund (CTF) and the Strategic Climate Fund (SCF) will be created and total investments are targeted to reach US\$5 billion.

The Strategic Climate Fund will be broad and flexible and will serve as an overarching fund for various programs to test innovative approaches to climate change.

The Clean Technology Fund will provide large-scale financing to invest in initiatives which contribute to the demonstration, deployment, and transfer of low-carbon technologies in developing countries. To receive funding initiatives must have a significant potential for long-term greenhouse gas savings. Full details and examples are outlined in the [Clean Technology Fund paper](#).

The WB aims to make first financing approvals by the end of 2008. The funds will be administered through the WB and the multilateral development banks (such as the Asian Development Bank) for quick and flexible implementation.

In urban transport, financing from the CTF could support initiatives such as a major shift to public transport use, the improvement of fuel economy standards and a move to less polluting fuels.

There will also be opportunities for grants for studies related to low-carbon investment programs and for buying down the cost of commercial/development bank loans that might form part of a wider financing package. One example of this cited by the [WB](#) (page 27 of CTF Report) involves

the adoption of a bus rapid transit system in which concessional loans could be offered by the CTF to accelerate the pace of implementation and ensure that the most efficient and environmentally sustainable technology could be used.

For more information about CIF please click [here](#).

This is an abridged version of a longer article by Peter Midgley. To read the full article please [click here](#).

Peter Midgley is the theme champion for urban transport. You can contact him on peter.midgley@gtkp.com.

Finance & Economics

Finance and Economics:

Road projects create national assets and public goods. Economic benefits of road infrastructure projects are traditionally measured in terms of decreasing vehicle operating costs, time consumed by transport and frequency and severity of accidents. Related socio-economic impacts of road construction and rehabilitation projects can also be encouraged and quantified:

- *jobs created and wages generated* – This benefit is often sizeable. Road authorities generally hire unskilled and semi-skilled labour locally, spreading this benefit country-wide. Technical and general employment skills are learned through work on road projects. Government can also incorporate construction training programs into road projects and encourage NGOs to provide assistance with employment and business creation to ensure income when works are completed. Some rural roads are appropriate for labour-based construction which can have a larger employment benefit. Benefits can be quantified in terms of number of jobs and wages generated. The impact can be attributed to households using the average household size to determine the total number of people affected by the wages. Targeting a certain share of jobs created to low income families can have a quantifiable poverty impact. If a multiplier has been determined for the region, the effect of wages spent locally can also be estimated.
- *contractor headquarters* – Major road projects need contractor headquarters with locally-sourced jobs, equipment and furnishings. Governments should encourage local employment and purchasing as long as they do not cause cost overruns or reduced road quality.
- *purchase of supplies produced locally* – Sand, gravel and other road building materials available near the road site may be purchased. Even if not purchased, local people will be engaged to do quarrying. Materials, manufactured or assembled in-country, have economic benefits in jobs, wages, services, etc. This benefit should be quantified.
- *wells* – Road projects require water for which contractors may bore wells along the road. Some wells must be kept for road maintenance, but others can be used by local communities.
- *community and business development* – Many community development initiatives can be encouraged. Road crews are often willing to use their equipment to level a local sports field, etc. Roads need service centres providing amenities for drivers, tourists and locals. A government could construct the service centre building for the local community to develop and operate. Businesses are generally built at convenient crossroads. Once an area is connected by road, residents can organise transport services. A baseline survey at project start will enable impact evaluation after 5 to 10 years.
- *government revenue* – Contractor, worker and new business taxes can be estimated.

Check the [Finance and Economics](#) section of the [gTKP website](#) for more information on impact evaluation to be posted shortly.

Lynn Harmon is the theme champion for finance and economics. You can contact her on lynn.harmon@gtkp.com.

India outlines plans to tackle climate change through National Action Plan

The government of India recently launched its National Action Plan on Climate Change outlining the details of its commitment towards fighting climate change.

The Action Plan incorporates eight guiding missions which are solar energy development, enhanced energy efficiency, sustainable habitats, water conservation, sustaining the Himalayan ecosystem, developing a 'green' India, sustainable agriculture and building a strategic knowledge platform on climate change. As part of these eight missions, increasing energy efficiency, reducing fossil fuel consumption and green house gas (GHG) emissions and promoting renewable energy use will be critical. The Action Plan emphasizes moving away from dependence on fossil fuels and non-renewable energy sources.

In terms of transport, the Plan proposes fiscal incentives for green vehicles and alternative fuels in recognition of the fact that transport is a major consumer of fossil fuels and a significant source of GHG emissions in India. India's energy use for transportation is expected to grow at between five to eight percent a year through the year 2025, according to the Asian Development Bank (ADB). The ADB also predicts that CO₂ emissions from road transport in India will increase nearly six-fold over the thirty-year period between 2005 and 2035. The challenge for the transport sector is to make India's transport system less carbon intensive. The National Action Plan could be an important step in this direction

The full document can be viewed [here](#).

Sanjivi Sundar is the theme champion for environment and climate change. You can contact him on sanjivi.sundar@gtkp.com.