

Welcome to Issue 54 of our eNewsletter



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 champions 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.

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Trade & Transport

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Urban Mobility

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Environment and Climate Change

India endorses the 50by50 campaign

The Indian Minister for Transport and Highways, Kamal Nath opened the [Global Fuel Economy Initiative \(GFEI\) Indian Symposium](#) in Delhi on 25 November 2009 and gave his full support to the '[50by50](#)' initiative. India's energy security challenges, the regulatory picture, the need to address air quality and the role of consumers in pushing forward the agenda were the main issues covered during the symposium.

The campaign for a 50% improvement in car fuel economy by 2050, is a joint initiative of the UN Environment Programme ([UNEP](#)), the International Energy Agency ([IEA](#)), the International Transport Forum ([ITF](#)) and the [FIA Foundation](#). Together the organisations call for the adoption of a global fuel economy roadmap, which should be embarked upon immediately and integrated into financial support for the car industry.

Fuel economy is a critical issue for the Indian government. Just before the symposium, Minister Nath had announced that, by 2011, it will be mandatory for automobile manufacturers to provide energy efficiency labels for all vehicles sold. The information on the labels will have to be certified by India's [Bureau of Energy Efficiency \(BEE\)](#).

Given the large predominance in its fleet of smaller vehicles and two wheelers, India is recognised internationally as a leader in fuel economy. The average fuel consumption level is little more than 6 litres/100km - compared to the US, where the figure is closer to 9l/100km, and Europe where it is around 7l/100km. From now on, the main challenge for the country will be to maintain this current level despite a growing demand for larger vehicles. The presentations made during the symposium can be accessed [here](#).

Outcome of Copenhagen negotiations: a report

The [Bridging the Gap Initiative](#) has just released a report providing an overview of the UN [COP 15](#) negotiations as well as analysis of the implications for the transport sector. The aim of the paper is to identify opportunities and challenges arising from the outcomes of the Copenhagen negotiations to better link sustainable transport and climate policy. It aims also to develop recommendations for 2010 and beyond.

The document is based largely on direct observations of the negotiations, engagement with transport and climate policy experts and an analysis of the decisions that resulted from the UNFCCC process. It is structured according to the four building blocks of the Bali Action Plan (BAP): Mitigation, Adaptation, Technology Transfer and Finance. A table at the end of each section summarises the respective commendations to be addressed by three different target groups (international, national, expert community) in order to better integrate land transport in the process.

By informing the transport and climate communities about the outcome of COP15, the report intends to reinforce international activities to ensure that GHG emissions from land transport will play a more effective role in emissions reductions.

You can access the document by clicking [here](#).

Formulating NAMAs in the transport sector: a guidance note

There are uncertainties surrounding the extent to which the Copenhagen Accord will be implemented and the role it will play in the negotiations. However, as stated in the Accord, it provides an opportunity for developing country Parties to submit their NAMAs.

Nationally Appropriate Mitigation Actions (NAMAs) are voluntary emission reduction measures by developing countries that are reported by national governments to the United Nations Framework Convention on Climate Change (UNFCCC). They are expected to be the main vehicle for mitigation action in developing countries under a future climate agreement. They can take the form of policies, programs and projects implemented at national, regional, or local levels.

This guidance - put together by the [Bridging the Gap initiative](#) - provides guidance for developing country Parties to consider ways in which mitigation actions in the transport sector can be developed and supported. More specifically, it provides ideas for various types of NAMAs in the transport sector, focusing particularly on land transport.

You can access the document by clicking [here](#).

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

Finance and Economics

PPIAF and World Bank Report: Private Sector Participation in Light Rail - Light Metro Transit Initiatives

PPIAF (The Public-Private Infrastructure Advisory Facility) and the World Bank have recently released a book on Private Sector Participation in Light Rail/Light Metro Transit (LRMT) Initiatives. The book aims to help governments and public authorities to establish effective LRMT systems, and focuses on use of Public-Private Participation (PPP) arrangements.

The material presented should serve as a practical guide to developing LRMT PPPs in both developed and developing countries. It endeavours to provide answers to readers' questions regarding how to successfully incorporate private sector participation in LRMT, with a lesser emphasis on why LRMT and the private sector may be beneficial. The main focus is on guiding the audience from design through to project implementation. It starts from the premise that underlying transport policy decisions will have already been made and that LRMT has already been identified as the appropriate transport solution. Some limited discussion of policy and technical issues are included where these directly impact the LRMT PPP approach.

