Editorial  Welcome to this issue of TRANSPORT. A key focus of this newsletter is research and dissemination and here we report on the way the DFID research programme is changing. We also include news items and articles on projects and activities and a list of current KaR projects in the Transport sector.

This issue also includes a letter to the Editor. The subject may not be a serious technical one, but could be of interest. Perhaps some of you may know of other ideas for managing traffic before the post of traffic engineer was conceived. I hope you enjoy reading this issue and I look forward to hearing from you.

The changing face of DFID research

In April 2003 the role and management of DFID research changed with the establishment of a new Central Research Group. Engineering research has always played an important role in DFID’s research programme. The Engineering Knowledge and Research programme, (KaR) is currently funding around 200 projects in over 70 countries at an annual cost of about £13 million. For 2003/4 the Engineering KaR programme will have two funding mechanisms:

• Directed activity: which will address key aspects through commissioned KaR projects.
• Responsive fund: to address innovative ideas, specific dissemination, scoping or network forming activities.

The Engineering KaR projects will be gradually phased into a three themed programme. The Engineering Knowledge and Research programme, (KaR) is establishing a new Central Research Group.

Tel: +44 (0)20 7023 1227; Email: p-oneill@dfid.gov.uk

For further details or proposals for research contact Peter O’Neill at DFID

Transport Knowledge Partnership

DFID are investigating new approaches to knowledge and research which places the demands and priorities of the national stakeholders at the forefront of the drive towards equitable, productive and efficient transport in the south. The general concept is known as The Transport Knowledge Partnership (TKP). It will provide a knowledge-sharing platform for transport development, as well as a rational implementation pathway for realistic and effective uptake of knowledge.

A key consideration in the development of TKP will be to build on existing knowledge structures such as the International Focus Group (IFG) and the World Roads Association (PIARC). At present, the concept is very much at its formative stages but a dialogue has been established (and is being extended) with stakeholders to plan the way forward. More details will become available as the process gets under way; news will be available on a dedicated page of the Transport-Links website.

Contact: Colin Ellis, DFID.
Tel: +44 (0) 207 0715; Email: c-ellis@dfid.gov.uk

To the editor

18th-century traffic management in India?

The following account that tells of a road—perhaps in the 1750s the only one—between Calcutta and Patna may be of technical or historical interest to some of your readers:

“Before reaching the town of Sacrigalli, the road [from Calcutta to Patna] bends off paves a barrier at Theriapalli guarded by soldiers who open it only when someone passes. Rather on it is narrow and follows the Ganges until close to Sacrigalli, it runs between two steep hills and then up to an even more guarded barrier at Sacrigalli. Behind the road is a short obstruction so narrow that two ox carts can only just pass one another. Therefore it is provided with carts on it enhances one another by meeting those coming from Patna may go through the narrow way and those from Bengal in the morning. And should a traveller proceed otherwise, a messenger sent from the first barrier, before it is opened, to the second reminds him until the traveller has passed. This is difficult for a man to approach stealthily by land....”

The towns of Sacrigalli and Theriapalli may now be known by other names; according to the glossary of the 1997 Footprint Guide to India, galli signifies a lane or alley.

The source is a historical account of Bengal written in 1754-58. It is one of a number of unpublished manuscripts in Swedish about India in the 1750s by Christopher Henrik Braud (1728-81), a Stockholm-born servant of a number of unpublished manuscripts in Swedish about India in the 1997 Footprint Guide to India, galli signifies a lane or alley.

The source is a historical account of Bengal written in 1754-58. It is one of a number of unpublished manuscripts in Swedish about India in the 1750s by Christopher Henrik Braud (1728-81), a Stockholm-born servant of the Swedish East India Company. As a professional translator, I’m preparing them for publication in English and would be happy to receive comments and questions about them and, of course, about this quotation.

Best wishes

Jeremy Franks (contact details supplied)
Mainstreaming existing knowledge: a key issue

Avenue and use of existing knowledge and research was identified as a key issue at a recent international seminar on Sustainable Slope Risk Management of Roads held in Kathmandu, Nepal in March. The seminar was organised by the Department of Roads (DOR), Ministry of Physical Planning and Works (MPPW), His Majesty’s Government of Nepal and the World Road Association (PIARC) and was sponsored by DFID and the Swiss Development Agency (SDC).

The seminar involved two days of intensive presentation and discussion on subjects ranging from satellite remote sensing to the design of retaining walls. A key feature of this successful event was the contribution of developing countries to both the presentations and the subsequent conclusions. Delegates from countries such as Vietnam, China, Sri Lanka, Bhutan and Indonesia as well as Nepal delivered a clear message that more emphasis is now required on delivering practical, cost-effective, engineering solutions on slope management rather than on undertaking further high-tech research.

This concern is reflected in the key issues identified by the seminar:
- Selection of appropriate standards and acceptable risks
- Guidance on selection and application of technologies, including hazard and risk assessment
- Focus on mainstreaming practical applications and good engineering practices.
- Knowledge management and the application of existing knowledge.

