

## **ADB TRANSPORT FORUM – OPENING REMARKS**

**Prof Tony M Ridley (09-09-2008)**

**Chairman of the Steering Group**

**Global Transport Knowledge Partnership (gTKP)**

Shri Jaipal Reddy, Minister of Urban Development, India

Madam Vice President Ursula Schafer-Preuss (ADB)

Peter O'Neill (DFID, UK)

Distinguished participants, Ladies and Gentlemen.

As Chmn of the SG for **gTKP** I am delighted to give my support to the ADB Transport **Forum** - the first time that it has put together a major event to discuss the wide range of important issues that the transport sector is facing in the **Asia Pacific** region.

**TMR** – Transport planner, finance/develop/build/operate metros

**Asia** – HKMTRC; consult/advise Bangkok, Jakarta, Taipei, Singapore. Now IAP Advisor to Minister of Transport in Singapore

Imperial 1990s – Prof of Transport, Head of Civil Engineering

**Task Force 10** – Millennium Project (Science & Innovation – MDGs)

### **What is gTKP?**

gTKP is an innovative **partnership** approach that makes more effective use of available knowledge and encourages greater

participation from developing and transition countries in the management and application of knowledge.

It is **innovative** in that it seeks to work with and through existing initiatives that have been established by its partners.

### **Aims of gTKP**

gTKP aims to increase the capacity of **less developed countries** to create, access and apply knowledge in the transport sector. We achieve this by identifying the best and most relevant transport knowledge for **practitioners** and **decision makers** in developing countries, and improve their access to it through a website, and working through partnerships.

Our aim is also to increase the practical application of **good practice** and stimulate debate and discussion on priority issues and identify the best approaches to tackling them.

We promote ongoing **networking** between practitioners, both individuals and organizations, and to build long-term partnerships with organizations wishing to help the transport sector in developing countries.

We are a **global** organization, but our initial focus is on practitioners in Asia and Sub-Saharan Africa. We also focus on **road transport** as this is the mode that the bulk of donor assistance assists.

Our website links to information on a wide range of transport topics including funding, procurement, maintenance and transport planning but particular emphasis is placed on seven 'focus' areas known as **themes**.

## Transport

The transport sector is the **forgotten link** in the development chain. Over the past four decades it has provided the **backbone** for the economic and social development of this vibrant region. The importance of transport is often only recognized when it doesn't perform or when a disaster occurs.

**Investment** in the region's road networks, ports and airports has facilitated the very large increases in freight and passenger movements that have provided the platform for **rapid growth** in economies - resulting in real increases in wealth and living standards.

The importance of a good transport system for facilitating growth is reflected in the strong demand for **external assistance** by the developing countries in the region.

It is also reflected in the share of transport in ADB's own **lending** and technical operations that, for the past decade, has reached about one-third of its annual lending.

Other donors have also contributed significantly to transport development, particularly the **World Bank** and the Government of **Japan**. AusAID has initiated important governance and reform programs in several countries.

Despite the fact that there have been huge investments in transport, projections suggest that significantly more investment will be required over the **next 20 years**.

There are a number of inter-related factors occurring globally that combine to require the need for further investment.

Globalization of the production of goods and services provides excellent opportunities for developing countries to compete in **world trade**, but they must have **adequate infrastructure** in place to enable them to compete.

The large increase in global trade and services that is forecast will require new transport **corridors**, efficient handling and **logistics** services, and increased **mobility** of labour, goods and services, as well as **reduced time and costs**.

Developing countries must develop infrastructure to increase **access** and to ensure their population does not lose out on the increased growth opportunities of globalization.

The economies in many developing countries are experiencing rapid **urbanization** and over the past 50 years the urban population in Asia will have increased from 19 to 55 percent.

By 2020 **four billion** people will be living in urban areas, and there will be over 2,500 cities with populations in excess of 100,000.

While this will have impacts on the rate of economic growth, it will also alter the **location** and nature of the demand for infrastructure provision and required transport services. .

The cities and towns of Asia are rapidly becoming **congested** as both populations and motorization increase. It will not be possible to build the roads to accommodate all personal movements.

Much more emphasis will need to be given to providing **public transport** and shortening trip lengths by better urban planning and integrating it with transport infrastructure and services.

The challenge of urban transport will highlight the need to tackle the **externalities** associated with congestion, safety, air quality and climate issues.

