



News

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News Highlights

World Bank and iRAP sign working agreement

The World Bank has signed a Memorandum of Understanding with the International Road Assessment Programme for a five year collaboration.

The MoU commits the two organisations to work together until 2011 to develop a business plan for designing and then implementing iRAP's road risk mapping and road audit protocols for developing countries. The agreement will be overseen for the Bank by the Global Road Safety Facility, hosted at World Bank headquarters in Washington D.C. IRAP is currently developing protocols in South Africa, Malaysia and Costa Rica. The programme's sister programmes in Europe and Australia are proving very successful in highlighting road design issues, engaging policy makers, road authorities and a newly informed public, and seeing real, injury reducing, changes to dangerous sections of road network.

The Memorandum of Understanding was signed by iRAP's chairman, John Dawson, and by the World Bank's Lead Road Safety Specialist, Tony Bliss, at a press conference during the FIA Foundation's annual meeting in Barcelona on October 19th.

World Day of Remembrance for Road Crash Victims – IRTE spreads the word in India



As a member of the UN Road Safety Collaboration, IRTE took the opportunity to observe the "World Day of Remembrance for Road Crash Victims" on Sunday 19 November 2006.

In Delhi, a Youth Conclave was organized to observe this day. Over 300 university students assembled at the Shri Ram Centre Auditorium. The event was presided over by a senior Judge, Mr. Justice Madan Lokur of the Delhi High Court.

Invited speakers included the Head of Traffic Police and health and media officials.

The most important part of the event was when Road Crash victims and family members were invited to speak out in public about their experiences. A 30-second silence was held at 11:30am in honour of all Road Crash Victims.

This day, spearheaded by the charity RoadPeace and held annually on the third Sunday in November, names and remembers the dead and injured victims of road crashes, together with their families, rescuers and relief workers, including fire, police and ambulance personnel, doctors, nurses and counsellors. Worldwide, over 3,000 people are killed and over 100,000 injured every day. The price in terms of human loss, grief and care is immeasurable.

Initiated by RoadPeace in 1993, this day, known for several years as European Day of Remembrance, is now being observed annually by an increasing number of people in an increasing number of countries and continents.

Click [here](#) to read the UN Press Release

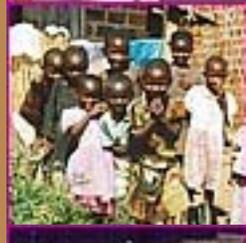
5th United Nations Road Safety Collaboration Meeting held in Geneva



The 5th Meeting of the United Nations Road Safety Collaboration was held at WHO headquarters in Geneva from 30-31 October 2006. The meeting was attended by Ambassador Al-Hinai, the Permanent Representative of Oman to the United Nations, who spearheaded the series of United Nations General Assembly

resolutions on road safety, as well as 68 collaborators from governments, United Nations agencies, NGOs, foundations and private sector companies. Representatives from a wide range of transport organisations were present including the UN Economic Commissions for Europe, Western Asia, Latin America, the Caribbean and Africa.

Members of the Collaboration discussed a number of issues including the progress on collaborative projects, products and achievements since the May 2006 meeting, the First United Nations Global Road Safety Week scheduled for 23-29 April 2007 and regional initiatives for road safety. Four Working Group meetings were held and the topics of data, implementation of manuals, fleet safety and Infrastructure were discussed.



Kate McMahon of the gTKP joined the UN Global Road Safety Collaboration meeting as a member of the key international forum for encouraging and coordinating global road safety action. The meeting provided updates from all UN regions and from a wide range of active road safety campaigners on progress in meeting the objectives of the UN resolution passed in 2004. A key item was preparations for the first UN Global road safety week next April which will focus on young people and road safety. As well as planned events in Geneva, all countries are being urged to participate. The event was a great success and has raised the profile of gTKP.



The next meeting of the Collaboration will be held in Oman 27-28 February 2007.

