

Welcome to Issue 52 of our eNewsletter

Dear Leo,

The proceedings of the gTKP/IRF/TARA Convention on Rural Roads, held on 26 and 27 November 2009 in Arusha (Tanzania), will shortly be made available. Preceded by a workshop on Governance, this Convention provided a unique opportunity for governments, specialised agencies, representatives of the private sector, NGOs and other stakeholders to exchange views on the latest experiences and research outcomes with respect to rural roads and transport in Africa and other developing regions.

We would also like to take advantage of this space to draw your attention to the new capacity building programmes offered by the Galilee College in Israel. You will find below a more detailed announcement for the Transport Management & Planning and Urban Economic Development modules. The College is currently able to offer a limited number of tuition scholarships to suitably qualified candidates.

Please do not hesitate to send us regularly YOUR information, best practice experiences and research so that it may be considered for publication on the gTKP website. Sharing knowledge is key to progress in the transport sector.

Kind regards,

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 parties. You can submit your queries by simply emailing info@gtkp.com, or by identifying the most relevant Theme Champion and contacting him or her directly. Email addresses for all our Theme Champions are given 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.

News

Tuition Scholarships

2 Seminars on the Same Track:

Transport Management and Planning Urban Economic Development

18 February - 8 March, 2010 AND 7 October - 25 October, 2010
Galilee College, Israel

Galilee College invites you either to register yourself or to nominate candidates to take part in

our new Capacity Building Programmes!

Galilee College, one of the leading International Management Institutes, has been providing high quality leadership and training to senior officials and decision makers from around the globe since 1987. We work in cooperation with many of the major international organisations, including the World Bank, UNDP, UNESCO and WHO amongst others.

Transport Management & Planning and Urban Economic Development are closely intertwined, jointly influencing the accessibility and mobility of the increasing urban populations.

The **Transport Management & Planning** programme will provide in-depth training on the use of advanced management methods and techniques in order to enable transport managers and planners to better allocate their resources and to successfully cope with the complex problems of (public) transport management, planning and development that they confront on a daily basis.

At the **Urban Economic Development programme** the participants will be granted advanced tools for guiding economic growth and social development in urban centres and they will learn to meet future demands for employment, facilities and public services through Urban Economic Planning.

Course Location: Israel

Participants study and stay at the Galilee College Study Centre, in the northern region of Israel. The programme includes lectures, workshops, and study tours, enabling participants to gain professional knowledge, learn from the Israeli experience, visit places of historical, religious and tourist interest in Israel, and network and exchange knowledge with colleagues from around the world.

Galilee College is now able to grant **tuition scholarships** (value of € 2,250 each) to qualified candidates recommended by your office. All applicants must have a University degree and be fluent in English, with work experience relevant to this programme. Once admitted, the participant will have to cover living expenses* in Israel and airfare only.

[Click here for more information](#)

Enjoy a €110 discount: Galilee College's NEW **Early Bird Deal - Deadline is 18th December, 2009*

Contents at a Glance

Governance

Outcries of inefficient delivery and management of infrastructure, mainly aimed at the transport sector, raise a few fundamental questions. Are African public sector organisations exceptionally inefficient? [Read more...](#)

Road Safety

Seventy Ministers and Heads of Delegations, as well as representatives of international, regional and sub-regional governmental and non-governmental organisations (including gTKP) and private bodies gathered in Moscow, Russian Federation, from 19–20 November 2009 for the First Global Ministerial Conference on Road Safety. [Read more...](#)

Rural Transport

A link is provided to a recent ADP web-broadcast event on Low Cost Structures, Rural Road Surfacing and Standards, and Low Cost Slope Stabilisation. The section also features a number of other useful rural transport news items and resources. [Read more...](#)

Social Development

The 2009 Convention on Rural Roads took place from 25th to 27th November in Arusha, Tanzania, under the auspices of IRF, the Tanzanian Roads Association (TRA) and the global Transport Knowledge Partnership (gTKP). The Convention aimed at addressing the challenges of providing vital, affordable and safe transport to rural areas in developing countries. [Read more...](#)

