



# News

## GTKP Newsletter 25 Transport Forum and Learning Week 2007 Special Edition March 2007

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### News Highlights

#### *gTKP takes a stand in global "Governance in Transport" discussions*

The gTKP Governance team, headed by Charles Melhuish and Stephen Vincent, has arranged to conduct a series of Roundtable Discussions on "Governance in Transport". The first event was held on 7th and 8th March 2007 in conjunction with the Asian Development Bank in Manila, Philippines. The event was attended by participants from Australia, Bangladesh, Cambodia, China, India, Indonesia and Malaysia, as well as governance and transport staff from the Asian Development Bank.

From March 26<sup>th</sup> - 30<sup>th</sup>, the Sustainable Development Network's Transport Sector of the World Bank will be hosting the annual Transport Forum and Learning Week 2007 in Washington D.C. The Forum will focus on the priority themes of the World Bank's updated Transport Sector Business Strategy - "safe, clean and affordable Transport for Development." The Transport Forum is an annual event when people working in the transport sector from around the world come together to review transport's contribution to the development agenda of fighting global poverty and to sharpen their skills for greater impact when working with clients. The gTKP Governance Team will be hosting a Governance Roundtable Discussion on 30<sup>th</sup> March.

The Governance Team will also lead a discussion dialogue at the International Seminar on Road Financing and Investment on the 19th April



2007 in Arusha, Tanzania.

#### *International Biofuels Forum launched*

Brazil, the United States, China, India, South Africa and the European Union met last month to discuss a multilateral agreement on biofuels and to launch the International Biofuels Forum, which will contribute to creating a world market for alternative fuels, resulting in economic, social and environmental benefits for developed and developing countries alike.

"Biofuels constitute a viable economic alternative for the partial substitution of fossil fuels and the diversification of the world's energy mix," said Antonio Patriota, Ambassador of Brazil to the United States. "This initiative creates a



mechanism to structure the dialogue among the biggest producers and consumers of biofuels." He added that the introduction of biofuels would benefit developed countries through increasing energy security by reducing the dependence on fossil fuels and contributing to lower greenhouse gas emissions. For developing countries, greater use of biofuels would significantly reduce dependence on imported oil, redressing trade imbalances and freeing up income for investments in health, education and social programmes.

"Access to affordable energy is fundamental to economic and social development," said Thomas A. Shannon, Jr., United States Assistant Secretary of State for Western Hemisphere Affairs. He noted that the initiative would help countries with the agricultural productive potential to become major suppliers of alternative fuels. "This a huge step forward in the development of a new international understanding of energy."

Liu Zhenmin, deputy Permanent Representative of China to the United Nations, concurred that the development and sustained use of biofuels would contribute to social and economic development and generally improve the world's energy structure, diversifying energy sources. "It's also important for the international efforts aimed at mitigating climate change by reducing greenhouse gas emissions," he added.





Another objective of the biofuels initiative was job creation, added Elsa du Toit, Director of Energy Efficiency, Department of Minerals and Energy of South Africa. "We want to ensure that previously disadvantaged people and people in rural communities will be close to where the biofuels initiative will take place, and they will receive the benefits of this initiative."



It is agreed that an increased use of biofuels will contribute to the reduction of greenhouse gas emissions and thus the slowing of climate change and its negative impacts. However, a significant increase in production of dedicated energy crops to produce biofuels would result in large-scale changes in agricultural cropping patterns with associated implications for biodiversity. These might prove to be land use changes of an unprecedented type and scale. Great care must therefore be taken to identify impacts, set standards and accreditation measures to ensure that negative impacts are minimised, and positive impacts maximised.

To read more articles on the subject, please click [here](#)

### ***New Helmet Manual***

The World Health Organization (WHO) is intensifying efforts to support governments, particularly those in low-income and middle-income countries, to increase helmet use through a new publication: "Helmets: a road safety manual for decision-makers and practitioners".



This new manual provides technical advice to governments on the steps needed to assess current helmet use and then design, implement and evaluate a helmet use programme. The manual addresses specific issues pertinent to many low-income and middle-income countries, such as:

- What can be done to protect the large number of children who ride as passengers on their parents' motorcycles?