The Sulfonated Petroleum Products Toolkit 1 publication is now available

gTKP has sponsored the production of two toolkits on the evaluation of Sulfonated Petroleum Products (SPPs) for use in road building. Trevor Bradbury of TRL, the UK's Transport Research Laboratory, told gTKP the two toolkit: "The first toolkit is targeted at senior civil servants and decision makers and has been designed to inform them of the issues surrounding the purchase and use of these products to modify the engineering properties of soils. This toolkit equips decision makers with background information and a series of logical questions which should be asked of SPP manufacturers wishing to sell their products. Should these questions be answered satisfactorily then a full engineering and whole life cost appraisal of the product can be commissioned.

Contact info@gtkp.com for your free copy of Toolkit 1.

General News

World Road Association website: Opening of the PIARC Virtual Library

The PIARC Virtual Library has been operational since October 2006 on the English and French version of the website. It will soon be available in Spanish too.

For the time being, the library includes the PDF files of:

All technical reports produced by Technical Committees since 1986

A selection of articles from the Routes/Roads magazine

Several other documents produced by the Association

The General Secretariat is also undertaking an ambitious project to digitalize all proceedings of the PIARC World Road Congresses that have been held since 1908.

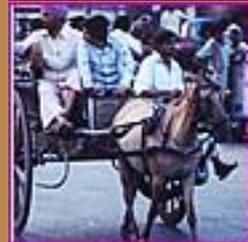
The project is to be completed for the 23rd World Road Congress in September 2007 in Paris. All those documents, i.e. over 120,000 pages, will be available in the Virtual Library, which will represent an unequalled resource of documents in the field of roads and road transport.

Click [here](#) to access the PIARC Virtual Library

ECMT/OECD – Transport Policy and Economics Symposium in Berlin

Transport remains a crucial enabler of international trade, concluded the recent ECMT/OECD symposium on transport policy and economics. The travel time for imports and export to get from production sites to ports and airports is an important determinant of the extent of international trade; both whether or not an exporter will enter a particular export market and the volume of goods they will trade when in it. Times varied hugely with the average time for export in Europe and Central Asia being 31.6 days, and 48.6 days in Sub-Saharan Africa. This could be more extreme for specific countries eg. for Denmark the average time was 5 days and for the Central African Republic it was 116 days. John Wilson from the World Bank also presented a paper focusing on the impact of improved road quality on trade: his study of Europe and Central Asia demonstrated that upgrading roads to the current regional average could increase trade substantially: up to about 60% of baseline trade or up to approximately \$65 billion. This total includes an estimate of the costs of upgrading road quality networks in the region. Moreover, results indicate modernising road infrastructure in the region could produce greater benefits than comparable programs of tariff reduction or streamlining customs regulations. More controversially, the symposium heard that aviation is becoming increasingly important in international trade, as manufacturing and now services become increasingly 'lean' and global in their production – a trend that looks set to continue, despite concerns over aviation emissions and their contribution to climate change.

The link between transport and trade, and the impacts on land use and the viability of trade and also of rural and remote areas was also highlighted. These trends can work against each other. The symposium saw examples of how clustering – for example creating a 'freight village' could provide benefits in terms of choice and accessibility, and also encourage the use of different transport modes by co-locating them in the 'village' thus creating a hub.



Some participants argued that creating such clusters would create a 'drain' effect, which draws people and skills from rural and remote areas to overcrowded cities. Others argued that the benefits of creating hubs had been achieved, and the biggest trend now was towards more flexible point-to-point transport, again implying an increased use of aviation.

The conference took a range of papers on transport and trade which can be found [here](#)

Climate Change: Stern Review on the Economics of Climate Change

Sir Nicholas Stern, Former Chief Economist and Senior Vice-President of the World Bank presented his report on climate change to the Prime Minister and the Chancellor of the Exchequer on the Economics of Climate Change on 30th October 2006.

According to Sir Nicholas Stern, "Climate change has important implications for future economic growth and development in all parts of the world. Some of the most severe impacts of the changing climate will be felt by people already struggling with extreme poverty, reinforcing still further the need for international action to fight poverty and promote development.

