

## Welcome to Issue 51 of our eNewsletter

Dear Leo,

Only three weeks left to the **Tanzania Rural Roads Convention**. The programme is almost finalized and you will find it on the gTKP website towards the end of next week. Experts from all over the world will share with you their experience and best practices. A high level panel discussion on financing rural roads will be held on the second day. The Convention is preceded by a one-day **gTKP Workshop on Governance in Transport**.

If you have not yet registered to attend this convention, don't hesitate to do so. You can find the registration form [here](#).

We are very happy to announce also that we will organize a **TECHNICAL VISIT** at the end of the convention. The visit will take us to the Mbauda - Losinyai Road in the Arusha Region. Please email [roselyne.mariki@gmail.com](mailto:roselyne.mariki@gmail.com) to register.

This road is a regional road managed by the national road agency, TANROADS. The road branches off the Arusha - Dodoma road (part of the Great North Road) at Mbauda, 5km from Arusha town centre. The road which is 28km long, of which 5.5km are paved and 22.5km unpaved, traverses through both urban and rural areas. The road is heavily trafficked with heavy trucks being the dominant type of vehicle. Construction sand that is widely used in Arusha town is obtained along this road and is the main reason for the big number of heavy trucks.

The paved section is currently in good to fair condition, while the unpaved section is in fair condition. The paved section has width of 6 metres, while the unpaved section has a width of 7 - 8 metres. The main challenges regarding this road include the following:

- Heavy traffic (estimate 3,000 ADT). Heavy trucks are dominant and reason is existence of a sand quarry which is the main source of such material.
- Expansive Clayey soils.
- Difficulty in providing adequate drainage due to terrain.
- High water table.

*Places are limited for the Technical Visit. Please register rapidly as the places will be attributed on a first come - first served basis. [Click here for registration](#).*

We look forward to welcoming you in Arusha in Tanzania.

Kind regards,



Sibylle Rupprecht  
Director General, International Road Federation  
Project Manager, global Transport Knowledge Partnership

## 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](mailto: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](mailto:info@gtkp.com) or by joining our discussion groups on [www.gtkp.com](http://www.gtkp.com).

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Often policy-makers find themselves in a situation where they are not properly informed on the right technological choices. The GTZ Sourcebook module on Intelligent Transport Systems (ITS) focuses on the choices available for a city and also informs the reader regarding various viable ITS options, as well as their respective functions and advantages. [Read more...](#)

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### Trade & Transport

Most ASEAN countries have been quite successful in trade development and favour further multilateral negotiation. Regarding facilitation, however, there is need to reduce non-tariff barriers and improve logistics systems. To read highlights of a recent study and obtain other resources click here. [Read more...](#)

## Governance

### Sub-Saharan Africa: A Region Yearning for Local Research Centres

This month transport professionals and policymakers from around the world converged in Lilongwe (Malawi) for the annual meeting of the Sub-Saharan Africa Transport Programme

[SSATP]. The meeting provided an opportunity for the gTKP Governance Theme and other governance initiatives on the continent to map out common fronts for future collaboration. One such front is knowledge dissemination.

However, gatherings such as the SSATP annual meeting trigger one fundamental question: Where is the intellectual impetus from African universities? In Lilongwe, there was no direct contribution from universities in Malawi or, indeed, any African country. If a forum, such as the SSATP meeting, that seeks to improve policymaking on the continent is devoid of any locally generated policy science, how will transport policy on the continent be guided? Will this science remain the province of donor entities? The situation begs change. The hubs of transport policy research should shift from the West to the university centres of Africa. These universities should collaborate with policymakers and other stakeholders to address the challenges of local transport. Entities such as gTKP should facilitate dialogue among national research forums on the continent and beyond. The [Arusha Roundtable](#), organised by the newly formed Tanzania Transport Forum, is a step in this direction.

Why is there such a glaring gap in policy research in Sub-Saharan Africa (SSA)? To answer this question, we must appeal to history. First, the trail of history reminds that no civilisation has made progress without a well-established cradle of knowledge. From Aristotle's lyceum to the Centres for the Enlightenment (Oxford, Bonn and others), and to the modern day United States with its Ivy League, well-established centres of thought and enquiry have been the lighthouse of human progress. In SSA, thought and enquiry peaked at independence. Thereafter, the university colleges that had evolved from vocational college status rolled out graduates challenged with ending the vestiges of colonialism and taking on the mantle of national leadership. This vortex of thought ended as many countries were ravaged by strife in the subsequent two to three decades. Peace and serenity, vital requisites for research, vanished. SSA has since depended on the West for policy science, a situation exacerbated by the recipient tag that has defined the region.

