

Dear Friends,

There is much to announce this month, but I will try to keep it brief.

1. Your opinion is important to us. We, therefore, invite you to [fill in a survey](#) on gTKP's services by [clicking on this link: http://www.surveymonkey.com/s/F7HJZHR](#). This electronic survey will take you less than 5 minutes, and you can **win free registration** to an upcoming conference. Indeed, to thank and reward you for taking the time to respond, you will automatically be entered in a draw for free conference registration. We value your views and input regarding gTKP's services, your specific needs and expectations and gTKP's future direction. Help us to serve you better!
2. Don't forget to register for the gTKP workshop on Governance in Transport, which will be held on 14th October, in Cape Town, South Africa. You will find the [preliminary programme](#) and [registration form](#) on our website. The number of participants will be limited. Don't wait to register!
3. The 2nd International Convention on Rural Roads will be held in Jinan City, Shandong, China, from 26-29 October 2010. Without effective rural transport systems, the achievement of the Millennium Development Goals and, indeed, ALL rural development & poverty initiatives will forever be severely compromised, and agriculture and growth restrained. Between 40 and 60 percent of people in developing countries currently live more than 8 km from a healthcare facility. Few affordable transport services exist. The [programme](#) will address the challenges of rural roads and closely explore a new approach based on the principle of Universal Basic Access. [Registration](#) for the Convention is open. We recommend you to register rapidly as visa formalities will take time.
4. The Convention will be preceded by a one-day workshop on Urban Mobility & Environment. The [preliminary programme for this workshop](#) is online now. [Registration](#) for the workshop is free of charge, but places are limited. Registration should therefore be made as soon as possible.
5. For both events, South Africa and China, the conference attendance support fund is here to help those who might otherwise be precluded from participating for budgetary reasons. The [application form for the support fund](#) and the conditions for application are online now. Again, we suggest that requests are submitted as soon as possible.

We thank you in anticipation of your support and help with the survey, and look forward to meeting you as many as possible at the above-mentioned events.

Enjoy reading the newsletter!



***[Register Now!](#)***

Be in to win a **Free Registration**  
to our **International Event!**

Complete our survey



---

## Contents at a Glance

---

### **Environment & Climate Change**

This month we review a new report published by the International Energy Agency analysing trends and potential with respect to renewable energy in Southeast Asia... [Read more...](#)

### **Finance & Economics**

German Technical Cooperation (GTZ) has recently announced the release of the full edition of International Fuel Prices 2009. This authoritative report provides an overview of ...  
[Read more...](#)

### **Governance**

More specific proposals are being finalised with respect to the planned Governance Workshop in Cape Town in October. New links have also been added for members of the governance discussion group.  
[Read more...](#)

### **Road Safety**

This month we report on community based road safety programmes, which are proving highly effective in terms of reducing risk in a targeted and sustainable way, and...  
[Read more...](#)

### **Rural Transport**

We report on the ADB Transport Forum (May 2010) and an example of the application of Emulsion Treated Base (ETB) paving. [Read more...](#)

### **Social Development**

This abstract was taken from a paper presented at the IFRTD International Workshop on Gender, Economic Integration, and Cross-border Road Infrastructure Development... [Read more...](#)

### **Trade & Transport**

Just-In-Time (JIT) is a proven tool for reducing lead time and speeding up new product development, while being more responsive to customer needs, business efficiency and improved competitiveness. [Read more...](#)

### **Urban Mobility**

The ownership of cars in Beijing broke the four million mark in December 2009. It took just 31 months for the number to grow from three million to four million. [Read more...](#)

---

## Environment & Climate Change

---

### **Renewables in Southeast Asian Countries: Trends and Potential**

The transport sector in the ASEAN (Association of Southeast Asian Nations) bloc is dominated by fossil fuels, mainly petroleum products, which account for 99% of the total fuel demand in the sector. Going forward, the transport sector in the ASEAN-6 sub-grouping (see next paragraph) is expected to grow steadily, mainly due to the growth in motor transport as a result of urbanisation and increasing incomes. Policies to curb greenhouse-gas emissions will mainly affect the efficiency of the fleet, and stimulate increased consumption of low-carbon fuels. For the decarbonisation of the transport sector, biofuels will play a major role, since they can be produced domestically, and both carry associated economical and social benefits.

