



## Welcome to Issue 34 of our eNewsletter – May 2008

WELCOME MESSAGE from [www.gTKP.com](http://www.gTKP.com):

Hello and welcome to Issue 34 of the gTKP newsletter. Highlights of this issue include the first contribution of new theme champion Lynn Harmon (Finance and Economics) and the gender dimensions of climate change as explored by Jeff Turner (Social Development). In Urban Transport, gTKP covers the press-fuelled controversy surrounding the opening days of Bus Rapid Transit in Delhi, India.

### **gTKP announces appointment of theme champion for climate change**

We searched far and wide for the best candidate and are happy to announce the appointment of Sanjivi Sundar as theme champion for Environment and Climate Change. Sanjivi will be working through [the Energy Resources Institute \(TERI\)](#), based in India. Sanjivi has led TERI's work in the area of transport and has focused on promoting sustainable urban transport in India's cities.

TERI was established in 1974. Since then it has evolved into a sustainable development organisation with a presence spanning four continents including Africa and Asia.

Sanjivi will make his first contribution to the newsletter starting in June. You can contact him by email on [sanjivi.sundar@gtkp.com](mailto:sanjivi.sundar@gtkp.com).

### **World Bank releases transport strategy**

The World Bank this month released [\*Safe, Clean, and Affordable...Transport for Development\*](#), its new transport strategy. The strategy was unveiled in Washington on 21 May and presented in London on 22 May by Marc Juhel, WB sector manager for transport and gTKP Steering Group member. The strategy is notable for its broad reach - covering topics such as knowledge dissemination and taking a more in-depth view of the environment and climate change.

### **Event Announcement: gTKP and REAAA Roadshow**

As part of its strategic plan to assist members' professional development through technology transfer, the Road Engineering Association of Asia and Australasia (REAAA) is hosting an event in Kuala Lumpur, Malaysia from 25 – 27 August 2008.

This event will specifically address best practice road asset management, investment planning and road safety in Australasia and south east Asia, using examples from throughout the region. The event is aimed at senior managers and professionals drawn from road authorities, private industry and the education sector whose main concern is the management of national and provincial roads. For more information click [here](#).

### Transport Facilitation

*Finance and Economics is new to gTKP. Some of the issues that will be covered in the website shortly are highlighted here.*

### Transport Corridors

Global trade patterns and opportunities have made the functioning of transport corridors, particularly for landlocked countries, increasingly important. The Almaty Action Plan (2003) established a series of objectives to meet the needs of landlocked countries to be administered by regional economic communities under the leadership of the United Nations. Political changes have often made development of corridors a critical component of transport policy. For example, the transition to a market economy in Mongolia has led it to develop transport corridors to China as well as to strengthen the existing routes to Russia. Further examples can be found for numerous other countries.

The Southern African Development Community (SADC) is launching a program in June 2008, based on a 2007 study on the use of transport corridor development to foster economic growth and regional integration. The program is based on infrastructure development and improved facilitation. It will strengthen existing corridor management committees and foster the growth of additional cross-border institutions for strengthening corridor performance. A similar effort to create an institutional framework for strengthening corridor performance is taking place in West Africa, led by the West African Monetary Union and the Economic Community of West African States. Facilitation assistance to East Africa is also corridor-based through the East Africa Trade and Transport Facilitation Project.

### Transport Logistics

Major developments in logistics worldwide have caused an explosion in world trade. For developing countries to fully benefit, implementation of simplified systems and a policy shift from heavy regulatory controls to enabling procedures in exchange for voluntary compliance to regulations is essential. Computerization enables many improvements that reduce cost and delays while increasing predictability and reliability of routes.

### Transport Facilitation

According to [one study](#), 25% of delays on transport corridors are a result of poor infrastructure and 75% are a result of poor facilitation. Infrastructure improvements save travel time and reduce vehicle operating costs. Reducing documentation and border delays can save days, thereby (1) enabling greater vehicle utilisation and (2) reducing capital tied up during shipment and increased inventory to hedge against the unpredictability of delivery time.

[Doing Business](#) provides information on various factors affecting business development. The section on trading across borders provides annual statistics for 178 countries on the number of documents required for a 20 foot container (TEU), the time it takes to accomplish trade transactions and the cost of trade. The site also provides a list of documents and a breakdown of time spent for specific activities. It provides a means of monitoring trade facilitation for a given country as well as a means of benchmarking country performance. The gTKP web site will address measures being taken in Asia and Africa to develop One Stop Border Posts and to reduce the documentation and clearance requirements while strengthening product safety and quality controls.