Scanning across SSA today, many countries have emerged from the turmoil of past decades. They now enjoy conducive environments for research. It is time the region owned up to its knowledge challenges. Of these challenges, transport policy is at the fore.

Contact Fred Amonya, Theme Champion for Governance, on [Fred.Amonya@gtkp.com](mailto:Fred.Amonya@gtkp.com)

## Road Safety

### Plan to Prevent 32,000 Deaths and Serious Injuries in Malaysia

Malaysian Minister for Transport, Datuk Seri Ong Tee Keat, has thrown his support behind a plan that could prevent 1 in 3 deaths and serious injuries across 3,700 km of highways.

The [iRAP \(International Road Assessment Programme\) Malaysia Report](#) shows how low-cost engineering measures can lead to significant reductions in road casualties. Details of these measures are available via the [Road Safety Toolkit](#) on our web site.

### Maputo-Walvis Bay Corridor

The first comprehensive road safety study of a key transport corridor transecting southern Africa has been released, paving the way for greater regional road safety partnership between business and road managers along a diverse and increasingly busy 2,310 km roadway. The study can be accessed [here](#).

### NGO Needs Survey

ASIRT, the Association for Safe International Road Travel, invites all NGOs to [complete an on-line survey](#) to better understand the needs and challenges of road safety NGOs and identify possible avenues for collaboration.

### First Global Ministerial Conference on Road Safety, Moscow, 19-20 November, 2009

In preparation for the [First Global Ministerial Conference on Road Safety](#), gTKP's Road Safety Theme Champion, Adrian Walsh, briefed the UK Ministers of Transport and International Development (DFID) on the range of knowledge support currently available for professionals in the developing world, as well as likely future needs.

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## Rural Transport

## Wooden Bridges

You may consider wooden bridges to be things of the past. These structures have served to provide effective, low cost and relatively rapid solutions to bridging challenges in the early development of many road transport networks. With environmental issues currently high on the international agenda, it is interesting to note an initiative in the [Netherlands](#) to develop a major wooden bridge capable of carrying the highest levels of traffic loading. Our own contribution to revisiting the beneficial application of timber as a durable and sustainable road structures material in the context of local-resource-based resource strategies is found in the gTKP [Low Cost Structures Guideline](#), which is currently undergoing finalisation.

## Research and Mainstreaming of Transport Knowledge

How much money should be spent on research and dissemination of transport knowledge? Indeed, how much is currently spent on this activity for the benefit of developing countries and those in transition? It is not easy to access such data. For example, the [World Bank](#) estimates that the value of the road network asset in its client countries amounts to about USD 2 trillion equivalent. Would say 0.1% of this asset value be an appropriate annual expenditure by national governments and international agencies on research and dissemination activities (i.e. USD 2 billion)? We are probably substantially below this level of knowledge resource commitment. We should decide as a sector what an appropriate level of research and 'mainstreaming' activity would be to *insure* against poor practices and bad investments. How can we improve the way we organise the review, adoption/adaptation, and mainstreaming of rural transport knowledge into everyday practice? If you have views on this or any other Rural Transport issues please write to: [rob.petts@gtkp.com](mailto:rob.petts@gtkp.com) Rural Transport Theme Champion.

Contact Rob Petts, Theme Champion for Rural Transport, on [rob.petts@gtkp.com](mailto:rob.petts@gtkp.com).

## Social Development

### Transport: A Human Rights Issue

According to a World Bank paper released in 2005, more than 43 per cent of commuters in Mumbai, India, walk to work. This is about four times the number of those who use private vehicles. But, irrespective of such overwhelming statistics, pedestrians are rarely accounted for in road projects - even though it is no secret that the vast majority of casualties from road accidents is made up of pedestrians and other vulnerable road users. The figures are escalating and walking has become a major risk to life and limb.

Now the "Right to Walk Foundation", a small NGO based in Hyderabad, India, has taken an important lead in championing pedestrian rights by petitioning a State human rights commission. This is the first time transport has been taken up as a human rights issue in Asia.

In numerous Asian cities, "walking distance" is still used to measure distances between locations, reflecting the predominance of pedestrians. Despite this, footpaths are often severely restricted and hazardous. In the last few years, Ms. Kanthimathi Kannan, the founder of The Right to Walk Foundation, has raised awareness for her campaign for pedestrian rights by partnering with local authorities, politicians, government officials and members of the corporate community who share her concerns and have expressed support.

One of the key initiatives of the Foundation has been the filing of applications under the Indian *Right to Information Act* urging the authorities to make footpaths more pedestrian friendly. Typical problems highlighted by the applications include pedestrian thoroughfares blocked to accommodate vehicles and footpaths doubling up as public urinals!

To find out more about the activities being undertaken by this dynamic NGO please visit the Right To Walk Foundation [website](#).

