

Dear Leo,

The IRF World Meeting, to be held from 25-28 May 2010 in Lisbon, Portugal, is just around the corner. An outstanding technical programme has been finalised, the last remaining exhibition stands have been snapped up and an exhilarating social programme is in place.

Please find detailed information about this landmark event here.

On the other hand, the presentations delivered at the IRF / gTKP / TARA 2009 Convention on Rural Roads are now [available online](#). They have also been compiled in a CD-ROM. If you would like to receive copies of the CD-ROM, please send your postal address and the number of CDs requested to info@gtkp.com. We will make sure that the CD-ROMs are delivered promptly.

Enjoy this issue of the gTKP newsletter. If you have any enquiries, please do not hesitate to contact us on info@gtkp.com.

Regards,

global Transport Knowledge Partnership

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This month we look into a new OECD publication reviewing the linkages between globalisation, transport and the environment and providing some policy responses. We report also on the results of some warm-mix asphalt trials in the US. [Read more...](#)

Governance

The new Governance Theme Champion, Mark Thriscutt, reviews progress and outlines initial plans for governance activities over the next 12 months, including the establishment of a Transport Governance discussion group... [Read more...](#)

Rural Transport

This month's topics include issues of surface options and surface dust

Finance & Economics

The European PPP Report 2009, produced and edited by DLA Piper, in conjunction with the European PPP Expertise Centre (EPEC) and its members, has now been finalised. [Read more...](#)

Road Safety

Developments in the news this month include preparations for a UN Decade of Action for Road Safety, the release of a new on-line Road Safety Toolkit and important new initiatives in the field of work-related road safety. [Read more...](#)

Social Development

A gTKP supported International workshop on Gender,



Proceedings Available

The presentations and papers presented at the IRF / gTKP / TARA 2009 Convention on Rural Roads are now [available online](#).

Highlights

[Report on Rice Husk Fired Clay Brick Road Paving, Vietnam](#)



generation. Details are also provided regarding a number of recent sector events.

[Read more...](#)

Economic Integration and Cross-border Road Infrastructure Development: Poverty and Mobility in the Context of Asia will be taking place on 6-7 May, at the AIT Conference Centre in Bangkok, Thailand. [Read more...](#)



Trade & Transport

The global financial crisis and concern over climate change has made many countries and regions re-evaluate their railway services and the extent to which traffic is being carried by road, with its higher costs and higher environmental impact. Major conferences and training programmes are seeking to address the issues. [Read more...](#)

Urban Mobility

Transport experts and municipal authorities from major cities across Asia gathered on 16 March, 2010 for a United Nations meeting held in Seoul, Republic of Korea, to examine how a well-integrated system of buses, subways and trains can contribute to sustainable development. [Read more...](#)

[Register Now!](#)

Environment & Climate Change

Globalisation, Transport and the Environment (2010)

The increased flow of knowledge, resources, goods and services among nations that has occurred as a result of globalisation has led to a major increase over the years in transport activity. This has impacted on the environment in a number of ways: through increased economic activity in general; through shifts in the location of production activities; and through developments in the volume and type of transportation required to meet demands of global trade. This new OECD publication, released in February 2010, reviews the linkages between globalisation, transport and the environment, and identifies policy challenges and potential solutions for addressing the environmental consequences that arise.

What impact has globalisation had on transport? What have been the consequences for the environment? What are the possible policy responses? These are some of the questions answered in the new publication. The analysis looks at how globalisation has affected activity levels in maritime shipping, aviation and road and rail freight, and assesses the impacts that changes in activity levels have had on the environment. It also discusses policy instruments that can be used to address negative environmental impacts.

The publication draws inspiration from papers discussed at a [OECD conference in Guadalajara](#), Mexico, from 10-12 November 2008.

You can access the book by clicking [here](#).

Warm-Mix Asphalt Trials

The Virginia Transportation Research Council, a partnership of the Virginia Department of Transportation (VDOT) and the University of Virginia, has released a study that examines the initial performance of three VDOT warm-mix asphalt (WMA) trial sections constructed in the State in 2006. The purpose of the study was to assess, and evaluate over a period of two years, the short-term performance of the WMA trial sections compared to that of hot-mix asphalt (HMA) control sections constructed at the same time.

