

Contents at a Glance

Environment & Climate Change

This month we feature a new study, published by World Bank in the framework of the *Global Tiger Initiative*... [Read more...](#)

Governance

New articles posted on the theme website this month explain in simple terms, the main issues facing road managers. [Read more...](#)

Rural Transport

We report on an Engineering Capacity Development workshop held in Uganda and the publication of the gTKP Small Structures for Rural Roads Guideline. [Read more...](#)

Trade & Transport

Hinterland logistics chains need greater application of ICT, but competition and differing business models often interfere with its use. For further exploration of the opportunities and challenges... [Read more...](#)

Finance & Economics

The World Bank has recently produced a report that reviews institutional arrangements for road asset management. [Read more...](#)

Road Safety

This month features two new manuals now available on our web site as well as news of the global roll-out of the Road Safety Toolkit. [Read more...](#)

Social Development

The Global Helmet Vaccine Initiative, in coordination with Laser International and the Senegalese Ministry of Transportation has launched its first in-country project... [Read more...](#)

Urban Mobility

Who pays what for urban transport? A recently published handbook, that aims to highlight key examples of funding solutions that can be mobilised in the public transport sector, has been added to the gTKP Knowledge Centre. [Read more...](#)

Latest Publication



Safe Roads for Development - A Policy Framework for Safe Infrastructure on Major Road Transport Networks now available online



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Environment & Climate Change

Smart Green Infrastructure in Tiger Range Countries: A Multi-level Approach

The World Bank, together with other stakeholders, established the [Global Tiger Conservation Initiative \(GTI\)](#) in 2008 to assist the thirteen tiger-range countries (TRCs) and place the concerns of tiger conservation on the international political agenda. The GTI is one of the drivers of the World Bank's commitment to new strategies that balance economic development with nature conservation, safeguarding biodiversity and environmental protection. It aims to double tiger numbers by 2022.

Tiger experts have identified infrastructure (particularly transportation, mining and hydropower) as a major contributing factor in habitat degradation. As highlighted in the study, [Smart Green Infrastructure in Tiger Range Countries](#), while the current situation for wild tigers is critical and challenging, there are still excellent opportunities for financing agencies, governments, business owners/operators, engineers and local communities to ensure that infrastructure is conceived in a manner that is smart, green and tiger-friendly.

The study, published by the World Bank, follows a multi-level approach, encompassing the international, national, sectoral and project dimensions. It examines policy infrastructure challenges and opportunities, using lessons learned from case studies, alongside regional and in-country analyses. While there are options for improvement with respect to all countries, some, like Russia, India, Bhutan and Nepal, have already developed a good foundation for conservation, planning and policy efforts.

The GTI campaign will culminate with the Tiger Summit (Vladivostok, Russian Federation) in September, 2010.

See also GTI's official [Website](#).

Sustainable transportation discussed at the 18th Session of United Nations Commission on Sustainable Development, in New-York

The 18th session of the United Nations Commission on Sustainable Development (CSD-18) took place from 3-14 May 2010 at the United Nations Headquarters in New York. Issues surrounding Transport and Mobility essential preconditions for sustainable development were addressed on 4 and 5 May.

The challenges arising when land use planning and infrastructure development authorisation fall under different government purviews were identified and addressed during the meeting. Improved public transport was found to be essentially a political rather than a technical issue. Bus rapid transit (BRT) systems, sustainable transport stimulus funds, new emissions standards, taxation programmes and economic incentives were identified among existing options for ensuring sustainable transport.

Many proposals were related to increased transport accessibility, and advocated for transportation measures to be integrated into coherent packages. It was recognised that appropriate policy interventions could establish the affordable, economically viable, socially acceptable and environmentally sound transport systems that are vital for stimulating access to markets, employment, education and other basic services that are critical to poverty alleviation.

The first World Congress on Cities and Adaptation to Climate Change was among the numerous upcoming events announced during the meeting. The [Resilient Cities 2010](#) congress has taken place in Bonn, Germany on 28-30 May 2010; it has provided a unique opportunity to share the latest scientific findings and state-of-the-art approaches as well as to explore effective programmes for climate change adaptation and resilience building in cities and urbanised areas.

For more information on CSD 18 [click here](#).