But it is not too late to take action to avoid the worst impacts of climate change. If governments set clear, credible, and long-term incentives, then businesses and individuals will respond, and emissions can be shifted to a more sustainable pathway.

The issue demands a global response. Effective action requires the involvement of the fast-growing developing countries. The world's richest nations, who bear much of the historical responsibility for the problem, should lead the international effort"

Please click [here](#) for an executive summary of the Stern Review

PricewaterhouseCoopers' chief macroeconomist, John Hawksworth, has his own opinion on Sir Nicholas Stern's Review on Climate Change. He comments, "The Stern Review represents an important step forward in attempting to quantify the social and economic costs of a 'business as usual' approach to greenhouse gas emissions and climate change. It confirms the conclusion of earlier PwC analysis that, in such a business as usual scenario, global carbon emissions are likely to more than double by 2050, creating significant risks of dangerous climate change in later years.

Stern's estimate of the costs of mitigation, building up gradually to around 1% of GDP in 2050, is somewhat lower than our own 2-3% of GDP central estimate, but we agree with his broad conclusion that this is a relatively small 'insurance premium' to pay to reduce very considerably the risk of much larger adverse impacts from global warming further down the line. The ball is now in the politicians' court to agree post-Kyoto greenhouse gas emission targets that can underpin a global carbon trading scheme covering all major types of emissions, including transport."

Please click on the link below to find out PricewaterhouseCoopers view on the impact of global growth on emissions:

<http://www.pwc.com/extweb/pwcpublishations.nsf/docid/DFB54C8AAD6742DB852571F5006DD532>

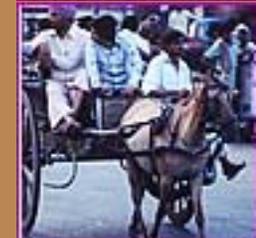
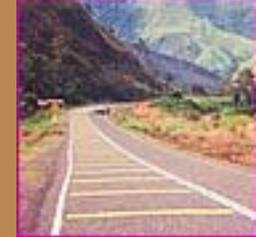
UN Climate Change Talks in Kenya

Kenya hosted the UN Climate Change Conference in Nairobi, from 6 to 17 November 2006.

The aim of this conference was to: assist developing countries, particularly the poorest nations in Africa, to adapt to the adverse impacts of climate change, help developing nations reduce their greenhouse gas emissions by investing in green technology and to discuss what will succeed the post-2012 framework, which is when the first Kyoto commitment period expires.

Click [here](#) for more information on the UN Climate Change Conference.

Please click [here](#) for more information on new transportation technologies and policies relating to climate change.



Forum on China-Africa Cooperation

From 3rd to 6th November, China and the leaders of about 50 African countries met in Beijing, announcing trade agreements worth about \$1.9 billion (£1 billion). The three-day forum focused on increasing trade, providing assistance to help the development of African nations, improving strategic ties and the funding of transportation improvement projects.

The event was covered by The Economist: "Trade between China and Africa has soared from \$3 billion in 1995 to over \$32 billion last year. But China's commerce with the world also expanded over the same period, so Africa makes up only 2.3% of the total. This constitutes about 10% of Africa's total trade.

Click [here](#) to read the full Economist article.



China to double aid to Africa

China Civil Engineering Construction Corp. said it signed a deal on Oct. 30 with Nigeria's transport ministry to build a railway in the West African country, the continent's largest oil producer. The 1,300-kilometre railway will link the southern city of Lagos with Kano in the north. It would be China's largest overseas engineering project by value, the company said on its website on Saturday.

Click [here](#) to read more

For more articles on Afro-China relations and trade agreements, please select the following links:

[China, Africa end summit with deals and aid pledge](#)

[Beijing Summit adopts declaration, highlighting China-Africa strategic partnership](#)

[Programme for China-Africa Cooperation in Economic and Social Development](#)

ITF puts the spotlight on HIV and transport

The ITF is asking affiliates to make use of a new film, highlighting the issue of HIV and transport workers in Africa, as part of their educational activities during the build up to World AIDS Day on 1 December.

