



ISSUE 15 November 2002



■ **BICYCLE TAXIS**
Page 4



■ **URBAN MOBILITY
STUDY**
Page 5



■ **SEAT BELT
MANUAL**
Page 6



■ **NEW OVERSEAS
ROAD NOTE**
Page 7

Editorial

DFID have just published an important paper on the role of infrastructure service provision after a lengthy public consultation process. The paper – Making Connections – (see article on this page) suggests the future direction of thinking by DFID on infrastructure and infrastructure service provision. Transport is shown to have an important role in development and I recommend the paper to those of you with interests in this area.

Within the IUDD (Infrastructure and Urban Development Division), other changes are taking place. We welcome different faces and wish John Hodges well in his "retirement". John has been a transport engineer for a major part of his career and an important advocate for its role in development. We hope this is *au-revoir* and not *good-bye*.

This newsletter is also full of information on projects, activities and publications. I hope you will find something of interest and would welcome your comments, letters or short articles for inclusion.

Changes at DFID

Peter Roberts has been seconded to the World Bank in Washington for three years. His post as Deputy Chief Engineering Adviser and his lead role on transport issues have been taken over by Martin Sergeant. Peter's Knowledge and Research direction passes to Peter O'Neill, the new head of Knowledge and Research, at the Infrastructure and Urban Development department at DFID

John Hodges retires from his post of Chief Engineering Adviser (CEA) in November after a long and distinguished career in development. Martin Sergeant will be acting CEA until further notice

Martin Sergeant, Deputy Chief Engineering Adviser

Tel: 020 7023 0542; Fax: 020 7023 0864; Email: M.Sergeant@dfid.gov.uk

DFID

Joined up thinking on infrastructure provision - Making connections



Adequate infrastructure services are crucial to the achievement of the Millennium Development Goals, but in recent years many bilateral aid donors, including DFID, have significantly reduced funding for major infrastructure programmes. So says a recently published paper from DFID, "Making Connections: Infrastructure for Poverty Reduction", which puts forward new

ideas for the improvement of infrastructure service provision with the aim of maximising benefits for the poor. It aims to change the widely held view among many aid donors that they should limit themselves to supporting local level infrastructure, such as access roads – without consideration of major or national infrastructure, such as trunk roads. The tendency to treat these two levels of infrastructure separately with different strategies and timescales has singularly failed to bring essential services to the poor in a sustainable way.

The paper endorses the role of transport as a key component of development. It highlights the effect of high transport costs resulting from poor transport infrastructure, particularly evident in Africa where populations are sparsely distributed. The lack of basic infrastructure, particularly roads, transportation and water, is seen as a defining characteristic of poverty. Improved mobility is identified by poor people from across the world as one of the benefits of infrastructure.

The paper advocates the need for donors to reverse the decline in assistance for infrastructure, but also points to adopting associated measures to reduce the negative aspects of such projects which have distorted their image and potential to impact on poverty alleviation. These measures include capacity building, strengthening accountability and encouraging environmentally sound policies.

It concludes that joint working between governments and other providers of infrastructure services can contribute to efficiency and effectiveness in achieving pro-poor growth. Since many infrastructure services can earn commercial returns, the paper envisages a continuing role for private finance and for developing agencies providing loans.

The paper can be viewed and downloaded from the DFID website or is available from the DFID office in London.

DFID Public Enquiry Point: Tel: 0845 300 4100; +44 1355 84 3132; Email: enquiry@dfid.gov.uk

DFID

International Focus Group

The International Focus Group (IFG) is a partnership of institutions and practitioners from developing countries committed to the provision of sustainable transport access for the poor.

With its vision to be the leading platform for articulating and disseminating information on rural road engineering within the context of poverty reduction, the group continues to grow apace. After its inaugural meeting at the beginning of the year, its programme continued with two further meetings in Cambodia and Ghana. Membership now extends to some twenty countries and over one hundred technical presentations on aspects of rural road engineering have been made by the group. Communication of its work continues through production of its Newsletter, CD-ROMs and its web-site.

The International Focus Group's action plan is to:

- Identify research needs and priorities that support sustainable access provision for the poor.
- Ensure co-ordination of research efforts and build research capacity.
- Support and link National Focus Groups. Foster international partnerships by promoting co-operation and knowledge exchange between partners.
- Strengthen the knowledge base on rural road engineering.
- Mainstream and accelerate the application of research outputs and best practices.
- Seek co-operation and affiliation with other platforms with complementary aims.
- Influence policies concerned with rural accessibility issues.

