



Welcome to Issue 49 of our eNewsletter

Dear Leo,

We hope you find the gTKP Newsletter an absorbing and enjoyable read.

We are conducting a short study to assess the needs, interests and local concerns of transport practitioners and decision-makers in developing countries and transition economies.

If you haven't already done so, please complete this short survey as your opinion is extremely valuable to us.

The questionnaire should take less than five minutes to complete. In return, as our way of thanking you for your kind participation, you will receive a summary report of all the responses received.

To complete this survey, which closes on **Friday, 4th September**, please click [here](#).

Responses will be treated as confidential and the survey is for internal use only. Its purpose is to enable us to develop in a manner ever more relevant to you, the user of the gTKP website, and to evolve the knowledge content and format according to your needs.

We thank you in advance for your help.

Kind regards,



Sibylle Rupprecht
Director General, International Road Federation
Project Manager, global Transport Knowledge Partnership

Free advice from technical experts

gTKP offers free expertise to transport practitioners and other interested people. You can contact us with a query by emailing info@gtkp.com or by finding the most relevant theme champions and contacting them directly. Email addresses of all our theme champions are in this newsletter under each theme.

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.

Contents at a Glance

Governance - Introducing Country Desks

The Country Desks will offer insights to policymakers considering various development routes. It will illuminate investment destinations for transport asset managers sketching future engagements, and will be

a key resource for academics and researchers. [Read more...](#)

Road Safety - NGO Network, Community Road Safety Programmes, Royal award highlights the importance of seat belts, Casualty Reports, and Ministerial Conference, Moscow

Non-governmental organisations (NGOs) have a key role to play in generating political commitment to addressing deaths and injuries on the world's roads. [Read more...](#)

Rural Transport - REAAA Low Volume Roads Workshop, Low Cost Slope Stabilisation, and the Low Cost Structures Guideline

gTKP and SEACAP joined forces to make 5 presentations at this workshop attended by about 170 sector practitioners from the REAAA region. It was apparent that a number of threads or challenges were common to both developing and developed country low volume roads in the region.

A new gTKP web page on Low Cost Slope Stabilisation brings together the key reference documentation and recent experience on bio-engineering and conventional techniques, particularly from Nepal and Laos. [Read more...](#)

Social Development - Best Practice Guidelines - Transport against HIV/AIDS

2009 sees the release of a new World Bank document entitled *Transport against HIV/AIDS: Synthesis of Experience and Best Practice Guidelines*. This is a joint collaboration with other key organisations and institutions, including... [Read more...](#)

Urban Mobility - Bike sharing on the increase

According to gTKP Urban Mobility Theme Champion, Peter Midgley, bike sharing is on the increase with over 100 schemes and 100,000 bicycles operating world wide, despite theft and vandalism problems with the famous Velib system in Paris. [Read more...](#)

Finance & Economics - Discussion Forum: Mitigating the impacts of the crisis on transport investment, Private Participation in the Transport Sector: Lessons from Recent Experience in Europe and Central Asia

To promote dynamic exchanges of experience, we are pleased to invite you to join our recently launched discussion on the gTKP Forum. [Read more...](#)

Environment & Climate Change- Countdown to Copenhagen, Informal Climate Change Talks in Bonn & Microalgae Biofuel: Environmental Impacts and Energy Balance

A new initiative, *Bridging the Gap*, draws together a number of important activities being pursued by lead partners working on transport and climate issues. [Read more...](#)

Trade & Transport

In Free Trade Areas and regional integration initiatives, transport integration seems to be one of the slowest to be achieved. The experience of the European Union, in both road and rail, provides an interesting example. For more information on the EU experience, click here. [Read more...](#)

Governance

Introducing Country Desks

The [July edition](#) of this newsletter panned out the future of the governance theme. It challenged Universities (particularly those in developing countries) to take their rightful place on the transport policy platform. It called on policymakers to reinforce respect for science; that is, knowledge based on evidence and subjected to rigorous testing. It invited transport investors to the policy debate.

This edition introduces Country Desks. These will be the lynchpin of the theme. They will be a hub for transport policy ideas. The Country Desks will offer insights to policymakers considering various development routes. It will illuminate investment destinations for transport asset managers sketching future engagements, and will be a key resource for academics and researchers.