This challenge will also extend to how to promote and cater to **pedestrians** since, not only do pedestrians comprise the bulk of people movement, but every motorized trip begins and ends with pedestrian movement.

Rising **energy prices** have a significant impact upon the use and type of transport used. Very steep increases in global energy prices are having, and will continue to have, profound impacts on the transport sector.

High fuel prices will lead to new and different technologies. Smaller **fuel-efficient engines** will be demanded in **smaller cars**.

The introduction of cheap small vehicles will solve some problems, but also create a range of new ones. Asia is a continent of **motorcycles** and will remain 2-wheeled dominant as prices of motorcycles reduce significantly.

The quest for new fuel sources is already creating a significant impact. The controversial trend for greater use of **biofuels**, while perhaps having a positive impact in some areas such as greater fuel security and rural employment, is also incurring adverse impacts such as increases in food prices and shortages in food crops. The impacts of biofuels on **climate change** have yet to be properly measured but might not be positive.

Related to the rise in the demand for biofuels is the **global food crisis**, a crisis that could easily overturn the gains made in the

Millennium Development Goals (**MDGs**) by increasing poverty among low income groups.

Poor quality **rural road networks** all over the region add to the food problem in that many rural farmers are unable to access markets easily or cheaply.

Transport is a major contributor to climate change. It currently is the source of about 25 percent of **greenhouse gases** and, unfortunately, is also the fastest increasing source.

With the current trends in motorization and urbanization the situation, if left untouched, will become significantly worse.

Tackling climate change means having to tackle transport sources. Given the long lead time required to have positive impacts means that the problems need to be addressed today if they are to have an impact in 10 to 20 years' time.

Solutions are not easy to identify or implement, and **new technologies** will take a long time to become cost-effective and effective in reducing global warming.

Many of the solutions will require new policies to be implemented and strong **institutions** to implement them. They will require changes in **human behaviour** that will also make them additionally difficult to implement.

## **gTKP**

International **financing institutions** and bilateral agencies will need to encourage adoption of mitigation and adaptation measures at the regional, national and local levels.

We in gTKP aim to play our part in making information and knowledge widely available to **policy makers** so that they are better informed in their decision-making.

Within this rapidly changing world there is a growing demand for **knowledge** and **good practices**. New ideas are needed quickly and have to be used as soon as it is practical to do so.

The use of good practices and how to obtain the maximum benefit from new investments, or obtain better use of existing systems, are at a premium.

In the past it has not been easy for transport practitioners in developing countries to access good practice or even identify what needed to be done to overcome particular problems.

It was due to these commonly occurring situations that the **concept of gTKP** was conceived.

The **Steering Group**, of which I am Chairman, has a **guiding and advisory** role. It works closely with **DFID**, which funds gTKP, and a Core Management Group (TI-UP - the Technology, Infrastructure and Planning Resource Centre - under a framework agreement with DFID). (**Carr of WSP**).

The Steering Group has representatives from Africa, Asia, Europe and the World Bank

Within gTKP each theme is led by a **Theme Champion**. The thematic areas are

- **Road safety** (Walsh)
- **Governance** (Vincent)

- **Rural transport** (Petts)
- **Urban transport** (Midgley)
- **Social development** (Benjamin)
- **Finance & economics** (Harmon)
- **Environment & climate change** (Sundar)

The team is led by **Charles Melhuish** – well known to many of you.

The themes were not chosen randomly. You will recognise that they are the **key areas** where both development agencies and countries are addressing important road transport issues.

In selecting these focus areas we were driven by the **needs of our users** and therefore identified areas that are critically important to developing countries' needs and priorities.

In selecting these challenging topics we also hope to maximise our benefit to those development agencies that are providing support to build **institutional capacity** and assess **policy options** for transport sector development.

We hope that our support of knowledge in these important areas will assist countries and their policy makers to be able to take **better informed** decisions.

But we also hope to help development agencies disseminate the **in-house knowledge** that they create - this often does not reach the public domain - and also help them to provide consistent knowledge across countries they are engaged with.



## How We Deliver

There are a number of ways in which gTKP delivers information and knowledge. First, we have a **website and help desk**. The website has a large and growing knowledge base which includes many important documents on transport sector operations. Users have to be **registered** with gTKP before they are able to access the full database.

Through the website you have direct access to our **Theme Champions**, all of whom have excellent experience in their respective topics in developing countries.

