

## Welcome to Issue 47 of our eNewsletter

### IRF/gTKP/TARA 2009 Convention on Rural Roads

The Tanzania Roads Association (TARA) in cooperation with the International Road Federation and gTKP are organising an international Convention on Rural Roads, taking place from on 25-27 November 2009 in Tanzania. This will be a rare opportunity for the governments, agencies, private sector, NGOs and other stakeholders to come together, exchange and discuss the latest experiences and research outcomes in rural roads and transport in Africa and other developing regions.

The conference organisers are inviting a high calibre team of international and local practitioners and researchers to present on many of the key issues and challenges in rural roads and transport in developing regions. The event will allow opportunities for interaction to stimulate knowledge exchange and discussions.

You can find the preliminary programme by [clicking here](#).

The Rural Roads Convention is preceded by a workshop on Governance on November 25, 2009 in the afternoon. The number of participants accepted at this intensive and dedicated workshop is limited. Please send us your expression of interest in the participation of this workshop.

If you need visas for Tanzania, we encourage you to request invitation letters early on. Furthermore, we recommend you to contact local representations of donor agencies and/or international financial institutions for funding support to attend this event.

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](mailto: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](mailto:info@gtkp.com) or by joining our discussion groups on [www.gtkp.com](http://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](mailto:srupprecht@irfnet.org).

## Road Safety

### The UN Road Safety Collaboration

gTKP is represented on the [UN Global Road Safety Collaboration](#), led by the World Health Organization (WHO), which held its tenth meeting in Bangkok from 3rd to 4th June, 2009. The meeting, which was hosted by the United Nations Economic and Social Commission for Asia and the Pacific (UNESCAP), was well attended, with good participation from Asian Regional representatives.

The meeting featured updates on the growing networks pursuing activities in road safety, scientific development, advocacy and good practice. In the research sector, members were informed about the Road Traffic Injuries Research Network and upcoming international meetings, such as the IRTAD (International Road Traffic and Accident Database) conference, the 10th World Conference on Injury Prevention and Safety Control, and the Make Roads Safe/UNECA (Economic Commission for Africa) conferences in Dar es Salaam in July of this year.

A new advocacy film '[Turning Point: a journey on the world's killer roads](#)' was launched by the Makes Roads Safe Campaign, and there was a call to action for the annual [World Day of Remembrance for Road Traffic Victims](#).

Preparations for the [first ministerial conference on road safety](#), to be hosted in Moscow by the Russian Federation this November, were discussed. Through the collaboration, networks of advocates have been established, including the Private Sector Road Safety Collaboration and the Global Youth Network for Road Safety.

Central to future plans is the need for capacity building. Increasingly, tools are becoming available and these form the core of knowledge on our [web-based resource centre](#).

The number of governmental and non-governmental organisations involved and the range of sectors they represent – health, transport, safety – attest to the broad interest that exists for this new effort.

#### **Global Status Report on Road safety Launched by WHO**

The first broad assessment of [the road safety situation in 178 countries](#), using data drawn from a standardised survey, has been launched by the World Health Organization (WHO).

The results show that road traffic injuries remain an important public health problem, particularly for low-income and middle-income countries.

Pedestrians, cyclists and motorcyclists make up almost half of those killed on the roads, highlighting the need for greater focus on these road users in road safety programmes. The findings suggest that in many countries road safety laws need to be made more comprehensive while enforcement should be strengthened. The report clearly shows that significantly more action is needed to make the world's roads safer.

#### **Fleet Safety**

With between one third and one half of all crashes involving a driver at work, good fleet management is becoming an important economic proposition for many international businesses. New case studies are now available on the gTKP sponsored [FleetSafe web site](#).

Contact Adrian Walsh, theme champion for Road Safety, on [adrian.walsh@gtkp.com](mailto:adrian.walsh@gtkp.com).

### **Rural Transport**

#### **The Low Cost Structures Guideline**

*Low Cost Structures for Rural Roads: A Practical Planning, Design, Construction & Maintenance Guide (LCSM), Paul Larcher et al.*

This important document has been some years in the making. Its aim is to provide guidance to planners, designers and practitioners of rural roads in developing and transition counties. It is based on proven techniques and experience and should be the basis of introduction of low-cost but durable construction practices using locally available resources in environments experiencing severe resource restrictions. It is intended that rural road practitioners and professionals will be able to utilise and adapt the knowledge in this document to introduce more appropriate and affordable techniques, standards and specifications into everyday practice, academic curricula and training.