You can access the study, which was released in February of this year, by clicking [here](#).

gTKP Knowledge Centre: New Resources available on Transport, the Environment & Climate Change

A number of new reports and documents on Environment and Climate Change issues relating to transport have been posted in the Knowledge Centre of the gTKP website. If you would like to submit additional comments or materials to this authoritative and rapidly developing resource base, please do not hesitate to contact Susanna Zammataro, the responsible Theme Champion.

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

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Finance & Economics

The European PPP Report 2009

The European PPP Report 2009, produced and edited by DLA Piper, in conjunction with the European PPP Expertise Centre (EPEC) and its members, has now been finalised.

The previous report, dating from 2007, was published in the context of an expanding market and sound prospects for sustainable growth. By the end of 2007, however, the market had changed dramatically, and came close to stopping in its tracks. The spread of the financial crisis has triggered a re-evaluation of whether funders can still provide long term, highly leveraged project finance, given the lack of confidence in refinancing options and the capital markets in general.

Deals have been closed, but on significantly higher margins and more aggressive terms. General difficulty has also been observed in reaching financial close in a timely manner on even the best of projects. The new report explains and develops the new challenges of PPP projects, faced by both the public and private sectors.

The Report is divided into three main sections:

The first provides an overview of the current state of the European market, and EPEC's perspectives on future directions.

Section 2 contains the country sections, which cover the various national responses to the crisis and detail projects as well as relevant changes in government and legislation.

Section 3 contains project lists derived from the *Infra-News* database.

The full report is available [here](#).

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

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Governance

Overview of Governance Activities for the Next 12 Months

With the change of Theme Champion at the start of this year, the early emphasis has been on reviewing what has been achieved so far in the area of governance, and how best to build on this progress in a positive and worthwhile way. Although a primary purpose of the gTKP initiative is to collate and disseminate information on each of the various themes in the transport sector (something which will continue), I have wanted to utilise the knowledge and interest already developed in a way that provides something that can be used in the sector to promote better governance, for a wide range of sector professionals, practitioners and interested stakeholders.

This is a particular challenge given the nebulous nature of most governance issues! Nevertheless, it is proposed to attempt to develop a range of fairly specific 'governance indicators' for various aspects of the roads/transport sector, drawing on the expertise of the other relevant gTKP Theme Champions where necessary. These indicators would be designed to provide a relatively objective assessment of the governance capacity in the sector. The aspects proposed at this early stage are shown below (although these may change as the work progresses and only a few will be developed initially to test this approach):

1. National road management;
2. Finance and funding;
3. Local roads;
4. Government (public sector) institutions;
5. Private sector suppliers;
6. Road users;
7. Urban transport;
8. Training & technical capacity;
9. Road Safety;
10. Environmental & sociological;
11. Regional & international integration.

Each indicator would be made up of a range of specific multiple-choice questions, providing an overall score (as a percentage) that could be compared with other countries, and over time, to see where governance weaknesses exist and where progress is occurring.

It is not clear as to whether this approach is feasible, but just attempting it should help promote a better understanding and appreciation of the importance that good governance plays in the transport sector. It is hoped to include inputs from a wide range of participants and initial soundings are very positive. These ideas will be aired at regional conferences and workshops, including Manila in May (Asian Development Bank) and

Cape Town in October (South African Road Federation / IRF). [Discussions and feedback](#) are encouraged and a new Yahoo! Group has been established for this purpose, which can be found via the gTKP website.

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

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Road Safety

Decade of Action for Road Safety 2011-2020

gTKP is fully involved in planning to support governments around the world in their efforts to deliver a [Decade of Action for Road Safety](#). The decade will commence in early 2011 and will be launched on each continent. We will keep you posted on plans and developments and will also be happy to reflect your comments in the [draft action plan](#). Please contact the [Road Safety Theme Champion](#) with your suggestions.

A New Road Safety Toolkit

A new [Road Safety Toolkit](#) has been developed in collaboration with the International Road Assessment Programme (iRAP), the World Bank Global Road Safety Facility and the ARRB Group.

Available as a link from gTKP's knowledge centre, the new toolkit can be directly accessed by engineers, planners and policy makers. It offers guidance and examples on how to develop safety plans for car occupants, motorcyclists, pedestrians, bicyclists, heavy vehicle occupants and public transport users. The site is now live and is being further developed daily. A new [speed management section](#) has just been added.

