

Welcome to Issue 53 of our eNewsletter



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.

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Finance & Economics

GTZ has just completed an overview of online resources on fuel prices to ensure better communication of fuel price information. All readers are invited to contribute to publicising fuel price information. [Read more...](#)

Governance

Imagining the future of transport is tantamount to framing societal behaviour. Transport inexorably, and in some instances, remorselessly, leaves its mark humanity. How then can a representative team be formed to ensure transport develops in harmony with humanity...? [Read more...](#)

Road Safety

- Moscow Declaration on Road Safety
- New Report, Awards, New Resources

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Rural Transport

This month we have advance information on the IRF-gTKP-TARA Rural Roads Convention held in Arusha, Tanzania. We also signpost the World Bank Global Agriculture and Food Security Program (GAFSP), the Transport Links website, positive impacts from rural roads in India, and the forthcoming gTKP Low Cost Surfacing Guideline. [Read more...](#)

Social Development

In 2008, The Asian Development Bank (ADB) published its *Technical Note on Social Analysis for Transport Projects* as the first of a series designed for practitioners, specialists, ADB staff and consultants to help implement social analysis for different types of projects. [Read more...](#)

Trade & Transport

The Presidents of Zambia and Zimbabwe inaugurated Sub-Saharan Africa's first, fully functioning One Stop Border Post on 5th December 2009. It is expected to enable major time and cost savings on southern Africa's busiest trade corridor. [Read more...](#)

Urban Mobility

In Wuhan, China, over 200 residents have participated in a groundbreaking new programme to reduce pollution and traffic congestion through carpooling. [Read more...](#)

Environment and Climate Change

Towards Technology Transfer in the Transport Sector

GTZ has analysed the 71 [Technology Need Assessments \(TNA\) Country Reports](#), available on the United Nations Framework Convention for Climate Change (UNFCCC) website, with the aim of providing some suggestions for improving the provision of transport-related chapters. TNAs serve to identify mitigation and adaptation needs, primarily of developing countries. The second edition of the UNFCCC TNA Handbook already provides some guidelines on how to systematically analyse national priorities for reductions of GHG emissions, as well as proposals for sectoral-specific mitigation measures. However, according to GTZ, the measures listed do not consider a more system-wide approach.

The [GTZ analysis](#) suggests, that focus should not only be on "hard" vehicle-related technologies, but should also take into account issues such as rapid urbanisation, public transport, urban planning and more general measures to reduce kilometers travelled and car-related mobility.

The analysis carried out by GTZ puts forward the following key messages:

- Technology transfer is crucial for a low carbon development, and requires financial support by industrialised countries. Exchange of best practices should receive greater attention.
- Technology transfer in the transport sector covers more than vehicle-based technology. The local context should be given greater emphasis.
- If TNAs are based on sound data, they are suitable instruments for identifying country

specific needs.

- Further capacity building in identifying technology needs in the transport sector would help developing countries to use the instrument and assess financial support.

The document can be downloaded [here](#).

Transportation NAMAs (Nationally Appropriate Mitigation Actions): A Proposed Framework

The Center for Clean Air Policy (CCAP) has just released "[Transportation NAMAs: A Proposed Framework](#)". This document was presented as part of a CCAP side event, held on 8th December during the COP 15 UN Climate Change Conference in Copenhagen, called "*Developing Country Implementation Strategies and Nationally Appropriate Mitigation Actions (NAMAs)*."

Nationally Appropriate Mitigation Actions (NAMAs) are actions voluntarily proposed by developing countries that can provide a framework for achieving substantial reductions in transportation emissions below business-as-usual levels. The CCAP document illustrates the characteristics of the three different groups in which NAMAs can be categorised. It concludes that there is a clear funding gap for sustainable transportation projects in developing countries, due to the high costs of transportation infrastructure and the limited resources available. CCAP's proposed framework shows how the NAMA financing mechanism can be leveraged to help direct more substantial financial resources from public and private investment towards lower carbon transportation choices.

Climate funding should be seen not only as one of the key elements for defining the future of transport, but also as a catalyst for the transition towards a more environmentally and economically sustainable system.

[CCAP](#) will be releasing a more detailed White Paper on transportation NAMAs in January, 2010.

