



global Transport Knowledge Partnership eNewsletter

Welcome to Issue 37 of our eNewsletter August 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](#).

Join the discussion

Your participation is always welcome on the gTKP discussion forum. Anyone registered as a member can post a comment. Registration is easy and free on www.gtkp.com.

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 contacting the most relevant theme champion. Email addresses of gTKP theme champions are in this newsletter under each theme.

Reminder: gTKP-ADB Transport Forum to be held 9-12 September

gTKP, together with the [Asian Development Bank](#) (ADB), will be holding a transport forum, *Asia on the Move: Energy Efficient and Inclusive Transport* in Manila from 9 to 12 September 2008. The key topics to be covered are urban transport, transport and climate change, rural transport, governance, transport and social development, public-private partnerships and road safety, all themes covered by gTKP. The forum will be co-sponsored by gTKP and the [Southeast Asia Community Access Partnership](#) (SEACAP). The draft program and on-line registration is available at the [forum website](#).

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

Workshops and discussions: Africa governance workshop and ADB Transport Forum

Anyone interested in attending the Africa governance workshop *Mobilising civil society to improve governance in transport* to be held in Yaoundé 23 to 25 September 2008 should submit their Africa Registration and Grant Form which can be found [here](#). Acknowledgements have been sent for all completed forms already received and initial selection for the allocation of the limited number of travel and accommodation grants is now in progress. Discussion papers for the workshop should be available on the governance [Current Activities](#) web page about three weeks before the workshop.

Discussions at the governance sessions at the upcoming [ADB Transport Forum](#) will consider realistic improvements in governance in the transport sector at the country level, and

requirements for a framework for governance assessment in the transport sector.

Developing the governance in transport community

The discussion sessions at the gTKP Asia governance workshop held at ADB in Manila in June 2008 demonstrated that a wide variety of activities are relevant to governance in transport. Bringing people with different backgrounds and experience together at the workshop resulted in dynamic and useful discussion sessions.

Only a few people can attend such workshops but initiatives and experience relevant to improving governance in transport are developing all of the time. Over the next few months we hope to develop a community of interest in governance in transport through gTKP. A community of interest will be a means for knowledge on new developments and good practice to be exchanged directly between people interested in the subject. If you would like to join a governance community of interest, please contact Stephen Vincent at governance@gtkp.com. Any suggestions regarding how this community should operate, perhaps from those with experience in other areas, would be very welcome.

Contact Stephen Vincent, theme champion for governance, on stephen.vincent@gtkp.com.

Road Safety

Vaccines for roads

Many countries have roads that are outdated and unsuitable for the mix of traffic and types of vehicles used today.

The International Road Assessment Programme ([iRAP](#)) launched the report [Vaccines for Roads](#) at the *Making Roads Safe: International Conference on Road Infrastructure Safety* in July 2008. The report describes the development of new inspection tools and the results from their pilot application over 10,000km in four countries: South Africa, Malaysia, Chile and Costa Rica.

Please help us distribute this potentially life-saving report widely. If you are part of a network that may be appropriate for circulating *Vaccines for Roads*, please contact [Suzy Charman](#) at iRAP for further information.

Also launched at this event was a new and easy to use [road safety toolkit](#) developed by iRAP-ARRB in association with gTKP.

Vulnerable road users

According to the [Economic Times](#) there is one death every five minutes on India's roads. Many of these are vulnerable road users - walking, riding or using animal carts.

The consequences of injury have a devastating impact on vulnerable road users. Poor people often cannot pay additional and unexpected medical and funeral costs and the loss of income causes financial stress. Non-poor households may be tipped into poverty as a result of a road injury or death. The gTKP web site contains some [valuable sources of information](#) on how to combat this problem.

Addressing the safety needs of vulnerable people will be a central theme of the road safety session during the [ADB Transport Forum](#) next month. For those not able to attend, the gTKP web site contains some excellent help and advice, including [Vulnerable Road Users in the Asian and Pacific Region](#) published by the [ADB](#).

Asia road safety seminar

The [Global Road Safety Partnership](#) (GRSP), with support from gTKP, will host the GRSP/ASEAN Road Safety Seminar, *Together we can make a difference*. The seminar will be held on 14/15 October in Kuala Lumpur, Malaysia. This annual seminar began in 2001 and has been hosted in previous years by Japan, Vietnam, Thailand, Malaysia and Indonesia.

The three key themes of the seminar will be:

- Data management
- The iRAP program
- Good practice in road safety

For more information about the seminar, click [here](#).

