



Welcome to Issue 33 of our eNewsletter

April 2008

Website highlights

Our [new website](#) has been running since March and continues to change and improve daily. Some highlights include:

Discussion groups – we always want to know what users of gTKP think and our discussion groups are a great way of exploring the issues that are important. Anyone can start a discussion or participate in an existing discussion, as long as they are registered on www.gTKP.com.

News – constantly updated with the most recent transport news.

Knowledge – search our knowledge section to have access to hundreds of recommended documents.

gTKP pleased to announce appointment of new Theme Champions

gTKP is pleased to welcome Lynn Harmon as theme champion for **Finance and Economics**. Lynn is based in Windhoek, Namibia. She has been involved in transport/ logistics improvements, private sector participation in infrastructure and institutional strengthening for regional integration / trade facilitation particularly in Southern Africa and Asia but has also worked elsewhere in Africa, South Balkans and Central America. You can contact Lynn on lynn.harmon@gtkp.com.

The Energy and Resources Institute (TERI) of India have been appointed theme champion for **Environment and Climate Change**. More information about this will be available soon on www.gTKP.com and in the May newsletter.

Events

The World Bank and Transport for Development

Thursday May 22, 2008. 17.45 - 19.15. Attlee Suite, Portcullis House, London SW1A 2LW

The World Bank spends more on transport than on any other sector. What does it spend it on, and do its policies suit today's imperatives -- combating climate change and meeting the Millennium Development Goals? Come and hear Marc Juhel, the World Bank's recently appointed transport sector chief, present its new strategy, with responses from Marinke van Riet (IFRTD) and Brendan Martin (Public World). For more information click [here](#). To register email admin@publicworld.org.

Networking event hosted by IFRTD

Thursday May 22, 2008. 17.45 - 19.15. Attlee Suite, Portcullis House, London SW1A 2LW

The IFRTB are organizing a networking event prior to the World Bank discussion (above). Anyone interested in meeting other transport practitioners, presenting on new initiatives and learning about other transport-related programmes will want to attend. If you would like to join, please contact juliette.harries@ifrtd.org before 9 May.

Contact us

Contact us at any time to tell us what you think of the site or the newsletter, how you think we can improve and any other questions or comments you may have. Email: info@gtkp.com.

Governance

Become a country knowledge champion for gTKP

The gTKP Governance theme has been recruiting 'country knowledge champions' to provide country-level transport expertise. We have had a good response from more than ten countries and would like to thank all those who have expressed an interest. A small number of country champions will be appointed shortly. One of their first tasks will be to gather data to prepare initial values for the [road benchmarks](#). Experiences while gathering these benchmark values will be among the topics discussed at the regional governance workshops in Asia and Africa (see below).

The appointment of additional country knowledge champions is planned over the next few months. If you would like to contribute your knowledge on transport in your country, please email governance@gtkp.com.

The role of civil society in improving transport governance: Workshop

gTKP governance theme will hold an Asia regional workshop on 'mobilising civil society to improve governance in transport'. This will be hosted by the Asian Development Bank in Manila from 25 to 27 June 2008. Some grants will be available to cover travel and/or accommodation for a limited number of participants. Anyone interested in attending this event please e-mail asiagovernance@gtkp.com.

We hope to hold a similar regional workshop in Africa in July, in English and French. If you are interested in attending this event, please e-mail africagovernance@gtkp.com.

Governance success stories

Failings in governance tend to catch the headlines in newspapers, but what about publicising some of the success stories?

We are actively looking for case studies of good governance that can be written up in short papers (about eight pages maximum). Some small grants may be available for this kind of work. If you have an idea, please contact us for details on governance@gtkp.com. There may be opportunities to present your good examples at the Asia and Africa governance regional workshops.

Road Safety

UN General Assembly adopts resolution on easing road safety crisis

The General Assembly has [adopted a resolution](#) aimed at alleviating the global road safety crisis. The Resolution encourages states to strengthen their commitments to road safety. UN data shows that almost 1.2 million people die from road accidents every year and millions more are injured or disabled.

Road Crash injuries are not only expensive for victims and their families but they also place a burden on public health services. The annual cost associated with road traffic injuries worldwide amounts to hundreds of billions of dollars and continues to rise. The resolution outlines the vital importance of reducing the number of traffic injuries to help meet the Millennium Development Goals and to allow ordinary people to feel safe and secure on the road.