For further information contact Colin Ellis, DFID; Tel: +44 (0)207 023 0715; Email: c-ellis@dfid.gov.uk
www.dor.mis.gov.np

Mongolia opens a Technology Transfer Center

With PIARC support and the goal of introducing new technology into the road transport sector in Mongolia, a new Technology Transfer Center (TTC) was opened at the Department of Roads in June 2002. The Center has a library containing a large number of books, magazines and files, together with appropriate library software to facilitate information exchange. It has already issued two newsletters, in July and November 2002, both in the Mongolian language. A web page is in the process of being constructed on the Department of Roads site, www.dor.mn.

For further information contact: Ms. Mantainoros SOLYANNKH, Department of Roads Government Implementing Agency, Chinggis Khan Ave. 11, Ulaanbaatar 210628
Tel: +976 11 321327, Fax: +976 11 315059, Email: roads@mongol.net

CODATU press release

The tenth international CODATU conference entitled Urban Mobility for All was held in Lomé (Togo) last November. Delegates adopted a mobility charter which sets a strategy to pursue four main objectives:
- Promote a global strategic approach through urban mobility plans
- Give a place to non-motorised transport, especially walking
- Contribute to the consolidation of organised public transport
- Improve the professionalism of the informal transport sector

During the conference, the African Association for Public Transport (UATP), a new Pan-African Organisation, was created under the umbrella of the International Association of Public Transport (UITP). Its main objective is to give a new impetus to the development of organised public transport in Africa.

The next CODATU conference, for which papers are now being requested, will be in Bucharest, Romania in April 2004.

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PPP project- St. Petersburg

The Ups- a fleet of buses in the city of St Petersburg in Russia has been commissioned by DFID and is being undertaken by a consortium of advisers, led by International Capital Partnerships and includes TRL and Linklaters.

The study proposes to procure by competitive tender the supply of a fully maintained fleet of 450 buses under a Public Private Partnership (PPP) contract. The private partner will supply, finance, maintain and repair the fleet and ensure the vehicles are operational daily for a small number of operators chosen by the city. Payment will be made by the city on a kilometre basis over the working life (8.5 years) of the fleet. Three manufacturers have been selected to provide final bids with the successful bidder entering final negotiations later in the year and first deliveries early in 2004. The PPP arrangement is a pioneer project for St. Petersburg and other cities in Russia.

For further information contact Colin Ellis, DFID; Tel: +44 (0)207 023 0715; Email: c-ellis@dfid.gov.uk
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Manual for labour-based construction of bituminous surfacings

Low-volume rural roads in developing countries are essential to the socio-economic well being of communities by providing access to schools, clinics, jobs, markets, neighbouring communities and the higher order road network. Therefore, whilst these roads tend to carry relatively low levels of traffic, they play an important role in contributing to poverty alleviation, social and economic development and the facilitation of schemes aimed at improving rural livelihoods. Low-volume road engineers should not necessarily restrict themselves to using gravel, but should see bituminously sealed surfacings as appropriate for their roads. Indeed, as gravel supplies dwindle, the use of bituminous surfacings on low-volume roads is likely to grow. However, a contractor and workforce that is not experienced in the techniques required to seal roads, faces problems in choosing the most appropriate bituminous surfacing and how to construct them.

To help overcome these problems, the UK’s Department for International Development contracted TRL to develop a manual that would provide advice and describe step by step construction procedures of the main bituminous surfacings on unpaved low trafficked roads using labour-based methods.

The manual is aimed at local engineers and their staff, and small-scale contractors who are responsible for carrying out the work employing mainly locally employed labour. It can also be used to assist in training. The methods described in the manual are most suitable for the upgrading of short sections of road for which the use of conventional large road construction equipment is prohibitively expensive. The techniques described use low cost plant that can either be manufactured locally or be bought or hired. Any additional equipment that may be required should be relatively inexpensive and within the range of the capital investment expected by small-scale contractors.

Surfacing trials in Mozambique

Useful information for the Manual for Labour-based Construction of Bituminous Surfacings on Low-volume Roads was provided by a small trial carried out by TRL with the assistance of the Mozambique Provincial Directorate of Public Works and Housing and the Provincial Roads Department.

In addition to using a labour-based approach to construct recognised surfacing types where good materials are available, the trial aimed to establish viable methods of construction where mechanised construction equipment and good quality road building materials were not readily available.

The initiative was funded by DFID as part of a rehabilitation programme for the National Road Administration (ANE) which includes over 800 kilometres of feeder roads in Zambezia province. Training of local contractors in labour-based techniques for the rehabilitation and maintenance of unpaved roads was also an objective of the project.

Assessment of the trial after one wet season has confirmed the overall success of the surfacings but further monitoring will be required to establish best performance in economic, whole life cost terms.