PIARC (The World Road Association) were represented at the Ghana meeting and an invitation was extended to the IFG to make a presentation of its work to Technical Committee C20 (Appropriate Development) at its International PIARC Seminar held in Costa Rica in November. The synergy and complementarity in the aims and objectives of both the IFG and Committee C20 has led to a strong endorsement for co-operation between the two groups. Yunnan, China will be the venue for the next IFG meeting in May 2003. With the possibility that Committee C20 may also be meeting in China at the same time, there is the prospect of cementing closer ties between the two groups.

For further information visit the IFG web-site: www.transport-links.org/ifg.htm or contact Colin Gourley, IFG c/o TRL Limited; Tel: +44-1344-770491
Email: ifg@transport-links.org



World Development Report consultation

In November, members of the DFID Transport Resource Centre engaged in consultation with the World Bank on their draft structure for the *World Development Report 2004 - Making Services Work for Poor People*. By emphasising access and accessibility as determining factors for health, education and sanitation outcomes the profile of transport was raised. Documents presented at this session can be seen on www.transport-links.org.

The World Bank team are holding further consultations in Geneva, Switzerland, on the 9th December 2002, Dhaka, Bangladesh, on the 22-23 January 2003 and Kampala, Uganda, on the 29th January 2003. The Transport Resource Centre will be attending these. The draft structure is available for comment at econ.worldbank.org/wdr/wdr2004

For further information, contact: Tamsin Wallwork; Email: twallwork@trl.co.uk



Pavement research in the Philippines

The research programme with the Philippine Bureau of Research and Standards (BRS), Department of Public Works and Highways (DPWH) and TRL is being extended. The programme is designed to develop and encourage the economic use of local road building materials and to introduce new road maintenance technology. The extension is jointly funded by the DPWH (through a loan from the Asian Development Bank) and the UK's Department for International Development.

A primary activity is the construction and performance assessment of a comprehensive suite of full-scale road trials in the Batangas Province. These include:

- The rehabilitation of concrete roads with asphalt overlays. The Philippines has over 11,000 km of concrete pavement, and long lengths are now in need of rehabilitation. Appropriate overlay techniques will be developed based on the condition of the existing concrete slabs and their support. The designs include crack stitching before overlay, crack and seat, use of crack inhibiting inter-layers, and a variation in the overlay thickness.
- The use of stabilised materials for heavily trafficked roads. The use of stiff stabilised sub-bases, under granular roadbases, can improve the performance of flexible roads subject to heavy traffic by providing a better support for the overlying roadbase, which in turn provides an improved platform for the asphalt surfacing.



- The use of volcanic ash (lahar) for road construction. The trials will include hot rolled asphalt and asphalt concrete mixes that contain substantial amounts of lahar sand, to illustrate how the use of this abundant local material can be used to reduce the costs of resurfacing low trafficked roads. Other pavement trials using marginal materials such as soft limestone and weathered volcanic rock have been planned for sites in Quezon Province in Southern Luzon where quality construction materials are scarce.
- The use of roller compacted concrete. Use of this low moisture content concrete mix may allow the road to be reopened to traffic almost immediately after construction and so could offer a rapid, low cost alternative to present practice.

The Batangas trials are substantially complete and are being monitored by BRS/TRL staff. This monitoring period will be used to continue the professional development of BRS staff, allowing them to undertake more effective applied road and materials research in the future.

For further information contact Mr M O'Connell, TRL

Tel: +632 4362495

Email: moconnell@trl.com.ph

DFID Projects reference

R6841: 'Promoting the use of volcanic ash, a natural pozzolan';

R8010: 'The design of stabilised sub-bases for heavily trafficked roads';

R6473: 'Longer life surfacings using bitumen modifiers'.

Theme Objective T2



A vision for rural India



Pradhan Mantri Grama Sadak Yojana (PMGSY) is a major programme initiated by the Indian Prime Minister in 1999 with a view to providing year round access to all villages with a population of 500 by 2007. The first phase, to be completed by 2003, is to provide connectivity to all villages of 1000 population. The programme is implemented through the central government's Ministry of Rural Development, with guidelines that have been drafted by the Central Road Research Institute (CRRI). The funds for the PMGSY are allocated only for construction. The roads are expected to be well engineered and maintenance free for the first five years, after which the responsibility for their upkeep will be the state's.

In February 2002, the Rajasthan Forum Group, an affiliated network of the IFRTD and the Orissa Regional Forum for Rural Transport & Development, initiated a stakeholder workshop, to discuss the PMGSY. The workshop was supported by the DFID Civil Society Challenge Fund and the Swiss Agency for Development Co-operation (SDC). It was held in Bhubaneswar and brought together participants from national and state governments, technology and research institutions, NGOs, CBOs (community based organisations), other specialist organisations, and international development agencies. A field trip to four locations where PMGSY is being implemented in Orissa enabled the voices of the villagers to be heard in the debate and to strongly influence discussions on key issues.