Urban Mobility

African Association of Public Transport Workshop in Nairobi, Kenya. gTKP promotes the development and expansion of a Thematic Group on Bus Rapid Transit (BRT) in Africa. [Read more...](#)

Finance & Economics

The World Bank has recently updated its resource guide on Performance-based Contracting (PBC). [Read more...](#)

Environment & Climate Change

- Innovative warm mix asphalt trials completed near Durban, South Africa
- Applicability of Post 2012 Climate Instruments to the Transport Sector (CITS) Project
- East West Green Transport Corridor

[Read more...](#)

Governance

Public Sector Transport Organisations: Mending the Leak

This month, the long awaited Africa Infrastructure Country Diagnostic ([AICD](#)) report and website were launched. In the pre-FIFA World Cup sporting frenzy - and construction hassle - of Johannesburg, a duo of economists from the World Bank, which led the initiative, announced that Africa needed to invest at least USD 93 billion over the next ten years to meet its development targets. The investment need was, however, not the emphasis. The report stressed that investing in Africa's infrastructure made no sense unless inefficiencies were addressed. In making this point, the authors lucidly used the analogy of a leaking bucket: It is not prudent to attempt to fill a bucket without first mending the leaks.

Outcries of inefficient delivery and management of infrastructure, mainly aimed at the transport sector, raise a few fundamental questions. Are African public sector organisations exceptionally inefficient? If so, why? Furthermore, has the ongoing divestiture of public sector functions improved the efficiency of public service delivery? Addressing such questions goes beyond the scope of an article such as this; and, besides, the author does not presume to have definitive answers. However, this space is both sufficient and opportune to begin pondering structures that might facilitate solutions.

Assessing organisational efficiency requires analysis of two sets of data. These analyses should be treated as a duality - the structure and agency of organisations on the one hand, and the quality of the products of the given organisation (i.e. public service) on the other. While a lot of research and effort has been devoted to tracking the latter, including the AICD report, minimal attention has been focused on organisational constructs. Why? The product of these organisations [public service] lends itself to quantitative assessment, while improvements in econometrics have helped track quality of public services.

The challenge of tracking organisational constructs is less overt, however. It demands an understanding of both the assemblies of agency, and the institutions [structures] that underpin these assemblies. At the very least, it requires that sociology should work in tandem with history. It also calls for an understanding of the circumstances under which the two disciplines can function in concert with economics and engineering. These latter provide tools for understanding the product of public sector organisations. In other words, how can we bring interdisciplinarity to bear on the challenges of infrastructure? This is a central question currently being addressed by the [governance theme](#).

Contact Fred Amonya, Theme Champion for Governance, on Fred.Amonya@gtkp.com

Road Safety

Moscow Declaration on Road Safety approved

Seventy Ministers and Heads of Delegations, as well as representatives of international, regional and sub-regional governmental and non-governmental organisations (including gTKP) and private bodies gathered in Moscow, Russian Federation, from 19–20 November 2009 for the First Global Ministerial Conference on Road Safety.

By way of key outcome, the Conference approved the [Moscow Declaration](#), which calls for a

Decade of Action for Road Safety.

Among those addressing the Conference, UK Transport Minister Paul Clark pledged continuing support through gTKP and the [World Bank Global Road Safety Facility](#) (WBGRSF).

New reports issued at the event included:

- A report to assist governments in low and middle income countries to develop regional and national road safety targets issued by the UNECE Road Safety Forum, with gTKP funding and technical support. Available through: roadsafety@unece.org.
- New "Country Guidelines for the Conduct of Road Safety Management Capacity Reviews and Specification of Lead Agency Reforms, Investment Strategies and Safe Road Systems Projects", issued by WBGRSF. Available from [the Road Safety Theme Champion](#).
- A new report by UN development expert, Dr Kevin Watkins, launched by the [Make Roads Safe Campaign](#), describes road crashes as "a one way ticket into poverty" for many in the developing world. In some developing countries, the cost of road crashes outweighs the amount received in overseas aid.

