

Contents at a Glance

Environment & Climate Change

This month brings news of developments with the Clean Development Mechanism (CDM) in the Transport Sector and a new State and Local Climate and Energy website launched by the U.S. Environmental Protection Agency. [Read more...](#)

Governance

Among a number of governance related initiatives currently underway, preparations are going on behind the scenes for a major governance workshop, which is planned to be held this October in Cape Town, immediately after the 4th SARF/IRF Regional Conference. [Read more...](#)

Rural Transport

This month's topics include Intermediate Equipment, Non-Conventional Materials for Infrastructure Construction, revised Eco Roads and Brick Paving publications and a new set of Rural Road Surfacing Briefing Sheets. [Read more...](#)

Trade & Transport

The single window concept has been introduced in an increasing number of countries in Asia and Africa to reduce cost and delays in trade transactions. [Read more...](#)

Finance & Economics

The French Development Agency (AFD) and the World Bank have recently released a paper on Africa's Infrastructure entitled, *A Time for Transformation*. [Read more...](#)

Road Safety

This month brings news of a new sub-theme devoted to Road Safety Audit, an upgrade to the popular on-line Road Safety Toolkit, Community Programmes aimed at promoting road safety in... [Read more...](#)

Social Development

For many in West Africa, the road network is a vital socio-economic lifeline but it can also be a way for the spread of HIV. An ambitious programme, the World Bank Abidjan-Lagos Transport Corridor (ALCO) project, has seen marked success in... [Read more...](#)

Urban Mobility

General Motors has unveiled in Shanghai its EN-V concept, describing it as a "radical change in mobility to address growing urbanisation issues". [Read more...](#)



Highlights

gTKP Annual Review
now available online



News

The NGO Action for Road Traffic Victims (April) of TOGO and ALINAGNON organized in the framework of the World Health Day, a large activity on the Abidjan-Lagos corridor on 09/04/2010. Park HILLA Condji-border BENIN-

TOGO has been chosen for the launch ceremony. The authorities of both countries, in charge of health, police and carriers with their unions were present. The day ended with an awareness of monitoring the distribution of leaflets through the Lome-Cotonou roads.



Environment & Climate Change

The Better Air Quality Conference calls for abstracts

The Better Air Quality Conference (BAQ 2010) will be held this year in Singapore, from 9-11 November. Convened every two years, the conference has become Asia's largest gathering of air quality stakeholders. Around 600 participants from government, civil society, academia, the private sector and development agencies from more than 35 countries worldwide are expected to participate in BAQ 2010, with one-third coming from outside Asia. The chosen theme for this year's edition, *Air Quality in a Changing Climate*, reflects three key developments:

- The growing relevance of climate change to air quality management. There is increasing evidence that air pollution interacts with climate change. Therefore, it is vital to address air pollution and climate change mitigation through integrated policies and projects.
- Rapid urbanisation in Asia, which is putting cities under pressure to absorb additional inhabitants whilst at the same time ensuring that the air becomes cleaner, that fuel use and carbon footprint are reduced, and that urban areas generally remain accessible and liveable.
- The changing role of development agencies. The latter are now evolving from being simple financial partners towards becoming providers of expertise, thus supporting the development of local capacity for the planning and realisation of more sustainable cities and transport systems.

The deadline for submission of abstracts is 15 May 2010. Abstracts must have an Asian focus or clearly state the relevance of the proposed paper to Asia. They can cover academic, technical or policy-related studies, projects, programmes and technologies on the following themes:

- Sustainable Cities and Urban Development
- Air Quality and Greenhouse Gas Monitoring and Impacts (covering all sources)
- Air Quality Management & Climate Change Mitigation (covering all sources)
- Transport Systems and Modes
- Clean Fuels and Vehicles

More details can be found on the official BAQ website: <http://www.baq2010.org/>

EPA launches new State and Local Climate and Energy website

The US Environmental Protection Agency's "State and Local Climate and Energy Program" provides technical assistance, analytical tools and outreach support to State, local, and tribal governments. In order better to deliver its mission, the programme has been equipped with a [new website](#) that offers a number of tools, guidelines and resources to define cost-effective policies and initiatives for addressing climate change, including those that promote renewable energy, energy efficiency and related clean technologies.