Participants welcomed the initiative, but made strong recommendations for increasing the impact of the investment. They called for a review of the guidelines with a view to making provision for long term maintenance, and to increasing community involvement in the planning, monitoring and implementation of the programme.

For more information please contact: Dr Ashoke A Sarkar, Convenor Rajasthan Forum Group
Tel: +91 1596 44113; Email: asarkar@bits-pilani.ac.in



Help – do you need someone?

Are you having problems with a transport related issue? - need some advice from an expert? You can reach a global network of transport professionals by getting in touch with the DFID Transport Resource Centre:

How?

- by sending an enquiry from our web-site on the 'Contact Us' page www.transport-links.org/rcs/index.html.
- by Fax: +44 (0) 1344 770356
- by Phone: +44 (0) 1344 770411
- by Letter: addressed to Tamsin Wallwork at TRL Limited
- by email: on international_enquiries@trl.co.uk
- or, we may have an expert available in your country

The Transport Links web site www.transport-links.org is now OPEN TO ALL. No password is needed.

Bicycle operations



Developing improved rural transport appraisal tools including bicycle transport is the aim of a project awarded by DFID to IT Transport. In order to correlate bicycle operating data with infrastructure conditions, bicycle-taxi

operators who operate predominantly on one or two routes were monitored in Uganda and Kenya.

In each area three types of roads were chosen – bitumen, gravel and earth – and bicycle taxi operators on each of these roads were commissioned to record details of all trips and costs over a 12 month period.

Bicycle taxis are a common form of transport throughout Uganda and in Western Kenya. They mainly carry passengers on a padded seat fitted onto the rear carrier but also carry goods and documents.

The results for Uganda which are significant to at least 99.5% probability, are opposite to what was anticipated. Bitumen has the lowest speed, the highest fares and the highest repair costs, whereas earth has the highest speed and the lowest fares and repair costs. The results for the gravel surface are generally closer to the bitumen surface. The results analysed so far from Kenya show the same trends.

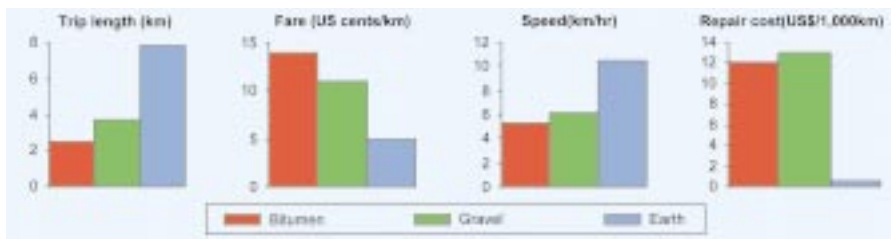
The main findings are:

- On the bitumen roads people use bicycle taxis for short trips rather than wait for

a taxi or bus, average fares are therefore high. Average speeds are low because operators slow down or stop when heavy vehicles pass. Average road widths were 6 metres.

- On the earth roads trips are longer and fares are lower to attract customers. There is little motorised traffic on the roads and operating speeds are double those on bitumen.
- The main repair costs comprise wheels (including hubs) 36-47%; tyres 12-17%; pedal crank, sprockets and chain 13-24%. Wheel costs were higher on the harder bitumen and gravel roads, tyre costs similar on all surfaces, and the drive components highest on the bitumen roads due to greater stopping and starting.

Speed, effort, safety and repair costs are important issues for cyclists. The findings show that factors other than the smoothness of the road can significantly affect speed and repair costs. Additional analysis of data is being carried out to clarify the findings.



For further information contact : Ron Dennis or Marcus Wattam, IT Transport Ltd

DFID Project Reference R7788: Impact of road condition on operating costs of bicycles
 Tel: +44 (0)1235 833753
 Email: itt@ittransport.co.uk
 Theme Objective T3



Cost of transport services

Research has shown that there are very large differences in the availability and costs of transport services between Africa and Asia.

Africa is at a considerable disadvantage in all respects. Development funds to date have been almost exclusively used for infrastructure yet there is huge potential for cost savings from an improvement in vehicle efficiency. Since deregulation the provision of transport services has been left to the market but it has not been working effectively. High transport costs and unreliable service provision have a significant impact on industry and on the mobility of people.

A DFID funded Knowledge and Research project carried out by TRL on transport services in Uganda and Ghana has identified the major problems faced by transport operators and analysed their impact on vehicle operating costs. It has also examined transport regulations and the current organisation of transport services and their impact on vehicle utilisation. The key areas highlighted for concern include anti-competitive practice by the associations that control service provision and an absence of transport planning and regulation.

Two stakeholders national workshops were held in Kampala and Accra, each being attended by about 60 delegates, representing organisations in the private and public sector. A major objective of these was to identify policy measures that would assist with changing current organisation of transport services and improving the efficiency of vehicle operations.