The Low Cost Structures Manual has been developed to its present final draft form through a series of initiatives funded by the UK Department for International Development (DFID); namely the Engineering Knowledge and Research TDR (Technology Development and Research) project Number R6851 and SEACAP (South East Asia Community Access Programme) 19 project.

***This final draft version of the document is being web-posted by gTKP ([www.gtkp.com](http://www.gtkp.com)) to invite comments and contributions from practitioners.***

***Please correspond before 30th September 2009 with Rob Petts, Theme Champion, Rural Transport, gTKP: [rob.petts@gtkp.com](mailto:rob.petts@gtkp.com)***

#### **SABITA Publications**

SABITA ([www.sabita.co.za](http://www.sabita.co.za)) is active in promoting local resource use, including labour and appropriate materials.

Two of the useful publications in their Advancing Public Interest series are available from their website:

- [Why you need to maintain surfaced roads](#)
- [A case for surfacing gravel roads](#)

Contact Rob Petts, theme champion for Rural Transport, on [rob.petts@gtkp.com](mailto:rob.petts@gtkp.com).

### **Social Development**

#### **Economic crisis affecting driving habits in Spain**

The economic crisis is affecting the habits of Spanish drivers, according to a study carried out by GFK Esmer Research and Fesvial, with sponsorship from the National Driving Schools Confederation (CNAE).

Almost a third of Spanish drivers have admitted not only to changing their driving habits but also reducing

spending on their vehicles. Close to 30 per cent of drivers consider that the crisis is causing them to become more nervous, aggressive and distracted, which in turn reduces empathy, tolerance and collaboration which are essential in road safety. More than half of Spanish drivers now have a bigger fear to receive a penalty. In addition, there has been about a 55 per cent reduction in driving school registration.

Stressful situations, such as unemployment and personal problems, double the risk of traffic accidents, with 15-20 per cent of accidents resulting from stressful situations reducing the perception of danger, increasing speed, increasing distraction on the road and increasing alcohol consumption levels.

Reduced spending on car maintenance also impacts accident rates, with 21 per cent of Spanish drivers saying they have cut back on car maintenance spending. Delaying the replacement of old cars also raises the risk of accidents, as older cars increase the number of fatalities in traffic accidents.

There is also an estimated increase in cars on the road without insurance, between 400,000 and 600,000. There are also 2 out of 10 drivers who have switched to cheaper policies, and 2/3 have changed insurance company. When divided by demographics, the research showed that out of the mentioned above, women tended to take the lead in these changes and about 18 per cent of the overall cluster switching insurances are in the 30 to 49 age group.

For the full report please [follow this link](#).

Contact Nathalie Pereira, theme champion for Social Development, on [npereira@gtkp.com](mailto:npereira@gtkp.com).

## Urban Mobility

### Africa BRT Thematic Group launched at Cities for Mobility Conference

At a special workshop during the Cities for Mobility Conference, held in Stuttgart from 14th to 16th June, gTKP launched, in collaboration with the European Section of the Institute for Transportation and Development Policy (ITDP-Europe – see below), the first Bus Rapid Transit (BRT) Thematic Group for African cities. The Thematic Group concept is designed to enable cities to share knowledge and experience in the design and development of BRT systems. The workshop was chaired by Peter Midgley, gTKP Urban Mobility Theme Champion, and Dr. Jürgen Heyen-Perschon, Executive Director of ITDP Europe. The workshop was attended by representatives from cities in Cameroon, Ghana, Malawi and Uganda. There will be a follow up meeting at the Better Air Quality (BAQ) Conference to be held in Abidjan in July, 2009.