Driving for Work

As part of our commitment to improving work-related road safety through promoting the adoption of best practices in fleet management, we have added an important [new report from the European Transport Safety Council \(ETSC\)](#) on how driver risk assessment and training can improve work-related road safety.

gTKP is also backing an important regional conference being organised by the Fleet Forum in partnership with LASER International, the United Nations Environment Programme and other leading organisations around the theme, [Safe, Clean and Healthy Transport Operations](#). The Conference, which will be held in Dakar, Senegal, from 4-5 May 2010, will inform participants on best practices in the field of safe, clean and healthy transport, backed up by examples of good practice from the region and elsewhere.

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

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Rural Transport

Rural Road Surface Options

Unsealed gravel (this term includes such naturally occurring materials as alluvial, colluvial, weathered rock and lateritic gravels), bitumen penetration macadam (penmac), stone macadam and bituminous surface dressings (chip seals) are the surface types that have commonly been used for improving rural roads and routes in habitation centres in developing and transition countries.

Two of these surface types can often represent poor investments, however. Recent research in Africa and South East Asia has demonstrated that gravel surfaces have a number of serious technical, economic, social and environmental disadvantages in a wide range of circumstances.

Bitumen penetration macadam is a wasteful use of resources in an era of high bitumen costs. The decision-making processes that support the use of some of these surface types seem to be rooted in a past era of very different economic, social and environmental parameters.

In many situations, stone macadam, chip seals and a range of proven alternative [surfacing and paving options](#) can present lower whole life costs and better performance than gravel and penmac. One-page [Surfacing Briefs](#) outlining some of the available options are being posted on the gTKP website.

Dust and Gravel Roads

The World Bank is conducting investigations on the problems associated with [dust](#) and gravel roads. Any contributions towards this work should be [forwarded via this link](#) for consideration by the research team.

Sustainable Maintenance of Rural Roads

The Governments of India and Andhra Pradesh, together with the World Road Association (PIARC), supported a seminar on Sustainable Maintenance of Rural Roads, held in Hyderabad from 21-23 January, 2010. Details of the presentations will be posted on the [PIARC website](#). The site also features presentations relevant to the sector from a previous PIARC event, held in Chandigarh, on [Road Asset Management](#).

Engineering a Better World

The Institution of Civil Engineers (ICE), London, and the Commonwealth Engineers Council organised a two-day conference on 10-11 March 2010 around the theme: ***The Contribution of the Engineer to Humanitarian Assistance and International Development***. Rural Transport contributions were made by Dr. Jasper Cook, of OTB Engineering Ltd, Gary Taylor, of ITTransport Ltd., and Rob Petts, gTKP's Rural Transport Theme Champion. Among the many issues raised in discussion was the vital, yet largely unrecognised, contribution of transport towards achieving the Millennium Development Goals (MDGs). Another issue was the meagre resources allocated to research, development and dissemination of knowledge to support good practice and effective decision-making in the transport sector. Presentations and full details from the event will shortly be available on the [ICE website](#).

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

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Social Development

International workshop on Gender, Economic Integration and Cross-border Road Infrastructure Development

A gTKP supported International workshop on Gender, Economic Integration and Cross-border Road Infrastructure Development: Poverty and Mobility in the Context of Asia will be taking place on 6-7 May, at the AIT Conference Centre in Bangkok, Thailand.

As the prominent sociologist and economist, Saskia Sassen, has observed, globalisation is a process of differentiation. This workshop discusses how regional economic integration, strengthened by cross-border road networks, has a differentiated effect based on gender, ethnicity and class.

Asia has historically experienced high intra-mobility of goods and people but, in recent years, the quantum of such mobility has increased dramatically. Various factors have contributed to this increase, including economic disparity within the region; differences in economic/ employment/business opportunities; transportation and communications infrastructure development; educational opportunities; and a wider network of migrants in major cities and industrial areas of the region.

The workshop will explore how mobility of goods and people is changing as a result of road infrastructure development and economic integration policies; how such changes affect local community livelihoods; and how they further affect the way of life and practices of local women and men, especially in terms of gender-based power relations. The effects can be varied for different communities, ethnicity, gender and age; and their coping/adaptation strategies will also be different.

Presentations will notably include research outputs from the ASEAN Foundation funded project, Capacity building for gender, poverty and mobility analysis of road transportation development in GMS region. While there will be a strong focus on the Greater Mekong Sub region (GMS) during the workshop, presentations from other regions/ countries are also welcome.