- Are there financial disincentives in place that make helmets unaffordable and thus reduce their use, for example, sales tax, or import duties that could be removed by governments in efforts to increase helmet use?
- How can enforcement be consistent and effective when resources are constrained?
- Should countries aim to implement a comprehensive helmet law, or is it more appropriate to phase in a law, in order to allow the traffic police to manage the new responsibility?

Please click [here](#) to access the manual.

### **General News**

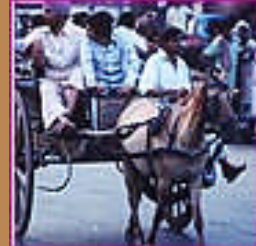
#### ***The Omega Centre for the Study of Mega Projects in Transport and Development***

The Bartlett School of Planning at University College London was awarded a 5-year grant by the Volvo Research and Educational Foundations (VREF) in January 2006 to set up a 'global centre of excellence' in 'future urban transport'. This Centre is one of six such Centres worldwide, and is at present the only one of its kind in Europe. Entitled 'The Omega Centre for the Study of Mega Projects in Transport and Development' or The Omega Centre - in short, it became operational on 2nd October 2006 and is directed by Professor Harry T. Dimitriou who leads a team of Research Fellows, Associates and Assistants based in London, supported by an international network of experts across four continents.



The Omega Centre is currently undertaking two projects:

Omega Project 1:  
Towards the Improvement of the Treatment of Complexity, Uncertainty and Risk-taking in the Planning of Urban Mega Transport Projects.





Omega Project 2:  
Mega Urban Transport Projects - Lessons for Decision-makers

In addition to the above projects, The Omega Centre conducts periodic workshops that disseminate the findings of its on-going research and provides consultancy, capacity-building and training services to parties wishing to explore the experiences and possibilities of the planning, appraisal and evaluation of mega projects in transport and development.

For more information on The Omega Centre please click [here](#)

**Wincanton helps Ghanaian women plan transport project**

Wincanton employee, Caroline Barber, has recently returned from a voluntary assignment in Ghana with transport charity Transaid. Alongside Transaid's Programme Manager, Ekow Fletcher, she worked with four women's street trading co-operatives to develop a **Business Plan and Operating Policy** for a viable, sustainable transport operation.

Her trip to Ghana marked the first stage of the Transaid project that is designed to provide the group with a profitable fleet of vehicles that the co-operatives own and manage. The fleet will bring considerable economic and social benefits to these women and their families, who have previously had to rely on financially unsustainable modes of transport.



During the workshop, the women worked in groups to plan routes, considering factors such as distances involved, volumes, vehicle fill and loading and unloading times. From this session, they produced a schedule based on a sample week and then presented it back to the group for discussion, focusing on how to operate more effectively and get maximum benefit from the assets. Once the co-operatives understood the principles of the various options available, the group was able to develop detailed plans that were tailored to suit their needs.

Commenting on the value of the programme, Caroline Barber said: "This project potentially presents enormous social and economic benefits to the women and it will allow them to manage their own commercial vehicles. It was inspiring to work with these extremely motivated women."

Direct benefits from the programme will include access to transport which is specifically designed to meet their needs. This will consequently reduce costs, and give the women more time to focus on their core market business and to spend with their families.

**Official Launch of the Philippe E. Wamba Memorial Fund for Road Safety in Africa**

On April 9th, 2004, the Harvard African Students Alumni Network (HASAN) officially launched the Philippe E. Wamba Memorial Fund for the Improvement of Road Traffic Safety in Africa at the Harvard Faculty Club in Cambridge, Massachusetts, USA. The opening session was a seminar on the growing epidemic of road traffic injuries globally and in Africa and the possible solutions to this problem. This was immediately followed by a reception which highlighted the toll road traffic deaths, particularly that of Philippe's, cause to families and friends and introduced the Wamba Memorial Fund. About 100 people were present, including friends and family members of Philippe, HASAN members, students and faculty of Harvard University and road traffic safety professionals from Botswana and Kenya.

