



global Transport Knowledge Partnership eNewsletter

Welcome to Issue 35 of our eNewsletter June 2008

Welcome Message:

Welcome to the monthly newsletter of the global Transport Knowledge Partnership (gTKP) where you will find the latest news on global road transport in each of our seven themes: [governance](#), [road safety](#), [rural transport](#), [social development](#), [urban transport](#), [finance and economics](#) and [environment and climate change](#).

gTKP retreat focuses on communications, effectiveness

In June the gTKP team met in London for a two-day retreat to discuss how we can continue to build gTKP into a globally-recognised source of the best available transport knowledge. This is, of course, no small challenge but given the importance of transport to economic and social development, and its potential environmental impact, it is a challenge that must be met.

The retreat focused on gTKP as an effective communication tool, how we can best respond to user's needs and how to ensure that knowledge gets to where it is most needed. Many excellent ideas were proposed and we will be implementing these in the coming months, including improvements to the website, new email groups for interested users, workshops and a pilot project to engage 'country champions' to contribute country-specific experience.

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.

Governance

Join the discussion on gTKP Asia governance workshop

The gTKP governance theme Asia workshop on *mobilising civil society to improve governance in transport* was hosted by the [Asian Development Bank](#) from 25 to 27 June 2008. Please see the [current activities](#) section of the [governance theme](#) on the [gTKP website](#) for details of the discussions that took place.

Please join the gTKP discussion groups if you have any comments or feedback.

Strong interest in gTKP Africa governance workshop

The next governance theme regional workshop is planned for Africa, provisionally to be held in Yaoundé, Cameroon from 23 to 25 September 2008. Many people have already expressed interest in attending this workshop. A travel grant application form will soon be made available in the [current activities](#) area of the [governance theme](#) on the [gTKP website](#). The information from this form will be used to assist in selecting delegates from a wide representation of countries and interests.

All correspondence regarding the gTKP Africa workshop should be sent to africagovernance@gtkp.com.

Stephen Vincent is the theme champion for governance. You can contact him on governance@gtkp.com (note different email address above for Africa workshop).

Road Safety

New web pages now available

The recently revised [road safety web pages](#) provide instant access to the key sources of world class solutions which address the five main risk factors:

- the non-use of safety belts and child restraints,
- the non-use of helmets,
- drinking and driving,
- inappropriate and excessive speed,
- the lack of appropriate infrastructure.

We pay particular attention to the needs of vulnerable road users such as pedestrians, cyclists and motorcyclists and users of public transport; and to improving post crash care for victims of road crashes.

Addressing high rate of driving for work casualties

In the developing world a disproportionately high number of casualties occur among those who are driving for work. The UN is keen to encourage organizations in both private and public sectors with vehicle fleets, UN agencies, to develop and implement policies and practices that will reduce crash risks for vehicle occupants and other road users. gTKP will launch a driving for work sub theme in July. A wide range of advice is currently available [here](#).

Promoting safer infrastructure through gTKP/iRAP Toolkit

Safer road infrastructure is a key element of effective strategies to reduce the rising trend of road fatalities in developing countries. Identifying road design flaws through systematic assessment and then improving safety features through mass action programmes can be one of the most rapid and cost effective ways to reduce road casualties. The Road Safety Toolkit, developed by iRAP in association with gTKP, will be launched at the 'Making Roads Safe' conference to be held in London on 4 July. The conference will encourage a consensus around common systems of road infrastructure safety design, rating and assessment. 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 identifies non-engineering solutions, such as enforcement and road user education programmes is available [here](#).

Scholarships for junior researchers

The Road Traffic Injuries Research Network (RTIRN) is a partnership of over 180 individuals and government, academic and non-governmental institutions, from over 30 countries that collaborate to further research on the impact and causes of road traffic injuries in low- and middle-income countries and to identify appropriate interventions to the problem. RTIRN, with support from the World Bank Global Road Safety Facility, is making available USD60,000 in scholarship funds to support research on road traffic injury prevention by junior researchers from low- and middle-income countries. More information is available [here](#).

Asia road safety seminar 14 – 15 October 2008

gTKP is supporting *Together, we can make a difference*, the sixth annual GRSP/ASEAN Road Safety Seminar to be held in Kuala Lumpur. Find out more [here](#).

Adrian Walsh is the theme champion for road safety. You can contact him on adrian.walsh@gtkp.com.