The stakeholders developed an agreed strategy (action plan) to improve vehicle operations which ranged from long term policy, institutional reforms (including legislative changes, and public private partnership arrangements) to short term initiatives addressing issues such as access to vehicle financing, driver training and safety.

For further information contact:
 Mustapha Benmaamar, TRL
 Tel: +44 (0)1344 770066,
 Email: international_enquiries@trl.co.uk

DFID Project Reference: R7791 Improved Vehicle Operations in Sub-Saharan Africa
 Theme Objective T4



Taxi park in Kampala

Urban mobility study

There are good reasons for investing in city transport. Cities make an important contribution to the national economy and clearly an efficient transport system supports their productivity and growth.

Transport can also contribute to pro-poor policy in a very positive way, providing access to opportunities and enhancements to security as well as providing job opportunities in the sector.

As part of the Sub-Saharan Africa Transport Policy (SSATP) programme, a TRL-led consortium was invited by the World Bank to undertake a scoping study of urban transport performance in three East African cities. This contributed to the urban transport component of SSATP, and the findings were presented at the SSATP regional conference held in Mozambique in July.

The consortium included a consultant in each of the cities; Teferra Mengesha in Addis Ababa, Professor Rwebangira of the University of Dar es Salaam and Tom Opiyo of the University of Nairobi.

In many respects transport works tolerably well in each of the cities. Large volumes of passengers are transported by public transport on a daily basis, and many can accomplish their travel needs routinely. In other respects, however, the system has many faults. The quality of travel on public transport is poor, unreliable, and very often unsafe and insecure.



Bus stop in Nairobi

In each city there is a keen awareness that many of the urban transport problems arise because there is a lack of leadership or co-ordination. Funding is a problem, but is made worse because transport has no clear champion and is given low priority in the municipality. The transport profession knows what could be done (in the way of measures and technologies) for redressing transport problems, but the organisational structure is unable to respond in a coherent and focussed manner. The report concludes that the only way to derive significant improvements in the performance of the urban transport sector is to reorganise the way in which urban transport is planned and developed.

For further information contact Phil Fouracre, TRL

Tel: +44 (0)1344 770993; Email: international_enquiries@trl.co.uk



Accessibility for people with disabilities

People with disabilities constitute a significant proportion of the poor in developing countries. If internationally agreed targets on reducing poverty are to be reached, it is critical that specific measures be taken to reduce societal discrimination and isolation that people with disabilities continue to face. Transport is an important enabler of strategies to fight poverty by enhancing access to education, employment, and social services.

A DFID KaR project aims to further the understanding of the mobility and access issues experienced by people with disabilities in urban areas in developing countries, and to identify specific steps that can be taken to start addressing problems. A major objective is to compile a compendium of guidelines that can be used by government authorities, advocacy groups, and donors to improve access for people with disabilities (and all passengers) to transport in urban areas. The guidelines will specifically focus on low-cost, incremental approaches that can be implemented within constrained budgets in the developing world.

Phase I of the project included an investigation into the mobility needs of people with disabilities in five case study countries (India, Malawi, Mexico, Mozambique and South Africa) and benchmark studies of current practice in Europe, Latin America, Africa and India.

The needs analysis highlighted three major

barriers to access and mobility: namely social, psychological and structural. Major obstacles identified by focus group participants were high transport costs, lack of awareness among transport staff and the general public of the needs of disabled passengers, and structural barriers in the transport system. The problems identified were



remarkably similar across the countries studied, and also similar to obstacles that countries in Europe and North America have begun to remove.

First steps in addressing mobility barriers have already been taken in countries of Latin America and Asia. Technical standards on access to transport are converging across developing and developed countries. Knowledge that could be instructive to least developed countries in improving accessibility and mobility is growing.

Phase 2 includes an investigation of technical and operational solutions and the prioritisation of improvements within constrained budgets. Small-scale demonstration projects will be implemented and monitored. The compendium of guidelines will then be produced by the project's multi-national team.

For further information contact Dave Maunder, TRL

Tel: +44 [0]1344 770642

Email: International_enquiries@trl.co.uk

DFID Project Reference: R8016 Enhanced accessibility for people with disabilities living in urban areas

Theme Objective: T3



New newsletter – Disability & Healthcare

DFID is sponsoring a new newsletter - Disability & Healthcare Technology. It is jointly edited by GIC Limited and Healthcare Worldwide, the managers of the KaR programme on Disability and Healthcare Technology. This programme seeks to produce sustainable new technologies for poverty-focussed work in disability and healthcare. The Newsletter is issued twice a year and aims to provide information on projects and activities sponsored both by DFID and other agencies. To be included on the mailing list please contact the editor, listed on the back page.