The above outlook is derived from a new report by the International Energy Agency (IEA), which forms part of the organisation's ongoing analysis of global renewable energy markets and policies. It examines the situation in six of the ten countries that make up the ASEAN grouping. Collectively referred to as the ASEAN-6, these countries are Indonesia, Malaysia, the Philippines, Singapore, Thailand, and Vietnam. In 2007, those 6 countries represented more than 95% of energy demand in Southeast Asia. Given their large populations and robust economic growth, these six economies are projected to account for more than 80% of energy demand growth in the medium term to 2030 ([World Energy Outlook 2009](#)).

The main focus of the report is to analyse both the potential for, and barriers preventing, scaling up market penetration of renewable energy technologies in the electricity, heating and transport sectors. In addition to

analysing the implications of effective policies on renewable energy market growth, it examines how to overcome economic and non-economic barriers that slow investment in renewable energy, and offers policy recommendations to encourage effective and efficient exploitation of renewable energy in Southeast Asia.

[Renewables in Southeast Asian Countries: Trends and Potentials Report](#)

### ***A review of current research on road surface noise reduction techniques***

In the context of the EU Environmental Noise Directive, which requires Member States to produce Noise Action Plans, the Scottish Government commissioned the [Transport Research Laboratory \(TRL\)](#) to undertake a review of the different low-noise road surfaces currently available and comment on their relevance and suitability for use in Scotland, incorporating the views of the key stakeholders. The resulting research report describes the mechanisms of traffic noise generation, the properties of road surfaces that affect noise generation, and the prevailing methods for assessing surfaces. It goes on to provide a comprehensive overview of the different low-noise surface technologies that are currently available, together with their respective acoustic performance, and reviews the potential implications of using low-noise road surfaces as a mitigation tool within Scottish Noise Action Plans. Advice on how to make a preliminary selection of appropriate low-noise surfaces is set out, based on indicative acoustic and non-acoustic characteristics. For more information, follow this [link to the report](#).

### ***Reducing the Carbon Footprint of Road Construction***

The World Road Association (PIARC - Technical Committee D.2.b) and the Indian Roads Congress will be jointly organising a seminar on *Reducing the Carbon Footprint in Road Construction* from 10-12 February 2011, in New Delhi, India. The objective of the Seminar is to provide a common platform for practitioners to acquire up-to-date information on the latest innovative approaches and products, to share experiences and discuss the associated issues and challenges. In addition to presentations by leading international experts, contributions from India are specifically invited via a Call for Papers. More info available [here](#).

**Contact Susanna Zammataro, Theme Champion for Environment & Climate Change, on [susanna.zammataro@gtkp.com](mailto:susanna.zammataro@gtkp.com).**

[^ Back to Top ^](#)

---

## ***Finance & Economics***

### ***GTZ International Fuel Prices 2009 - Full Edition now available***

Deutsche Gesellschaft für Technische Zusammenarbeit (GTZ) is a federally owned organisation with a mandate to support the German Government in the achievement of its development objectives. It operates worldwide in the field of international cooperation for sustainable development.

GTZ has recently announced the release of the full edition of its International Fuel Prices 2009. This authoritative report provides an overview of the retail prices of gasoline and diesel in more than 170 countries. It also discusses pricing policies and studies the impact of highly volatile fuel prices during 2007 and 2008 in developing countries. Reference links to numerous additional resources are provided in the report.

The *GTZ International Fuel Prices* series represents a long-standing effort by GTZ to provide decision-makers with data on global fuel prices. It continues to provide the only available summary of fuel prices in developing countries worldwide.

Taxation of fossil fuels remains a powerful instrument for generating revenues for road infrastructure and its maintenance. In developing countries, fuel prices can be a crucial element in financing road maintenance.

The publication includes several case studies from African countries and aims to offer an insight into the consequences of rising international crude oil prices at local level. It focuses particularly on issues of how people and administrations cope with soaring fuel prices and current barriers to the implementation of sustainable policies.

It is available for free download [here](#).

**Contact Caroline Visser, Theme Champion for Finance & Economics, on [caroline.visser@gtkp.com](mailto:caroline.visser@gtkp.com).**

[^ Back to Top ^](#)

---

## ***Governance***

### ***Important Workshops Scheduled***

Details are being finalised for the forthcoming governance workshop in Cape Town in October. The primary purpose of this workshop will be to invite delegates to consider a number of governance indicators covering key areas of road transport, so that their views can be incorporated as the indicators are refined and developed. Details for this workshop will be available soon and it is hoped that interested parties will register their involvement in this important endeavour.

Thanks to the initiative of the Theme Champion concerned, a draft has already been prepared covering rural roads (ROADCAP). Additional areas will be added to in the months preceding the workshop.