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

[^ Back to Top ^](#)

Finance & Economics

A Review of Institutional Arrangements for Road Asset Management: Lessons for the Developing World

The World Bank has recently produced a report that reviews institutional arrangements for road asset management.

This paper presents an analysis of the structures adopted in selected countries for the management and financing of roads. These countries have chosen approaches for managing their road networks that are specific to their needs and circumstances.

The paper reviews main factors affecting the efficiency of road agencies and describes the steps taken to create a new institution, or transform an existing one. It further assesses the effort required to achieve the desired results. In all the countries reviewed, the Ministry responsible for the transport sector remained the competent authority for overall transport policy and for putting in place checks and balances for good governance and management of fiscal risk. The main aspects of institutional reform that can contribute to increasing the efficiency of road and transport agencies include: improved institutional structures, separation of client and supplier functions, separation of client and supplier organisations, privatisation of the supplier organisations, establishment of an executive agency or a commercialised (client) organisation, user participation through oversight boards, improving management information systems, and seeking additional sources of financing.

The review indicated that countries have adopted different approaches to managing roads with respect to dimensions that include decentralisation, sources of financing, management structure, and modal responsibility. Different structures can be efficient in achieving the specific objectives of a given country.

Despite variations in institutional arrangements, the following trends seem to be common to most countries with regard the management of their respective road infrastructures:

- a. Increased involvement of private sector in building, maintaining, managing and operating road infrastructure; and
- b. More emphasis on user orientation, and the development of methods to communicate with road users so as to take into account their needs and concerns with regard the provision of road infrastructure.

The report is available [here](#).

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

[^ Back to Top ^](#)

Governance

Activities during May, 2010

Four new articles, originally written in 2006, but extensively updated this month, have been posted onto the gTKP website. See <http://www.gtkp.com/knowledge-list.php?theme=3> The articles are short (each one no more than 3 sides long) and designed to give a straightforward explanation of the main issues facing road managers that are common to almost every country. They are:

- Article 1: The Facts of Life (well, at least as they pertain to roads!)
- Article 2: Who should pay? (How to fund roads.)
- Article 3: Efficiency and Effectiveness (How to maximise the resources used.)
- Article 4: Making things Better (How the institutional arrangements can be improved.)

They have been written in a way that is (hopefully) understandable to readers with no specialist knowledge in roads. They were originally designed to be used in newspapers and other general interest publications. Users are invited to distribute or publish these articles freely (provided that they acknowledge their source). If you have any questions, recommendations or other comments regarding the articles, please let me know as such things can always be improved. The biggest challenge has been to cover the issues adequately whilst trying to keep their length to a minimum.

Your views and inputs matter, if we are to support your needs and interests as best as possible. I therefore invite you to contribute more and more to the discussions on governance issues in transport. Please

join the governance in transport discussion group (http://groups.yahoo.com/group/gTKP_Transport_Governance/) and add your views, ask questions or even vent your spleen! During the coming months, there are several issues on which your inputs and ideas would be particularly welcome:

1. What are the key governance related issues that you would like to see addressed by gTKP? The more specific you can be, the better.
2. What surveys/questionnaires about transport governance would you like answers to? We have a great opportunity to combine the large transport users database and the power of internet based surveys, to highlight the key issues that we face collectively. How would you like to see this used?
3. I am considering how to revise the structure and contents of the governance theme webpage (<http://www.gtkp.com/theme.php?themepgid=7>). What would you like to see contained in it? Do you have any suggestions as to how it should be structured? Any other ideas? Please send me your views on this.
4. The gTKP Theme Champions met in Geneva at the end of April, together with the gTKP Steering Committee. Since then, consideration has been given to how the gTKP initiative might be broadened onto a more self-sustainable basis, providing a wider range of services to its users. If you have any ideas on this and on what you would like to see gTKP provide, please contact us.

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

[^ Back to Top ^](#)

Road Safety

Data systems: a road safety manual for decision-makers and practitioners

The fifth UN Road Safety Collaboration good practice guide is now available on our [Responsibility and Action page](#).