This vision counts on people like you. We are currently working with transport stakeholders from a spectrum of disciplines to launch the first Country Desks in Africa. We plan to launch the Tanzania Desk during the [Arusha Roundtable](#), and desks in Ethiopia, Ghana and Cote D'Ivoire will hopefully follow next year.

These Country Desks will rely on reciprocity. A network of bi-directional linkages covering the gTKP regions is envisaged. Researchers from around the world will be able to share ideas and have opportunities to meet in person. Furthermore, the bi-directional linkages will offer a platform for policymakers to informally confer on the latest issues and ideas. For transport investors, the linkages will

be designed to dispel any apprehensions about investing in emerging and developing economies.

Outside the main registration process, which is open to all, there is an interesting opportunity for a limited number of interested parties to join us in developing this concept in the highly conducive context of the [Arusha Roundtable](#). Interested candidates will need to prepare a brief paper (approx. 1500 words) complemented with spider diagrams, flow charts and organisation charts. The paper should address any one of our three sub-themes: [policy frameworks](#); [institutional and organisational structures](#); and [transboundary transport](#). Authors of the most incisive papers will be invited to Arusha. Our website provides further [guidance](#) for candidates.

Contact Fred Amonya, Theme Champion for Governance, at Fred.Amonya@gtkp.com

Road Safety

NGO Network

Non-governmental organisations (NGOs) have a key role to play in generating political commitment to addressing deaths and injuries on the world's roads.

gTKP was among the 70 NGOs from 40 countries that attended the [Global Meeting of Road Safety NGOs](#) organised by the World Health Organization (WHO) in May. The objectives of the meeting were to foster a greater understanding of the expertise and needs of road safety and road victim NGOs; share knowledge, experiences and approaches to advocating for road safety and road crash victims; and identify opportunities for greater collaboration among concerned NGOs and other organisations.

To help with the objective of achieving a better understanding of the needs and challenges of road safety NGOs, and to identify possible avenues for collaboration, the Association for Safe International Road Travel (ASIRT) has developed a questionnaire for NGOs. NGOs are encouraged to contact ASIRT asirt@asirt.org if they have not already received the survey by email.

[ASIRT](#) is an international Road Safety NGO that works with governments, civil society and corporations to promote road safety through education and advocacy.

Community Road Safety Programmes

Many community based programmes have produced dramatic casualty reductions. We are now developing a new section on the web site dedicated to such initiatives. If you have a case study which you would like to submit, or a link to such a study on your web site, please let [Adrian Walsh](#), the Road Safety Theme Champion, know.

Royal award highlights the importance of seat belts

His Royal Highness Prince Michael of Kent has made a special award to Volvo Cars to mark the 50th Anniversary of the invention of the three-point safety belt, and in recognition of the company's vision to design safe system cars in which nobody should be killed or injured.

Announcing the award on the anniversary of the fitment of the first three-point safety belt, which was invented by [Nils Bohlin, a Volvo Engineer in 1959](#), The Prince, Royal Patron of The Commission for Global Road Safety, who founded his award scheme in 1987, said: "*I congratulate Volvo on its outstanding achievement. Its leadership and commitment will make a significant contribution to our aim of saving five million more lives across the world over the next ten years.*"

Although seat belts have been mandatory in The United Kingdom since 1980, it took until 1989 for regulations to come into force requiring children to wear seat belts in the back of cars - and until 1999 for use of rear seat belts to become compulsory for all passengers. In low and middle-income countries, usage rates remain generally very low - especially for rear seats, where seat belts may not even be fitted. The use of child restraints (child seats and booster seats) in motor vehicles varies considerably between regions, and is mainly confined to high-income countries. Wider adoption of such child restraints can reduce infant deaths in car crashes by 71% and toddler deaths by 54%.

In its call for [a Decade of Action for Road Safety](#), The Commission for Global Road Safety calls on all governments to set targets for improved road user behaviour, including higher seat belt wearing rates.

A [practical guide for policymakers](#), providing advice to public authorities on introducing laws and improving seat belt compliance, was launched earlier this year

Casualty Reports

The annual report of the Cambodia Road Crash and Victim Information System (**RCVIS**) is now available at <http://www.roadsafetycambodia.info/2008>.