Rural Transport

Transport critical to effective food distribution

Food and agriculture have been prominent in the news recently with the UN FAO High Level [Conference on World Food Security](#) held on 3-5 June 2008.

Unfortunately the fundamental importance of Rural Transport did not warrant a mention in the final conference declaration. However, elsewhere the UN Secretary General has acknowledged the importance of transport in the assessment that "roughly a third of the world's food shortages could be alleviated to a significant degree by improving local agricultural distribution networks and helping to better connect small farmers to markets." Read the full article [here](#).

In the search for solutions to widespread food insecurity, foreign aid has a role to play in developing transport and storage infrastructure, creating efficient local markets and improving standards of governance. Proponents of this model put a price of USD8-10 billion per annum on doubling farm output in Africa. Read more about this issue [here](#).

With all the serious debate regarding bio-fuels and their potential detrimental impact on food production, there is a danger that the potential for sustainable 'green' alternatives to the road industry's staple diet of cement and bitumen products may be obscured. We will shortly be posting news on agricultural products for the road sector.

E-mail discussion group

We are launching a gTKP Rural Transport e-mail discussion group. If you would like to be included in the circulation, please write to rob.petts@gtkp.com.

Rob Petts is the theme champion for rural transport. You can contact him on rob.petts@gtkp.com

Social Development

gTKP's Jeff Turner joins Africa Community Access Project (AFCAP)

Jeff Turner, gTKP's theme champion for Social Development will be resigning his position at gTKP effective 31 July. We are sorry to lose Jeff but we congratulate him on his move to the Africa Community Access Project (AFCAP), a project with which gTKP has strong links.

We would like to thank Jeff for all his contributions to gTKP.

You can contact Jeff until the end of July on jeff.turner@gtkp.com

Urban Transport

Making things happen with BRT "Lite" in Lagos

Like many Sub-Saharan African cities, Lagos is experiencing rapid population growth and even more rapid growth in private automobiles. Despite providing mobility to only a small percent of the population, cars take up a majority of the road space. A Bus Rapid Transit (BRT) system opened in March this year and is already considered a reference system for other cities in Africa.

The Lagos BRT system lacks several important features common to other systems - fully dedicated lanes, raised platforms and bi-articulated buses, which is why we refer to it as BRT "Lite", but it is a step in the right direction for improving transport in Lagos.

During a recent visit to Lagos to assess the operations of the BRT "Lite" system, Mr. Ajay Kumar of the World Bank (and Task Team Leader for the Lagos Urban Transport Project) said he would rather send officials of cities seeking to implement the BRT system to Lagos than the often-cited examples of Bogotá, Colombia or Curitiba, Brazil because the Lagos system takes account of local conditions. "You have a tough environment here. The political, socio-economic situations are very tough. The environmental factor is also very tough. In spite of all these, you have been able to implement a system which is running and enjoying very high patronage," he noted.

For more information, see the full article in the [Nigerian Tribune](#)

.....and in Istanbul

Metrobus is Istanbul's first (and so far only) Bus Rapid Transit corridor. It was introduced in 2007 and has dedicated bus lanes and off-bus fare collection for faster and more reliable public transportation. Metrobus has 14 stations, a length of 18.3 km, a commercial speed of 40 kph, a capacity of 144 buses per hour and 245,000 daily passengers. It is one of the most effective BRT lines in the world and one of the most heavily loaded BRT corridors (with an estimated 17,280 passengers per hour per direction).

The Istanbul Transportation Authority has ordered 50 Phileas buses equipped with the GM-Allison hybrid system. This will be the largest fleet of hybrids in Europe by next year. The buses are built by Dutch bus company Advance Public Transport Systems BV (APTS). The APTS Phileas rubber-tired trams run on a free bus lane fitted with magnetic markers for electronic lane assistance and precision docking. The system offers the advantages of rail transport, such as high capacity and rapid boarding, with the lower costs and flexibility of a bus system. The Phileas has a lightweight body, the hybrid propulsion system from GM-Allison, and a large transport capacity.

Watch the video of [Istanbul's New BRT System](#).

Peter Midgley is the theme champion for urban transport. You can contact him on peter.midgley@gtkp.com.