Lynn Harmon is the theme champion for finance and economics. You can contact her on [lynn.harmon@gtkp.com](mailto:lynn.harmon@gtkp.com).

## Governance

*A "Current Activities" section has been added to the [Governance](#) web page with updated details of work in this theme.*

**Asia workshop: "Mobilising civil society to improve governance in transport": grants still available**

The draft programme for this gTKP workshop, to be hosted by the Asian Development Bank in Manila from 25 to 27 June 2008, is [now available](#). You will also find all registration forms [here](#).

If you have contacted us regarding this event you should have received all [relevant forms](#). A limited number of grants are available to fund attendance. Applicants will be advised as soon as possible whether their travel can be funded. Grants will be allocated to allow delegates from as many countries and representing as many different interests as possible to attend. If you would like to attend but have not contacted gTKP yet, please send your completed forms as soon as possible.

All correspondence on this workshop should be emailed to [asiagovernance@gtkp.com](mailto:asiagovernance@gtkp.com) or faxed to +63-2-857-2239.

### **Africa workshop: "Mobilising civil society to improve governance in transport"**

A regional workshop is also planned for Africa and will most likely be held in September 2008. Further details will be posted on the [gTKP](#) website as soon as possible.

All correspondence on the Africa workshop should be sent to [africagovernance@gtkp.com](mailto:africagovernance@gtkp.com)

### **Grants for good governance case studies –**

We continue to welcome any further suggestions for governance in transport case studies.

The procedure for preparing case study papers is [now available](#) and small grants are available for selected case study papers. The details of grants must be agreed upon before the paper is written.

### **gTKP country champions**

A small number of gTKP country champions are being appointed for some trial country level activities in governance. If it is successful it will be expanded and will become an important component of gTKP country-level work. We have had a great deal of interest in this initiative and look forward to keeping you updated on the results. You can find out more about country champions [here](#).

*Stephen Vincent is the theme champion for governance. You can contact him on [governance@gtkp.com](mailto:governance@gtkp.com) (note different email addresses above for regional workshops).*

## Road Safety

### ***Road safety at work: gTKP takes action***

It is estimated that between one-fifth and one-third of all road crashes involve a driver who is at work.

The recent UN General Assembly Road Safety Declaration encourages fleet-owning organizations in all sectors to develop and implement policies and practices that would reduce road-crash risks. To support this gTKP will be developing an international community of companies. For further information on joining email Adrian Walsh on [adrian.walsh@gtkp.com](mailto:adrian.walsh@gtkp.com).

We will also be working with [Geolibrary](#), an electronic library of occupational and environmental health training materials. Geolibrary is an excellent source of free, publicly available training materials from a wide variety of sources, including international organizations, government institutes and agencies, academic institutions, corporations, unions, and non-governmental organizations. Part of Geolibrary is dedicated to [road safety at work](#) and provides access to a wealth of documents and articles covering a broad range of road safety matters.

### **Safer roads save lives: a toolkit for professionals**

The [International Road Assessment Programme](#) (iRAP) promotes the upgrading of the safety performance of routes and networks. It identifies affordable safety engineering countermeasures for roads where large numbers are killed and seriously injured.

gTKP and its partners are working to develop the iRAP Road Safety Toolkit. The toolkit will be a reference for traffic and transport practitioners to improve road safety. It provides information on low cost, high return engineering treatments to address road safety problems.

The Toolkit is intended to assist in analysis of identified crash problems or issues relating to specific road user groups, and in selecting appropriate road safety engineering treatments. Where appropriate, the Toolkit will also identify non-engineering solutions, such as enforcement and road user education programs.

Find out more and register your interest in the Toolkit [here](#).

*Adrian Walsh is the theme champion for road safety. You can contact him on [adrian.walsh@gtkp.com](mailto:adrian.walsh@gtkp.com)*

## Rural Transport

### **10-minute briefing on Basic Access**

We have web-posted the first of a new series of 10-minute briefings – Transport Power Points – on key topics. These are intended as image-orientated, rapid introductions to important topics for busy decision makers. [Basic Access](#) is available as a pdf PowerPoint presentation and handout.

### **Competition for world's cheapest car**

Renault-Nissan has announced a joint venture with Indian firm Bajaj to produce a \$2,500 (£1,276) car. The vehicle, currently known as Codename ULC, will cost about the same as Tata Motors' Nano. The Nano was often billed as the 'world's cheapest car' when it was released in 2008. India will be the ULC's main market with 400,000 to be made each year in a factory in Chakan, Maharashtra state in the west of the country. Bajaj is the second-biggest maker of motorbikes in India. No details of the new car have been released. Production is expected to begin in 2011. Read more [here](#).

