



Welcome to Issue 46 of our eNewsletter

Dear Reader

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 eight themes: [governance](#), [road safety](#), [rural transport](#), [social development](#), [urban mobility](#), [finance and economics](#), [environment and climate change](#), and [trade and transport](#).

gTKP is a unique knowledge sharing centre. Its comprehensive website provides access to countless authoritative publications, reports and examples of good practice, as well as links to other important sources of knowledge. This is YOUR website and we encourage you to visit it regularly in order to keep up to date with the latest news and developments, as well as consult new pages that are constantly being added under each of the gTKP theme sections.

Despite the excellence of its online resources, however, gTKP's value and outreach extends far beyond the internet. Indeed, it is constantly striving to facilitate dynamic exchanges of information and experience across a wide variety of media, settings and contexts. Nothing, for example, replaces face-to-face discussions and networking with peers, and gTKP offers an unparalleled forum through which to stimulate this.

In this spirit, we are pleased to announce the organisation by gTKP, in association with the International Road Federation and the Tanzanian Road Association, of a Rural Roads Conference, to be held in Tanzania on 25th to 27th November, 2009. The Conference will address all aspects of low volume roads and generally foster exchanges of experience with stakeholders from around the world on key themes such as construction, maintenance, financing and safety. It will be preceded by a specialist workshop, full details of which will be announced shortly. Further information can be found on the gTKP website: [gTKP/IRF/TARA Conference on Rural Roads](#).

Any readers interested in making a presentation at this Conference are encouraged to send a proposal through to Caroline Visser at cvisser@irfnet.org. The Programme Committee welcomes such submissions and will give careful consideration to each. Simultaneous French/English interpretation will be provided during the conference so proposals may be submitted in either language.

We hope you enjoy our gTKP newsletters and we value your feedback.

Sibylle Rupprecht
Director General, International Road Federation
Project Manager, global Transport Knowledge Partnership

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 finding the most relevant theme champion and contacting them directly. Email addresses of all our theme champions are in this newsletter under each theme.

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

Unfortunately we are not able to bring you news on the theme of Governance in this issue. The position of Theme Champion, Governance, is currently open. If you would like to apply for this position, or find out more about the scope of work involved, please contact the gTKP Project Manager, Sibylle Rupprecht at srupprecht@irfnet.org.

Road Safety

Call for a Decade of Action - Governments in all countries must combat the world's fastest growing public

health emergency by committing to a road safety '[Decade of Action](#)' that would save 5 million lives and prevent 50 million serious injuries, says the new report by the Commission for Global Road Safety launched in Rome on 5 May.

gTKP fully supports the call for a coordinated UN action plan for road safety, which is urgently needed with road crashes set to become the leading cause of disability and premature death for children aged 5-14 across developing countries by 2015.

We urge all to ensure that their governments are represented at the first [Ministerial Conference on Road Safety](#).

Senior Road Executives Course - gTKP was delighted to be able to recruit some 25 senior roads officers from 17 countries during the three day Road Safety Module at a recent IRF sponsored Birmingham University course. We welcome these key people to our growing global community.

Prévention Routière Internationale (PRI) World Congress 2009 - "Young people and innovative road safety solutions", Rotterdam, the Netherlands 24 to 26 June, 2009. The congress will deal with the most important current issues, trends and themes relating to young people and road safety www.priworldcongress2009.com.

African Road Safety Conference - gTKP members may apply to attend the Conference and workshop hosted jointly by MAKE ROADS SAFE, the campaign for global road safety, the UN Economic Commission for Africa, the World Bank Global Road Safety Facility and the Automobile Association of Tanzania, [Dar es Salaam, Tanzania, 7 to 9 July, 2009](#).

gTKP fully supports the MAKE ROADS SAFE call for a [Decade of Action](#).

Fleet Safety - gTKP partner Transaid works with local partners, particularly in Africa, to improve the way that transport is managed and give people better access to [basic services](#) like healthcare and livelihood opportunities. With support from many of the world's leading transport companies, Transaid is using a professional driver training project to cut the number of fatal accidents on Zambia's roads. [More about fleet safety on the gTKP web site](#).