Seat belt manual

It has been estimated that over 130,000 fatalities and approximately four million moderate to critical injuries have been prevented in a 25-year period world-wide, through seat belt usage. However, during the same period, over 300,000 lives have been lost and over five million moderate to critical injuries were caused by non-use of seat belts by vehicle occupants

Globally, around 800,000 people died in road crashes in 1999, according to TRL estimates, with 85% of these deaths occurring in developing and transitional countries.

Seat belt wearing has both humanitarian and socio-economic benefits. Studies have demonstrated that economically active young males form the largest group of road traffic casualties. Injury or death in this group, leading to the loss of their salary from the household income, can cause hardship, and in the worst cases result in an insufficient supply of funds for the family to provide adequate education, food, sanitation and healthcare. On a national scale, seat belt wearing has benefits for the economy in terms of reductions in accident and injury costs.

The Federation Internationale de l'Automobile (FIA) Foundation, a leading contributor to automotive safety and environmental research through an international network of partners, has recently commissioned TRL to develop a manual for increasing seat belt wearing rates in countries where legislation currently does not exist, and/or where wearing rates are particularly low. This aims to provide policy makers and key stakeholders with the knowledge and tools to plan, develop, implement and evaluate schemes for increasing the wearing of seat belts at a national level, and should prove instrumental in reducing death and injury.

The manual will not only advise on the harmonisation of seat belt construction and fitting standards, but will examine proven effectiveness of monitored and evaluated enforcement, education, incentive and publicity campaigns from around the world. It will also highlight how to create an enabling environment through the drafting of legislation, and outline key responsibilities and funding requirements.

Technical assistance is being sought from police, seat belt and vehicle manufacturers, health and education departments and road safety councils across the world. Comments and working examples would be welcomed from any of these organisations wishing to highlight working practice in their field of work or those with an interest in increasing seat belt usage in their country.

Contact: Darren Divall, TRL: Tel: +44 (0)1344 770280
Email: International_enquiries@trl.co.uk

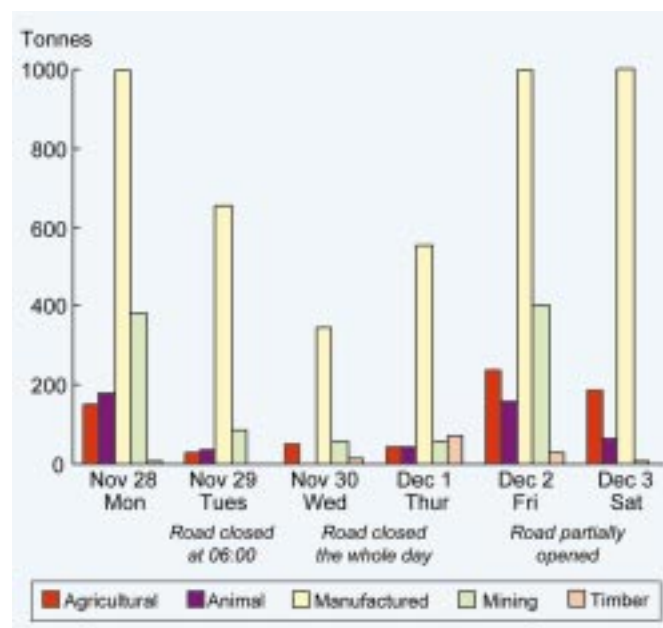


Seat belt testing

Effects of road closures

Road infrastructure disruptions are very common in developing countries due to difficult geographical conditions, inefficient maintenance and poor design.

Although this problem is common, most investment analysts assume that, except during routine maintenance, transport infrastructure is constantly in service during the lifetime of the project. In reality, many roads often close because of problems such as landslides and bridge collapses, isolating many poor regions and affecting livelihoods, the marketing of local produce, and access to basic health and education facilities.



Freight volume transported from Andean zone to Meta

A research project on the economic impact of road disruptions in Colombia was carried out at the Institute for Transport Studies, University of Leeds. The project reviewed methodologies for measuring the impact of road closures, and contained a series of case studies on the flow of freight traffic, comparing it with disruptions in other parts of the world. The research included a detailed case study of a major road closure in the Meta region of Colombia. It described the movement of different freight categories (volumes, average payload, length of haul, and freight rates) under disruption, and analysis of truck travel times, which measured the delays caused by sudden disruptions and scheduled road works.

The study found that the flow of freight transport during sudden road closures is heavily influenced by the duration of commercial relationships between shippers and transport operators, the way transport contracts are drawn and the risk spread across economic agents. Even short disruptions tend to have a long-term influence on the level of inventories kept by firms, increasing costs. A clear pattern in the movement of goods was found during disruptions: the main products transported are intermediate goods used in production activities, perishable goods such as fruit, and fuel. In contrast, the transport of bulk and low cost commodities tended to be delayed until conditions returned to normal. After disruptions, there were considerable but short-lived increases in freight rates for some goods, as demand and volumes transported increased, which led to the overloading of vehicles.