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## Urban Mobility

### gTKP and the Clean Air Institute agree to cooperate on Urban Mobility.

gTKP and the Clean Air Institute (CAI) signed a Memorandum of Cooperation on 23rd September to exchange information and to review and discuss global urban mobility issues as

well as gTKP and CAI initiatives.

gTKP and the Clean Air Institute (CAI) signed a Memorandum of Cooperation on 23rd September to (a) exchange information, review and discuss global urban mobility issues as well as gTKP and CAI initiatives; (b) coordinate the dissemination of land transport operations and research information, global best practices and innovations; and (c) combine, as appropriate, their work and resources or collaborate in the development and promotion of programmes related to urban mobility, air quality, climate change and land use issues.

Established in 2006 by the World Bank, in partnership with the Breakthrough Technologies Institute, the Clean Air Institute (CAI) is a non-profit policy, research and advocacy organisation based in Washington DC, USA. It promotes improved air quality and reduced greenhouse gas emissions, mainly in Latin America. CAI notably manages the Clean Air Initiative for Latin American Cities (CAI-LAC), a partnership of cities, private sector and non-governmental organisations, that provides a forum for exchanges of information on air quality programmes.

CAI-LAC members include the cities of Bogotá (Colombia); Buenos Aires (Argentina); Lima-Callao (Peru); Mexico City (Mexico); Rio de Janeiro (Brazil); Santiago (Chile); and São Paulo (Brazil).

For more information, visit the [CAI-LAC website](#).

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## Finance and Economics

### GTZ Sourcebook module on Intelligent Transport Systems (ITS) updated

Do cities need all the latest ITS technology? If not, then what are the optimum choices for solving traffic problems?

ITS technology has been playing an important role in promoting vehicle safety, reducing driving stress, increasing travel comfort and raising the efficiency of transport systems as a whole. When carefully applied, ITS enhances both efficiency and safety.

Often, however, policy-makers find themselves in a situation where they are not properly informed on the most appropriate technological choices. The GTZ (German Agency for Technical Cooperation) Sourcebook module on Intelligent Transport Systems the reader focuses on the choices that need to be made by typical cities, and further informs the reader regarding various viable ITS options, as well as their respective functions and advantages.

The focus of the module is on ITS applications that support the concept of sustainable transport by encouraging outcomes that are likely to meet with general acceptance, including:

- Equitable access and improved mobility, including reduced demand for motorised private transport;
- Improved modal split, promoting walking, transit, and cycling;
- Improved transport efficiency and productivity;
- Improved safety and security; and
- Reduced environmental impact and enhanced "liveability", especially in congested urban centres.

The module was written by Mr. Phil Sayeg and Prof. Phil Charles, and has been updated by the authors. They are currently contributing to the development of the first ITS Strategy for Bangkok, Thailand.

GTZ (Deutsche Gesellschaft für Technische Zusammenarbeit) is a private international enterprise specialising in technical cooperation for sustainable development. It has operations worldwide.

More information on the updated module, as well as download links, are available from both the [GTZ Sustainable Urban Transport Project website](#) and the gTKP website.

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## Environment and Climate Change

## New IEA report on Transport, Energy and CO2

A new report by the International Energy Agency (IEA), called "Transport, Energy and CO2: Moving Towards Sustainability", looks at ways to enable growth in mobility without accelerating climate change.

Car ownership worldwide is set to triple to over two billion by 2050. Trucking activity will double and air travel could increase four-fold. These trends will lead to a doubling of transport energy use, with an even higher growth rate in CO2 emissions as the planet shifts toward high-CO2 synthetic fuels. How can we enable mobility without accelerating climate change?

The new IEA report provides some of the answers. If people change the way they travel, if we adopt technologies to improve vehicle efficiency and shift to low-CO2 fuels, it will be possible to move onto a different pathway where transport CO2 emissions by 2050 are far below current levels, at costs that are lower than many assume. The report also discusses the prospects for shifting more travel to the most efficient modes and reducing travel growth rates, improving vehicle fuel efficiency by up to 50% using cost-effective, incremental technologies, and moving towards electricity, hydrogen, and advanced biofuels to achieve a more secure and sustainable transport future. If governments implement strong policies to achieve this scenario, transport can play its role and dramatically reduce CO2 emissions by 2050.

The report stresses that this technology transition will require both a steep change in policy implementation by governments and unprecedented investment in new technologies. Countries will need to work together, and with a range of stakeholders, to ensure everyone moves in the same direction. And since the vast majority of growth in travel, energy use and CO2 will occur in non-OECD countries, these countries will need to be part of the solution. But they will also share in the very important benefits that a sustainable, low CO2 transport future can provide.

This publication is one of three new IEA end-use studies, together with industry and buildings, which look at the role of technologies and policies in transforming the way energy is used in these sectors.