For more information, contact Peter Midgley at [peter.midgley@gtkp.com](mailto:peter.midgley@gtkp.com) or Jürgen Heyen-Perschon at [heyen-perschon@itdp-europe.org](mailto:heyen-perschon@itdp-europe.org)

### New Urban Mobility pages on the gTKP web site

The Urban Mobility section of the gTKP website has been updated with new pages on Air Pollution and Urban Mobility, Climate Change and Urban Mobility, Parking, and Transit Oriented Development (TOD). In addition, 20 new urban mobility related articles have been added to the gTKP knowledge base. A new page and a discussion thread on Street Design Guidelines will be added to the website by the end of June, following a query from a South African researcher on the need for appropriate Street Design guidelines for African cities. Please send your suggestions on Street Design issues and new urban mobility pages to [peter.midgley@gtkp.com](mailto:peter.midgley@gtkp.com).

### Memorandum of Cooperation signed between gTKP and ITDP-Europe

A Memorandum of Cooperation (MoC) was signed on 26th June between gTKP and the European Section of the Institute for Transportation Development Policy (ITDP-Europe).

The European section of ITDP is a non-profit policy, research and advocacy organisation that has mostly worked in developing and transition countries on transportation practices that tackle climate change, improve air quality, address gender disparities, create better access to healthcare, connect citizens to economic opportunities and improve overall quality of life. ITDP Europe is based in Germany and is part of the ITDP global network.

The MoC provides for the exchange of information, review and discussion of global urban mobility issues; the coordination of dissemination of land transport operations and research information, global best practices and innovations; and collaboration in the development and promotion of programmes related to global urban and peri-urban mobility as well as land use issues.

gTKP and ITDP-Europe are already collaborating on the formation of the BRT Thematic Group for African cities (see above) and the MoC will enable them to work closely on the development of BRT Thematic Groups in other regions, as well as joint research on best practice in street design and the development of curricula and course material on urban mobility.

Contact Peter Midgley, theme champion for Urban Mobility, on [peter.midgley@gtkp.com](mailto:peter.midgley@gtkp.com).

## Finance and Economics

### Revised World Bank/PPIAF toolkit for Public-Private Partnerships in Roads and Highways now available

The Private Participation in Infrastructure Advisory Facility (PPIAF) of the World Bank recently updated its toolkit for PPPs in Roads and Highways. This toolkit is aimed at assisting transport sector policy makers in low and middle income countries with the development of PPP policy to attract the private sector to the development of roads and highways.

The toolkit provides guidance for public sector authorities in the development of strategy and policy for PPP, together with the definition of PPP projects and the various preparatory issues that need to be addressed. These include notably:

- The tasks assigned to each party.
- The level of autonomy left to the private actors, and approaches to the evaluation of their performance.
- The possibility and implications of including several road sections in a single contractual package.
- The risk allocation principles and mechanisms.
- The cost recovery system (general, specific taxes or direct road user charges).
- The financial scheme, based on a government budget, private financing or a combination of both.

The toolkit is structured in six modules, each presenting a specific subject theme related to the development of PPP:

- Overview and diagnosis: Choosing the PPP route and defining a strategy.
- Key Components: Concepts and characteristics of PPP projects.
- Policy and Planning: Road planning, policy objectives and PPP policy framework.
- Laws and Contracts: Legal, legislative and contract bases for PPP.
- Implementation and Monitoring: Stages in PPP development, from project identification to contract management.
- Tools: Case studies, financial models, bibliography, key issues, toolkit files.

The toolkit aims to serve as a key guide for public authorities in PPP policy development and project preparation as well as in the sourcing and monitoring of external expertise.

It presents concepts and methods for different categories of PPP, applicable in developing countries, ranging from performance-based maintenance contracts to large-scale BOT (Build, Operate & Transfer) highway concessions.

This toolkit is available free of charge online [here](#). CD ROM version can be obtained from [PPIAF](#).

### **Equity and Congestion Pricing: A Review of the Evidence**

The RAND Corporation, a non-profit research institute based in the US and Europe, has released a report that provides an overview of the literature from both economists and transportation planners to underline what is known about the equity issues associated with congestion pricing. The goal of the report is to look at the evidence to determine whether congestion pricing is equitable. The authors have reviewed evidence from two types of source: evaluations of real-world congestion pricing implementation and models of proposed and hypothetical congestion pricing systems.