The gTKP road safety theme is a member of the WHO-led [UN Road Safety Collaboration](#) which helped prepare the report underpinning the resolution, and which will play a significant role in its implementation.

International transport statistics programme launches website.

www.iraptranstats.net is now publicly accessible, with updated information on developed and rapidly developing countries. The website has statistics from 1960 onwards for topics including demographics and transport infrastructure, traffic and travel, vehicle stocks, safety and energy and emissions.

New and updated Road Safety knowledge

Newly updated [Road Safety](#) pages are worth visiting for new, updated and improved content. Of particular note is the section on [Vulnerable Road Users](#)

gTKP has direct access to the [APEC Compendium of Road Safety Initiatives](#) outlining the principles of managing and funding road safety can form the foundation of a systematic approach for implementing road safety initiatives.

The new 'easy to use' [Speed Manual](#) published for the UN Road Safety Collaboration by gTKP partner GRSP is also available on the site. A series of 'how to' modules drawn on case studies from around the world to illustrate examples of 'good practice'. It can easily be adapted to suit the problems and needs of individual countries.

iRAP Road Safety Toolkit

gTKP is the major partner developing the iRAP [road safety toolkit](#) to be launched later in 2008. The focus of the toolkit is to provide a comprehensive and easy to use road safety resource to help practitioners find the best, most affordable road safety measures to reduce casualties

Knowledge coming soon...

The Report of the 2008 International Conference on Road Safety in Africa, organised by the Nigerian Federal Road Safety Commission with support from gTKP, has been published. It will available soon on [FRSC](#).

Contact Adrian Walsh, Road Safety theme champion on adrian.walsh@gtkp.com

Rural Transport

Global food and energy shocks likely to increase rural poverty

Recent global rises in energy and food prices seem set to increase problems for the rural poor and undermine efforts to improve rural transport and access and to alleviate poverty. World Bank head Robert Zoellick has warned that 100 million people in poor countries could be pushed deeper into poverty by spiraling prices. ***This makes active application of knowledge on the gTKP website an even more urgent necessity.***

Rural Transport web pages get significant updates, additions

We have recently updated or introduced the web pages on [Transport & the Millennium Development Goals](#), [Tertiary Rural and Access Roads](#), [Rural Accessibility Planning](#), [Basic Access](#), [Maintenance](#), [General Road Maintenance Retrospective](#), [LV Rural Road Maintenance](#), [Surface Options](#) and [Innovations and Techniques](#).

Rural Transport seeks to identify knowledge gaps

As planning for the next phase of gTKP gets underway, we are seeking views on knowledge gaps in the Rural Transport sector. So far the following topics have been identified as requiring more knowledge for informed decision-making:

- Sustainable, affordable, low volume rural road (LVRR) management and maintenance systems and arrangements;
- Maintenance needs for various surface options;
- Realistic maintenance capability assessment techniques;
- Cost-benefit analysis for LVRRs (especially valuation of non-technical issues);
- Vehicle Operating Cost (VOC) versus surface type and condition relationships for various environments and (especially local) means of transport;
- Bio-derived road sector products (especially dust suppressants, stabilisers and seals).

For 'mainstreaming' of available knowledge into normal practice, it appears that further guidance would be beneficial on the issues of:

- Effective knowledge mainstreaming mechanisms and necessary support environment.
- Improving professionalism in the sector;
- Agriculture and rural road sector synergies and cooperation;
- Beyond roads - desirable complementary initiatives to road provision;
- Training and educational mainstreaming of rural transport knowledge.

Please contribute your views on these and other Rural Transport knowledge gaps to: rob.petts@gtkp.com

Recommended links:

IFAD [transport infrastructure initiatives](#).

The Institute for Affordable Transportation (USA) is supporting the development and [local production of Basic Utility Vehicles](#) (BUVs) in developing countries.

Road Maintenance – A Universal Problem

Quite a number of gTKP web pages are devoted to road maintenance issues. This [document](#) from Canada shows that the problem is not confined to developing countries.

OECD – Infrastructure for Pro-Poor Growth

A recent document from OECD details the procedures and outcomes from a workshop in Cambodia; [Infrastructure for Pro-poor Growth: Addressing the Challenges in Cambodia](#).

Next Month

We will return to the topic of *Sustainable Engineering Solutions*. If you have comments or contributions on this subject, or any of the Rural Transport topics, please email rob.petts@gtkp.com

Social Development

Transport for everyone

Accessibility – the opportunity for everyone to have access to transport – is a key social concern in transport. This month, we discuss this issue as it relates to aging and the elderly.