For further information contact Christian Dunkerley, TRL
Tel: +44 (0) 1344 770928
Email: cdunkerley@trl.co.uk

Book Review



Balancing the Load: Women, Gender and Transport
 Edited by Priyanthi Fernando and Gina Porter
 Zed Books Ltd
 London and New York, 2002
 (291 pages)

The subject of women, gender and transport is one that is yet to be mainstreamed into development thinking and policy practice. Yet this book, containing a selection of case studies from over a dozen countries, in which various gender and transport mobility issues have been addressed, provides a comprehensive review of the mobility constraints and gender disparities that exist in Sub-Saharan Africa and Asia.

A key theme underlying the case studies is the empowerment of women and their mobility. The case study of Bangladesh in particular, examines the social, economic and political empowerment of women in rural transport, rather than specifically alleviating their transport burden. Similarly, the Pudukkottai experience in India describes a fascinating account of 50,000 women who learned to ride bicycles as part of a literacy programme, with the objective of motivating women to learn to read and write.

Case studies described in the book are broad ranging, covering rural and urban mobility, the use of transport means for subsistence activities, food security and income generating opportunities, intermediate means of transport and overcoming cultural impropriety. The studies also demonstrate how women can be liberated from their gender stereotyped roles, and ways in which this impacts negatively on women whose workloads increase because they carry out tasks traditionally undertaken by men.

A cautionary note however; our knowledge of gender and transport is by no means complete, and this publication does not provide an all encompassing précis of gender and transport issues. In particular, the editors emphasise a need for research on transport interventions for the disabled and elderly, and a need to re-appraise road safety and gender issues.

This book is an invaluable resource for all transport practitioners, not least because the studies 'highlight the importance of integrating gender analysis into all levels of transport planning, management and implementation if transport interventions are to be more effective in stimulating poverty reduction and social justice'.

Annabel Davis, TRL

Hot mixed asphalt design – new ORN



The principal roads in most countries are surfaced with hot-mixed asphalt (HMA), a mixture of aggregate materials bound together with bitumen. The development of techniques for designing and constructing such surfaces has relied primarily on empirical methods rather than on a fundamental understanding of the physical interactions that take place in the construction process. Such surfaces have proved to be reasonably successful, especially in temperate climates where the climatic conditions are not severe and where sufficient empirical evidence has been collected to ensure that reliable and replicable designs have evolved.

In tropical and sub-tropical countries, the performance of HMA has often been disappointing, with road surfaces sometimes failing within a few months of construction. Under the high temperature conditions experienced in these countries, bitumen, which is a visco-elastic material, can become very soft. Bitumen can also undergo relatively rapid chemical changes that cause many of the desirable properties of HMA to be degraded or lost altogether.

Overseas Road Note 19, which is based on the experience of TRL and collaborating organisations throughout the world, provides a guide to the appropriate design of HMA, and accounts for these deficiencies. This experience has been gained in carrying out a comprehensive, co-ordinated and long-term series of research projects as part of the DFID 'Knowledge and Research' programme. The research showed that the behaviour of asphalt surfaces in tropical and sub-tropical environments was frequently contrary to expectations and has given rise to a paradigm shift in our understanding of road behaviour.

This new Road Note is aimed at engineers responsible for roads and gives guidance on the design, manufacture and construction of HMA pavement materials in tropical and sub-tropical climates. The HMA requirements are described for different traffic loading categories, including severely loaded sites such as climbing lanes.

For further information or a copy of ORN 19 contact Sue Stoneman, TRL; Tel: +44 (0)1344 770187, Email: international_enquiries@trl.co.uk
 DFID Projects reference, R6897: 'Guide to the design of hot mixed asphalt in tropical and sub-tropical countries'
 Theme Objective: T2



GRSP update

The Global Road Safety Partnership (GRSP) initiative launched in 1999, established under the World Bank's Business Partners for Development, comprises a network of businesses, civil society organisations and government ministries to promote road safety world-wide. GRSP is currently active in developing partnership road safety projects in Costa Rica, Brazil, Ghana, South Africa, India, Viet Nam, Thailand, Poland, Hungary and Romania.

GRSP Ghana, supported with DFID funding, have recently published "Safe Driving - Rules of the Road Explained" written by Mr. Justice Amegashie, one of Ghana's leading road safety experts.

Ghana's Minister of Roads and Transport, Dr. Richard W. Anane, has expressed the government's concern over road crashes, which are wiping out the country's human resources, with serious implications for productivity and economic growth. The launch of the book took place in Accra in August, and was attended by around 250 people representing road agencies, transport sector operators, oil companies and the insurance industry. With the new publication and media attention the book has received in Ghana, local politicians are now more aware of the importance of road safety and its contribution to sustainable development.

