

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!



inaroad - Innovation Award
for Road Transport in
Developing Countries
Call for Submission



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

[Complete our survey](#)



Contents at a Glance

Environment & Climate Change

This month we introduce a new ADB study on the estimation of carbon footprint from transport projects, report on urban transport and CO2 emissions in Chinese cities and highlight an important upcoming gTKP workshop - to be held in Jinan City, China, on 26th October that will comprehensively address these and other key urban mobility development issues. [Read more...](#)

Governance

Preparations are proceeding full speed ahead for the key gTKP Governance Workshop, to be held in Cape Town on 14th October, 2010.

[Read more...](#)

Rural Transport

This month we feature a new Guidance Note on Maximising the Social Development Outcomes of Roads and Transport Projects, and announce a Call for Submissions for the Colin Relf Award, which is open to young people in developing countries. [Read more...](#)

Trade & Transport

Despite the downturn, African economies seem to be emerging from the recession sooner and stronger than many analysts anticipated. A recently released study provides a current analysis of the *African Economic Outlook 2010*. [Read more...](#)

Finance & Economics

The World Bank has recently produced a report that investigates and details Brazil's successful experience with performance-based contracts for the management of road infrastructure and explores approaches for future improvements in Brazil's performance-based programme.

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Road Safety

This month brings news of a new Road Traffic Injury Prevention Training Manual released under the auspices of WHO, as well as a Welcome Kit, published by Youth for Road Safety...

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Social Development

Women are at risk of violence in neighbourhoods and at city level. Risk is influenced by urban design choices and the organisation of public services including transport and energy. [Read more...](#)

Urban Mobility

Thailand has successfully created the first auto rickshaw (*Tuk Tuk*) powered entirely by solar energy an effort to help preserve the environment and combat the ongoing global warming crisis.

[Read more...](#)

Environment & Climate Change

Estimating the Carbon Footprint of Transportation Projects New ADB study

The Asian Development Bank (ADB) has recently published (July 2010) a study evaluating the likely impacts of ADB's transport portfolio on CO2 emissions. The study reviews existing global research literature on CO2 estimation methods and factors for various transportation project types; and develops a new set of CO2 impact analysis tools. The aim of the evaluation is to contribute to the development of more standardised methodologies for transport project CO2 impact assessment and portfolio benchmarking.

ADB is cooperating with other multilateral institutions and transportation stakeholders - including, among others, the Institution for Transportation & Development Policy (ITDP), the Clean Air Initiative Asia and the Global Environmental Facility (GEF) - in developing and enhancing these transport project analysis tools for quick assessment of CO2, local air pollution, and other benefits and costs.

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

Urban Transport and CO2 Emissions in Chinese Cities

The World Bank has made available an on-line version of its study, *Urban Transport and CO2 Emissions: Some Evidence from Chinese Cities*. First released in June 2009, the study provides a bottom-up estimate of energy use and CO2 emissions, as well as a preliminary analysis of urban transport characteristics for a diverse set of cities in China. It is based on data available between 1993 and 2006 for a sample of 17 Chinese Cities, including Beijing, Shanghai, Guangzhou, Chongqing, Xi'an, Wuhan, Jinan, Zhengzhou, Nanchang, Urumqi, Luoyang, Dongguan, Xianyang, Jiaozuo, Linfen, Weihai and Changzhi.

The study found that increases in energy use and CO2 emissions in recent years could be attributable to increases in total personal trips and travel distances, and the steady shift towards motorised, low occupancy modes of transport such as private cars. The impacts of these prevailing trends in urban transport in terms of increasing CO2 emissions have so far outpaced the CO2 emission reductions achieved by improvements in vehicle efficiency and fuel performance.

You can download the report [here](#).

Urban mobility development in Chinese cities will be one of the key topics of the gTKP workshop that will be held in Jinan City, China, on 26th October. The workshop is designed to provide a platform for discussion and exchanges of experience about coordinating responses for improving mobility and green infrastructure planning and construction. If you wish to participate, submit a question that you would like to see addressed during the workshop, or simply share your experience, please [contact the Theme Champion](#).

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

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Finance & Economics

Performance-Based Contracts in the Road Sector: Towards Improved Efficiency in the Management of Maintenance and Rehabilitation The Experience of Brazil

This recent World Bank report aims at providing feedback on Brazil's successful experience in using performance-based contracts in the rehabilitation and maintenance of road networks. Since its introduction in the early 2000's, the use of this contract management model has progressively spread to reach, as of today, one third of the Federal network and more than 10 percent of State networks and expectations are for even higher figures in the short run.

The study emphasises the context that led to the introduction of these contracts in the road sector as well as the strategic orientations adopted in their structuring. The model was notably expected to bring rationalisation, accountability and credibility to the sector at a moment when road maintenance though a crucial issue when considering the characteristics and conditions of the prevailing networks was not being accorded sufficient priority by the road administrations.