Consideration is also currently being given to holding a regional workshop in Kampala, Uganda in early 2011. This will cover not only governance but also several other gTKP themes, including urban transport and road safety, which are both of particularly high priority in the region. Users are invited to share their views on this proposal with the governance Theme Champion (see contact details below).

The gTKP transport sector governance discussion group has taken on 4 new members in the last 2 months. The group, which can be accessed via [http://groups.yahoo.com/group/gTKP\\_Transport\\_Governance/](http://groups.yahoo.com/group/gTKP_Transport_Governance/) has also added several new links to relevant external organisations that members are encouraged to consult. These include:

1. The Commonwealth Foundation, an intergovernmental organisation set up almost 50 years ago to make civil society stronger: See: <http://www.commonwealthfoundation.com/>
2. The Institute for State Effectiveness, founded in 2005 to develop integrated approaches to state building and provide independent, authoritative and practical policy advice to the international community and national leaders who are tasked with creating effective states in a globalised world. Although not specific to transport, there is much of relevance here for those interested in strengthening governance in this sector. See: <http://www.effectivestates.org/index.htm>
3. The UK Anti-Corruption Forum, an alliance of UK business associations, professional institutions, civil society organisations and companies with interests in the domestic and international infrastructure, construction and engineering sectors. The Forum's objective is to help create a business environment that is free from corruption. Its members include various prestigious associations, institutions and other organisations, together representing over 1,000 UK companies and 350,000 professionals. It also counts many large consultancies and contractors among its membership, as well as medium and small enterprises. See: <http://www.anticorruptionforum.org.uk/acf/pages/acf.php>
4. The Transport Research Knowledge Centre (TRKC), set up to provide an overview of research activities at European & national levels, including programme & project profiles, thematic reports & policy brochures. See: <http://www.transport-research.info/web/>
5. Global PPP Network, an international network, created by the World Bank Institute (WBI), for professionals interested in making Public-Private Partnerships work. Network members share knowledge on how to build and implement the most appropriate structures for basic service provision in such sectors as transport, energy, water and sanitation, telecommunications, extractive industries, water resources, health and education. The network connects the growing numbers of practitioners to form a global community of practice on how to execute PPPs. Practitioners use the network to exchange knowledge, discuss, learn and connect around global best practices on PPPs. Members are invited to share ideas, trends and innovations, useful resources and tools. They are further encouraged to ask questions of the community, and to initiate discussions or groups around specific topics or sectors. See: <http://pppnetwork.ning.com/>

**Contact Mark Thriscutt, Theme Champion for Governance, on [mark.thriscutt@gtkp.com](mailto:mark.thriscutt@gtkp.com).**

[^ Back to Top ^](#)

---

## Road Safety

### Community Road Safety

Community based road safety programmes are a practical and successful way of reducing risk in a targeted and sustainable way. Evidence shows that they are particularly fruitful in rural and suburban areas where regular traffic law enforcement is harder to implement but where the communities may be stronger. At the heart of all community based campaigns is the need 'to increase public awareness'. Given this, they are most effective if based on sound educational principles. As in many areas of public health, 'top down' intervention alone can have limited effect, whereas community partnership promotes a strong 'sense of ownership' - which so often proves to be the key agent for change. We feature some good practice examples in the community based [road safety section of the web site](#) and will report on many others over the coming months.

### Planning for a Decade of Action

The Decade of Action for Road Safety is due to commence in April 2011. In order to guide nations in the attainment of realistic but achievable targets around the world, overarching international coordination is being undertaken through the UN Road Safety Collaboration, of which gTKP is an active member. At a national level - pursuant to the recommendations of the *World report on road traffic injury prevention*, proposed by the Global

Road Safety Commission - countries are encouraged to implement the following five pillars: Road Safety Management, Infrastructure, Safe Vehicles, Road User behaviour and Post Crash Care.

[Our Road Safety Management theme pages](#) are designed to assist capacity building at global, regional and country levels to create the level of resources and tools needed to target initiatives on a scale commensurate with reducing significantly and sustainably the huge economic and social losses arising from road deaths and injuries.

Also available on the site are the recently published [World Bank Global Road Safety Facility guidelines](#), which propose a pragmatic approach designed to overcome institutional capacity barriers and achieve sustainable results.