Vulnerable Road Users - Improving road safety by providing adequate sidewalks and cycle lanes will contribute to the achievement of the Millennium Development Goals by enhancing mobility and access to basic services, education, and employment, while ensuring environmental sustainability. This advice is one of ten [reasons to invest in safer walking and cycling in Africa](#) proposed by UNEP. Guidance on how to achieve this is available on the gTKP-supported [Road Safety Toolkit](#).

gTKP supports road safety in China - China is making a concerted effort to manage the tremendous growth in transport during recent years and will complement existing programmes, such as the Highway Safety Improvement Project - which, by the end of 2005, had seen more than RMB 6.5 billion invested in China's highways. However, road deaths are still far too high so the Government has launched an action plan that aims for fewer than 90,000 road deaths annually by 2010. The plan, led by the Ministry of Transport, is supported across Government and is making use of the best international know-how and vehicle safety technology. Over the past two years, gTKP has assisted the development of two important initiatives:

- Following an introduction by gTKP, and the launch of the Road Safety toolkit in 2008, the Ministry of Transport's [Research Institute of Highways \(RIOH\)](#) signed an MOU with the International Roads Assessment Programme (iRAP) to assess the safety of 2,100km of roads in and around Beijing.

- Following work with ADB, the gTKP Road Safety Theme Champion was recently part of a delegation that briefed senior officials of the Chinese Ministry of Science and Technology (MOST), the Ministry of Public Security (MPS), and the Ministry of Transport (MOT) on new vehicle safety technology and the importance of managing fleet safety, during an event at the Beijing Proving Ground for Highway and Traffic (BJPG). The event was part of a two day road safety briefing, sponsored by the Brussels based eSafetyAware and the FIA Foundation, to assist in the development of a National Road Safety Action Plan.

gTKP partner GRSP is also working with authorities in Beijing and on two demonstration programmes.

Economic Cost of Road Crashes

Two excellent papers that are essential for road safety planners can be found on the iRAP web site:

- **The True Cost of Road Crashes - Valuing life and the cost of a serious injury** provides economic values suitable for use in any country.

- **Road deaths in developing countries - The challenge of dysfunctional roads** explores the links between economic development, rising motorisation and road deaths. Dr. John Mumford OBE finds that road deaths do not rise and fall inevitably with growing income, and examines the contribution that tackling dysfunctional roads can make.

Contact Adrian Walsh, theme champion for Road Safety, on adrian.walsh@gtkp.com.

Rural Transport

Technical Information Notes (TINs)

Building on the knowledge and experience compilations of the IFG (International Focus Group for Rural Road Engineering), gTKP has commenced further development and web posting of [Technical Information Notes \(TINs\)](#). The first web posted TIN is on the topic of [Dragging](#) of unpaved road surfaces. Further TINs will be posted in the coming months. We would appreciate feedback on the usefulness of the adopted TIN format.

Post-Crisis Transport Infrastructure

A new web page has been created on the topic of [post-crisis transport infrastructure initiatives](#). These deal with the challenging road transport services and infrastructure interventions required after Man-made or natural disasters, such as earthquakes, floods or civil strife. If you have any experiences or case studies to share, we would be happy to add them to the web page. All sources will of course be acknowledged.

Rural Transport Services

Due to computer systems problems, the gTKP [Rural Transport Services](#) web pages were not updated in time for the last newsletter issue. This has now been achieved.

SEACAP documentation

A number of important documents have recently been completed by SEACAP and are posted on its website <http://www.seacap-info.org>:

- [Low Volume Rural Road Environmentally Optimised Design Manual](#)
- [Low Volume Rural Road Upgrade Options](#)
- [Stabilisation Techniques to Improve Local Materials for Rural Road Pavements in Cambodia](#)
- [Behaviour of Engineered Natural Surfaced Roads: Experimental Evidence in Cambodia](#)

Hand Operated Chip Spreader

The South African Bitumen Association www.sabita.co.za promotes labour orientated road construction and maintenance works. Its [Volume 19, Issue 1 Asphalt News bulletin](#) contained details of the award-winning hand operated stone chip spreader.

Contact Rob Petts, theme champion for Rural Transport, on rob.petts@gtkp.com.

Social Development

Combating HIV/Aids – Reaching out to truck drivers

"Every 24 hours, an estimated 6,800 people are infected with HIV, and more than 1 million contract a sexually transmitted infection (STI). Currently, an estimated 33 million people are living with HIV, and in Sub-Saharan Africa—the region hit hardest by the pandemic—the majority of 15-24 year-olds living with HIV is female."