Contact Adrian Walsh, theme champion for road safety, on adrian.walsh@gtkp.com.

Rural Transport

Highlighting the importance of intermediate means of transport

In rural areas people use a variety of transport types to access essential economic and social services and transport goods. Intermediate means of transport (IMT) fall between low technology (such as walking and head loading) and higher technology (such as a conventional car, pick-up or truck). Examples of IMT include bicycles and their adaptations, tricycles, motorbikes, carts, mini-trucks and low-cost boats. They may be pedal, engine or animal powered (pack animals and animal-drawn sledges pulled by, for example, camels, oxen or horses). IMT can be extremely important to rural access, can increase local transport capacity, reduce unit transport costs and the burden of labour without the high capital and running costs of large conventional motor vehicles. IMT should be seen as complementary to the conventional motor transport used for longer distance haulage.

Last month, gTKP rural transport theme posted a document on [Chinese Intermediate Vehicles](#). A gTKP report on the [Vietnamese Intermediate Transport Review](#) has also been posted on the updated gTKP [Intermediate Means of Transport](#) webpage. Information on animal traction may be found on the [Animal Traction Development](#) homepage. The [Africart](#) webpage provides information on the handcart initiative in Malawi.

Access and simple bridging

Helvetas is one of the international development agencies working in the rural access sector. Information on its bridge and access roads initiatives in Nepal are available on its [website](#).

Knowledge requests

We are currently gathering information on self help access road initiatives and agricultural products and waste uses in road works. If you have any relevant information or knowledge links, please [contact us](#) so that wider dissemination can be achieved.

Contact Rob Petts, theme champion for rural transport, on rob.petts@gtkp.com.

Social Development

Transport for all ages

Developing socially inclusive transport means addressing the needs of people of all ages. The

needs of children and the elderly tend to be particularly poorly served by existing transport services and yet both groups can suffer disproportionately if their mobility needs are not met. Children may be denied access to even basic education and healthcare while the elderly may be left without a means of income, social opportunities or healthcare. Both children and the elderly may be left vulnerable and isolated in the absence of adequate transport. The prevalence of HIV/AIDS is also a factor: older people are increasingly being left in charge of their grandchildren; becoming the sole income-earner of a family and in need of support, child-care and livelihoods.

Studies show that women and girls can be hit particularly hard by the lack of mobility options. Girls are often denied an education because their household responsibilities take up much of their time. The further a school is located from their homes, the less likely they are to attend. Women generally spend more time, effort and expense on transport, and have less access and fewer opportunities than men. As they weaken physically with age they can become even more cut off from basic needs.

Needs are poorly understood, unlikely to be met

Despite the fact that children and the elderly are some of the most vulnerable in society, their transport needs are poorly understood and unlikely to be adequately met. In rural areas this is a particularly acute problem. The gaps in knowledge are significant and there are few projects aimed specifically at age-related mobility in developing countries. We have recently updated our webpages on [older people and transport](#) and [children and transport](#) and will be working to help fill the gaps in knowledge to foster transport policies that are age-specific and inclusive.

Contact Xochitl Benjamin, theme champion for social development, on xochitl.benjamin@gtkp.com.

Urban Transport

New thinking needed to keep cities moving, reduce impact of transport

New thinking and innovative concepts on mobility in cities are urgently needed in order to tackle the negative effects of urban transport on climate change and the environment. This is true in both developed and developing countries. In July, the European Parliament voted overwhelmingly to adopt the European Commission (EC) Green Paper [Towards a New Culture for Urban Mobility](#).

The EC announced the adoption of a Green Paper on Urban Transport in September 2007. The Paper underwent an intensive five-month consultation process ending in June 2007. Relevant stakeholders at the European, national, regional and local level, city representatives, NGO's and institutions shared their views on urban mobility policy. The Commission organised conferences, workshops and meetings to collect views, information and get an overview of the expectations among stakeholders of the Green Paper. The process allowed the Commission to meet and exchange views with a wide variety of stakeholders and to gather information on best practices of cities and of public and private sector organisations. The consultation included conferences, technical workshops and participation through the internet. The results from this consultation phase together with lessons from long-running community programmes on integrated urban transport approaches are presented in a [Commission Staff Working Document](#).

The Green Paper addresses the main challenges related to urban mobility through 5 themes:

1. free-flowing towns and cities;
2. greener towns and cities;
3. smarter urban transport;
4. accessible urban transport, and
5. safe and secure urban transport.