For further information contact: Mr Justice Amegashie; Email: jmyamegashie@ghana.com
 or Mike Winnett, GRSP Ghana Advisor; Email: mwinnett@trl.co.uk



CD ROM: Rural transport policy toolkit

The Rural Transport Policy Toolkit is a guidance manual containing a collection of tools that describe the 'how to' of policy formulation for rural transport, with a focus on five key areas:

1. Stakeholder consultation and consensus building
2. Rural transport problem statement, data collection and analysis
3. Policy formulation and development of action plans
4. Implementation of policy tools
5. Application of monitoring tools

The Policy Toolkit has been produced for the UK's Department for International Development, and is designed for use by local transport practitioners, policy makers and researchers. It is available on CD, along with the Rural Transport Knowledge Base, also produced by TRL, and extracts of the DFID Economist Guide. The Policy Toolkit is also available on the Internet: www.Transport-Links.org/PolicyToolkit.htm

For further details contact: Annabel Davis, TRL
 Tel: +44 (0)1344 770398; Email: international_enquiries@trl.co.uk



Recent publications

Books

Balancing the Load Co-edited by Priyanthi Fernando and Gina Porter (2002).

Published by: Zed Books in association with IFRTD. HB ISBN 1 85649 981 2 £49.95 \$75.00
PB ISBN 1 85649 982 0 £16.95 \$27.50

Free copies are available (subject to availability) to organisations and individuals in the developing world. To obtain a copy please email the IFRTD Secretariat at: publications@ifrtd.org

Individuals and organisations in Europe, USA, Canada, Australia and New Zealand contact Zed books at: sales@zedbooks.demon.co.uk

DENNIS, R (2002). Rural Accessibility, Footpaths and Tracks - A field manual for their construction and improvement. RATP No. 6. Published by: International Labour Organization, Geneva; ISBN 92-2-113122-X

AMEGASHIE, J M Y (2002). Safe Driving - Rules of the Road Explained. Published by: Woeli Publishing Services, Accra. ISBN 9964-978-77-4

Reports

Overseas Road Note 19 (2002). A guide to the design of hot mix asphalt in tropical and sub-tropical countries. (£15) (TRL)

Papers

PA3674/01 GOURLEY, C S, R PETTS and T TOOLE. Improving local resource utilisation in roadworks in developing and emerging countries. In: *Proceedings of IRF, Paris, June 2001*. (TRL)

PA3680/01 GOURLEY, C S, T TOOLE, G MOROSIUK and J L HINE. Cost effective designs for low volume sealed roads in tropical and sub-tropical countries. In: *Proceedings of IRF, Paris, June 2001*. (TRL)

PA3806/02 BAGULEY, C. Road safety management of the highway network. *International Symposium on Traffic Safety Strengthening and Accident Prevention, Nanjing, China, 28 - 30 November 2001*. (TRL)

PA3807/02 BAGULEY, C. The Importance of a road accident data system and its' utilisation. *International Symposium on Traffic Safety Strengthening and Accident Prevention, Nanjing, China, 28 - 30 November 2001*. (TRL)

PA3831/02 HOWE, J and A S C DAVIS. Boda Boda - Uganda's rural and urban low-capacity transport services. *CODATU X Conference, Lome, Togo, 12 - 15 November 2002*. (TRL)

PA3832/02 VENTER, C J, et al. Improving accessibility for people with disabilities in urban areas. *CODATU X Conference, Lome, Togo, 12 - 15 November 2002*. (TRL)

PA3833/02 MAUNDER, D A C, A S C DAVIS, D F BRYCESON, J HOWE, T C MBARA and R KIBOMBO. Sustainable livelihoods, mobility and activity patterns in Zimbabwe and Uganda. *CODATU X Conference, Lome, Togo, 12 - 15 November 2002*. (TRL)

PA3834/02 BENMAAMAR, M. Options for improving vehicle operations in Sub Saharan Africa - a case study in Uganda. *CODATU X Conference, Lome, Togo, 12 - 15 November 2002*. (TRL)

PA3835/02 HINE, J L, S ELLIS, S DONE and D KORBOE. Ghana feeder road prioritisation. *International Seminar on Rural Transportation, Siem Reap, Cambodia, 14-15 May 2002*. (TRL)

PA3890/02 COOK, J R and C S GOURLEY. A framework for the appropriate use of marginal materials. *PIARC Committee C12 Seminar, Mongolia, 18-21st June 2002*. (TRL)

PA3895/02 FREEMAN, P N W and D A C MAUNDER. Analysis of and proposals concerning policy and research issues at the "CODATU Social Aspects of Transport Seminar" held in July 2001. *CODATU X Conference, Lome, Togo, 12 - 15 November 2002*. (TRL)

For copies of the above papers contact the relevant organisation

Database protection statement

The mailing list for TRANSPORT is held on a computer database, registered under the UK data protection act. Unless we hear to the contrary we assume that all named recipients of this newsletter have no objection to their details being recorded in this way.