Partnership on Sustainable Low Carbon Transport

The Environment and Climate Change section of our website now includes new links presenting *The Partnership on Sustainable Low Carbon Transport (SLoCaT)*, which gTKP joined last September. The link provides a general presentation of the aims and scope of activities of the Partnership as well as direct access to the newly-created SLoCaT website.

The webpage can be accessed [here](#).

Contact Susanna Zammataro, Theme Champion for Environment and Climate Change, on susanna.zammataro@gtkp.com.

Finance and Economics

GTZ: Overview of online resources on fuel prices. Freedom of Information - Publicise Fuel Price Information

In 2008, substantial increases in the price of transport fuels led to growing public interest in issues relating to the setting of domestic fuel prices, their composition and the global and national factors that determine local fuel prices.

In numerous countries, especially those with *ad hoc* pricing mechanisms, decisions on fuel prices are made behind closed doors. The wider public is subsequently informed of new price levels, but is generally kept in the dark about the price breakdown, the rationale for increases and the purpose of imposed taxes and levies.

While it will not absolve politicians from their key obligations of accountability and good governance, better communication of fuel price policies may help mitigate the socio-political impacts of fuel price increases.

Better communication of fuel price information is also an indispensable precondition for responding to the calls of the G20 and other key players to reduce subsidies for fossil fuels in order to combat climate change and increase energy efficiency.

As there would appear no apparent justification for withholding price information relative to a basic commodity, information regarding taxes, levies and other charges imposed by government bodies should be publicised.

GTZ, therefore, strongly urges decision-makers to:

- Make information on fuel prices publicly and readily accessible
- Publish information on taxation levels and composition of fuel prices
- Provide information on determinants for pricing, on frequency of updates and the underlying formulae if automatic mechanisms are applied.

In this age of web 2.0, all information on national fuel prices and taxation policies should be made available on national web pages and open to wider public scrutiny. According to GTZ, good sources provide information on actual price data for all fuel products, timelines of prices, price components, explanation of structure and *modus operandi* of pricing mechanisms (if applied) underlying legislation.

Responsibility in this respect could lie with governmental entities, the private sector, consumer-protection groups or other stakeholders.

Please feel free to add information on the respective resource in your country by writing to GTZ's contact person for this initiative, [Armin Wagner](mailto:Armin.Wagner@gtz.de), or by visiting www.gtz.de/fuelprices for more information or feedback.

GTZ's overview of online resources on fuel prices is available [here](#).

Contact Caroline Visser, Theme Champion for Finance & Economics, on caroline.visser@gtkp.com.

Governance

Tanzania Transport Forum: Local Effort on Local Challenges

24th November, 2009. At the foot of Mt. Kilimanjaro, a group of international specialists gather to ponder the future of transport in Tanzania and the East African region. Imagining the future of transport is tantamount to framing societal behaviour. Transport inexorably, and in some instances, remorselessly, leaves its mark on humanity. How then can a representative team be formed to ensure transport develops in harmony with humanity, serving society and constantly evolving for the benefit of planet, people and progress?

In Arusha, Tanzania, last month, this question was addressed by a cross-section of stakeholders in the country's transport sector. Academics came together with policymakers, practitioners and civil society representatives to finalise the formation of the Tanzania Transport Forum (TTF). This new platform will promote research at all the various levels of the relationship between transport and social welfare. Beginning with policy and institutions, TTF will provide a node for the two foundational strands of applied research: comprehensive identification of welfare challenges, and the analysis and write-up of possible solutions to those challenges.

The non-academic members of TTF will feed the first strand. They will define a series of transport challenges that merit review. And they are many. Already, the Arusha gathering highlighted a plethora of issues. They included institutional structuring in the wake of public-private partnerships (PPP); wider economic benefits of transport; understanding the dynamics of inter-modal transport; improving transparency within transport organisations; communicating transport policy amidst inter-sectoral competition (i.e. from health, education etc). The meeting exposed both the challenges of policy science, and the internalisation and communication of this science. If ever anyone doubted the urgent

need for local interdisciplinary research hubs, the Arusha gathering brought such doubt to rest.

Academia will analyse these challenges with a view to identifying solutions, thus feeding the second strand of the node of applied research. Given the spread of issues raised, it was refreshing that the meeting attracted faculties of engineering, social science, and political science. This interdisciplinary interest also quashed a widespread view that academia represents only a world of abstraction, removed from the common challenges of humanity.