**Contact Adrian Walsh, Theme Champion for Road Safety, on [adrian.walsh@gtkp.com](mailto:adrian.walsh@gtkp.com).**

[^ Back to Top ^](#)

---

## **Rural Transport**

### ***ADB Transport Forum Changing Course: Pathways to Sustainable Transport***

The Asian Development Bank (ADB) has prepared a major new [Sustainable Transport Initiative](#) to scale-up its support for making transport more sustainable. It is carrying out this initiative in collaboration with ADB member countries and in partnership with other donors, non-governmental organisations and the private sector. The May 2010 ADB Transport Forum in Manila provided an important occasion for the transport community within ADB to discuss the Sustainable Transport Initiative and its implications for future transport operations. Equally, it was an opportunity for governmental and non-governmental stakeholders of ADB member countries and the Partnership on Sustainable Low Carbon Transport (SLoCaT) community to enter into a dialogue with ADB on the relevance of the initiative from their specific perspectives. The presentations from the event are downloadable from the [Clean air initiative](#) website.

### ***Paving Technique Emulsion Treated Base (ETB)***

Emulsion Treated Base is increasingly being seen as an important tool in the road engineer's armoury for tackling a range of challenging environments and the need to utilise *in situ* materials in innovative ways. An example of the introduction of the technique in the Tanzanian island of Pemba is described [here](#). ETB can be an effective treatment of 'non-plastic' *in situ* materials to form a road base layer.

**Contact Rob Petts, Theme Champion for Rural Transport, on [rob.petts@gtkp.com](mailto:rob.petts@gtkp.com).**

[^ Back to Top ^](#)

---

## **Social Development**

### ***Access and mobility of rural women; Role of transport infrastructure in changing gender relations: A case study from rural Sri Lanka*** ***by Upali Pannilage***

Theoretically, the term gender refers to the social and cultural relationship between men and women in the society. It also reflect the relationship of power between women and men which revealed in a range of practices, ideas, and representations, including the division of labour, roles, and resources shared by men and women. Gender analysis offered tools for investigating the material bases of difference between women and men. Yet gender analysis tells us very little about how gender identities and roles experienced by individual women and men within communities. Rather, it is used to delineate distinctions between what women in general and men in general do, in order to guide planners.

Most of the development interventions have viewed women as passive recipient of development rather than active contributors for the development. In this context women have been marginalised from the mainstream development process. Although, they have contributed and involved actively in the process of development, especially rural development, their contribution has largely been neglected.

Poor access is one of the characteristics of poverty. At the macro-level, the access to safe water, electricity and the road network is associated with national per capita income. Meantime, access to basic services such as health, water and sanitation is not necessarily reflected in increases in income of households.

Ideally, rural development should, while improving the economic status of people, concentrate on the social changes that affect their lives. Yet, most responsible authorities, policy makers and implementers continue to prioritize economic factors far above the social aspects when planning and implementing rural development. Such interventions have rarely achieved the expected results.



Rural development approaches have tended to shift from welfare to equity, antipoverty to efficiency without significantly changing the lives of men and women in the society. The empowerment approach is an alternative strategy introduced later on to meet the inadequacies of previous development programmes. Development thinkers are presently experimenting with the strength and validity of this approach to remove the existing barriers for women and uplift their lives. Unemployment, low income, isolation and lack of access to essential services can be seen as main features of the poverty in rural areas.

Mobility is one of the main factors that use by society to discriminate women. From the childhood level family members, neighbours and others in the society strive to limit the mobility of women by using several excuses. Community has established some social norms for women to reduce their mobility. These traditional thinking and behaviours have contributed considerably to minimise both social and physical mobility of women.

This paper is based on a study conducted in a rural village (Malberigama) in Southern Sri Lanka which was a small village comprises of 51 families and 209 men & women. The village is a highly remote one situated in the dry zone with the annual rain fall of around 1200 mm within a period of only 4 months during the year.

To read the full paper please visit IFRTD website [www.ifrtd.org](http://www.ifrtd.org) for conference proceedings or contact coordinator [kanokporn@ait.ac.th](mailto:kanokporn@ait.ac.th)

To contact author Mr. Upali Pannilage [pannila@hotmail.com](mailto:pannila@hotmail.com)

**Contact Nathalie Pereira, Theme Champion for Social Development, on [nathalie.pereira@gtkp.com](mailto:nathalie.pereira@gtkp.com).**

[^ Back to Top ^](#)

---

## **Trade & Transport**

---

### **Using "Just-In-Time" to enhance competitiveness**

Just-In-Time (JIT) extends the meaning of competitive, efficient and effective production. The manufacturer procures only what is required, when it is required and in the quantity that is required. The manufacturing process is thoroughly analysed and inputs are scheduled to arrive just before they are needed for the assembly line. Holding inventory is viewed as a cost to be eliminated as much as possible. This necessitates robust relationships with suppliers to ensure a timely, reliable supply chain. JIT is an inventory tool that requires thorough planning and logistics execution.