This quote is from EngenderHealth, one of a couple of local organisations in Africa reaching out to truck drivers with the aim of reducing the spread of HIV. Through their 'Men As Partners(R)' programme, which started in 1996, EngenderHealth works with individuals, communities, health care providers, and national health systems to:

- Enhance men's awareness and support for their partners' reproductive health choices.
- Increase men's access to comprehensive reproductive health services.
- Mobilise men to take an active stand for gender equity and against gender-based violence

Already, EngenderHealth has led a series of workshops for truck drivers in Uganda and Kenya frequenting the travel routes connecting the Northern Corridor with other landlocked nations such as Rwanda. To promote the initiative, the organisation has produced a manual for trainers entitled: Men As Partners: A Program for Supplementing the Training of Life Skills Educators. This can be downloaded at <http://www.engenderhealth.org/files/pubs/gender/ppasamanual.pdf> and features a variety of interactive educational activities on such topics as gender and sexuality, male and female sexual health, HIV/AIDS and other sexually transmitted infections, relationships and violence.

Please visit the EngenderHealth (<http://www.engenderhealth.org>) website to learn more about the programme and find out how you can get involved!

Contact Nathalie Pereira, theme champion for Social Development, on npereira@gtkp.com.

Urban Mobility

German suburb aims to blaze a green trail by giving up the car

A recent article by Elisabeth Rosenthal in the May 12, 2009 edition of the International Herald Tribune (the international edition of the New York Times) tells the story of how the 5,500 residents of the upscale German community of Vauban have given up their cars. Street parking, driveways and home garages are forbidden in this experimental new district on the outskirts of Freiburg, near the Swiss border. Most of the town's streets are completely "car free", except for the main thoroughfare, where the tram into central Freiburg runs, and a few streets on one edge of the district. As a result, 70 percent of Vauban's families do not own cars and more than 50 percent sold a car to move there.

In Vauban, residents who wish to own a car can do so, but must generally park it in one of two municipal garages at the edge of town. So for most errands it's easier to walk to the store than to walk to the car. Also, spaces must be bought, for about \$40,000.

Life in a car-reduced place like Vauban has its own unusual *gestalt* in a country that is home to Mercedes and the Autobahn. The town is long and relatively narrow, so the tram into Freiburg is an easy walk from every home. Stores, restaurants, banks and schools are more interspersed among homes than in a typical suburb. Most residents have carts that they haul behind bikes for shopping trips. For trips to outside shopping malls or weekend ski days, families use cars that they have bought jointly, or communal cars rented out by Vauban's car-sharing club.

People move to Vauban not just for environmental reasons, but because they feel a car-free community is

far better for children. Indeed, children are everywhere! With no cars on the streets, many residents call Vauban a children's paradise, where youngsters roam in safety from a young age. Even some residents who say they miss the convenience of a car at their doorstep have concluded that it is nevertheless worth the trade-off.

The results of the Vauban car-free experiment have been positive. While the car-free concept still presents obstacles to visitors and residents with cars, car-free residents are very happy with their experience so far. According to a study conducted in 2006, 81 percent of car-free residents say that the organisation of their everyday lives without a car is 'easy' or 'very easy' and 96 percent of car-free residents say they have not even thought about purchasing a car.

To read the complete article and see the extensive slide show of Vauban, follow this link: <http://www.nytimes.com/2009/05/12/science/earth/12suburb.html>. For more information about Vauban, visit the "Streets Wiki" at <http://www.livablestreets.com/streetswiki/vauban-freiburg-germany>.

Contact Peter Midgley, theme champion for Urban Mobility, on peter.midgley@gtkp.com.

Finance and Economics

Road Funds in South Asia assessed: governance a key success factor

The South Asia Transport Team of the World Bank recently released an assessment of nine so-called "second generation" Road Funds currently in operation in the region. The objective of the assessment was to gain insight into the institutional and funding arrangements of the Funds.