The report goes on to provide an evaluation of the positive achievements resulting from the introduction of performance-based contracts. Through objective comparison with the traditional input-admeasurements approach, the evaluation conclusively shows that the new contracts brought an overall improved efficiency to the sector. This further translated into to better road conditions at lower costs for the governments, and reduced management burdens on the administrations.

Finally, the report provides insights, gained from ten years of continuous learning, on the main lessons learnt as well as perspectives for positive future evolution. While a balanced share of responsibilities and initiatives between the public and the private sectors remains essential, strengthened administrations fully accountable for safeguarding public interests remain key to success. Another possible orientation for future performance-based contracts in Brazil would entail better articulating contract duration and rehabilitation works service life - which would lead to extended contract duration.

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

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

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Governance

August is traditionally a quiet month and there is little major news on the governance front. However,

preparations continue apace for the important gTKP Governance Workshop, to be held on 14th October, immediately after the IRF/SARF conference in Cape Town.

An agenda has been drafted and you should soon be receiving additional details on what we plan to achieve at this interactive workshop. We look forward to a good attendance from policy makers, fund managers and senior managers, as well as from representatives of leading road user groups.

A paper on measuring governance capacity has been prepared and will be presented at the main IRF/SARF conference, but the workshop will provide a better and more dynamic opportunity to consider this important issue in more detail, so that the views of participants can be reflected in how this key initiative evolves in the future. Several draft measures will be presented, covering various aspects of road management, including rural roads.

If any readers have any additional suggestions or ideas on how the governance capacity in the roads sector can be assessed, then please get in touch with the governance Theme Champion (mark.thriscutt@gtkp.com), who will endeavour to incorporate the best ideas into the workshop programme and outputs. The broader the level of participation in this exercise, the more effective it will be.

We look forward to seeing you all in Cape Town in October!

Contact Mark Thriscutt, Theme Champion for Governance, on mark.thriscutt@gtkp.com.

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Road Safety

A new [Road Traffic Injury Prevention Training Manual](#), which shows how to train and develop the knowledge of specialists in road traffic injury prevention, is now available in our knowledge centre. Published by the World Health Organization (WHO), the manual equips the user on how to strengthen the evidence base for prevention; how to implement promising interventions; how to deliver post-crash care; and how to formulate and implement road safety policies. It also highlights the need for multi-sectoral collaboration.

[Youth for Road Safety](#) (YOURS) is currently working on its first publication: a Welcome Kit for young people who are new to road safety. With the guidance of partners [IUHPE](#) and [CDC](#), YOURS is confident it will provide a good overview and give newcomers enough information to get started in the road safety field.

Achieving Zero Work-Related Road Deaths is a White Paper that has been prepared as a contribution to the Decade of Action for Road Safety (2011-2020). It represents the efforts of a small task force brought together during the 10th Edition of the Michelin Challenge Bibendum, held in Rio de Janeiro, in June 2010.

Fourteen participants, all high-level experts from varying backgrounds, met during a one-day round table session. In an effort to follow the global directions set by the UN General Assembly, the group addressed a simple but difficult question: How do we achieve zero work-related road deaths by 2050? [The white paper](#) is now available in the knowledge centre or through the re-vamped [Road Safety at Work](#) page.

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

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Rural Transport

Guidance Note on Roads and Transport Projects

The UK-based NGO, *Engineers Against Poverty* (EAP) has produced a Guidance Note on Maximising the Social Development Outcomes of Roads and Transport Projects. The document may be downloaded from either the [EAP website](#) or the [gTKP website](#).

Colin Relf Award

The Colin Relf Young Voices Award celebrates Colin's lifelong interest in rural transport and his concern with promoting and motivating the people with whom he worked. The aim of this award is to encourage young people from developing countries to express, in writing, their innovative ideas, perspectives and approaches to rural transport and sustainable development. The award is open to young people (35 years and under) from developing countries. Further details are available on the [IFRTD website](#). The Submission Deadline for this year's award is 15th October, 2010. Entries should be sent to the attention of the Award Coordinator by post, fax or email using the following details: Colin Relf Award Coordinator, IFRTD, CAN Mezzanine, 49-51 East Road, London, N1 6AH, United Kingdom. Email: colinrelfaward@ifrtd.org. Fax: +44 (0)20 7250 2323.

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

Social Development

The Global Assessment on Women's Safety

Women are at risk of violence both in public and private spheres, in and around the home, in neighbourhoods and at city level. Risk is influenced by urban design choices and the organisation of public services including transport and energy, amongst other things. Women experience a higher degree of insecurity, which can restrict their "access" and "use of the city".

The Global Assessment on Women's Safety has been a collaborative effort. UN-HABITAT takes an active role in the documentation and exchange of best practices and lessons learned to improve safety and security in cities. To this end, UN-HABITAT has collaborated with the Huairou Commission, Women in Cities International and Red Mujer y Hábitat de Latina Amrica to conduct this Global Assessment on Women's Safety, which provides an extensive review of tools and strategies promoting women's safety on the global, regional, national and local levels.