Ministerial Conference, Moscow

The first Global Ministerial Conference on Road Safety will be held at the World Trade Centre in Moscow on 19th and 20th November, 2009. **The Ministerial Conference** - proposed by the Russian Federation and welcomed by the United Nations General Assembly through its resolution 62/244 on "Improving global road safety" - is being prepared in close collaboration with United Nations agencies and the international community. The objectives are to draw attention to the need for action, in particular in developing countries; to provide a high-level global multi-sectoral policy platform to share information and good practices on road safety; and to propose a number of actions for the future. It is hoped that the Ministerial Conference will adopt a declaration which will call on the United Nations General Assembly to proclaim a Decade of Action on Road Safety from 2011-2020. During the Ministerial Conference, plenary presentations and panel discussions will address ideas for actions to be taken during such a Decade.

All transport ministers have been invited - please ensure that the one from your country will attend.

The recently published **Global Status Report on Road Safety** is available on the gTKP web site.

Contact Adrian Walsh, theme champion for Road Safety, on adrian.walsh@gtkp.com.

Rural Transport

Road Engineering Association of Asia and Australasia (REAAA)

Low Volume Roads Workshop

gTKP and SEACAP joined forces to make 5 presentations at this **workshop** attended by about 170 sector practitioners from the REAAA region. We also provided 5 facilitators for the round table discussion groups. The event was a good opportunity to showcase some of the recently completed SEACAP projects and also ongoing gTKP initiatives.

The theme of the workshop was "sharing knowledge", and this was certainly achieved. Furthermore, it became apparent that a number of threads or challenges were common to both developing and developed country low volume roads in the region. The challenges include:

- Mainstreaming and retention of proven knowledge.
- Continuing professional development.
- Developing the "soft" side of engineering cadres.
- Training of practitioners.
- Promoting a collegiate approach to problem solving.
- Demonstrating good practice.
- Improving involvement of stakeholders.
- Appropriate quality assurance.
- Better use of local resources.
- Improving life cycle costing/considerations.
- Appropriate and sustainable maintenance.
- Impossibility of "sealing" all roads in foreseeable future.
- Appropriate and affordable surfacing and structures provision.
- Low cost and bio-slope stabilisation and landslide mitigation.
- Need for innovation and appropriate risk taking.
- Need to reduce the sector's carbon footprint.
- Essential need for accessible knowledge exchange forums.

A number of topics such as eco-roads, bio-engineering, surface options and low cost structures evoked enquiries regarding the possibility of follow up initiatives.

Low Cost Slope Stabilisation

A new gTKP web page on **Low Cost Slope Stabilisation** brings together the key reference documentation and recent experience on bio-engineering and conventional techniques, particularly from Nepal and Laos.

The Low Cost Structures Guideline

The current draft of the **Low Cost Structures Guideline** has been posted on the gTKP website for

comments/contributions before finalisation.

Please correspond with any comments or contributions before 30th September 2009 to Rob Petts, Theme Champion, Rural Transport, gTKP: rob.petts@gtkp.com

Don't forget that gTKP is your knowledge exchange forum. Please contact rob.petts@gtkp.com to contribute to, or comment on, any Rural Transport related issues.

Social Development

Best Practice Guidelines - Transport against HIV/AIDS

2009 sees the release of a new World Bank document entitled *Transport against HIV/AIDS: Synthesis of Experience and Best Practice Guidelines*. This is a joint collaboration with other key organisations and institutions, including the International Labour Office (ILO), the Asian Development Bank (ADB), the World Health Organization (WHO) and the UK Department for International Development (DFID), to name just a few.

Due to the inherent nature and context of the sector, transport workers and staff - who are, for example, often called upon to work long hours away from home - constitute an especially vulnerable group. There is a consequently high threat of them engaging in risky behavior that can lead to HIV infection. Indeed, particularly high incidence of HIV has been recorded in the trucking industry, and on construction and corridor projects.

Because there are many partners and institutions involved in the global fight against HIV, transport projects that seek to mitigate the spread of HIV need to align their work closely with the global AIDS policy environment, as well as existing national HIV responses.

Each project - construction, corridor, transport etc. - should be the object of risk assessment within the relevant project context, designed to establish the specific level of HIV risk and potential for mitigation.