As with every system, there are drawbacks associated with the JIT approach. These include:

- Delivery failures can shut down factories. The cost of high inventories must be weighed against the cost of occasional shutdowns.
- Labour strikes or unexpected events such as floods can ruin even the best laid plans. Flexible manufacturing systems and a flexible workforce are needed to address problems.

Nevertheless, success stories have been documented to illustrate the soundness of the approach. Dr. D. Taylor's book *Supply Chains A Manager's Guide* is an excellent source on this topic. He cites examples across different industries that have refined their production systems along JIT principles. Siemens CT of Forchheim, Germany, adopted the JIT approach as one of its strategies to help protect market share and curb rising costs. The result was a drop in lead time on its custom-built machines, from 22 weeks to 2 weeks, a rise in the rate of on-time deliveries, from 60% to 99%, a 40% reduction in inventory, a 50% reduction in factory workspace, a 76% reduction in assembly time and a 30% reduction in total costs. Annual output was increased with the same level of human resources.

Gillette, a US consumer product company, managed to decrease its total inventory levels by 30%, reducing 40 days' worth of materials, costing \$400 million, and saving \$90 million over 18 months simply by modifying its supply chain and combining all its manufacturing processes into one organisation.

The main benefits associated with JIT are:

- Lower production costs
- Lower inventory holding costs
- Better consistency of scheduling and employee work hours
- A tool to monitor costs and reliability within the value chain

**Contact Lynn Harmon, Theme Champion for Trade & Transport, on [lynn.harmon@gtkp.com](mailto:lynn.harmon@gtkp.com).**

[^ Back to Top ^](#)

---

## **Urban Mobility**

## ***Beijing to Change Gears on Cars***

Beijing's political advisers recently said in a proposal to the city government that measures to contain the growth of car ownership should be considered over the next five years.

According to the Beijing Evening News, the standing committee of the Beijing committee of the Chinese People's Political Consultative Conference (CPPCC) passed a proposal to the city government on 9th June with respect to the years 2011-15. The proposal included measures such as introducing emissions and environmental fees, the need to secure a parking spot prior to obtaining a car registration plate, raising parking fees and levying a congestion charge.

The ownership of cars in Beijing broke the four million mark in December 2009. It took just 31 months for the number to grow from three million to four million. By way of comparison, it took Tokyo 12 years! The urban development and environment protection subcommittee of the advisory body said in the proposal that the ownership of cars in Beijing is growing by half a million a year. Last week, 12,000 new cars hit the road, taking the total to 4.3 million, according to the Beijing traffic management administration. The numbers have been growing by more than 10,000 a week since April.

The proposal highlighted that, for every million cars, the city needs 2.8 million km of roads. This is equivalent to the length of all the roads within the city's Third Ring Road. The parking area needed for one million cars is 30 sq km, which is equal to half of the land within the Second Ring Road. In this light, the committee concluded that the "most effective, direct and fundamental measure" was to limit the growth in the numbers of cars and urged the government to study means of controlling total ownership and increasing the cost of purchase.

One measure suggested in the proposal was to require car owners to secure a parking space before obtaining a license plate. Wu Zhonghua, an editor of the car website bitauto.com, felt, however, that the proposal sounded very idealistic: "The prices for parking lots will shoot up and illegal trading of the lots may come back." In 1998, Beijing launched a similar requirement that car owners must secure a parking certificate before getting a plate. The intention was to curb random parking of cars. However, many of the certificates were sold. When the government tried to stimulate domestic consumption, the plan was scrapped.

The proposal also suggested that the government should develop bicycle and pedestrian lanes and encourage people to walk or ride a bike when their commuting time is less than 30 minutes. Beijing is currently drafting its 12th Five Year Plan (2011-15) and the government has been soliciting ideas from many channels, including the CPPCC Beijing committee, experts and the public.

For more information, visit [http://www.chinadaily.com.cn/metro/2010-06/10/content\\_9960081.htm](http://www.chinadaily.com.cn/metro/2010-06/10/content_9960081.htm).

**Contact Peter Midgley, Theme Champion for Urban Mobility, on [peter.midgley@gtkp.com](mailto:peter.midgley@gtkp.com).**

[^ Back to Top ^](#)

### 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](mailto: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](mailto:info@gtkp.com) or by joining our discussion groups on [www.gtkp.com](http://www.gtkp.com).