Finance & Economics

The UN Economic Commission for Africa has two programmes directly related to facilitation, the Trade, Finance and Economic Development Division (TFED) and the African Trade Policy Centre (ATPC). These two divisions organized a workshop on trade facilitation and study tour of Djibouti Port and the Ethiopia-Djibouti border in May. The goal was to share standards, tools and requirements for implementation of facilitation measures and to accelerate the creation of a Corridor Facilitation Committee. The meeting stressed the need to shift from an activity-based facilitation programme to one based on results. It emphasized the importance of public private partnerships in identifying constraints and solutions to them. The port highlighted its performance standards and role in the success of the corridor and its collaboration with customs and other agencies at the port to ensure secure and timely movement of goods through the port. Stakeholder feedback on corridor operations led to a firm commitment to closer collaboration among stakeholders, formation of a bi-national trade facilitation committee and agreement on a facilitation action plan. Read the report [here](#).

The Southern African Development Community (SADC) launched its Corridor Strategy for economic growth and regional integration in a three day review and investment conference 2-4 June 2008. Eighteen corridors were presented in terms of whether there was an institutional structure and MoU, the market it serves, its performance, infrastructure requirements, facilitation requirements and International Cooperating Partners (ICP – e.g. international donors) technical assistance and support. The corridors varied from well established ones to those that are only

government goals, from corridors that focus specifically on transport and logistics to development corridor initiatives that also focus on industrial, agricultural and tourism project development.

The ICPs who attended expressed strong interest in supporting the transport sector and the cross-border corridor approach specifically. They differentiated between the three approaches being used:

- *Project*, which is the oldest and concentrates on infrastructure and maintenance
- *Programmatic*, which responds to transport implementation problems at the national operations level
- *Spatial*, which focus on identifying and attracting private investments and carrying out the infrastructure upgrades they will require

ICPs support a programmatic approach which enables a sequencing of interventions, including capacity building for corridor management bodies. The Aid for Trade programme links funds for trade, facilitation, ICT and infrastructure in an integrated approach which is more likely to realize the intended results. ICP conclusions were:

- World conditions and the price for raw materials make corridor development particularly important.
- To obtain financing, strategic priorities need to be set, projects must be well packaged to demonstrate “do-ability” and bankability and be part of a strategic framework.
- Countries must take ownership of the projects. ICPs need to be encouraged to work together.
- It is important to capture lessons and good practice from existing initiatives and pilot projects for replication on other corridors.
- The EU – Africa Infrastructure Partnership is an example of combining grants with long term loans. This combination enables financing of projects that have good economic rates of return, but not necessarily high financial rates of return.
- NEPAD has set up a body to actively encourage private sector investment in corridor projects.

For a more complete discussion of corridor initiatives visit the [finance and economics](#) web page on [Corridor Development Institutions](#).

Lynn Harmon is the theme champion for finance and economics. You can contact her on lynn.harmon@gtkp.com.

Environment & Climate Change

gTKP Theme Champion addresses international climate change conference.

The International Transport Forum held a conference in May in Leipzig, Germany on *Transport and Energy: The Challenge of Climate Change*. Representatives of more than 50 countries attended.

Sanjivi Sundar, gTKP theme champion for environment and climate change presented a paper on transport CO2 emissions in emerging economies. The paper addressed measures to contain the growth of CO2 emissions from the transport sector. It will be available, along with the other papers presented, on the [ITF web site](#).

The conference brought together researchers, high-level industry representatives, stakeholder organizations and government officials in four workshops focusing on:

- Advances in energy efficient transport technologies
- Transport CO2 emissions in emerging economies

- Reducing CO2 emissions in goods transport
- Changing behaviour in passenger transport

Key messages from the four workshops were presented to Ministers and delegation heads. The Key Messages call for a strategic approach to meeting the energy and climate change challenge, based on a package of policy measures. These include technology development, research into new technology and fuels, increased use of information technology and integrated mobility management and a number of policy tools with potential to reduce and manage travel demand, improve vehicular and fuel technologies and reduce emissions. Read more about the key messages [here](#).

Ministers and delegates expressed commitment to working towards implementing the recommended policies and measures.

The various policy measures and actions necessary to contain emissions from road transport and mitigate the impact of road transport on climate change are important sub-themes of environment and climate change. These will be addressed through the environment and climate change part of the [gTKP website](#), currently under preparation.

Sanjivi Sundar is the theme champion for environment and climate change. You can contact him on sanjivi.sundar@gtkp.com.