The following funds were assessed:

National Road Funds	State level Road Funds
India Central Road Fund Roads Board Nepal Pakistan Road Maintenance Account	Uttar Pradesh State Road Fund Madhya Pradesh Farmer's Road Fund Kerala State Road Fund Assam State Road Fund Karnataka Chief Minister's Rural Road Development Fund Rajasthan State Road Development Fund

The key elements studied were the underlying missions and reasons for setting up the Funds, the legal frameworks under which they operate, the split between infrastructure client and provider roles, governance aspects, performance monitoring, fund flow mechanisms and the rules for allocating proceeds.

An overview of the outcomes is presented in the table below (Source: World Bank Group, 2009).

Comparison of Road Funds in India, Pakistan & Nepal

	India	Pakistan	Nepal	'Good Practice' for second generation road funds
Legal Basis	Central Road Fund Act, 2000	NHA Act, 1991. NHA Road Maintenance Account Rules, 2003	Roads Board Act, 2002	Act, plus supporting regulations
Oversight	Ministry of Finance, Govt. of India	NHA Executive Board	Nepal Road Board	Public-private Executive Board, strong (possibly independent) Chairperson.
Eligible Expenditures	Construction & Maintenance	Maintenance, Safety & Operations	Maintenance, Safety & Operations	O&M first call, then new investment. Clear criteria for allocation between road agencies.
Main Sources of Revenue	Fuel levies	Tolls on Roads & Bridges	Fuel levies, tolls, grants from government & other agencies	Fuel levies, annual license fees, heavy vehicle fees, fines, transit fees, weight/ distance charges, tolls.
Annual Revenue	US\$ 1.23 billion	US\$ 44 million	US\$ 6 million	
Deposit Mechanism	Consolidated Fund	Direct Deposit	Through Central Treasury	Direct monthly deposit, collection can be by contract.
Audit	Comptroller & Auditor	Independent External Auditors	Independent External Auditors	AG or independent auditor. Technical as well as financial

	General (AG)	(Technical & Financial)	(Technical & Financial)	audits.
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The main lessons drawn from the assessment were:

- The level of governance at country or state level is a key success factor for the effective performance of Road Funds;
- Fuel levies are never deposited directly with the Road Fund account but invariably go through the Ministry of Finance / Treasury. This sometimes causes delays in the funds being deposited;
- Road Funds cannot be the only institutions held accountable for the management of roads.

Based on the assessment, a large number of recommendations were formulated around key issues. These included:

- On governance: Assess the governance quality at country/state level before promoting the establishment of a Road Fund. Furthermore, high priority should be given to achieving good governance of the fund and its Board.
- On the role of the Road fund: The Road Fund should preferably focus on its role as financial institution rather than be held responsible for the overall management of roads. This requires a parallel strengthening of the capacity of a road agency to assume responsibility for the road network.
- Regarding accountability and transparency: The rules for allocation of funds through the Road Fund should be embedded in a legal framework.

[The full report can be downloaded here.](#)

Contact Caroline Visser, theme champion for Finance & Economics, on cvisser@gtkp.com.

Environment and Climate Change

Delhi testing waste plastic bituminous roads

Facing severe criticism for the poor quality of roads in Delhi, the responsible agencies have decided to test various technologies in an attempt to identify one that could be used extensively to improve the network. The Public Works Department (PWD) and the Central Road Research Institute (CRRRI) are currently testing roads made from a plastic-inclusive hot-mix.

Using plastic in road construction is in keeping with a High Court order banning plastic bags and requesting authorities to explore innovative ways of using waste plastic. The new technology is based on mixing shredded pieces of waste plastic with hot bitumen. Two methods are used: namely the "dry" process and the "wet" process. About two tonnes of waste plastic are needed to construct a one-kilometre road lane in this way.

Besides resolving disposal problems, the utilisation of waste plastic bags in bituminous concrete mixes has, according to the CRRRI researches who conducted the laboratory testing, been proven to enhance the properties of the mix. The results of their studies indicated that there was a marked improvement in strength when compared to a conventional mix. Performance tests proved that fatigue life was doubled and that the risk of pothole formation was significantly reduced. Furthermore, the additional cost of employing the new technology would apparently be a mere 4-5 per cent.

This is not the first such trial in India. Plastic inclusive hot mixes have already been used in Bangalore, Madurai, Thiruvananthapuram and some other districts of Karnataka and Tamil Nadu.