Contact Adrian Walsh, Theme Champion for Road Safety, on adrian.walsh@gtkp.com.

Rural Transport

Appropriate Development Panel

The Appropriate Development Panel (ADP) is hosted by the Institution of Civil Engineers (ICE), London. On 16 November, the ADP organised an evening event to present recent research managed through the DFID (UK Department for International Development) funded [SEACAP](#), [AFCAP](#) and [gTKP](#) programmes. Three presentations were made, covering the Low Cost Structures Guideline (Rob Petts), Rural Road Surfacing and Standards (Dr. Jasper Cook) and Low Cost Slope Stabilisation (Gareth Hearn and Tim Hunt). The meeting was chaired by Dr. Yusaf Samiullah, from the Policy and Research Department at DFID. The presentations and discussion will shortly be available for viewing on the [ICE website](#).

Networking

An important aim of gTKP is to link and network with other transport knowledge forums. Useful websites featuring rural transport knowledge for developing and transition countries include: [World Bank](#), [Transport Links](#), [AFCAP](#), [SEACAP](#), [IFRTD](#), [ILO](#), [SKAT](#), [IRC](#), [Helvetas](#), [Rural Roads](#), [ITI](#), [Sabita](#), [Animal Traction](#) and [Practical Action](#).

If you know of any other websites with useful Rural Transport information or documentation, please share the address links with the gTKP partners.

Rural Roads provide Water Access

An example from Ethiopia of self-help rural road construction facilitating access to community water supply is featured in a recent [Financial Times](#) article. Please note this article is subject to copyright.

Research and Mainstreaming of Transport Knowledge

If you have views or knowledge to share with gTKP users on any Rural Transport issues, please communicate with the Rural Transport Theme Champion via rob.petts@gtkp.com.

Contact Rob Petts, Theme Champion for Rural Transport, on rob.petts@gtkp.com.

Social Development

Social Development and Road Safety should not be seen as economic burdens but rather as investments

The 2009 Convention on Rural Roads took place from 25th to 27th November in Arusha, Tanzania, under the auspices of IRF, the Tanzanian Roads Association (TRA) and the global Transport Knowledge Partnership (gTKP). The Convention aimed at addressing the challenges of providing vital, affordable and safe transport to rural areas in developing countries.

The first session on the agenda brought together leading international experts to address and place in full perspective the importance of rural roads. Chaired by the Director General of IRF's Geneva Programme Centre, Sibylle Rupprecht, the speakers covered a range of themes

highlighting the social and economic dimensions of rural roads. A comprehensive set of presentations included an overview of rural transport investment and impacts, the need to ensure links to basic services, the economics of rural roads, rural roads and employment, the social aspects of rural roads and gender considerations in public works. There was also a stimulating introduction to the rural roads programme in China.

Nathalie Pereira, gTKP's Social Development Theme Champion was present at the Convention to promote exchanges of knowledge and experience on the social aspects of Rural Roads. Her presentation emphasised that, while transport alone cannot eradicate poverty, it can have tremendous positive impacts on poor people. The social implications are considerable. Even the best equipped hospital, for example, is of little use if the communities most in need cannot reach it. The priorities of rural regions differ significantly from those of urban areas, and are focused notably on access to social services, education, markets, employment and domestic needs. Addressing these issues requires us to build not only safer roads, but also roads that are environmentally, socially and economically sustainable; and which take into account the diverse needs and aspirations of the full range of local stakeholders – including pedestrians, cyclists, informal settlers, street vendors and people with disabilities. A thorough understanding of the specific context and environment is a vital prerequisite for all rural projects – and this can best be achieved by forming dynamic relationships between individuals at community level, and involving stakeholders at every stage. And, we should not forget to include social diversity and gender participation among core considerations - as well as the importance of not only focusing on infrastructure but also giving due regard to the “second” economy.

Contact Nathalie Pereira, Theme Champion for Social Development, on nathalie.pereira@gtkp.com.

