



Welcome to Issue 38 of our eNewsletter September 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-ADB Forum gets Asia moving...or at least talking about it

gTKP's big September news is the success of the gTKP-ADB Transport Forum held in Manila from 9-12 September, Asia on the Move: Energy Efficient and Inclusive Transport. It was the first such event hosted by the ADB. All theme champions were there, along with more than 200 participants from around Asia-Pacific. gTKP themes each led their own session discussing the major issues facing the region. This month's newsletter contains all the details and, most importantly, how the event will translate into action on the transport challenges facing Asia-Pacific. For more information on the Forum presentations and how the outcomes will shape gTKP activities click [here](#).

gTKP training responds to Asia-Pacific road safety, management needs

gTKP partnered with the Regional Engineering Association of Asia and Australasia (REAAA) to roll out the inaugural Mino Roadshow which included training for high-level officials. The Roadshow is named in honour of former REAAA President Dr Sadamu Mino. The event, called *Managing Road Assets for Community Outcomes*, was opened in Kuala Lumpur by Malaysia's Deputy Minister of Works and was attended by senior officials from highways and public works departments from across Asia-Pacific.

The training combined road asset management and road safety, exposing many delegates to technical areas beyond their responsibility and giving them a greater breadth of understanding. Road safety is a particularly important management issue in Asia-Pacific given the fact that 44% of the world's annual road deaths occur in the region. The information and tools provided will be readily applicable to future work in managing road assets for community outcomes.

The event was held 25-27 August 2008 in Malaysia. Other partners included AusAID, ARRB, REAAA Secretariat, Global Road Safety Partnership, the International Road Assessment Program, Kumpulan IKRAM and the Malaysian Institute of Road Safety and Research

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

Governance progress reviewed at gTKP-ADB Transport Forum

The [governance presentations and discussions](#) at the Transport Forum provided an excellent opportunity to review international progress in improving governance in transport.

Although there are many international initiatives to reduce corruption, only limited improvements can be observed so far. We still need to “tip the balance” between risks and rewards, so that there is a greater risk of detection and less opportunity for inappropriate rewards. In the past some initiatives have been over ambitious and under resourced, effort needs to be focussed in the areas of greatest risk. Increased transparency and community involvement reduce opportunities for corruption, and measurement and monitoring can be used to assess and drive progress.

Civil society needs to understand more, and politicians need to provide leadership and set a positive example. Low pay scales and poor incentives to improve governance do not assist in achieving progress, and there is widespread acceptance that the situation cannot be improved, for instance acceptance that roads will always deteriorate faster than they should. In such circumstances it is difficult to achieve the ownership and engagement of the people who need to implement improvements.

Africa governance workshop in Yaounde takes work forward

Thanks to everyone who made the workshop *Mobilising civil society to improve governance in transport*, held in Yaounde, Cameroon, 23 to 25 September, such a success. The results of the discussions at the workshop will be published on the gTKP website within a few weeks, along with the results of the earlier Asia region workshop. We will be forming a governance community of interest so that the participants in both the Asia and Africa workshops and others with an active interest in improving governance in transport will be able to take discussions further.

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

Road Safety

Road safety at the gTKP-ADB Transport Forum

The [road safety session](#) at the Forum was attended by over eighty road safety professionals from Asia. It featured Alex Roerhl of UNESCAP who explained the safety action plan for the [Asian Highway](#). The second speaker, Rob McNerney of International Road Assessment Programme Asia (iRAP Asia) outlined his rapidly growing programme and launched [The Road Safety Toolkit](#). The toolkit is designed to assist with the development of programmes of road safety measures within a prioritised action programme. It provides valuable information that will assist in the choice of effective ways to reduce road traffic injuries.

Rob Klein of the Global Road Safety Programme Asia (GRSP Asia) explained the value and roll out of the Good Practice Manuals. He highlighted the [speed management manual](#), developed and published as part of the work of the UN Road Safety Collaboration. The manual will be available in Chinese later this month. Contact [Ann Yung](#), GRSI coordinator in Beijing for details

Fleet safety: Workers at risk

The UN has called on private and public sector fleets around the world to develop and implement policies and practices that will reduce crash risks for vehicle occupants and other road users. It is estimated that between one quarter and one third of all crashes involve a driver who is at work. Many companies now take their duty of care seriously and also make considerable savings

by investing in good fleet management. Read about this and other safety news in the latest copy of [Transport Business International](#).

Safe driving makes business sense: Recommended resource

A new network of businesses that want to improve driving for work standards and demonstrate the commercial benefits of effective work related road safety, [Driving for Better Business](#) provides a good business resource.