The process is not, of course, exempt from criticism. Detractors underline the difficulty of ensuring tight control of the kind of plastic that goes into the process given the current situation where plastic bag waste is intermingled with unlabelled plastic. This opens the risk of PVC and PU making their way into the process. They also highlight the danger of toxic plasticizers being released when the mixture is heated to a temperature above 150 degrees Celsius, and call for more extensive studies to be carried out on the long-term impacts of the technique.

Transport in Developing Countries and Climate Policy: Suggestions for a Copenhagen Agreement, and beyond (May, 2009)

2009 will be a crucial year with regard international efforts to tackle climate change. At the next United Nations Climate Change Conference in Copenhagen (COP 15, 7-18 December, 2009), the various parties are due to establish a global climate agreement for the period after 2012. Whilst achieving agreement on major emission reductions represents an enormous challenge overall, the stakes are particularly acute from the sectoral perspective of transport in developing countries – particularly in the light of rapid motorization occurring notably in Asia and Latin America.

In this context, the Wuppertal Institute for Climate, Environment and Energy (<http://www.wupperinst.org>) has just released a paper entitled Transport in Developing Countries and Climate Policy. Written by Daniel Bongardt, Frederic Rudolph and Wolfgang Sterk, this paper aims at connecting the need for transport actions in developing countries to the international negotiations on a post-2012 climate change agreement. Arguing that the transport approach needs to set up comprehensive policy packages, it assesses the substance of current climate negotiations against the fit to sustainable transport. The paper concludes with several specific recommendations, for example the suggestion of setting up a mitigation fund for both policies and transport projects.

In essence, the idea would be to have a mitigation fund established under the UNFCCC and financed by industrialised countries. This fund should explicitly enable developing countries to implement national sustainable development transport and mobility policies as well as local projects. While industrialised

countries would set up target achievement plans, developing countries should outline low carbon development strategies, including a section on transport policy.

Link: http://www.wupperinst.org/en/publications/entnd/uploads/tx_wibeitrag/WP179.pdf

Contact Susanna Zammataro, theme champion for Environment and Climate Change, on susanna.zammataro@gtkp.com.

Trade and Transport

Effects of the Global Financial Crisis on Maritime Shipping

According to UNCTAD and sources that track trade and transport, the global financial crisis is affecting maritime shipping in three ways: demand for maritime transport services, the income of the shipping industry and trade costs.

The charter ship rates for bulk materials reflect not only reduced demand for raw materials and industry inputs, but also overcapacity of ships. At the end of March 2009, about 9% of the global charter fleet was idle. Since additional ships are ordered about 3 years ahead of entering the available fleet, there would be a delay in rates returning to their previous high level even if demand picked up now.

In the short run, companies can charge only variable costs which have been lowered by newer technologies, but ultimately they need to return to charging total costs. Rates have also been reduced for container traffic, which handles most manufactured goods. For example, all-in rates for some companies from China to Dubai had fallen from US\$1,000 per TEU to US\$250 between late 2008 and early 2009. By the end of March 2009, it is estimated that 11% of the container shipping fleet was idle. In addition to demand and ship availability, factors such as port performance, ratio of imports to exports, economies of scale and security all play a role in charges per TEU. Since mid 2008, changes in demand have caused container shipping capacity to be reduced on many routes. As examples, Chile is down 22%, Angola 13%, India 2% and China 5%. Toyota has so many unsold cars at its distribution center in Sweden that it has chartered an idled ship to store them until demand picks up!

Maritime transport is one of the most globalised industries. A single trade transaction may involve goods and services from over 20 countries; for example a container made in China, holding goods made in Nepal, transiting an Indian port that is operated by a concessionaire from Dubai, using cranes assembled in Malaysia and software from Belgium. The result is that a downturn in trade affects companies worldwide.

While shippers currently benefit from reduced transport costs, the maritime industry suffers from the high volatility in transport earnings. The business risks for suppliers of transport services are very high in an industry where investment costs are high and decisions are made several years ahead based on demand projections.

The above summarises an article by Jan Hoffman and Vincent Valentine of the Trade Logistics Branch of UNCTAD in their Transport Newsletter, No. 42, First Quarter 2009. To read the full article click on this link: http://www.unctad.org/en/docs/webdtl1b20091_en.pdf

Contact Lynn Harmon, theme champion for Trade & Transport, on lynn.harmon@gtkp.com.

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