Urban Mobility

African Association of Public Transport Workshop in Nairobi, Kenya

gTKP promotes the development and expansion of a Thematic Group on Bus Rapid Transit (BRT) in Africa.

The African Association of Public Transport (UATP, Union Africaine des Transports Publics) was created on 15 November 2002 in Lomé, Togo. With a registered office in Abidjan, Ivory Coast, UATP aims to bring together public transport operators in Sub-Saharan Africa in order to promote the development of public transport and improve mobility for people and goods in Africa. It has around 50 members and is the Sub-Saharan Africa Division of the International Association of Public Transport (UITP, Union Internationale des Transports Publics) based in Brussels.

During the UATP Workshop, held in Nairobi from 12-13 November 2009, and attended by approximately 80 participants from all over Africa, gTKP promoted the development and expansion of the Thematic Group on Bus Rapid Transit (BRT) in Africa. This was established initially during the Cities for Mobility Conference held in Stuttgart, Germany, in June 2009.

Many UATP Workshop delegates showed considerable interest in the idea and further discussions were held with UNEP, UN HABITAT, TRL, UATP and UITP. It was agreed that the Thematic Group on BRT for Africa would focus on cities that already have, or are planning for, BRT. It was further agreed that the group would aim to help develop awareness and knowledge on BRT in Africa, showcase best practice (globally and in Africa – e.g. Lagos), learn from cities in Africa that have already planned for BRT (Dar es Salaam, Accra, Dakar), assess needs to increase capacity in planning for BRT, and develop a communication framework for networking among partners.

As a first step, it was suggested that a two-day workshop should be held in Johannesburg or Cape Town, South Africa, in early/mid 2010. The results could then be presented to a broader African audience at the First Pan African Conference on Public Transport, to be held in Dakar, Senegal, in October, 2010.

For more information see the UATP website at <http://www.uitp.org/regions/africa/index.cfm>.

Contact Peter Midgley, Theme Champion for Urban Mobility on peter.midgley@gtkp.com.

Finance and Economics

World Bank Resource Guide on Performance-based Contracting (PBC) has been updated

The World Bank recently updated its resource guide on PBC. The Guide is aimed at assisting national and sub-national road agencies in developing and transition countries to launch or enhance a PBC programme to manage and maintain their road networks. In this respect, the Guide is also a useful tool for the consulting and construction industries as well as staff dealing with transport issues for international development agencies. It contains all the information and practical documentation needed to:

- identify a PBC approach to fit specific conditions in a given country.
- design bidding and contract documentation.
- develop an efficient PBC implementation strategy.

The guide starts with an introductory chapter and features detailed sections on the following themes:

- **PBC Globally** – this section describes worldwide applications of PBC
- **Documents** - provides practical documentation for various stages of the PBC process.
- **Resources** - contains a web-linked bibliography of publications and sources of expertise relevant to performance-based contracting for road management and maintenance.
- **Resource persons** - contains names and contact information for road agency officials, consultants, contractors, and World Bank staff with experience in varied aspects of performance-based contracting.
- **Multi-donor support** - provides information on trust funds that support activities related to the development and introduction of a PBC approach in the roads and highways sub-sector.

Performance-based maintenance contracts are also included, as a PPP option, in [the Toolkit for PPP in Roads and Highways](#). This guide, which is available online [here](#), will be updated on a regular basis.

Contact Caroline Visser, Theme Champion for Finance & Economics, on caroline.visser@gtkp.com.

Environment and Climate Change

Innovative warm mix asphalt trials completed near Durban, South Africa

South Africa's first warm mix asphalt (WMA) trials, initiated by an interest group under the leadership of Krishna Naidoothe of eThekweni Municipality were successfully completed near Durban during November.

The main aim of these trials, carried out over a period of three days, was to confirm that asphalt mixes could be produced and paved at significantly lower temperatures than conventional asphalt - thereby achieving both energy savings, through lower fuel consumption, and a reduction in greenhouse gas emissions.