International Conference on Road Safety at Work, February 16-18, 2009

The Conference will provide a forum to discuss strategies to prevent road traffic crashes, a leading cause of workplace death, injury, and disability in countries around the world. This is the first international conference dedicated to this important topic. It is being organised by the U.S. National Institute for Occupational Safety and Health (NIOSH) with co-sponsors, the World Health Organization, Pan American Health Organization, International Labour Organization, and National Safety Council. Register online [here](#).

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

Rural Transport

Community participation: helping communities help themselves

There is a growing appreciation of the important role of local communities in the development of sustainable local transport and access in developing countries. Dialogue with communities from the inception of any transport sector initiative can contribute to lasting and cost-effective investments, and facilitate the construction and maintenance processes.

In some regions less than 20% of public roads are to all-weather standard, and new ways of mobilising and organising resources are required if universal basic access is to be achieved for the estimated 1 billion of rural poor currently denied this basic facility ([World Bank Transport Business Strategy 2008-2012](#))

It may be appropriate for the communities themselves to contribute directly to improvement and maintenance of their own transport infrastructure as part of community driven initiatives. Reasonable measures need to be in place to ensure fair and reasonable contributions, and prevent exploitation of individuals or disadvantaged groups.

A [recent initiative](#) by the Kenya Roads Board allowed access to free guidelines through a local newspaper, The Organic Farmer, to provide technical and organisational assistance on self-help access road repairs and maintenance. At the Transport Forum [a paper](#) was presented describing the experiences of very successful community involvement in durable access road development in Punjab State, India.

ADB-gTKP-SEACAP Transport Forum

Key rural transport sector issues were addressed by the [various presentations and discussions](#) at the Forum and are summarised [here](#).

Rural transport and disability

Rural transport services and infrastructure are seldom adapted for use by disabled people, who can represent up to 10% of the rural population. If you have any examples or successful initiatives or case studies to improve vehicles, access or routes to assist disabled people, please contact Rob Petts.

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

Social Development

Social development needs new approaches, stronger commitment

The [social development session](#) of the Transport Forum called for new approaches to emerging issues, such as the role of transport in human trafficking, and a stronger commitment to tackling continuing problems such as lack of access for people with disabilities. It was apparent that although the links between transport and social development are clear, and many successes can be found, there are still major barriers to action, mitigation of negative impacts and genuine inclusiveness. The session covered a wide range of issues including prevention of HIV/AIDS, gender, human trafficking, disabilities, maternal health, remote communities and the on-going difficulties of maintenance.

There clearly remains a need to advocate for more effective social development interventions and to communicate information more broadly and effectively. Outputs of the session, which gTKP will take forward, include the need to develop a new approach to addressing human trafficking and illegal migration and the need generally for more information on this issue, the need for better cost-benefit analysis of social interventions, and the need to communicate this information and the need for a simple methodology to be introduced to help transport projects 1) identify social development priorities and 2) take greater advantage of opportunities for better social outcomes.

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

Urban Transport

Urban transport session of gTKP Forum calls for mobility approach

Rising urbanisation has created rising demand for a new approach to providing urban transport, according to Peter Midgley, gTKP theme champion for urban transport. In the day-long [urban transport session](#) of the Transport Forum, Peter argued the case for giving priority to the concept of urban mobility as opposed to traditional approaches to urban transport. Urban mobility involves changing behaviour and listening to stakeholders and working with them to address problems and develop solutions. The traditional approach, by contrast, focuses more singularly on the provision of transport and a narrower planning process.

There was a consensus that cities would gain by networking and learning from one another and that the role of stakeholder participation was critical but not easy to achieve in many Asian societies. The [CIVITAS](#) city network approach that featured in Peter's presentation on Europe was seen as a useful model to emulate along with developing a new vision and making use of demonstration projects involving stakeholders and decision makers throughout the process.

Presentations given by Sam Zimmerman of the World Bank and Dr. Roger Allport (ADB consultant) argued for the need for a paradigm shift from business as usual to developing new vision for tackling urban transport problems in Asia. Several speakers also shared recent developments in Europe, Latin America, India, and ADB case study cities of Colombo, Dhaka, Kathmandu, Changzhou and Harbin. The [Decision Makers Guidebook](#) to assist urban policy-makers was presented. The Guidebook, although Europe-focused, is currently being adapted for use in Japan and Thailand. Issues such as governance and land development and a series of discussions on urban transport issues in Asia and the objectives and measures to solve them were discussed at length by participants.