To help comprehensively facilitate and guide such processes, the new World Bank document provides examples of sound HIV intervention practices in the transport sector, drawn from the experience of a wide range of stakeholders and partners. These include international organisations, development banks, donor agencies, government bodies and NGOs. It also reviews specific challenges facing the sector, as well as institutional and operational constraints, and outlines a series of lessons learned and recommendations.

To read the full article please follow [this link](#) or check out the [World Bank site](#).

Contact Nathalie Pereira, theme champion for Social Development, on nathalie.pereira@gtkp.com.

Urban Mobility

Bike sharing on the increase

According to gTKP Urban Mobility Theme Champion, Peter Midgley, bike sharing is on the increase with over 100 schemes and 100,000 bicycles operating world wide, despite theft and vandalism problems with the famous Velib system in Paris. Peter has just completed an update for gTKP on the current status of bike sharing schemes. "It is amazing", said Peter, "since our last review in December 2008, the number of schemes has increased from 78 to 114, an increase of just over 40% in 8 months. Even more surprising is the increase in the number of bicycles from 68,000 to just over 100,000 - a 50% increase." Whereas last year nearly all bike sharing schemes were in Europe, they are now spreading to Asia and Latin America, with new schemes in Brazil, Chile, Korea, Mexico, New Zealand and Taiwan. China has experienced a massive increase of 21,000 shared bikes, with two new schemes in Hangzhou (16,000 bikes) and Wuhan (2,000 bikes). "And this is just the beginning of a major expansion throughout China", says Peter Midgley. Electric bikes are being tested in Stuttgart and China and may well become the next innovation in bike sharing if cost, weight and battery life issues can be resolved.

But not all the news is good. The famous Velib system in Paris is suffering from extensive theft and vandalism. According to a recent story on National Public Radio in the USA, "16,000 bikes have been replaced because of damage or theft. Tyres have been slashed, frames smashed, chains cut. And 8,000 bikes have been stolen. ... The bike scheme was supposed to cost the taxpayers nothing. But now the Paris City Council has agreed to cover \$500 of the cost of replacing each damaged bike - an estimated expenditure of \$2 million a year. ... Parisians have many theories about the vandalism. Some say it's youths taking revenge on the bourgeois bohemian class that use the Velibs. Others chalk it up to the disagreeable character of Parisians. It's true that a similar scheme in Lyon has suffered none of the same destruction. ... A publicity campaign has been launched to call attention to the problem. Ads with a catchy

tune and the jingle "All for one bike, one bike for all" play on television and the Internet. And the city has been plastered with posters that show a cartoon Velib being roughed up by a thug. The caption reads: "It's easy to pick on Velib ... it can't defend itself." ... Despite the unexpected damage to the bikes, Velib is still a huge success, says Paris City Council member Gildas Robert."

For more information on bike sharing, see the [Shared Bikes page on the gTKP web-site](#); and [Peter Midgley's paper and presentations in the gTKP Knowledge Centre](#): Also, join the [Bike Sharing discussion forum](#).

Contact Peter Midgley, theme champion for Urban Mobility, on peter.midgley@gtkp.com.

Finance and Economics

Discussion Forum: Mitigating the impacts of the crisis on transport investment

To promote dynamic exchanges of experience, we are pleased to invite you to join our recently launched discussion on the gTKP Forum devoted to mitigating the impacts of the global financial and economic crisis on transport investments throughout the world. We have provided some basic questions by way of guidelines, but we would like to encourage you to share wider experience and practice wherever you feel they are relevant.

[Please find here the link to this topic on the gTKP discussion forum](#).

The responses will in due course be compiled in a forum report that will be posted on the [Impacts of the Crisis page](#) of the gTKP website.

N.B. You will need to login with your gTKP account name and password to have access to the forum. Don't have an account yet? [Please register through here](#).

Private Participation in the Transport Sector: Lessons from Recent Experience in Europe and Central Asia

The World Bank has recently produced a report to draw lessons from experiences with public private partnerships (PPPs) in the transport sector in ECA (Europe and Central Asia) countries. The lessons from the study apply regardless of the financial crisis, which is discussed separately in the report.

The aim of the study is to provide guidance for successful PPP implementation and to encourage public authorities to critically evaluate their project designs. The primary target audience is Ministries of Transport, Ministries of Finance and Roads Directorates.