For more information, please click [here](#)

**Clean Urban Transport**

The Green Paper on Urban Transport will be published in the second half of 2007 and will examine whether obstacles to successful urban transport policies exist at the EU level. In addition, it will examine where, whilst fully respecting the subsidiary principle, there is a consensus among stakeholders to develop and implement joint solutions. The Green Paper will form the basis for the development of a European policy on urban transport as part of European transport policy and will address all transport modes, including walking, cycling, motor cycles and motor vehicles, covering both urban freight (and



logistics) and passenger transport.

An internet consultation will support the preparation of the Green Paper, and is intended to collect views from interested parties on how best the EU may contribute to improving transport and mobility. To take part in this consultation or to read more about Clean Urban Transport please click [here](#)

### ***Tyre Safety Awareness Campaign - Malawi and Zambia 2007***

Poor maintenance of vehicles is a primary cause of the escalation of road related deaths and injuries in Africa. Transaid's Tyre Safety Awareness Campaign in Zambia and Malawi will start to change attitudes towards routine maintenance by providing training to key groups and developing a high profile tyre safety campaign. This initiative will increase awareness of the dangers of poor tyre management among transport operators and users.



Studies of road crashes around the world reveal the dramatic realities of the problem, and highlight particular issues for Africa. With only 4 per cent of the world's motor vehicles Africa accounts for 10 per cent of world's total road fatalities. According to the World Health Organization, in 2000, road traffic crashes took the lives of over 168 thousand people in Africa.

Poorly maintained and overloaded vehicles are a primary cause of the problems. This is compounded by bad driving habits due to lack of training and skills. Ignoring basic rules of tyre safety is judged to be a major risk factor and a cause of numerous crashes. The routine check on pressure, tread, and general tyre condition will have a considerable impact on the performance of the vehicles and the safety of drivers, passengers, other road users, and pedestrians.

Transaid's Tyre Safety Awareness Campaign is part of the wider programme of work on road safety and **professional driver training in Southern Africa**. Transaid is organising a series of educational sessions in Zambia and Malawi taking place over a period of two weeks in April, with support from two member companies, Bandvulc and Michelin Tyre Plc.

**Bandvulc** has developed and supplied materials and stickers for the campaign. **Michelin Tyre Plc** is fielding an experienced trainer on tyre safety who will be working to develop and deliver educational sessions, tailored to the needs of four key groups: Traffic Police and road safety agencies, the media, tyre menders and transport operators. These sessions will be designed to provide basic information on safety checks and how to avoid dangers inherent in poorly maintained tyres.

This project aims to increase knowledge and awareness, and contribute to the improvement on the standards of tyre safety as a consequence. Better tyres mean safer roads. Safer roads will mean fewer accidents and less death and injury. This could save the lives of many people. Improved standards and knowledge will lead to a higher demand for even safer vehicles by transport users.





## **Transport Forum and Learning Week 2007 Special Section**

### **Governance Team to showcase gTKP focus areas at World Bank Transport Forum in Washington D.C.**

The Sustainable Development Network's Transport Sector of the World Bank is hosting the annual Transport Forum on March 26 – 30, 2007. The forum will focus on the priority themes of the World Bank's updated Transport Sector Business Strategy - "safe, clean and affordable Transport for Development." Charles Melhuish and Stephen Vincent of gTKP's Governance Team, accompanied by Salim Loxley, gTKP's programme manager, will be attending this event, showcasing gTKP's three focus areas: Governance, Rural Transport, and Environment, Health and Road Safety. The Team's participation at the Forum will reinforce the fact that gTKP's focus areas reflect and parallel the World Bank's goals of economic development, growth, poverty reduction and the need to maintain or increase transport access and affordability for the poor.



The Transport Forum is targeted towards transport sector leaders from around the world, providing them with a platform to review transport's contribution to the development agenda of fighting global poverty and to sharpen their skills for greater impact when working with clients. Many multilateral financial institutions, donors and partners, engaged in financial lending, technical assistance and public sector policy dialogue will be participating in the Forum. Participants will be able to choose from a host of various half day technically oriented training courses designed to provide staff with additional tools and knowledge to be used in lending and assistance operations.