Literature on the equity implications of congestion pricing has two dimensions: economic and planning. The former is usually concerned with the distribution of costs and the benefits that accrue to society, while the latter generally focuses on the social justice aspects of congestion pricing, and the potential negative consequences for low-income and other disadvantaged individuals. The RAND report provides an overview of the principles underlying congestion pricing and how these have been incorporated into road pricing proposals.

According to the authors, it is difficult to draw firm conclusions about the equity implications of congestion pricing. They argue that there is no single answer to the question, "Is congestion pricing equitable?" The answer depends on how equity is measured and the groups defined, the specifics of the location and what congestion pricing is being compared to. Since it is almost impossible to reflect on all the facets of equity, it is important for policy makers considering congestion pricing to select the most relevant criteria for assessing equity in the perspective of local conditions and concerns.

The authors point out that many topics related to congestion pricing have received little or no study, and it would be helpful for the research community to begin devoting more attention to exploring them. These include the long-term land-use impacts of congestion pricing and the integration of congestion pricing into existing means of transportation finance (e.g., fuel tax).

Based on the analysis, two overall recommendations were made with a view to making congestion pricing proposals more equitable. Firstly, it was suggested that equity should be formally incorporated into the planning process, along with such considerations as cost, revenue generation and other implementation issues. In this regard, the authors proposed the development of a tool or guidebook for use by communities. Secondly, equity concerns should be monitored in the same way as environmental concerns, to ensure that project goals are met over time. In particular, the mechanisms developed to promote equitable outcomes should be assessed on a regular basis to ensure that they are meeting the goals set by the community concerned.

Any region addressing equity issues when implementing congestion pricing must determine how to define equity, how to measure it and how to promote it dynamically vis-à-vis other goals. According to the authors, despite extensive study and a number of empirical results, the question of whether congestion pricing is equitable must be answered in a manner specific to each region and each proposal.

The report is available [here](#).

Contact Caroline Visser, theme champion for Finance & Economics, on [cvisser@gtkp.com](mailto:cvisser@gtkp.com).

## **Environment and Climate Change**

### **Transport in Developing Countries and Climate Policy: Suggestions for a Copenhagen Agreement and**

## Beyond

The Wuppertal Institute has just released a paper called [Transport in Developing Countries and Climate Policy](#), which aims at connecting the need for transport actions in developing countries with the international negotiations on a post-2012 climate change agreement.

Arguing that a sustainable transport approach needs to set up comprehensive policy packages, the paper assesses the substance of current climate negotiations against the fit to sustainable transport. It outlines the decisions to be taken in Copenhagen and the preparations to adequately implement these decisions starting from 2013. The paper concludes with a number of recommendations, including the establishment - under the UNFCCC - of a carbon fund 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 should work on target achievement plans, developing countries should outline low carbon development strategies, and that would of course imply a special focus on transport policy.

### Long-Term Climate Impacts of the Introduction of Mega-Trucks

The German Fraunhofer Institute for Systems and Innovation Research (ISI) has just released a [study](#) on the environmental impacts of the introduction of longer and heavier vehicles LHV. The study reveals that the introduction of LHVs on European roads would cause far more environmental damage than previously expected.

According to the study, experience from German field tests reveals that Mega-Trucks may take 20% of HGV goods volumes. If they were allowed on all roads, this share may increase to 30%. This would mean an additional two million tonnes of CO2 emissions from freight transport every year. The study concludes that 'the introduction of mega-trucks will most likely end up in a negative climate gas balance in the medium term' and rejects the introduction of longer and heavier road freight vehicles as being incompatible with climate protection policy.

This study was made in response to a [report](#) commissioned by the European Commission from the private research company, Transport & Mobility Leuven, on the "Effects of adapting the rules on weight and dimensions of heavy commercial vehicles as established within Directive 96/53/EC". This report assesses positive and negative implications of a possible revision of the rules in force regarding weights and dimensions of heavy commercial vehicles, and is one of the pieces of information that the Commission is assembling before taking a decision on whether or not to proceed with a revision of the current Directive. The views - quite positive towards the introduction of mega-trucks - expressed in the report have not been adopted or in any way approved by the European Commission. This latter is organizing a [workshop on 24th June](#) with the objective of presenting the work of the Joint Research Centre (JRC) on the issue and to help develop the terms of reference for a further technical study.