### **Natural Disasters Response**

Recent natural disasters in Myanmar and China have highlighted the problems of the need to quickly

restore severed road access in these emergency situations. Often, there is no possibility to use heavy or traditional equipment means. The only 'power' available may be able-bodied people in the area, whose livelihoods may have been destroyed by the event. We intend to assemble documentation and knowledge on quickly restoring usable **but durable** road access using labour based methods for use by local and outside assistance in. If you have information on any such documents or knowledge sources, or have experience in these challenging conditions, please email and let us know.

*Rob Petts is the theme champion for rural transport. You can contact him on [rob.petts@gtkp.com](mailto:rob.petts@gtkp.com)*

## Social Development

### Men, women and climate change: what's the difference?

*gTKP is grateful to Marinke van Riet of the International Forum for Rural Transport and Development ([IFRTD](#)) for the idea (and much of the content) for Social Development in this month's newsletter..*

Marinke drew our attention to the "topical and underexplored" issue of how climate change affects men and women differently. The Gender and Development Network ([GADNET](#)) recently held a meeting to discuss this, which Marinke attended "In a way the issues [GADNET] are advocating are not dissimilar to gender and transport: the need to do more research, collect gender-disaggregated data and gender mainstreaming in the sector overall."

Given that this is such a new issue, the amount of information available is limited. There are, however, two interesting reports that explore the issues in more detail, and even relate specifically to transport. This [Swedish study](#) found for that women in western countries tend to choose more eco-friendly modes of transport than men do. Car ownership is lower among women and they are more likely to use public transport. Although the study mainly relates to Sweden, it may offer some insights that are more universally applicable as well.

The [Institute of Development Studies](#) has published a [paper](#) on gender and climate change, which includes some interesting work on mobility and transport. The paper concludes that more research needs to be done on gender travel patterns and that women should play a more active role in decision-making processes around transport investments including but not limited to public transport. As Marinke noted, practitioners are well aware of this in and perhaps climate change will provide a new impetus to ensure that this important work is done.

*Jeff Turner is the theme champion for social development. You can contact him on [jeff.turner@gtkp.com](mailto:jeff.turner@gtkp.com)*

## Urban Transport

### Mass media and mass transport: Controversy over Delhi BRT played out in the press

The city of Delhi, India rolled out a pilot stretch of Bus Rapid Transit (BRT) in April to scathing criticism in much of India's press. BRT is a system of high-quality efficient buses with dedicated lanes.

Comparing Delhi's BRT with its popular metro, one Indian [blogger](#) wrote "*One is a clear case of success and another a clear case of abject failure. Every other person in Delhi administration and the Central Government is rushing forward to inaugurate sections of Delhi Metro. BRT, the ill conceived and badly executed project is an orphan, at least in public.*" Indian newspapers reported chaos, little traffic improvement and injury. A sampling of headlines from opening week of the system include: [Delhi bus corridor: Fiasco continues](#), [BRT corridor chaos worse than ever](#), [Kids bear the brunt of BRT mess](#).

Was all this negative coverage fair? Other news sources have accused the Indian press of sabotaging the project with one-sided coverage that ignores BRT's successes and its capacity to change quickly in response to problems. Some commentators noted that the press only interviewed car drivers for their,

mainly negative, views on BRT and did not talk to bus users and that TV coverage only showed traffic jams but did not show the very high levels of bus usage. There has been public acknowledgement that the system has had its initial problems, including unclear signage, signal failure and road safety issues. However, many have pointed out that the difficulties are relatively minor and can be resolved.

Proponents of the BRT point to additional evidence that the BRT has been a success and should continue: a survey of Delhi commuters taken by the independent [Centre for Science and Environment](#). The survey found that 83% of users were happy with the service and supported the initiative. More surprisingly, 73% of car/motorbike drivers claimed support for the BRT. View the full survey [here](#).

The long-term future of the Delhi BRT remains unclear but the press looks likely to continue to disagree on its merits. A recent [article](#) in the Times of India claimed that Delhi authorities called a meeting to help nine other cities with planned BRTs learn from what the paper calls Delhi's "disastrous experience". The paper has made no mention of the positive results of the commuter survey.

Find out more about Bus Rapid Transit [here](#).

*Peter Midgley is the theme champion for urban transport. You can contact him on [peter.midgley@gtkp.com](mailto:peter.midgley@gtkp.com).*