The ITF film, Highway of Hope, which runs for half an hour, focuses on the principal transport corridor through East Africa, running through Malawi and into southern Africa. The corridor has recently gained notoriety as a main route of HIV/AIDS transmission. Highlighting the seriousness of the HIV/AIDS crisis affecting truck drivers on the highway to Uganda and Kenya, the film also demonstrates how ITF campaigns are helping to combat the spread of the infection. Although the film focuses on Africa, it emphasises the point that this is a global problem.

Core issues covered by the film include: sexual lifestyle on the road; gender inequality; education, health and prevention and trade unions' role in raising awareness and the impact of neo-liberal policies on widening the gap between rich and poor.

Dr Asif Altaf, ITF HIV/AIDS Coordinator, commented: "The documentary highlights the real horrors of the HIV/AIDS pandemic, but also points out that there is a constructive way forward - and that success is possible given enlightenment, courage, commitment and international trade union solidarity. We think that this film is a powerful educational tool and we expect our affiliates to use it in their educational activities, particularly in the run-up to World AIDS Day."

Currently only available in English, the film will soon be translated into French, Spanish, Arabic and Russian. To obtain a copy email education@itf.org.uk

Transaid sends MET Police Motorcycle Trainer to Kenya



The Head of Motorcycle Rider Training with the Metropolitan Police has returned from a two week assignment with international development agency Transaid, where he has been working as part of a major project to improve the way health transport is managed in Kenya's Coast and North East Provinces.



Eighty per cent of people in Kenya live in rural areas and motorcycle riders enable medical staff and supplies to reach remote villages which are not served by roads. An international donor has pledged 36 motorcycles to the health service and Transaid's role is to ensure they will be operated and managed safely and efficiently.

Chris Latham's brief was to train a group of rider trainers working within the Ministry, who could then go on to teach colleagues and new recruits the ins and outs of motorcycle best practice.

On arrival in Kenya, Chris found that his students' riding and technical abilities were at such a basic level that his focus switched from training trainers to basic skills development.

"The condition of the training motorcycles was incredibly poor and even verging on dangerous in some cases," says Chris. "I therefore developed a programme which focused on teaching the importance of planned preventive maintenance and daily safety checks, as any fleet here in the UK would adopt as a matter of course."

Chris made huge progress with many of the students during his time in Kenya, and Transaid hopes to return in 2007 to help them to further develop their skills and to reach the goal of becoming trainers themselves.

His assignment is part of a Transaid project to develop a Transport System for the Kenyan Ministry of Health. The project is being supported by DANIDA, the Danish government's aid agency, which is funding new health vehicles and wants to ensure that both the new and existing Ministry vehicles enjoy a long and productive working life.

Transaid's contribution is part of the Kenyan national strategy to improve the health of people in Kenya by making services more effective, accessible and affordable.

Make Roads Safe - Shanghai Meeting

A high level road safety seminar to promote the "Make Roads Safe" campaign was held in Shanghai on Friday 29 September. The meeting examined the major road safety challenges facing the Asian Pacific region where road deaths per vehicle are currently twice the world average. In 2005 an estimated 440,000 people were killed on the region's roads. This death toll is forecast to rise to 660,000 by 2010 amounting to two thirds of the world total. The Shanghai meeting examined the potential of safer roads, vehicles and drivers to reverse this deteriorating road safety situation. Click [here](#) to read the complete article

National Road Safety Action Plan for 2007 and 2008

The Australian Transport Council has approved the National Road Safety Action Plan for 2007 and 2008 that is designed to provide a clear focus on initiatives that offer the most realistic prospect of substantial safety gains over the next two years. The new plan is part of the Council's ongoing National Road Safety Strategy 2001–2010 that aims to reduce the annual number of road deaths by 40 percent to a rate of no more than 5.6 per 100,000 by December 2010.

Please click [here](#) to access the National Road Safety Plan