The study recommends the following steps for ECA countries in the future:

- Countries with extensive PPP experience should focus on delivering value for money. They should carefully consider an appropriate risk allocation that could boost such value for money.
- Strengthening public sector capacity to prepare and implement projects should be a priority for countries with moderate experience in PPPs. On the project level, these countries should focus on the design and preparation stage.
- Countries that have little transport PPP investment should incorporate PPP into a broader set of reforms. Governments in these countries, together with International Financial Institutions, should mitigate political and macroeconomic risks in order to attract the private sector.

The report is available [here](#).

New Finance & Economics pages on the GTKP website

The F&E team has worked hard to introduce some new pages in the [Finance & Economics section](#) of the gTKP website. You will now be able to find there the latest information and insights on:

- Private finance in roads.
- Road Funds.
- User charges.
- The impacts of the global financial and economic crisis on transport financing.

The F&E section is continuously updated with the latest resources and research outcomes on relevant topics. Please have a regular look and do not hesitate to send your suggestions and comments to caroline.visser@gtkp.com.

Contact Caroline Visser, theme champion for Finance & Economics, on caroline.visser@gtkp.com.

Environment and Climate Change

Countdown to Copenhagen - Bridging the Gap: Pathways for Transport in the Post 2012 Process

A new initiative, *Bridging the Gap*, draws together a number of important activities being pursued by lead partners working on transport and climate issues.

GTZ (German Technical Cooperation), TRL, Veolia Transport and UITP (the International Association of Public Transport) are among those currently facilitating the [bridging the gap process](#) to improve links between the transport sector/community and the climate negotiation process.

One of the main barriers to progress in this respect has been the absence of a clear and targeted strategy to integrate transport into the current negotiations.

To arrive at a common understanding of the policy priorities on transport and climate change, and their impacts on the negotiations, the Asian Development Bank and the Clean Air Institute convened a [meeting in Bellagio](#), Italy from 12th to 16th May, 2009. This produced a key outcome in the form of the [Bellagio Declaration on Transportation and Climate Change](#).

In parallel, by way of follow-up to ongoing discussions initiated at COP 13 (the 13th Conference of the Parties to the United Nations Framework Convention on Climate Change) in Bali, a number of organisations, including the Asian Development Bank (ADB), the Clean Air Institute, the Clean Air Initiative for Asian Cities (CAI-Asia) Center, GTZ and TRL have been actively engaged in the development of a coherent action plan to support and enable two-way integration - of transport into the climate negotiations, and climate considerations into transport policies.

Link: http://www.sutp.org/bridging_the_gap/

Informal Climate Change Talks in Bonn: "At this rate, we will not make it."

A week-long informal negotiating session, aimed at maintaining impetus on efforts to shape a new global response to climate change, concluded in Bonn on 14th August, 2009. The consultations (referred to as Bonn III), were attended by around 2,400 participants. They formed part of a series of UNFCCC (United Nations Framework Convention on Climate Change) gatherings this year designed to culminate in an ambitious and effective international climate change deal in Copenhagen this December. The Copenhagen outcome will establish the new international framework for a global emission reduction regime that will follow on from the first commitment period of the Kyoto Protocol, which draws to a close at the end of 2012.

Some progress was made in Bonn towards narrowing down options in the negotiating text, and governments also discussed a number of technical issues, including, for example, how mid-term (2020) emission reduction pledges of industrialised countries could be translated into legally binding targets as a key component of the Copenhagen deal.

At the close of Bonn III, however, UNFCCC Executive Secretary, Mr. Yvo de Boer, concluded that only limited progress had been made at the meeting, and that "at this rate, we will not make it." Whilst he acknowledged that "governments did get down to some practicalities in the areas of adaptation, technology and capacity building", he warned that the clock was ticking and called for negotiations to "considerably pick up speed for the world to achieve a successful result at Copenhagen."

Work on the negotiating text is set to continue at a two-week negotiating session to be convened in Bangkok from 28th September to 9th October. Delegates will then assemble for five days of pre-Copenhagen negotiations in Barcelona from 2nd November.