The website has a dedicated section for transport issues, with entries from both [State](#) and [local government](#) levels. It provides a number of policy options for fuel, vehicles and travel activities as well as a selection of modelling tools and calculators.

The Clean Development Mechanism (CDM) and the Transport Sector

On behalf of the Bridging the Gap initiative, and with endorsement from the Partnership on Sustainable Low Carbon Transport (SLoCaT), the Transport Research Foundation has produced a submission on "*the modalities and procedures for the development of standardised baselines that are broadly applicable, while providing for a high level of environmental integrity and taking into account specific national circumstances*". The submission - which can be accessed [here](#) - provides recommendations regarding methods of standardisation that can help improve the efficiency, applicability and environmental integrity of CDM in the transport sector.

Contact Susanna Zammataro, Theme Champion for Environment & Climate Change, on

Finance & Economics

Africa's Infrastructure: A Time for Transformation

The French Development Agency (AFD) and the World Bank have recently released a paper, entitled *A Time for Transformation*, which collects detailed economic and technical data on the infrastructure sectors in Africa. The paper is part of the Africa Infrastructure Country Diagnostic (AICD), a project designed to increase the world's knowledge of infrastructure in Africa, and which should also provide a more solid empirical foundation for prioritising investments and designing policy reforms in the infrastructure sectors.

Already, the project has produced a series of original reports on public expenditure, spending needs, and sector performance in each of the main infrastructure sectors. The new paper synthesises the most significant findings of those reports. The first phase of the AICD focused on 24 countries that together account for 85 percent of the gross domestic product, population and infrastructure aid flows of Sub-Saharan Africa. Coverage is now being expanded in a second phase to include as many other African countries as possible.

Based on extensive fieldwork across Africa, the following main findings have emerged:

- Infrastructure has been responsible for more than half of Africa's recent improved growth performance and has the potential to contribute even more in the future.
- Africa's infrastructure networks increasingly lag behind those of other developing countries and are characterised by missing regional links and stagnant household access.
- Africa's difficult economic geography presents a particular challenge for the region's infrastructure development.
- Africa's infrastructure services are twice as expensive as elsewhere, reflecting both diseconomies of scale in production and high profit margins caused by lack of competition.
- The cost of addressing Africa's infrastructure needs is around USD 93 billion a year, about one-third of which is for maintenance - more than twice the Commission for Africa's (2005) estimate.
- The infrastructure challenge varies greatly by country type - fragile states face an impossible burden and resource-rich countries lag, despite their wealth.
- A large share of Africa's infrastructure is domestically financed, with the central government budget being the main driver of infrastructure investment.

The authors offer a series of recommendations, based on these findings, in the pages of the report, which is available [here](#).

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

Governance

Preparations are going on behind the scenes for a major governance workshop, which it is planned to hold in Cape Town, immediately after the 4th South African Roads Federation(SARF)/IRF Regional Conference (11-13 October, 2010). A paper will be presented at the main conference on how governance in the transport sector might be evaluated. This will be followed up with discussion of more specific proposals during the subsequent one-day workshop, which is scheduled for Thursday, 14 October. The workshop will provide an important opportunity to discuss and participate in this innovative initiative for assessing governance capacity in the transport sector, and the comments, ideas and feedback received will provide an important guide as to how the concept develops. It is aimed at senior decision makers and practitioners, and academics interested in governance issues in the sector. The workshop will be facilitated by Mark Thruscutt, gTKP's governance Theme Champion, together with SARF executive, Dr Malcolm Mitchell. Although the workshop will be principally focused on the governance issues in Africa, the concepts and ideas are also likely to be of great relevance to road managers in many other regions of the world.