The approach is presented in nine sections and the author, Cledan Mandri Perrot, drew on current international LRMT PPP experience through a series of interviews and case studies. The sections covered are:

- Urban Transport and Light Rail/Light Metro Transit (LRMT)
- Selected Technical Aspects
- Incorporating Private Sector Participation in LRMT Initiatives
- Understanding and Allocating Risk
- Specifications, Oversight and Performance Management
- Funding and finance

- Developing a PPP Agreement
- Procurement
- Conclusions & Recommendations

A key conclusion of this research is that incorporating private sector participation in LRMT initiatives can offer good value for money, but achieving this objective requires carefully managed planning and implementation.

The report is available [here](#).

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

Road Safety

International Youth NGO established

In April 2007, the World Health Organization and the UN Economic Commission for Europe hosted the first ever World Youth Assembly for Road Safety. This network – Youth for Road Safety (YOURS) - has just launched its [new web site](#).

Young people are encouraged to join. Professionals organising road safety programmes for young people can also benefit and are invited to [make contact with YOURS](#).

Overall Casualty Reduction in OECD (Organization for Economic Co-operation and Development) Countries

In his foreword to the Annual Report of IRTAD, the International Traffic Safety Data & Analysis Group of the OECD, the Group's President, Prof Fred Wegman, highlights that "2008 was marked by an overall decline in the number of traffic casualties; and we can only welcome this. The Report contains detailed information on how each IRTAD country performed and on road safety measures implemented over the past five years to reduce the number of traffic casualties. It is a mine of information for all those interested in safety."

The Report includes data and information from 27 countries that are either full members of the IRTAD Group, or which provide regular data, and is available [here](#).

Driver Coaching

The EU-driver coaching project, HERMES (High Impact approach for Enhancing Road safety through More Effective communication Skills for driving instructors), is to be finalised in February, 2010. More about this new approach to novice driver training and the information day can be found [here](#).

Events and Courses

gTKP will be supporting a Certification Course for Road Safety Auditors being run by IRF India, in Association with the Australian Road Research Board (ARRB), from 1-12 February in Delhi. The new on-line Road Safety Toolkit being developed in association with the International Road Assessment Programme (iRAP) will be launched during the course. More information is available from the Theme Champion.

gTKP will also be supporting the Road Safety module of the [Senior Road Executives Programme 2010](#) being convened at the University of Birmingham, UK, from 12 - 24 April, 2010. This series of intensive residential courses is delivered by experts of international repute. The courses address the main building-blocks that are vital for sustainable roads.

The Tunisian Road Safety Association will host - in collaboration with PRI (International Road Safety) and the Arab Road Safety Organization - the sixth session of

the [International Festival for Road Safety Campaigns](#), in Tunisia, from 4-6 March, 2010.

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

Rural Transport

Haiti Knowledge Needs

The devastating earthquake in Haiti has been a cruel event for an already very impoverished nation.

Once the immediate needs of the survivors are met, attention will turn to reconstruction. This provides an opportunity to rebuild using the resources locally available, and these include the rubble and materials from the damaged physical infrastructure of roads, bridges and buildings. It will also be a chance to develop much needed local building skills and job opportunities.

gTKP is appealing to anybody with experience in road building using recycled materials, and of post-crisis situations, to please document their experience in the form of case studies that we can forward to the appropriate organisations as well as web-post.

We already have some contributions on the gTKP [post-crisis transport infrastructure](#) web page.

TARA-IRF-gTKP Convention on Rural Roads, Arusha, Tanzania

We will shortly be posting the outcomes of this convention on the website.

Research and Mainstreaming of Rural Transport Knowledge

If you have views or knowledge to share with gTKP users on any Rural Transport issues, please:

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

Social Development

Gender, Transport and Mobility

Few developing country research and development projects have adequately accounted for the intersection of gender, transport and mobility. A paper by Deike Peters, Co-Coordinator of the UN Commission on Sustainable Development Caucus on Sustainable Transport, brings together evidence from rural and urban transport case studies in less developed countries.

The paper was commissioned by the UNED Forum (UNEP National Committee for the UK) and presented at the "Gender Perspectives for Earth Summit 2002: Energy, Transport, Information for Decision-Making" preparatory meeting which took place in Berlin, Germany, from 10-12 January, 2001.