The Safer Cities Programme of UN-HABITAT embarked on a strategic planning process that resulted in the development of a Strategic Plan for 2008-2013. The overall objective of this strategy was to guide UN-HABITAT work on urban safety building on external needs / demands and on added value and to provide directions for partnership building and advocacy activities, as well as for capacity building.

Women's safety involves strategies, practices and policies that aim to reduce gender-based violence (or violence against women), including women's fear of crime.

DEFINING WOMEN'S SAFETY

Women's safety involves safe spaces. Space is not neutral. Space that causes fear restricts movement and, thus, the community's use of the space. Lack of movement and comfort is a form of social exclusion. Conversely, space can also create a sensation of safety and comfort, and can serve to discourage violence. Therefore, planning and policy around safety should always involve and consider women.

Women's safety involves freedom from poverty. This includes safe access to water; the existence and security of communal toilet facilities in informal settlements; slum upgrades; gender-sensitive street and city design; and safe car parks, shopping centers and public transportation.

Women's safety involves financial security and autonomy. Family income plays a powerful role in the cessation of battering. Resource accumulation and mobilisation is a core strategy for coping with abusive relationships. Similarly, women's economic empowerment reduces their vulnerability to situations of violence as they become less dependent on men and better able to make their own decisions.

A copy of the report may be downloaded [here](#).

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

Trade & Transport

As everyone anxiously watches the financial news for indications of recovery, the African Development Bank and the OECD have just released a new publication, ***African Economic Outlook 2010***, which provides a window on the impact of the global economic and financial crisis on 50 countries in Africa, their responses to it and their current status as they plan for future growth.

Between 2006 and 2008, Africa had average annual growth rates of 6%. The new publication provides an analysis of the macroeconomic reforms of the previous decade that gave most countries the policies, financial managers and surpluses that made them much better prepared to confront the financial crisis than in past recessions. It also assesses the trade policies and degree of regional integration that led many to strong growth and diversification of trade and trading partners. While African banks were reasonably isolated from the banking crisis, the greatest impact came from reduced demand and prices for leading commodities, declining tourism, and reduced capital flows and remittances. The publication reviews external financial flows, development aid, foreign direct investment and public-private partnerships. It analyses how financial flows were affected and how countries have responded to protect the gains made in the previous decade. Also addressed is the impact of the crisis on the achievement of the U.N. Millennium Development Goals and how gains are being protected from erosion. The publication further analyses the political and economic governance issues that are critical to minimising damage and providing leadership to deal with the current situation.

A second section goes on to review public resource mobilisation and aid in Africa. Many African countries have

been tackling the issues of tax compliance, more effective collection mechanisms and diversifying revenue sources. The section reviews recent trends in tax collection and compares performance among African tax administrations; before analysing the challenges faced by African decision-makers in increasing domestic resources, while reducing dependence on aid flows to balance budgets. Lastly, this section makes a series of recommendations to Governments and donors.

The third section reviews the specific macroeconomic, fiscal and monetary policies of 50 countries and their achievements in raising public resources to meet national needs. Finally, the document features a major statistical annex on the topics covered in the study. It is a major resource for up-to-date economic statistics on Africa.

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

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Urban Mobility

Solar-powered 'Tuk-Tuks' could revolutionise Bangkok's way of life.

Thailand has successfully created the first auto rickshaw (*Tuk Tuk*) powered entirely by solar energy an effort to help preserve the environment and combat the ongoing global warming crisis.

There are around 8,000 auto rickshaws in Bangkok. Known as *Tuk-Tuks*, due to the sound of their engines, they are often regarded as a unique symbol of Thailand. But the brightly coloured vehicles, most of which run on gasoline or natural gas, are facing increasing competition from more modern and greener modes of transport, raising questions over their future.

Clean Fuel Energy Enterprise Co. Ltd. President, Air Marshal Morakod Chansumruard, has invented a solar-powered three-wheeler auto rickshaw, named "Arun Sawasdi Tuk Tuk", that is designed to use clean solar power for transportation without emitting toxic fumes into the atmosphere. Although the vehicle has solar panels installed on the roof to generate power, batteries can also be charged to provide an alternative source of energy.

With a battery charged for three to four hours, which costs 20 baht, the *Tuk-Tuk* can be used for a whole day or night for a distance of up to 80 kilometres. Use of solar panels for some of the day halves that cost. The emission-free vehicle can hit a top speed of 60kph, even outstripping its gasoline-powered rivals.

Sponsored partly by the National Research Council of Thailand, the whole project cost 3-4 million baht for research and development. The solar machines will cost about 320,000 baht about US\$10,000 while the conventional *Tuk-Tuk* costs about 180,000 baht. The designer hopes that eventually government subsidies will make them more affordable.

"It is still costly but if around 50 to 100 of these *Tuk-Tuks* come into the market, the cost will lower substantially," said Morakot, adding that 20 units were already in resorts and hotels in Thailand. "We have an order for 10 *Tuk-Tuks* from New Zealand, to be handled in the next two months. We have exported to England, the United States and the Netherlands already, and India is considering buying it for factory production."

For more information, visit <http://www.bangkokpost.com/business/telecom/180081/sunny-side-up>

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

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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.