Going forward, the governance theme will assume a mainly networking role. It will assist TTF link-up with similar forums mushrooming throughout Africa and Asia. In this respect, the next focus of attention is likely to be Ghana. Watch this space!

With Compliments of the Season.

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

Road Safety

Moscow Declaration on Road Safety

The [Moscow Declaration](#), calling for a decade of Action for Road Safety, that was approved last month by seventy ministers and heads of delegations is now available on the gTKP website.

New Report

The WHO *Regional Report on Status of Road Safety: the South-East Asia Region* [is now available on the WHO website](#). Road traffic injuries are one of the fastest growing epidemics in the South-East Asia Region, and almost 289,000 people are dying on the roads every year.

Awards

Congratulations to [The FIA Foundation for The Automobile and Society](#) winner of this year's Prince Michael International Premier Road Safety Award. Awards for achievement and innovation were also presented to the South African town of Tshwane (www.tshwane.gov.za/), the Thiago de Moraes Gonzaga Foundation (recognised for its [Vida Urgente](#) programme), and the City of São José dos Campos, Brazil, together with The Global Road Safety Partnership, for their [Proactive Partnership Strategy](#).

New Resources

A new sub-theme, [Community Safety](#), has been added to the website. This includes several interesting case studies, including the [Master Plans from the City of Tshwane](#), which, in addition to winning an FIA award, were featured during the Global Ministerial Meeting on Road Safety in Moscow.

The latest [Country Guidelines for the Conduct of Road Safety Management Capacity Reviews and Specification of Lead Agency Reforms, Investment Strategies and Safe Road Systems Projects](#), issued by the World Bank Global Road Safety Facility, are now available on the [gTKP Road Safety theme page](#).

Contact Adrian Walsh, Theme Champion for Road Safety, on adrian.walsh@gtkp.com.

Rural Transport

Rural Roads Convention, Arusha

About 215 people attended the IRF-gTKP-TARA Rural Roads Convention in Arusha, Tanzania in late November. We will be web posting details of the proceedings, presentations and recommendations shortly.

Global Agriculture and Food Security Program (GAFSP)

There are strong synergies between the Rural Transport and Agricultural sectors. A new World Bank programme, [GAFSP](#), will provide a mechanism for the sectors to cooperate on issues such as 'Linking Farmers to Markets' and 'Improving Non-Farm Rural Livelihoods'. Rural Transport services and infrastructure have a vital facilitation role to play in these domains, in line with overall support for the Millennium Development Goals, access to clean water, education and health services and such like.

Transport Links

We would like to draw your attention to a partner website featuring knowledge of relevance to the Rural Transport sector: [Transport Links](#). Available downloads include [Rural Transport Policy Toolkit](#).

Positive Impact from Rural Roads in India

"Around a decade ago, about 40 percent of India's 825,000 villages lacked all-weather roads. Under a US\$34-billion program some 375,000 kms of new rural roads will be built by 2010 and nearly the same length improved. The results are showing already... : household incomes have jumped by half or even doubled, crop yields have nearly tripled and literacy rates have improved. For every 1 million rupees (US\$22,000) spent on rural roads, 163 people are lifted out of poverty, [according to] estimates." Click [here](#) for the full article.

Low Cost Surfacing Guideline

We are commencing work with sector partners on the development of a gTKP Low Cost Surfacing Guideline. If you have any contributions to make on this key topic, please [contact us](#). We envisage that through this new Guideline, along with the gTKP Low Cost Structures Guideline currently being finalised, the technical tools will shortly be in place to substantially increase support for improved Basic Access initiatives.

Research and Mainstreaming of Rural Transport Knowledge

If you have views or knowledge to share with gTKP users on any Rural Transport issues, please write to: rob.petts@gtkp.com, Rural Transport Theme Champion.

Seasons Greetings to you all.

Contact Rob Petts, Theme Champion for Rural Transport, on rob.petts@gtkp.com.

Social Development

In 2008, The Asian Development Bank (ADB) published its *Technical Note on Social Analysis for Transport Projects* as the first of a series designed for practitioners, specialists, ADB staff and consultants to help implement social analysis for different types of projects.