The case studies highlight that, "women's disadvantaged position in transport systems is apparent throughout. However, rather than simply use the studies to confirm general trends, this paper highlights both similarities and differences in women's experiences in order to stress the need for locally-adapted gender-sensitive transport strategies. Once this local dimension is brought back in, "giving voice" to women in transport planning and practice does not have to remain a lofty theoretical principle. Crucial, practical advances can be made by improving the quality of household and user surveys and by collecting all data in a sex-disaggregated manner. These efforts should be complemented by comprehensive, locally-targeted gender analyses and action plans. Depending on local

context, the provision of special transit services to women may be an appropriate intervention, but should not be seen as a permanent solution."

To read full article please follow this [link](#).

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

Trade and Transport

A New Resource for Infrastructure Evaluation and Planning

The Africa Infrastructure Country Diagnostic (AICD) is a newly released knowledge programme designed to provide practitioners and the public with an understanding of the infrastructure needed to foster economic growth in Africa. Data has been collected on the status of networks for energy, transport, information and communications, irrigation, water and sanitation.

The findings suggest that Africa's "infrastructure deficit" is holding back per capita economic growth by about 2% per year, and reduces the productivity of firms by as much as 40%. The largest deficit is in power – only 1 in 4 Africans has access to electricity and many factories regularly suffer from blackouts. Back-up generators cost USD 0.40 per kilowatt hour to run, cutting into business profits and discouraging entrepreneurship. Regional integration holds part of the answer by enabling efficient use of technology and economies of scale. For example, by trading power across national borders, Africa can save about USD 2 billion a year in energy costs. On a continent that trades large quantities of agricultural products, only 1 in 3 rural Africans has access to an all season road.

There are success stories like the "wireless revolution". In 1999, only 5% of Africans could receive a GSM wireless signal, compared to more than 50% today. To replicate this success in other infrastructure networks, the study suggests that Africa needs about USD 93 billion, of which 1/3 is needed for maintenance.

Nevertheless, investment in hardware is unlikely to bring results without regulatory and institutional reform.

- Deregulating trucking services or liberalising international calls can reduce monopoly profits and slash prices by about half.
- Improving administrative procedures at ports and border crossings can boost the speed of Africa's international road freight to competitive levels.
- Every dollar spent on preventative road maintenance saves USD 4 in later rehabilitation.

AICD is being implemented by the World Bank on behalf of a Steering Committee composed of the African Union Commission, the New Partnership for Africa's Development, the African Development Bank, Africa's regional economic communities and donors that invest in infrastructure. All AICD outputs are available at www.infrastructureafrica.org, including data, interactive maps and models for analysis.

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Urban Mobility

Ahmedabad wins Sustainable Transport Award 2010

The historic Indian city of Ahmedabad has won the prestigious 'Sustainable Transport Award 2010' for the successful implementation of Janmarg, India's first full bus rapid transit (BRT) system.

The developing world is leapfrogging developed countries when it comes to urban transport, as evidenced by the announcement of Ahmedabad, as the winner of the 2010 Sustainable Transport Award, for the successful implementation of Janmarg, India's first full bus rapid transit (BRT) system.

The Sustainable Transport Award is given each year, during the annual Transportation Research Board meeting in Washington, D.C., by the Institute for Transportation and Development Policy (ITDP). The Award is given to a city that uses transport innovations to increase mobility for all residents, while reducing transportation greenhouse gas and air pollution emissions as well as increasing cyclist and pedestrian safety and access. "Cities have the power to significantly reduce carbon emissions by actively seeking ways to improve transport," said Walter Hook, Executive Director of ITDP.

This year's event, which took place on January 12, was hosted by Enrique Peñalosa, ITDP Board President and former Mayor of Bogotá, Colombia, and the keynote speaker was Commissioner Janette Sadik-Khan, of the New York City Department of Transportation (New York City won the award last year).

In Ahmedabad, city residents have embraced their new BRT system. 18,000 passengers use Janmarg daily to commute to work, school and other locations. In just a few months of operation, Janmarg has transformed the delivery of transit in South Asia.

Janmarg uses innovative central median stations, pulled away from the junctions. Bus stations feature passive solar design, an inexpensive way to keep stations naturally cool.

The city is making continued efforts to be a leader in sustainable transport, including incorporating high-quality pedestrian facilities in some corridors, as well as bicycle lanes. Ahmedabad has also initiated car-free days.

For more information, visit the Ahmedabad Municipal Corporation BRTS website at <http://www.ahmedabadbrts.com/>

For more information, see the [full article by Keith Barry on the Wired.com website](#).

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