More info: [http://www.iea.org/index\\_info.asp?id=752](http://www.iea.org/index_info.asp?id=752)

## Global Fuel Economy Initiative - Indian Symposium

On 25 November 2009, in New Delhi, India, the 50by50 initiative will be presented in an International Conference on Road Infrastructure Safety.

The "**50 by 50**" is a joint initiative of the FIA Foundation (**FIA**), the UN Environment Programme (**UNEP**), the International Energy Agency (**IEA**) and the International Transport Forum (**ITF**). They believe that a move across the global fleet towards far better fuel economy at a scale which is already technically achievable, could save over 6 billion barrels of oil per year by 2050, and close to half of CO2 emissions from cars, as well as generate significant local air pollution benefits - and all using existing, cost-effective technologies.

The FIA Foundation, IEA, ITF and UNEP have been working in partnership as the Global Fuel Economy Initiative for some months, and have now launched the 50by50 challenge, to take these ideas forward. The objective is to promote further research, discussion and action to improve fuel economy worldwide. This work will be intensely practical, and focused on making a real difference - from working with governments in developing policies to encourage fuel economy improvement for vehicles produced or sold in their countries, to supporting regional awareness initiatives that provide consumers and decision-makers with the information they need to make informed choices.

The four core activities of the GFEI are: data development and analysis of fuel economy potentials by country and region; support for national and regional policy-making efforts; outreach to stakeholders (e.g. vehicle manufacturers); information campaigns around the world to educate consumers and stakeholders.

With this event, the GFEI is willing to develop a strong local network of interested and engaged individuals throughout India. One of the objectives of the discussion will be to understand the uniqueness of the Indian fleet and how to face the challenge of setting and meeting fuel economy standards in the country.

The programme of the event can be accessed [here](#).

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## Trade and Transport

### Logistics in the ASEAN Countries

Most ASEAN (Association of Southeast Asian Nations) countries have been quite successful in trade development and favour further multilateral negotiation. Regarding facilitation, however, there is need to reduce non-tariff barriers in preparation for further trade negotiation.

Several existing tools provide a view of the current status, as of 2006. Statistics gathered from the World Bank/IFC (International Finance Corporation) source, [www.doingbusiness.com](http://www.doingbusiness.com), provide a view of trade costs and facilitation, as measured in days to complete processes and the number of documents required. The average import cost per 20' container worth USD 20,000 for ASEAN countries is USD 900. This is below the regional average of East Asia and the Pacific (USD 1,037) and a little over the OECD average (USD 833).; Nevertheless, there is considerable variance in the region, with Singapore's rate (USD 333 per container) the lowest in the world, and Laos five times higher at USD 1,690. For exports, ASEAN's cost is also quite favourable at USD 806, compared to the OECD at USD 811. Again, however, the average hides the higher rates in some member nations.

Regarding facilitation rates measured in terms of time and number of documents, there is significant room for improvement in ASEAN countries. Importing averages 32 days in ASEAN countries compared to 12 days in OECD countries, and requires 11 documents as opposed to 6. On average, across all products, ASEAN countries show a greater openness to trade if only tariffs are considered, but less openness to trade when non-tariff barriers are also taken into account. In the latter case, Brunei, Indonesia and Thailand are more open than the world average, but the other ASEAN countries are all more restricted. (1)

The Logistics Performance Index (LPI) seeks to rank 150 countries by reference to the leading indicators that affect logistics. The wide variance in the region is evident from the table below.

#### LPI Ranks for ASEAN Members

Country	Overall Rank
Singapore	1
Malaysia	27
Thailand	31
Indonesia	43
Vietnam	53
Philippines	65
Cambodia	81
Lao PDR	117
Myanmar	147

(Source: *Connecting to Compete*, 2007)

Between 2000 and 2005, the ASEAN countries have taken a number of measures to address the problems. Singapore has invested a great deal in its port infrastructure and IT systems and ranks consistently high. The ports of Malaysia and Thailand have improved somewhat, while Indonesia's port infrastructure has worsened and the others have remained largely unchanged. The internet services sector has developed well in all of the countries. The fact that Singapore has done so well, and that Malaysia and Thailand have also demonstrated considerable success, suggests that similar improvements can be made in the other countries. The various indicators cited provide more detailed insights into the strengths and weaknesses of each country and can serve as a starting point for assessing where improvements in logistics should be sought. (2)

(1) Shepherd, Ben and John S. Wilson, *Trade Facilitation in ASEAN Member Countries: Measuring Progress and Assessing Priorities*, World Bank Policy Research Working Paper #4615, May 2008, p. 1-8.

(2) Shepherd, *Ibid.*, p. 9-11.

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