Many have been employed by international finance institutions, others by centres of technical excellence and donor agencies. They have good **credentials and experience** in working in developing countries.

We make information available through our monthly **e-newsletter** which is distributed electronically. gTKP also recognizes the need for face-to-face meetings and we have a program of **workshops and conferences** on important development topics.

Most of these events are undertaken in conjunction with other partners. **This event** is a particular case in point where we are working with the ADB.

[We have also completed other workshops with ADB such as **'Mobilizing Civil Society for Improving Governance in Transport'** that was held in this building last June. Two weeks ago in Kuala Lumpur we conducted a training workshop on **Road Asset Management and Road Safety** with two of our important

partners - the Regional Engineering Association of Asia and Australasia and ARRB, Australia.

Later this month we will be conducting a workshop on **Governance** with the African Road Maintenance Funds Association, with support from the Sub-Saharan Africa Transport Policy Program of the **World Bank**. The workshop will be held in Yaounde, Cameroon. In October we are contributing to an ASEAN regional workshop on **Road Safety**, supporting our long-time partner the Global Road Safety Partnership.

In future months we have further workshops planned, covering the range of thematic areas we are involved with. In the next two months we are planning to develop **discussion groups** through our website, to provide the discussion space for information to be shared and knowledge exchanged.

These communities of practice will add a new dimension to our activities and are expected to facilitate real communication between practitioners on a global scale.]

### **How Can You Be Involved?**

So how can you be involved with gTKP? Within this room there are many representatives of different organizations from government agencies, private companies, civil society, academia, and individuals interested in transport sector development.

You are all welcome to **join gTKP** and participate in its development. You can do this by visiting our website [www.gtkp.com](http://www.gtkp.com) and following the instructions located on the sign-on portion on the opening page. Otherwise you can take the

option of completing a **gTKP Registration Form**, available at the registration desk.

There are many organizations here, and perhaps yours would like to become a partner organization and work with us to facilitate the transfer and take-up of transport knowledge in countries of the **Asia Pacific region**. Please contact us if you think your organization could help play a role.

I ask that you share your experiences in different theme areas and share your best practices with others. Indeed, if you are bold enough, we would also like to hear about your **poor practices**, about things that did not work or did not progress as planned. Much can be learned from both good and poor practices, things to copy and things to avoid.

Through the **website** you can gain access to transport sector experts. Our **Theme Champions** are ready to help you by answering your questions or helping to get the answers you need to solve problems.

We have access to experts **all over the world** through our networks that can assist you in tackling the issues that you are faced with.

We are also looking to build up our **portfolio of case studies** demonstrating good practice. If you have information and case studies that you would like to **share** we would be pleased to use our website to make this information available to other transport practitioners in the region as well as globally.

## The future of gTKP

DFID is currently seeking **new management** for a 3-year Phase 2 and is expecting **bids** from a number of international public not-for-profit organisations involved in transport for development. These bids will be **received and appraised** later in September.

When a successful bidder is chosen, DFID intend that a **Memorandum of Understanding** or similar Arrangement will be negotiated between DFID and the successful bidder for the management of gTKP.

DFID will give particular attention to the **handover** between present and future management arrangements so that any disruption or loss of momentum will be minimised.

Depending on the nature of the successful bid, and the timing of the handover, it may be necessary to **extend** DFID's current contract with TI-UP **beyond 31 October**.

## Conclusion

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gTKP is a **new but rapidly growing** organization that is designed to help developing countries build their capacities in transport sector knowledge. We believe that it is filling an **important gap**, **not only** by making information and knowledge available to transport practitioners in developing and transition countries, but it also provides a space for smaller countries, organizations and individuals to enable their voices to be heard.

In conclusion, I would like to **thank the ADB** for asking us to partner with them to host this important **Forum**. Over the next

four days you will discuss a series of important topics that will affect the lives of **millions of people** in this region over the next two decades. Better and more efficient transport is essential to help improve the **quality of life** of the large number of poor throughout the world.

In closing I would like to thank the gTKP technical team, led by **Charles Melhuish**, for helping to make this event a success, and to Charles personally in assisting me with the development of this address. The gTKP Theme Champions are all fully involved with leading this series of workshops and are **available to assist** your knowledge needs during this week and thereafter.

**Do meet them and talk to them.**

I trust that you will all have an interesting week discussing Asia's transport issues and hope that this will enable all of you to make **better decisions** when you return home and put some of the ideas learned **into practice**.

**Thank you.**