Another initiative of eThekweni's Road Rehabilitation Branch has been to utilise reclaimed asphalt (RA) from their roads by stockpiling it at convenient sites for later use in foam bitumen treated cold mixes. These mixes are produced in a specialised cold mixing plant by blending 85% RA and 15% crusher dust with 2% foamed bitumen and 1% cement. The resulting cold bituminously treated mixes can be paved and compacted in the same way as hot-mixed asphalt.

During the trials, a 125 mm layer of the cold in-plant recycled RA was paved over the full length and width of a local thoroughfare, Brackenhill Road, to strengthen the existing pavement and provide a more uniform support for the trial surfacing mixes.

In what were probably the first properly monitored WMA trials in South Africa, the 125 mm overlay provided a useful demonstration of how reclaimed asphalt can be effectively utilised, not only in hot mixes, but also in cold bituminously treated mixes.

The trials also highlighted that:

- WMA mixes can be successfully produced at temperatures at least 20oC below those of conventional asphalt.

- Moisture content in the mixes was less than 0.5%.
- The mixes could be compacted to the same degree as conventional asphalt.
- Burner fuel consumption was reduced by between 15% and 20%.
- At least 10% RA could be incorporated in WMA.

The execution of this project provided a good example of how partnerships between clients, contractors, consultants and suppliers can be mobilised to successfully introduce new technology. The project leaders have been awarded the prestigious annual [Sabita](#) Award for Outstanding Achievement in Bituminous Product Technology.

Applicability of Post 2012 Climate Instruments to the Transport Sector (CITS) Project

Implemented by the Asian Development Bank (ADB), in cooperation with the Inter-American Development Bank (IDB), the Climate Instruments to the Transport Sector project (CITS) is a first step towards helping to ensure that the transport sector can benefit from revised/new climate change mitigation instruments under a post-2012 Climate Change Agreement. The CITS project is a contribution to the Partnership on Sustainable, Low Carbon Transport ([SLoCaT](#)).

The CITS project aims to deliver the following outputs by April 2010:

1. Synthesis of information on the GHG reduction and co-benefit potential of transport interventions and existing and planned climate change mitigation instruments;
2. Four case studies from the Asian and Latin America and Caribbean regions, illustrating suitable NAMAs (Nationally Appropriate Mitigation Actions) and CDM (Clean Development Mechanism) projects in the transport sector, documented in a synthesis report.
3. Development of an informal network of transport organisations, spanning both developed and developing countries, to help guide the discussion on detailed guidelines for post-2012 climate instruments.

It is increasingly important for the transport sector in developing countries to contribute to such mitigation efforts. A post-2012 Climate Change Agreement could open a new window for ambitious greenhouse gas emission reduction actions. For more info, click [here](#).

East West Green Transport Corridor

On 9th June 2009, a European Union (EU) grant was secured through the Interreg IV Baltic Sea Region Programme to fund the East West Transport Corridor II (EWTC), which was officially launched on 12th and 13th November in Karlsham, Sweden. With almost 70 partners, including the Governments of Sweden and Lithuania, the EWTC plans to build an environmentally-friendly central trade corridor to the Northern Transport Axis, connecting Ebsjerg in Denmark to Vilnius in Lithuania through Scandinavia.

There is an increasing amount of East/West trade through Europe, and the EWTC hopes to support its efficient, safe and sustainable development by becoming an example of best practice for the EU Freight Transport Logistics Plan. In this respect, the EWTC plans to:

- Become a pilot testing ground for technologies that improve traffic efficiency, safety and security in an environmentally-friendly manner.
- Create a manual of how to develop a Green Corridor in accordance with the EU's transport policies, and provide more eco-friendly transport products and alternatives to help stakeholders enhance sustainable transport planning through new methods and technologies.
- Develop an intelligent transport system that could share information regarding weather conditions, logistics, intermodal premises, customs clearance announcements, bookings, and e-payment arrangements, which would reduce bottlenecks and increase the corridor's efficiency, thereby reducing its environmental impact.

The European Commission is organising a conference on Green Corridors in Brussels on 9 December, 2009. For more info, click [here](#).

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

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