The Forum will host discussions on biofuels, success factors on transport infrastructure projects, transport safety, environmental transport issues, affordable transport and transport's impact on poverty. These are all key issues and concerns that the



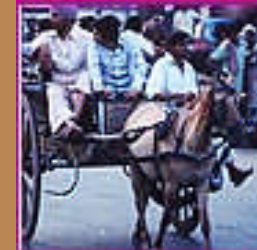
gTKP wishes to address in its mandate. The gTKP uses technology and partnership working to improve in-country practitioners' access to existing transport knowledge and good practice, in order to improve the quality and efficiency of transport infrastructure and services. It also creates a global network of experts, practitioners and suppliers, providing opportunities for debate and consensus-building on priorities for transport research delivery. This long-term capacity building will deliver more effective approaches to tackling universal transport issues - such as funding and maintenance, providing access to remote areas, supporting trade, and minimising environmental impacts - and support the achievement of the Millennium Development Goals.

Similarly, the World Bank's transport specialists are working to bring best practice experience to bear in Borrower countries. The World Bank has a number of different work groups: one provides advice and technical support on issues related to transport economics, transport policy and the poverty impacts of transport infrastructure and services; another is comprised of transport specialists, working in the areas of both roads and highways and rural transport; another strives to strengthen the understanding of social issues related to the transport sector and develop guidance and good practice for optimizing the social benefits of the sector's policies and investments.

gTKP's attendance at the Forum will play a crucial role in spreading transport knowledge beyond all boundaries and sharing expertise with stakeholders from all transport-related fields.

### **gTKP and Rural Transport**

Peter Njenga from the International Forum for Rural Transport (IFRTD) has been designated leader of the Rural Transport work-stream. Peter Njenga holds a Masters Degree in Urban and Regional Planning, with a specialisation on transport planning. He is the Eastern and Southern Africa Coordinator for the IFRTD, a global network of individuals and organisations working together



towards improved transport, access and mobility for the rural poor in developing countries. Currently based in Nairobi, Kenya, Mr Njenga has previously worked in IFRTD's head office in London, as a deputy chief executive, as well as an acting chief executive. Mr Njenga has worked extensively in Africa, as well as occasionally in Asia. He had published a number of articles on transport, chiefly in the "Transport Reviews" Journal, as well as "Public Service Review" journal. Mr Njenga is also an accomplished public policy analyst, and has previously worked with an International Dutch Development Agency as a policy research advisor in Kenya.

The work-stream will benefit from the extensive rural transport expertise, contacts and dissemination channels available through the IFRTD network. The activities in the rural transport work-stream during this period include collecting, synthesising and disseminating the following to core users and other stakeholders.

The objectives of the work-stream is to build an online community of gTKP users with an interest in rural transport through a rural transport blog, to link users to high quality, publicly available content about rural transport and to identify gaps in knowledge about rural transport and identify opportunities to improve knowledge management and dissemination.

The work-stream will specifically aim at disseminating knowledge, stimulating dialogue and deepening understanding of prioritised key rural transport subjects. Currently, the work-stream will be organised around the following issues or sub-themes;

- Rural Transport Policies (which will include examples of good quality rural transport policies, the role of rural transport in poverty reduction strategies, the achievement of Millennium Development Goals, rural transport safety and gender and rural transport)
- Institutional and Financing Arrangements
- Technical and Design Issues in Rural Transport (which will include sustainable rural roads engineering solutions, institutional arrangements for sustainable rural roads maintenance, use of local resources and labour in delivery of rural transport infrastructure)
- Planning issues in Rural Transport (including sustainable rural transport services and integrated rural access planning)

There is already a lively and committed rural transport community in Latin America, Anglophone Africa and Asia. gTKP would like to strengthen these communities of practice by using members' expertise and skills to enhance it's ever-increasing knowledge base.