For more information about the workshop and how to submit papers, please contact [Nathalie Pereira](#), Theme Champion for Social Development, or Ms. Kanokporn Jaroenrith at kanokporn@ait.ac.th.

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

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Trade & Transport

Impact of the Global Financial Crisis on Railway Services

The global financial crisis, coupled with concern over climate change, has made many countries and regions re-evaluate their railway services, and the extent to which potentially appropriate rail traffic is still being carried by road, despite the higher costs and higher environmental impact involved. Governments are now actively reviewing policies that for years have put little investment in railways; but have instead focused the major part of transport budgets on roads. Countries are also looking to parts of the world that have successful railway sub-sectors to try to learn lessons from them. Multimodal transport systems, which draw from the respective strengths of rail and road, are being developed to offer a cost effective, door-to-door service. Meanwhile, It is also necessary to look at railway agreements to find a model for borderless, regional railways.

A recent example of this focus came from a regional railway conference held in East Africa in mid March 2010. Entitled **Revitalising the Railways for Enhanced Regional Integration and Economic Growth**, the conference was co-sponsored by the East African Community (EAC), the African Development Bank and the World Bank. The importance given to the meeting was reflected in the fact that President Jakaya Kikwete of Tanzania officially opened it. The two major railways of the region, which serve the two main import-export corridors, are both concessioned and both performing poorly. The workshop reviewed the current status and plans of the national railways and the experience of concessionaires in the region, as well as the lessons learnt from railway concessions in southern Africa and from modernising narrow gauge systems. The presentations generated lively discussion and debate among the five Partner States of the EAC. The recommendations of the meeting were to commit sufficient funds to rehabilitating the existing railways, while forming a Marshall Plan-like programme for the revitalisation of the region's rail networks. Commitments were made to strengthening regional rail connectivity, conclusion of a regional policy and legal framework for Public-Private Partnerships (PPPs), establishment of a regional rail regulator and the instigation of a Rail Project Implementation Unit at the EAC Secretariat. It was further resolved to make railway development a central issue for all of eastern and southern Africa.

In this context, a number of major conferences and educational programmes are planned to stimulate knowledge and ongoing focus on the issue. One such example is the first Antwerp Rail School, to be held from 17-21 May 2010 by Antwerp University's Department of Transport and Regional Economics. Industry specialists will highlight the latest trends in railway management and services around the theme **Railway to the Future: Business and Academia Join Forces**. The topics include market analysis, effective assessment of rail conditions, technical and safety analysis, financial analysis, niche freight markets and innovative passenger services.

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

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Urban Mobility

Sustainable Public Transit Takes Centre Stage at UN Forum in Seoul

Transport experts and municipal authorities from major cities across Asia gathered on 16 March, 2010 for a United Nations meeting held in Seoul, Republic of Korea, to examine how a well-integrated system of buses, subways and trains can contribute to sustainable development. The two-day **UN Forum on Climate Change Mitigation, Fuel Efficiency and Sustainable Urban Transport** was particularly topical at a time when more people are living in cities than ever before, and when more people are seeking to own cars.

The meeting was also convened against the backdrop of a transport sector emerging as the fastest growing source of global greenhouse gases representing more than 23 per cent of emissions in 2006, according to the UN Department for Economic and Social Affairs (DESA), which co-hosted the event with the Government of the Republic of Korea, the UN Centre for Regional Development (UNCRD) and the Sustainable Low Carbon Transport Partnership Council. The latter comprises over 50 organisations (including gTKP).

The Seoul meeting featured recent studies demonstrating the benefits of well-planned public transport systems, including notably in terms of promoting health, saving time and reducing fuel use.

As highlighted by Tariq Banuri, the Director of DESA'S Division on Sustainable Development, it was no coincidence that the meeting should be held in Seoul, where participants can witness sustainable public transport in action. The 10 million people here in central Seoul have access to a good public transport system, in every respect, and I hope that our participants will see in person how beneficial such an investment can be.

According to DESA, the key components necessary for viable and sustainable transport systems are financing, technology transfer and capacity building. Mr. Banuri stressed there was no one-size-fits-all approach or easy solution to address the multiple challenges of urban transport and sustainable development. Each country and each city will have to formulate its own approach, taking into account local circumstances, conditions and opportunities.

For more information, visit the [UN Economic and Social Development website](#).

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

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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.