Transport and an ageing population

Ageing and the elderly will increasingly feature as one of the major social policy problems for the developing world. Issues that will need to be addressed will include: rapid urbanisation or migration, the prevalence of HIV infection, the increasing number of older people with responsibilities for the household income, well-being and childcare, and the potential social isolation of older people.

Mobility is critical in accessing the range of services and activities necessary for survival; a fact which is true for any age group. The elderly, however, may be more dependent on transport infrastructure in order to visit relatives, get basic necessities and receive health care. They are less likely to be able travel by walking or cycling and often more likely to need to pay for transport. They can be badly affected by poor quality of infrastructure and services, high expense and inaccessible design of vehicles and infrastructure.

In addition, poor quality infrastructure and services, affordability and design of vehicles and infrastructure all affect the experience of ageing in developing countries. These factors have serious implications for the well-being and quality of life of older people.

The gender dimension...

Gender inequality can mean that women spend more time, effort and expense on transport, and may have less access and fewer opportunities than men. Women are also often responsible for carrying fuel, water and household goods, tasks which they often do on foot. As they age they are less able to make the same contributions. The loss of physical strength for a woman can mean the loss of a valuable household resource, reducing income and creating a strain. This often leads to particular hardship for older women and their families.

What are the solutions?

While there are no easy solutions, there is a need to incorporate the particular problems that they elderly may face in gaining access to transport, and planning ways to overcome these difficulties.

gTKP will be developing web pages to address this issue in the coming months, along with practical measures and solutions. If you know of research in this area or information on case studies in the developing world, please let us know. Contact jeff.turner@gtkp.com

Recommended further information...

[Inclusive Design of Bus Rapid Transit: Experience from Latin America](#), G. Menckhoff and P. Roberts, 2004.
[Ageing and transport in Africa: a neglected issue](#), by Margaret Grieco, 2001.

Urban Transport

To charge or not to charge...

This month, the issue of road pricing/congestion charging has been a controversial one. In the US, the mayor of New York City failed to get support for his attempt to introduce a congestion charge in Manhattan. His proposal, which was intended to ease gridlock, failed. We are never afraid to address controversy in gTKP so this month's

urban transport theme focuses on charging for road use.

Pay as you go

Road pricing involves charging for the use of roads in a way that reflects the costs of using them – paying more when roads are congested and less when traffic is light. Congestion charging is a form of road pricing that aims to reduce motor vehicle travel into congested urban areas.

Road pricing is a form of demand management. It works by changing behaviour. Motorists are encouraged to change habits by travelling at different times, by different routes, to alternative destinations, or to make their journey by public transport, on foot or by bicycle. Road pricing works best when applied along with other measures, such as public transport improvements and provisions for cyclists and pedestrians. The New York initiative failed partly because opponents felt it was not supported by improvements to public transport. Road pricing is a tool to reduce congestion and thereby improve air quality and standards of health. It can also reduce the need for new or widened roads.

There are two ways of charging for road use. One is to measure the distance travelled by road users. The other is to charge a fee for travel into or within a zone (such as a city centre) or along a section of highway or a special lane (such as an express lane). With both systems, charges can be in the form of a fixed fee or they can be varied (according to vehicle type and/or time of day or week).

The most well known examples of congestion charging are in Singapore (introduced in 1975) and London (introduced in 2003). Other cities, including Oslo, Trondheim, and Bergen have implemented a city centre charging zone to pay for investment in transport infrastructure. In 2007, Stockholm implemented a permanent congestion tax and Dubai (United Arab Emirates) applied a corridor congestion pricing scheme. Milan (Italy) recently introduced a trial congestion pricing scheme that exempts low-polluting cars.

But is it fair?

Charging for road use raises the concern of fairness. Should poor motorists pay a larger proportion of their income than rich ones? Experience shows that this depends on how the congestion charge revenues are spent. Congestion charging is likely to be more acceptable if the revenues subsidise services mainly used by lower-income groups, such as buses. Privacy can also be key issue. A congestion charging scheme in Hong Kong was abandoned partly because people thought their movements might be tracked.

Despite initial success, the London congestion charge has been controversial. The revenue raised has not been as great as predicted and administration costs eat up over 40 per cent of revenue. The charge has been a hot political issue during London mayoral elections.

Further information on road pricing and congestion charging will be posted on the [gTKP website](#) in June.