### ***gTKP and Environment, Health and Road Safety***

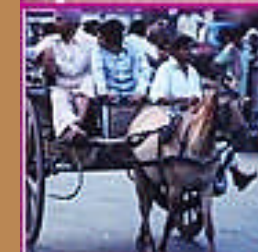
Adrian Walsh will champion matters related to Environment, Health and Road Safety. He is the founding director of RoadSafe, a high level independent forum established by the

leading companies in the motor and transport industries in Britain to reduce road deaths and injuries through encouraging partnerships between the motor industry and related companies, traffic engineers, the police and road safety professionals, promoting the safe design and use of vehicles and roads and encouraging improved education and innovation. Adrian is well known amongst road safety professionals as the organiser of The Prince Michael International Road Safety Awards and is engaged in the development of a number of other representative and regulatory bodies including the Personal Investment Authority, The Society of Motor Manufacturers and Traders and The UK Engineering and Technology Board. He now commits himself full time to road safety, with a special interest in international issues, through RoadSafe. His remit with gTKP will focus mainly on one 'narrow and deep' road safety project, concentrating on vulnerable road users (VRU).



Africa is the region with the worst death rate from road crashes, with a fatality rate of 28 deaths per 100,000 population. Most of those affected by road traffic crashes are people who will never be able to afford a car - pedestrians, cyclists and users of public transportation. In a region where 50% of the population is below the age of 16, road crashes also place a heavy burden on the continent's younger members - road crashes are the second leading cause of death for the 5 to 44 age group in African countries. Similar issues affect the developing countries in Asia with particular emphasis on India.

Road casualties from vulnerable road users are disproportionately high in developing countries. Whilst there are some useful knowledge resources on tackling this issue, much of the research in this area has focused on pedestrians and on the developed world. There is less focus on other





vulnerable road users, particularly pedal cyclists or users of other non-motorised transport (e.g. animal led carts), and to a lesser extent of scooter/motorcycle users (and related vehicles such as rickshaws). There is also a low level of technical expertise in developing countries in road engineering and management measures to 'build in' safety, which acts as a significant barrier to improvement. This is frequently compounded by relatively low political priority given to vulnerable road users as against other road users.

This work-stream will focus on the following issues or sub-themes:

- The creation of a definitive knowledge resource specifically focused on VRU, highlighting the key problems and issues that face developing countries.
- The allocation of southern-based knowledge hubs to spread awareness, knowledge and expertise in tackling vulnerable road user issues
- Partnering with organisations, with shared objectives and with practitioners to increase high-level political awareness of the issues surrounding VRU and commitment to tackling them.
- Forging links with road safety practitioners in developing countries.

The new gTKP portal will play an integral role in supporting the exchange of knowledge and strengthening its links with its members.

### **gTKP and Governance**

Charles Melhuish will act as the gTKP champion to matters related to Governance. Charles has 35 years experience of working in the field of economics and social development, most of which has been in the Asia-Pacific region. He is an honours graduate in Economics from the Manchester Metropolitan University and postgraduate in Transportation, Traffic Planning, and Management from Birmingham University. After graduation, he spent 10 years working as a UK-based consultant in the fields of transport, urban and rural development and was responsible for various projects in different parts of the world. Following this, he joined the Manila-based Asian Development Bank (ADB) where he worked in various capacities in the transport sector for 24 years. He served as the ADB's Lead Transport Sector Specialist for 5 years when he was the focal point for all transport operations and policies. He has extensive experience of transport in developing countries and was responsible for processing many loans and technical assistance grants for a large number of countries in the Asia Pacific region. In addition to transport Charles was instrumental in

developing transport and environment programs particularly those focusing on the adverse impacts of transport on local and global air quality. In this respect he led the ADB drive to create the Clean Air Initiative for Asian Cities to raise awareness of clean air issues in Asia. He also focused on road safety issues in the region and led teams producing Road Safety Guidelines for the Asian and Pacific Regions as well as the ADB-ASEAN Road Safety Program. Upon his retirement from ADB he has returned to consultancy and now concentrates on key sector issues such as governance, road safety and environmentally sustainable transport.



The objectives of the governance work-stream are:

- To stimulate discussion and debate in order to build an online community of gTKP users with an interest in governance.
- To link users to high quality, publicly available content about governance.
- To identify gaps in knowledge on governance issues and identify opportunities to improve knowledge management and dissemination.

Charles Melhuish will be hosting a Governance Roundtable Discussion on 30<sup>th</sup> March at the 2007 World Bank Transport Forum in Washington D.C. and actively championing all of gTKP's three work-streams at the event.