Governance Aspects of Public-Private Partnerships

Mark Thruscutt will also be presenting a paper at a conference in Abuja, Nigeria, on governance aspects relevant to Public-Private Partnership arrangements. [See the gTKP website for more details](#). (NOTE: this conference has just been rescheduled and is now due to take place on 10-11 June).

Developing Governance Initiatives in East Africa

During April, the governance Theme Champion relocated to Kampala, Uganda. This has offered an opportunity

for developing governance initiatives in East Africa, including potentially a workshop on specific issues facing the sector in the region, and focusing specifically on how these impact on urban roads, road safety and civic society. If you have any ideas or feedback on this proposal, please contact Mark Thriscutt, the governance Theme Champion: mark.thriscutt@gtkp.com.

Other governance related initiatives currently under consideration include proposals to develop National Transport Forums in eastern Africa. The focus here will be on developing them to become important avenues for promoting better informed policy discussions and knowledge exchange by public and private sector participants in the sector.

Contact Mark Thriscutt, Theme Champion for Governance, on mark.thriscutt@gtkp.com.

[^ Back to Top ^](#)

Road Safety

A new Sub-Theme - Road Safety Audit

We will shortly launch a new sub-theme to support road safety auditors. It will link to programmes already being delivered by partners and will be based on an interactive check-list already available on-line. This will provide an interactive medium where practising Road Safety Auditors can share information and experience on safety concerns identified whilst carrying out Road Safety Audits.

Road Safety Toolkit Upgrade

The easy to use on-line [Road Safety Toolkit](#) has recently been upgraded. The toolkit is an excellent reference tool for traffic and transport practitioners interested in improving road safety. It provides information on low cost and high return engineering treatments to address road safety problems on the road network.

Community Safety

Community programmes are a practical and successful way of promoting road safety in a targeted and sustainable way. They are particularly fruitful in rural and suburban areas where the communities may be stronger and where regular enforcement is harder to implement due to limited police resources. Our new [Community Safety sub-theme](#) is now available on the gTKP web site.

Scholarships for Asian and Latin American Road Safety Professionals

In October 2010, Hasselt University in Belgium will organise its third 2-week training programme in collaboration with VLIR-UOS (Flemish InterUniversity Board-University Development Cooperation), which will fund 12 scholarships.

The course is aimed at participants from Asia & Latin America whose decisions have a direct influence on the improvement of road safety.

The application deadline for scholarship [participation](#) is 1st June 2010.

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

[^ Back to Top ^](#)

Rural Transport

Intermediate Equipment

We have a new web-page on [Intermediate Equipment](#) for road works. A Transport Power Point [briefing](#) on the topic is also available. [Transport Power Points](#) on eight other topics are now available for downloading. These are 10-minute PowerPoint style briefings for policy and decision makers on key issues.

Non-Conventional Materials for Infrastructure Construction

The 11th International Conference on Non-conventional Materials and Technologies (NOCMAT) was held in Bath, UK, from 6-9 September 2009, around the theme *Materials & Technologies for Sustainable Infrastructure Systems*. The conference was a collaboration between the [BRE Centre for Innovative Construction Materials](#), the [University of Bath](#), the [Pontificia Universidade Catolica \(PUC-Rio\)](#) and the [Associação Brasileira de Materiais e Tecnologias Não Convencionais](#). The conference outputs are available for downloading.

This year's [12th NOCMAT International Conference](#) will be held from 21-23 September in Cairo, Egypt.

Eco Roads Review and Brick Paving

The reformatted gTKP publication [Eco-Road Building for Emerging Economies: An Initial Scan for Promising Alternative Technologies](#) is now available for downloading. Hard copies can be obtained on application to gTKP. The reformatted gTKP publication on [Rice Husk Fired Clay Brick Paving](#) is similarly available to download and in hard copy on application to gTKP.

Rural Road Surfacing

The initial [Briefing Sheets](#) on a limited range of Rural Road Surfacing and Paving options are available to download from the website. We expect to add to the options in the coming months.