In addition, the Green Paper looks at means for to helping to create of a new culture for urban mobility, including knowledge development and data collection, and addresses the issue of financing.

gTKP's Peter Midgley to address mobility management at gTKP-ADB Transport Forum

Mobility management will be the main urban transport theme of the upcoming gTKP-ADB Transport Forum to be held in Manila from September 9-12, 2008. Find out more information about the Forum [here](#).

Contact Peter Midgley, theme champion for urban transport, on peter.midgley@gtkp.com.

Finance & Economics

Facilitation opportunities for the private sector

Transport infrastructure projects increasingly include a facilitation component during both project preparation and implementation. This is creating many new opportunities for the private sector.

[Trade and transport facilitation](#) is the process of reducing transaction costs and delays and increasing reliability and predictability. It works to simplify trade procedures and document flows, harmonise cross-border procedures, modernise customs and transport systems, promote quality and safety standards and improve trade logistics.

Infrastructure project preparation teams are often asked to review overall corridor performance and to add components that improve performance. [Public-private partnership](#) (PPP) components may be introduced where the private sector takes on the revenue generating aspect and the public sector provides subsidies for the public good aspect. [Development corridor institutions](#) foster private sector financing of infrastructure as well as investment in logistics and facilitation to attract industry. Careful attention to facilitation can provide a bidder with a competitive edge.

One stop, many opportunities

[One-stop border posts](#) (OSBP) (where a single stop is made to exit one country and enter another) are actively promoted in Africa and Asia and present many private sector opportunities. Engineering firms can develop expertise in converting traditional border posts or designing new OSBP facilities. Attorneys can specialise in the legal framework required to enable an OSBP operation. There are significant opportunities for software design, development, installation, training and maintenance in the automation of harmonized procedures. Automation can be done by a private firm on contract or a PPP made up of private ICT experts and government agencies as in Ghana. Border management information systems and integrated scanning and customs risk management/security systems can be produced and marketed to additional clients. Related commercial opportunities include maintenance contracts for border facilities, construction/leasing clearing agent facilities, cargo tracking systems and corridor/border post monitoring systems. Truck stops can include toilets, sleeping units, food, fuel, repairs, etc.

Good logistics deliver success

Improvement of logistics delivery, whether private or PPP, has proven to be a key factor in the success of transport corridors in both Africa and Asia. These include inland container depots, intermodal handling systems, container stuffing and de-stuffing, assembly facilities, modern shipment consolidation, warehousing and distribution systems. Software exists for booking and operating door to door multimodal transport and should be more widely used. Such systems can be creatively financed by encouraging software developer involvement in the system rollout within the region.

We are starting a discussion of innovative approaches to financing rural transport as well as financing trade facilitation and logistics. Please join in on gTKP's [discussion forum](#).

Contact Lynn Harmon, theme champion for finance and economics, on lynn.harmon@gtkp.com.

Environment & Climate Change

The 'efficiency paradox' in transport: how more efficient cars could lead to increased consumption

The high cost of petroleum on world oil markets has led some in the [media](#) to predict the decline of automobile dependency claiming it will lead to lower greenhouse gas emissions. From [reports](#) in the US of the car company Chevrolet speeding up research and development on cheaper, lithium-ion batteries for its electric 'Volt' model, to increased sales of electric bikes in Vietnam and surging global interest in telecommuting, the world may be waking up to calls for a shift away from fossil fuels.

Unfortunately the situation is not quite so conclusive. Many of the technologies being developed will make energy cheaper. If energy is cheaper consumption is likely to rise; an effect sometimes known as the [efficiency paradox](#). Vehicle use may fall in the short term but in the long-term it could rise again as more efficient vehicles respond to market demand and more people can afford to take advantage.

Higher fuel prices have already led some politicians to abandon policies to increase the costs of private transport compared to public transport. The UK Finance Minister for example has promised not increase fuel duty in his next budget. Less revenue from fuel tax will squeeze public transport budgets and weaken their ability to meet demand. In India where many remote villages rely on the long distance transport of goods, the political response to high fuel prices has been to subsidize fuel rather than to directly support the most disadvantaged households.

Rising oil prices present numerous opportunities for reclaiming streets for less carbon intensive transport: walking, cycling, buses and trams and public space. Whether those opportunities are seized will be down to how far priorities can be shifted from accommodation of ever-increasing levels of motorised transport towards promoting rail and waterways and public and non-motorised transport. For more information click [here](#).

Contact Sanjivi Sundar, theme champion for environment and climate change, on sanjivi.sundar@gtkp.com.