This publication features a range of options to help manage social risks and add social value, specifically tailored for the transport sector and integrated with the project cycle at all stages.

It takes into account the various stakeholders, including civil society, governments, communities, sponsors etc., and addresses social dimensions such as gender, community participation, inclusive transport, road safety, communicable disease risk reduction, employment opportunities and other issues.

The Technical Note complements ADB's *Handbook on Social Analysis*, which provides general guidance on ADB's social development policies.

Copies of the *Technical note on Social Analysis for Transport Projects*, may be downloaded [here](#).

Contact Nathalie Pereira, Theme Champion for Social Development, on nathalie.pereira@gtkp.com.

Trade and Transport

On 5th December 2009, President Rupiah Banda of Zambia and President Robert Mugabe of Zimbabwe opened Sub-Saharan Africa's first, fully functioning One Stop Border Post at Chirundu on the North South Corridor at the Zambia-Zimbabwe border. The event was attended by Ministers and other officials of both countries. The three regional economic communities, the Common Market for Eastern and Southern Africa (COMESA), the Southern African Development Community (SADC) and the East African Community (EAC), each took part in the ceremony as a symbol of their increasing cooperation in the area of trade and transport facilitation for the Tripartite Area. The event was also attended by representatives of the East and West African economic communities and agencies working to introduce One Stop Border Posts (OSBP) in their regions.

Chirundu has been a major choke point for about 200 commercial vehicles a day on the busiest corridor in southern Africa. It handles over 92,000 vehicles a year and over 1.8 million tonnes annually. The value of goods crossing this border in 2008 was over USD 2.7 billion. The North South Corridor connects the South African industrial heartland, Zimbabwe, Zambia, Malawi, Democratic Republic of Congo and Tanzania. It is crossed by many east-west corridors connecting the Mozambique and West Coast ports.

In addition to modifying the terminals and traffic patterns to accommodate OSBP operations, the project has reopened a historic bridge over the Zambezi River. Built in 1939, it was the first and longest suspension bridge of its type in Africa and remains the second longest. Chirundu operates as a juxtaposed facility on both sides of the river. Laws were passed in the two countries to allow for extraterritorial jurisdiction and hosting of border control officers from the adjoining state. These national laws enable Zambia and Zimbabwe to open OSBP on any of their borders. A bilateral agreement signed by the two governments covers all the operational and administrative matters pertaining to the OSBP. Special procedures were developed to "fast track" commercial vehicles that pose low risk in terms of revenue loss or harm to the economy and environment of Zambia and Zimbabwe.

For more information on OSBP, visit the gTKP website for Trade and Transport. Please [contact the Theme Champion](#) to share your experiences with OSBP.

Contact Lynn Harmon, Theme Champion for Trade & Transport, on lynn.harmon@gtkp.com.

Urban Mobility

China Enters the Carpool Lane

In Wuhan, China, over 200 residents have participated in a groundbreaking new programme to reduce pollution and traffic congestion through carpooling.

Carpooling has yet to catch on in China because carpool organisers fear being charged with running an unlicensed taxi service - a strict violation of transportation laws. Nevertheless, according to a recent article on [Wired.com](#), a carpooling programme in the Chinese city of Wuhan was initiated on 26th October, with 20 drivers. It expanded to over 200 drivers in a matter of a few days. The Wuhan car-poolers have to undergo an application process, and place signs in their windows that read "Carpooling with neighbours" as carpooling is illegal if a fee is charged.

The carpooling project is the work of the residents' committee of Wuhan's Changqing Gardens housing complex. Zhang Aoqing, director of the property owner's committee, conducted a survey that found more than 80% of drivers in the community travelled alone.

A few days later, a sign appeared asking residents to join in "carpooling with neighbours". Twenty drivers signed up to carpool on the first day, with 162 drivers offering rides the next day.

The community consulted with legal experts to develop a form that riders and drivers could sign to prove that no money was changing hands. Passengers must also pledge to "be totally responsible for their own personal security while carpooling and to not require car owners to take responsibility for safety accidents that may occur while carpooling."

After nearly a month of sharing rides, there have not been any reported incidents and the programme has expanded to other communities in the city.

For more information, see the [full article by Keith Barry on the Wired.com website](#).

Contact Peter Midgley, Theme Champion for Urban Mobility, on peter.midgley@gtkp.com.

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