Contact addresses

DFID, 1 Palace Street, London, SW1E 5HE, UK.
Fax: + 44 (0) 207 0230016, www.dfid.gov.uk

FIA Foundation for the Automobile and Society
60 Trafalgar Square, London WC2N 5DS
Tel: +44 (0)207 930 3882 Fax: +44 (0)207 930 3883
www.fiafoundation.com

Global Road Safety Partnership P.O. Box 372, 17, chemin des Crêts, CH-1211 Genève 19, Switzerland.
Tel: +41 22 730 42 49 Fax: +41 22 733 03 95
Email: GRSP@ifrc.org
www.grsproadsafety.org

IFRTD Secretariat, 113 Spitfire Studios, 63-71 Collier Street, London N1 9BE, UK. Fax: + 44 20 7713-8290
www.ifrtd.gn.apc.org

International Labour Organization (ILO),
ILO Publications, 4 route des Morillons, CH-1211 Geneva 22, Switzerland. Fax: + 41.22.799.8578
www.ilo.org

Institute for Transport Studies University of Leeds, 38 University Road, Leeds, LS2 9JT, UK.
Fax: +44 (0) 113 343 5334 www.its.leeds.ac.uk

IT Transport, The Old Power Station, Ardington, Oxfordshire, OX12 8QJ, UK. Fax: +44 (0)1235 832186

Newsletter Editors

Transport

Linda Parsley, International Division
TRL Limited, Old Wokingham Road, Crowthorne,
Berks RG45 6AU, UK
Tel: +44 (0) 1344 770551 Fax: +44 (0) 1344 770356
Email: international_enquiries@trl.co.uk
Web:
www.transport-links.org/transport_links/newsletter/newsletter.asp

Earthworks

David Greenbaum, British Geological Survey, Keyworth
Nottingham NG12 5GG, UK
Tel: +44 (0)115 936 3224 Fax: +44 (0) 115 936 3474
Email: dgree@bgs.ac.uk
Web: www.bgs.ac.uk/dfid-kar-geoscience/

Energy

Gill Wilkins, ETSU, 154 Harwell, Didcot
Oxon OX11 0QJ, UK
Tel: +44 (0)1235 433128, Fax: +44 (0)1235 432331
E-mail: gill.wilkins@aeat.co.uk
Web: www.etsu.com/dfid-kar-energy/

Urbanisation

Julie Woodfield, Urban Services Unit, Water, Engineering and Development Centre, Loughborough University
Leicestershire, LE11 3TU, UK
Tel: +44 (0)1509 222393 Fax: +44 (0)1509 211079
E-mail: urbanisation@lboro.ac.uk
Web:
www.lboro.ac.uk/garnet/UrbanKaR/DFID-KAR-URBAN.html

Water

Geoff Pearce, HR Wallingford
Howbery Park, Wallingford, Oxon OX10 8BA, UK
Tel: +44 (0)1491 822439 Fax: +44 (0)1491 826352
Email: g.pearce@hrwallingford.co.uk
Web:
www.hrwallingford.co.uk/projects/dfid-kar-water.html

Disability & Healthcare Technology

Anne-Laure Ropars, GIC Limited
c/o Beaufort International, Southside
152 Buckingham Palace Road
London SW1W 9TR
Tel +44 (0)20 7259 8000
Email: alropars@giclimited.com
Web: www.kar-dht.org

TRL Limited, Old Wokingham Road, Crowthorne,
Berkshire, RG45 6AU, UK. Fax: +44 (0) 1344 770356
www.trl.co.uk

Woeli Publishing Services, P O Box NT 601
Accra New Town, Ghana.
Tel: +233 21 227182/229294
Fax: +233 21 229294/770998
Email: woeli@libr.ug.edu.gh

World Bank, 1818 H Street NW.
Washington DC 20433. USA.
Tel: +1 202 4730767 Fax: +1 202 4738038
www.worldbank.org

This newsletter is available free of charge, aimed at those who are interested in Transport related issues in the developing world. To be included on the mailing list for future editions, please send your name and address to the editor or use the application form now available on the TRL and Teansport Links web pages: www.trl.co.uk/800/newsformDFID.asp; http://www.transport-links.org/transport_links/newsletter/newsletter_application.asp
To optimise the dissemination process, it is important that this newsletter is reaching the right people. Please inform the editor of changes in address details or if you no longer want to remain on the mailing list.

Published by the International Division TRL, on behalf of the Department for International Development. Printed on recycled paper.