Reliable and accurate data is needed for a variety of purposes, including advocating for road safety, identifying specific problems and risks, setting targets, formulating appropriate strategies and monitoring impact. Road safety data, collected every day in most countries, cannot meet these objectives unless it is properly coded, entered in a system, processed, analysed, disseminated and used. This excellent manual - jointly prepared by the World Health Organization, the Global Road Safety Partnership (GRSP), the World Bank, and the FIA Foundation - offers guidance both for making improvements to existing road crash data systems, and for the design and implementation of a new road crash data system.

Safe Roads for Development

From the same stable, comes a new policy framework for safe infrastructure on major road transport networks that focuses primarily on providing a high-level overview. Now available on our site, [Safe Roads for Development](#), authoritatively addresses how to manage the safety of the users of those major road networks that provide the linkages between towns and cities, and with the busy commuter routes in urban corridors.

The document has been produced by the members of the UN Road Safety Collaboration, Working Group 4 Infrastructure, under the chairmanship of the International Road Federation, in collaboration with the World Bank, the International Road Assessment Programme (iRAP), the FIA Foundation and the World Road Association (PIARC).

Toolkit being rolled out

The [Road Safety Toolkit](#), which can be accessed through our [Safer Infrastructure page](#), is being featured in live demonstrations this month at the IRF World Conference in Lisbon and during the Asian Development Bank transport week in Manila. The Toolkit provides free information on the causes and prevention of road crashes that cause death and injury. Building on decades of road safety research, the Toolkit helps engineers, planners and policy makers develop safety plans for car occupants, motorcyclists, pedestrians, bicyclists, heavy vehicle occupants and public transport users.

The Toolkit was developed in partnership with the [International Road Assessment Programme \(iRAP\)](#), the [World Bank Global Road Safety Facility](#) and the [ARRB Group](#).

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

[^ Back to Top ^](#)

Rural Transport

Developing Engineering Capacity

A Regional Workshop on Building Engineering Capacity for the Rural Transport Sector in Africa was held on 4-5 December 2009 in Kampala, Uganda. There is widespread concern at the slow rate of development of professional engineering capacity in Africa. This is despite major investments in capacity building by governments and development partners through technical assistance and training programmes. The workshop agreed on a 4-point action plan:

- Develop and maintain dialogue on capacity development in rural transport
- Interact with ongoing discussions on capacity assessment across Africa
- Disseminate information on case studies of successful capacity development
- Re-energise research and higher education networks and partnerships in sub-Saharan Africa in the rural transport sector

The [Workshop report](#) is available from the gTKP website. The workshop presentations are accessible on the Africa Community Access Programme (AFCAP) website.

Small Structures for Rural Roads Guideline

The gTKP *Small Structures for Rural Roads Guideline* has now been finalised after extensive review and contributions from the South East Asia Community Access Programme (SEACAP), the Africa Community Access Programme (AFCAP), the Asian Development Bank (ADB), the International Road Federation (IRF) and others. The [Guideline](#) is available in electronic format from the gTKP website. Plans are being prepared for hard copies to be made available, and for a programme of dissemination.

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

[^ Back to Top ^](#)

Social Development

Laser International launches Senegal Helmet Vaccine Coalition, with a Helmets for Kids ceremony and concert

On 20 March 2010, the Global Helmet Vaccine Initiative (GHVI), in co-ordination with Laser International and the Ministry of Transportation launched, its first in-country project, the Senegal Helmet Vaccine Coalition to reduce traumatic brain injury and fatalities caused by road crashes.

Funded by the FIA Foundation and the World Bank Global Road Safety Facility, the national project is part of the Global Helmet Vaccine Initiative, which aims to promote motorcycle helmet wearing throughout the developing world, creating partnerships with government ministries, the private sector and non-governmental organisations.

The launch included the donation of 1,250 helmets to school children and a concert featuring Senegalese musician, DJ Awadi. Both events were held in Ziguinchor, one of the areas of Senegal most affected by road traffic crashes involving motorcyclists. An ongoing public relations campaign will highlight the message of the launch and increase awareness of the Helmet Vaccine Coalition, Senegal.

We need a hard-hitting campaign that will instil in people the realisation that serious crashes can and do happen. Our challenge is to overcome the objections and the lack of education of people who do not wear helmets, and stop this growing public health crisis in Senegal, said Greig Craft, CEO of the Global Helmet Vaccine Initiative.