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

[^ Back to Top ^](#)

Social Development

Taking HIV prevention on the road

This article has been reproduced from the 'Featured Stories' section of the UNAIDS website.

For many in West Africa, the road network is a vital socio-economic lifeline but it can also be a way for the spread of HIV. An ambitious programme, the World Bank Abidjan-Lagos Transport Corridor (ALCO) project, has seen marked success in helping people living and working along this highway to reduce their vulnerability to HIV. ALCO's results, opportunities and challenges are analysed in a recent World Bank report, part of its *HIV/AIDS in Africa: Getting Results* series.

The report highlights that HIV prevalence in the transport sector is higher than in the general population, and with some 14 million people travelling along the 1,000 kilometre corridor each year, need for an effective intervention was clear.

The ALCO project, set up in 2004 and sustained since 2007 by a grant from the Global Fund, identified some of the circumstances on the road stretching from Cote d'Ivoire to Nigeria conducive to high-risk behaviour. For example, many truck drivers and other mobile workers spend large amounts of time away from their families and often have multiple partners. These include sex workers and others living along the highway and around truck stops.

The aim of the project was to provide HIV prevention services to people in these areas such as truck drivers, sex workers, travellers, border communities and military and customs officials.

Project plan

Multiple partners participated in the project, including national and local government and the health and transport sectors. Stakeholders were brought together on a number of levels and often with distinct concerns and priorities. 87 implementing agencies were engaged in total, with the World Bank offering targeted technical support. UNAIDS, according to the report, provided technical and financial support and was crucial in bringing the project to completion.

The programme had three facets. The first one involved HIV prevention and concentrated on behaviour change, increased HIV awareness and condom distribution. In three and a half years, more than 600 condom sales points were set up along the route and nearly nine million condoms distributed.

The second component, care and support, included providing voluntary HIV counselling and testing, community based care, diagnosis of opportunistic and sexually transmitted infections and antiretroviral treatment.

The final aspect involved inter-country coordination, training and policies to maximise the benefits of working across borders on a regional project, and reduce the long waits at border crossings.

Results

Several lessons were learned, such as the importance of the strong participation of HIV-positive people: the West African Network of People Living (PL) with HIV/AIDS was a key partner. According to the project's managers, the integral involvement of PLHIV and the sense of their ownership of the project helped to make it a success. There was also a harmonised, cross-border, evidence-based communications strategy which provided consistent messaging, emphasised community participation and engaging gatekeepers, built communications capacity in both traditional and non-traditional service providers and paid specific attention to gender issues.

By the end of the project's first phase, some 28,000 people along the corridor had accessed voluntary HIV counselling and testing services and nearly 1,500 border town residents had been trained as key community AIDS information, education and communications activists.

HIV prevention knowledge increased dramatically in the target populations, from 50-68% to 83-88%. Condom

use at last encounter increased significantly, and prevalence of other sexually transmitted infections among sex workers fell markedly. Other knock-on effects have included an increased commitment to workplace AIDS programmes in the transport sector.

Challenges

The project has not been without challenges. From programme materials to systems, and the forging of new partnerships had to be set up from scratch. Building grassroots capacity was described in the report as difficult and costly. The cross-border nature of the project also required a huge effort in coordination, time and diplomacy, with a need to work in both English and French and an array of local languages.

However, the Corridor project has made a real and measurable difference in HIV-related knowledge and behaviour amongst people living along West Africa's Abidjan to Lagos transport route. The five-year follow-on grant from the Global Fund to Fight AIDS, Tuberculosis and Malaria is making it possible to sustain this success.

According to the report, "Perhaps the most important contributions of the Abidjan-Lagos Corridor Project have been bringing HIV prevention programmes to very hard-to-reach and vulnerable people and establishing a platform for regional integration beyond AIDS and transportation."

To read more, related articles please consult the [Featured Stories archive](#) on the UNAIDS website.