It was agreed that a possible way forward is to expand the scope of the already established [Cities Development Initiative for Asia](#) (CDIA) to include urban transport and expand its membership to include cities that wanted to work together with stakeholders to develop a new

vision based on demonstration projects. This would attract possible funding from the ADB and other donors. In parallel it was agreed that the recently established [Singapore Land Transport Authority Academy](#) (LTA Academy) would be an excellent agency to provide capacity building and training for cities within the CDIA and that gTKP and the GTZ Bangkok based [Sustainable Urban Transport Project](#) (SUTP) would work with the LTA Academy to provide knowledge sharing and knowledge transfer services.

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

Finance & Economics

gTKP addresses way forward for public-private road finance

The Transport Forum included a discussion of public-private partnerships (PPPs) and other innovative finance mechanisms for transport. [The session](#) reviewed the experience of the [Asian Development Bank](#) and the [Public-Private Infrastructure Advisory Facility](#) (PPIAF) with public private partnerships in Asia. The National Highways Authority of India (NHAI), which has made the most extensive use of PPPs for highway development in Asia, highlighted their experience. Isolux Corsan, a Spanish firm that has successfully bid on projects in India provided insights on how they evaluate participation in PPP opportunities.

The conclusion was that it is difficult to structure projects successfully. It requires adequate preparation, commitment, the right enabling environment and development of true partnerships. In deciding whether to bid, the private sector reviews the strength of the national economy; the national legal, financial and technical framework; the project structure, particularly in regard to risk sharing; the experience of the country with PPPs; and whether it has a pipeline of projects on which they might bid. Since the availability of capital is well below regional needs, it is critical to successfully source private sector funds through the various modalities that have been developed. The [ADB Strategy 2020](#) anticipates that 50% of transport will be private by 2020.

The second panel featured a discussion of other innovations in the financing of projects. In France, municipal transport means are financed by budget and transport fees spread across a range of activities. The officials responsible are elected, thus providing accountability in the system. The system of carbon trading to encourage emission reductions and use the penalty capital generated to fund projects was discussed.

A World Bank study indicated that 25% of delays are caused by infrastructure, while 75% of delays are the result of poor facilitation. Increasingly, transport infrastructure projects incorporate effective facilitation and logistics. In addition to project financing, facilitation measures can be led by effective corridor management committees, such as the [Greater Mekong Subregion Program](#) and the [Central Asia Regional Economic Cooperation program](#) (CAREC) using member efforts and local user funds. There are also opportunities for PPP formulas for software development and maintenance, facility development and maintenance, etc. Logistics is an essential private sector activity that should be strengthened through joint ventures with established international firms. Corridor committees can be expanded to seek investment in anchor projects to foster economic development, job creation and poverty reduction in corridor economic centers.

The recommended way forward is to develop the necessary legal, regulatory and institutional regimes and continue the search for effective financing models and other market-driven methods to encourage environmental remediation and protection.

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

Climate change session agrees on national, international way forward

The transport and climate change session of the Transport Forum included [discussions and presentations](#) on issues such as methodology and data needs for emissions measurements. Case studies of good practices from around the world were presented and the need for institutional reforms and a policy framework for mitigation measures were highlighted. The sessions included presentations on methodologies for measurement of GHG emissions from transport activities, challenges related to availability and credibility of data, and the case study of Beijing transportation planning for the Olympics.

gTKP's Sanjivi Sundar moderated an active discussion focusing on the way forward which led to consensus on some important issues:

- In order to reduce the growth in GHG emissions from transport and later reduce in absolute terms it is important to develop good transport policies which in addition to other objectives: mobility and access, reduced congestion, improved air quality also will address GHG emissions.
- The way forward: recommended national-level action included the need to bring transport on national agenda for climate change, to assemble reliable data as basis for informed decision-making, to design an appropriate policy and regulatory framework to implement action plans, to set up necessary institutional arrangements and build capacity, and to fund mitigation measures.
- The way forward: recommended international action included the need to assist developing countries to implement mitigation and adaptation measures, to think beyond the Clean Development Mechanism and explore new and innovative financing arrangements and to bring transport on the post Kyoto climate agenda. It was agreed that there is strong need to have transport included in the international negotiations early on, or it risks being left out for the foreseeable future. Negotiations in 2008 and 2009 on the follow-up to Kyoto protocol will result in defining future governance for climate change to 2020. It was recommended that countries cooperate to achieve this by preparing a joint draft decision document to include transport in negotiations and organizing various events to achieve representation of transport in climate change negotiations.

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