Injuries and fatalities resulting from head trauma in road traffic crashes are becoming increasingly troubling public health challenges in Senegal. Implementing helmet and traffic safety education programmes will save lives and prevent this issue from reaching epidemic levels, added Ndyé Awa Sarr, President of Laser International.

We are honoured that the Global Helmet Vaccine Initiative has focused on Senegal as an implementing country in 2010; the government, the public sector and the private sector are all dedicated to improving the road safety situation in Senegal and we will support the Helmet Vaccine Coalition in Senegal with every resource we have available, pledged Farba Senghor, Senegals Minister of Transport.

Encouraging widespread helmet use can be a cost-effective way to quickly reduce road casualties during the (United Nations) Decade of Action. We encourage other donors and governments to support the Global Helmet Vaccine Initiative. With sufficient funding and political determination, GHVI can work with countries like Senegal, and NGOs like Laser International, to build sustainable programmes to deliver safe and affordable crash helmets, agreed David Ward, Director General of the FIA Foundation.

To find out more information on this initiative, please follow the source link [here](#).

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

[^ Back to Top ^](#)

Trade & Transport

Intercontinental door-to-door chains are very dependent on the performance of the hinterland transport and logistics systems. Improvements in the maritime leg through increased ship size and better coordination between shipping line and port terminal operators has reduced cost and time. The land leg has not seen comparable improvements, however, particularly in developing countries. Port competitiveness depends on the quality of performance, but also on the performance of the inland chain.

A Round Table in Italy, sponsored by the International Transport Forum in March 2010, reviewed the challenges of using Information and Communication Technology (ICT) to improve coordination in hinterland chains. A major problem in this respect has been that firms have different incentives, resources, capabilities and attitudes concerning coordination. Firms will not improve coordination if it will have a negative impact on their market position. The overlapping scope of various players in the logistics chain encourages firms to expand into new activities to create value for their customers. This tends to change the nature of the competition and negatively affect willingness to cooperate. Investments may be made by one firm that benefit all firms in the chain. This may give the investor strategic advantage, but may also be perceived as being unjustified in terms of benefit to competitors.

ICT is being used to make logistics chains more efficient by facilitating transfer of information, collection of real time performance data, coordination of the activities of different players, and freight movement between players. Examples of port community systems, intermodal systems using barges, trucking systems for filling empty trip legs and systems for integrating rail services were explored in the Round Table. For more information on ICT options and the issues involved in using it to improve hinterland chains, see [here](#) to access the overall programme and [here](#) for a presentation on the specific paper cited. The International Transportation Forum is a good source of information of transport policy and innovation.

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

[^ Back to Top ^](#)

Urban Mobility

Who pays what for urban transport? Handbook of good practices

A recently published handbook, which aims to highlight key examples of funding solutions that can be mobilised in the public transport sector, has been added to the gTKP Knowledge Centre.

Across the world, urban sprawl and traffic congestion in cities have generated an ever growing need for urban transportation. This, in turn, creates demand for public transport systems that are both energy-saving and low in greenhouse gas emissions, while being widely accessible and occupying little space.

Often, the financing of these systems (operating and investment costs) cannot be covered by the income from fares and subsidies alone. Other sources are necessary - sources that cities and countries endeavour to find and implement as best they can, often with success but always with difficulty.

In a wide range of local and national contexts, many innovative measures have been developed. These include taxes on employers and business activities, betterment taxes to capture land value increases in areas served by public transport systems, and road infrastructure and parking charges. Depending on the context, these measures sometimes involve different levels of public institutions not only urban transport authorities but also private actors, especially in the context of public-private partnerships. Their goal remains the same: the continual and efficient development of urban transportation and its sustainable adaptation to the city's growth.

The [Handbook of Good Practices in Funding Urban Transport](#) is the product of a joint initiative between the French Ministry of Ecology, Energy, Sustainable Development and the Sea (MEEDDM) and the French Development Agency (AFD). It was written by the association *Cooperation for Urban Mobility in the Developing World* (CODATU) and draws on subject-based analyses and case studies, with input from the *Centre for Studies on Urban Planning, Transportation and Public Facilities* (CERTU).

The guide is by no means exhaustive but aims to highlight key examples of funding solutions that can be mobilised in the public transport sector. The idea is to present a frame of reference for decision-makers.

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.