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

[^ Back to Top ^](#)

Trade & Transport

The single window concept has been introduced in an increasing number of countries in Asia and Africa. APEC (Asia-Pacific Economic Cooperation) has created a working group to foster the implementation of the single window concept throughout the Pacific Basin. The aim is to streamline the process of entering and processing trade documents and other procedures through a single point of entry and notification. It is served by an automated processing system for and among agencies.

Singapore was a leader in developing the single window. In 1989, it introduced TradeNet, which provides the trade community with an electronic means of submitting trade documents to all control agencies for processing through a single electronic window. The goal was to reduce the number of interactions between the shipping community and government in order to reduce time and cost. First, the documentation required by all agencies was consolidated into a single form and rules of processing were simplified and automated. Secondly, a private firm was established to deliver and host TradeNet.

The trade community now submits trade declarations through a host-to-host service or web-based system. An intelligent routing system sends the documentation for automatic processing by all agencies concerned in accordance with the rules engine of the software. The intelligence embedded in the system means that 90% of processing is done without manual interventions and the users are able to receive and print their cargo clearance permits within 10 minutes. Web portal services allow traders to process permits, check transaction status and make direct bank account debits. Users were given training and a period of time to adapt to the automated system before it became mandatory. They pay through a monthly ID fee and a usage fee charged per transaction. The proceeds are used towards operation and maintenance, as well as to update the rules engine and generally enhance the system. More information can be found at <https://www.tradexchange.gov.sg>.

Some of the benefits to the system include:

- Increased efficiency, productivity and cost-effectiveness for users and government agencies
- Improved data sharing among government agencies
- Faster introduction of regulatory changes
- Improved customer service through accessibility from any web-based entry point at any time of day
- Prompt and accurate collection of trade statistics
- Ease of future development to suit local and international trade changes

Contact Lynn Harmon, Theme Champion for Trade & Transport, on lynn.harmon@gtkp.com.

[^ Back to Top ^](#)

Urban Mobility

GM launches EN-V urban mobility concept

General Motors has unveiled in Shanghai its EN-V concept, describing it as a "radical change in mobility to address growing urbanisation issues". GM said EN-V, an abbreviation of Electric Networked-Vehicle, "maintains the core principle of personal mobility - freedom - while helping remove the motor vehicle from the environmental debate and redefining design leadership". The two-seat electric vehicle, developed with local partner SAIC Motor, was designed to alleviate concerns surrounding traffic congestion, parking availability, air quality and affordability for tomorrow's cities.

Zero-emission power for the motors is provided by lithium-ion batteries. Recharging can be done by conventional conductive charging using household power, allowing an EN-V to travel at least 40km (25 miles) on a single charge. EN-V can also improve the efficiency of the public's electric infrastructure since the vehicle has the capability of communicating with the electric grid to determine the best time to recharge based on overall usage.

By combining a Global Positioning System (GPS) with vehicle-to-vehicle communications and distance sensing technologies, the EN-V can be driven both manually and autonomously. Its autonomous operating capability offers the promise of reducing traffic congestion by allowing the EN-V to automatically select the fastest route based on real-time traffic information. The concept also uses wireless communications to enable a 'social network' that can be used by drivers and occupants to communicate with friends or business associates while on the go.

The ability to communicate with other vehicles and with the infrastructure could dramatically reduce the number of vehicle accidents. Using vehicle-based sensor and camera systems, the EN-V can 'sense' what's around it, allowing the vehicle to react quickly to obstacles or changes in driving conditions. For example, if a pedestrian steps out in front of the vehicle, it will decelerate to a slower and safer speed and stop sooner than today's vehicles.

EN-V has been designed for the speed and range of today's urban drivers. It weighs under 500kg and is about 1.5m long. By comparison, today's typical car weighs over 1,500kg and is three times as long. Today's vehicles require over 10 sq m of parking space and are parked over 90% of the time. EN-V's smaller size and greater manoeuvrability mean the same parking lot can accommodate five times as many EN-Vs as typical automobiles.

For more information, visit <http://www.just-auto.com/article.aspx?id=103784>.

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

[^ Back to Top ^](#)

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.