### Mobility in fast-growing cities of the developing world: new report released

The World Business Council for Sustainable Development (WBCSD) and some leading members of the transport industry (BP, Brisa, General Motors, Michelin and Toyota) have released a report, "[Mobility for Development](#)", which summarises a two-year study into the state of mobility in fast-growing cities of the developing world (Bangalore, Dar es Salaam, São Paulo and Shanghai). The findings of the Mobility for Development report present a global picture of the situation in these cities today.

According to the report, the mobility opportunities in all four cities are expanding overall, but for low-income communities the situation is deteriorating. Pedestrians, cyclists and bus passengers have to travel on increasingly congested city streets and poor sidewalks. Transport related health and safety risks remain a serious problem, and congestion is getting worse. The bad state of roads and vehicles, poorly controlled intersections and inexperienced drivers are the main causes for transport related deaths and injuries. To achieve higher levels of sustainability, the report calls for more integrated planning and improved access to mobility through enhanced fine-tuning between public and private transport modes.

The report, released in May 2009, builds on an earlier WBCSD initiative, "[Mobility 2030: Meeting the challenges to sustainability](#)". The Mobility 2030 report defined sustainable mobility as "the ability to meet society's desires and needs to move freely, gain access, communicate, trade and establish relationships without sacrificing other essential human or ecological values, today or in the future."

Contact Susanna Zammataro, theme champion for Environment and Climate Change, on [susanna.zammataro@gtkp.com](mailto:susanna.zammataro@gtkp.com).

## Trade and Transport

The International Road Transport Union (IRU), in cooperation with the Kazakh Minister of Transport and Communications and the Union of International Road Carriers of the Republic of Kazakhstan (KAZATO), held the 5th Annual Euro-Asian Road Transport Conference in Almaty, Kazakhstan from 11th to 12th June 2009 around the theme "[The Reopening of the Silk Road: from Vision to Reality](#)". The purpose was to present the findings of road transporters using the route and to raise awareness in governments and the private sector of its commercial benefits.

Presentations explored corridor operations, the potential impact of WTO and international conventions on improving its efficiency, and its importance to the Euro-Asian region. The Euro-Asian Transport Route consists of a Northern Corridor that passes through China, Russia, Belarus and into the European Union; the Central Corridor (China, Kyrgyzstan, Tajikistan, Uzbekistan, Turkmenistan, Azerbaijan, Georgia and the EU); and the Southern Corridor (Kazakhstan, Kyrgyzstan, Uzbekistan, Turkmenistan, Iran, Turkey and the EU).

After monitoring performance for six months, NELTI (the IRU New Eurasian Land Transport Initiative) found that the three corridors are competitive with other modes and have no major problems. The infrastructure for the most part is good. Requirements for improved performance are identified in the study. Delays are largely due to stoppage at the border, police checks and hour of operation restrictions in Iran and Turkey. Costs are competitive, but in many cases informal payments equaled or exceeded formal payments. It was recommended that the bilateral agreements, which structure transport between each country pair on the Silk Road, need to be harmonised, so that there are uniform document requirements for each country on the route, and that quotas and other restrictions preventing streamlined haulage of goods should be dropped. The current legal instruments cause many empty hauls and raise the overall cost of road transport. The private sector expressed concern with practical issues, such as access to transport markets and the need for annual drivers' visas with similar requirements for all countries. The current permitting system is complicated and, in some countries, doesn't allow sufficient time for transiting the country.

The conference brought together about 550 attendees from 43 countries – around 80 government officials, 430 representing companies interested in using the route and 40 representatives of international organisations. It concluded with the signing of a joint statement by 16 Ministers of Transport or their representatives stating their intention to address problems of road freight transport. The Ministers committed their efforts to completing the road network, introducing transport technology improvements, enhancing transit by acceding to international conventions, coordinating national and regional policies, and cooperating to remove identified barriers on the Silk Road. The Ministers invited all parties, public and private, to mobilise resources for the commercial development of the route.

For more information, see the IRU website ([www.iru.org](http://www.iru.org)). The conference agenda, presentations and the NELTI Study Report are all posted there.

Contact Lynn Harmon, theme champion for Trade & Transport, on [lynn.harmon@gtkp.com](mailto:lynn.harmon@gtkp.com).

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