Meanwhile, an unprecedented opportunity for world leaders to provide clear political guidance to negotiators ahead of the UN Climate Change Conference in Copenhagen will be presented by the UN Secretary-General's Climate Change Summit, scheduled to take place on 22nd September in New York. The New York meeting will bring together Heads of State and Government from all 192 Parties to the UNFCCC.

Link: <http://unfccc.int/2860.php>

Microalgae Biofuel: Environmental Impacts and Energy Balance

A new study, entitled "[Life-cycle Assessment of Biodiesel Production from Microalgae](#)", produced by researchers from INRA (the French National Institute for Agricultural Research) and published in the July 2009 edition of the journal *Environmental Science & Technology*, raised concerns over the environmental impacts of the whole process chain involved - from biomass production to biodiesel combustion.

INRA's findings confirmed the potential of microalgae as an energy source, but raised serious reservations regarding the energetic balance achieved by current production procedures.

Clear distinctions were made between different algae culture and oil extraction techniques. Indeed, the scientists found that 90% of the energy consumed in the dry production process was dedicated to lipid extraction, compared to 70% with wet extraction. As a consequence, they warned that the energy balance could be rapidly compromised, even to the extent of ending up with a counter-productive production chain.

In this respect, the study highlighted the imperative necessity of decreasing the energy and fertilizer consumption of the process. Similarly, the scientists concluded that low-nitrogen culture obviously had lower fertilizer requirements, and also involved a lower drying and extraction effort - making this route the more promising.

New Environment page on the GTKP website

The Environment team is pleased to present a new page on [Adaptation Measures](#) on the GTKP website.

The Environment section is continuously updated with the latest resources and research outcomes on relevant topics. Please take a regular look, and do not hesitate to send your suggestions or comments to susanna.zammataro@gtkp.com.

Trade and Transport

Experience with Free Trade Areas and regional integration initiatives, seems to show that transport integration is one of the slowest aspects to be achieved. To integrate the EU's transport system required:

- *interoperability* - technical standards such as rail gauges, harmonisation of vehicle dimensions, etc.
- *free market access* - ability of transport operators to move freely among the Member States, and
- *interconnection* - national systems need to be linked in a coherent, community-wide grid, including intermodal nodes.

By the 1980s, European transport users became increasingly frustrated with the poor quality and high cost of transport and began to bring political and legal pressure for change. Between 1987 and 1992, legislation was passed addressing market access and interoperability in the system. For interoperability, a common set of design standards and technical and safety standards for operators was developed. Rules for market access for transport services were contentious from the beginning. Starting in 1990, any carrier with a "community cabotage authorisation" could carry goods within any state in the EU. These authorisations were issued under an increasing quota system until 1998, when all quotas were removed. There are provisions for the protection of national trucking industries. In the 1990s, the focus shifted more to interconnection and the development of Trans European Networks (TENs) for transport, energy and information flows. This led, in 1994, to a major infrastructure programme to fill the gaps. (i)

The rail mode has also gone through a process of integration and liberalisation. The first rail package (2001) authorised the liberalisation of international rail freight in Europe; the second (2002) introduced the possibility of cabotage on the same lines; and the third liberalised international passenger transport. The rail freight market on the Trans European Network opened in March 2003. (ii) By 1st January 2006, all rail networks in the EU were free, and by the following year cabotage was fully implemented. As a result, the rail market has been growing faster than GDP, prices have fallen on routes where there is strong competition and punctuality was up 50% from 2001 to 2004. There have been an increasing number of new undertakings in the rail sector as well as mergers of railways and of rail operators with major logistics and warehousing companies.

The process and the impacts that can be observed in Europe provide many useful insights. Member States have strong incentives for keeping fragmented transport infrastructure and regulation. The recent achievement of a fairly high level of regional integration is the result of gradual legal, regulatory and administrative reforms in the sector. A further lesson is that it may take supra-national institutions to achieve real transport integration.

i. Lakshmanan, T.R. and Uma Subramanian, William Anderson and Frannie Leautier, Integration of

Transport and Trade Facilitation, World Bank, 2001, pp. 35-50.

ii. [EU Position Paper](#), May 2007; Dr. Schlickmann Theodor, Significant developments in the liberalization of rail freight leads the Commission to believe that the opening up of the rail freight market is moving in the right direction.

Contact Lynn Harmon, theme champion for Trade & Transport, on lynn.harmon@gtkp.com.

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