For further information contact William Ford, TRL
Tel: +44 (0)1344 770457; E-mail: wford@trl.co.uk
DFID Project reference: R7470 Appropriate surfacings for low volume roads
Theme Objective: T2

ORN 20 – Management of rural road networks

This new Overseas Road Note aims to provide guidance to those managing low volume rural road networks. These are roads where social use is significant, rather than where economic use is dominant. Many of these roads receive less than their fair share of funding and are in poor condition.

Rural road networks are vital for the development of any country. Rural areas are the home for large numbers of people, but without access to schools, health centres, social support networks and sources of income, rural poverty increases and livelihoods become unsustainable. To reverse this trend, rural roads must be well managed, money must be spent efficiently and the needs of the road users must be met.

Road management is much more effective when road users are involved in the planning and implementation decisions. Often their priority is to have safe and reliable access along many of their roads rather than the opportunity for fast travel along only a few. This is achieved by repairing only where access has been lost, is at risk or is dangerous, a standard known as Basic Access.

The guidance in ORN20 is based upon the need to prioritise the maintenance of roads to provide safe and reliable access when under financial constraint. It includes sections on road user and road industry participation, technology choice, prioritisation, basic access, road safety issues (including engineering measures, education and enforcement), contracting and environmental protection. It also includes an extensive listing of useful organisations and publications.

The ORN will be launched at the next meeting of the International Focus Group on Rural Road Engineering in June 2003.

For further information or a copy of the ORN contact Sue Stoneman, TRL
Email: international_enquiries@trl.co.uk

The manual can be downloaded from the DFID transport-links website: www.transport-links.org and will be available as a hard copy.
For further information or a copy of the manual contact Sue Stoneman, TRL
Tel: +44 (0)1344 770187; Email: international_enquiries@trl.co.uk
DFID Project reference: R7470 Appropriate surfacings for low-volume roads
Theme Objective: T2.
Bangladesh bridge replacement project

Over the last ten years, the main road network in western Bangladesh has been upgraded, with many roads being widened from single to dual lane but without replacing the existing single lane bridges, leading to:

• traffic congestion at bridge locations;
• extreme dangers for slow moving, non-motorised traffic caused by motorised vehicles being driven aggressively;
• accident black-spots due to the sudden constriction in road width and the lack of walkways for pedestrians;
• restricted access to rural feeder roads due to the inadequate main road network;
• risk of failure of old structures.

The five year Bridge Replacement Project (BRP), funded by DFID and implemented by the Bangladesh Roads and Highways Department (RHD), began in 2000. The project intends to replace a total of 36 single lane bridges throughout the western road network, to remove the existing bottlenecks and hence improve the flow of traffic and reduce accident black spots.

The process of bridge reconstruction will affect many households who currently reside on either side of the bridges where economic activity is most concentrated. Many of these families and businesses are illegally squatting, and will be displaced by the BRP. To counteract the impacts of displacement, a social management plan has been drafted to form the basis for the general land acquisition, resettlement and compensation guidelines of the RHD.

The project engineering consultant, High-Point Rendel contracted TRL to design a survey methodology for carrying out sustainable livelihoods analysis for the BRP. The surveys will be undertaken before and after the bridges have been replaced and the sustainable livelihoods component will discern whether or not the replacement bridges will have a measurable impact on the livelihoods of the poor communities that surround them.

Bridge reconstruction is due to begin towards the end of 2003 for a period of approximately fifteen months, after which the impacts of their replacement can be discerned. It is expected that the outcome of this project will enhance current understanding of how transport infrastructure and services contribute to poverty reduction, to fill gaps in empirical knowledge, and to identify lessons learned and good practices.

For further information contact:
Nigel Rabbetts, High Point Rendel – Bangladesh
Tel: +880 (0) 2 601031/+880 (0) 2 9881448
Fax: +880 (0) 2 9886417, Email: hprendel@bol-online.com
or Email: international_enquiries@trl.co.uk

Sustainable livelihoods, access and mobility

The sustainable livelihoods approach (SLA) has been developed in the context of growing poverty and the need for income diversification. Developmental agencies and governments are increasingly using the approach in the design of policies, projects and programmes. However, the application of livelihood approaches to transport studies is largely unexplored.

A study to investigate the SLA approach, with specific reference to rural-urban linkages has been undertaken by TRL for the DFID funded Knowledge and Research programme. Participatory focus groups, household surveys and a travel diary, were used to measure and compare:

• mobility and accessibility in Zimbabwe and Uganda by sampling different locations along an 80 kilometre corridor connecting the capital with a secondary city.
• livelihood and mobility patterns of urban, peri-urban and rural communities, from different income groups

The study revealed the value of combining a sustainable livelihoods analysis with transport and mobility concepts. It demonstrated the importance of access and mobility to the generation of both economic and non-economic activities, and highlighted the significance of long-distance mobility for maintaining links with friends and relatives. The study’s use of the SLA enabled an investigation of the interaction of mobility and livelihood patterns, drawing on multi-sectoral aspects of accessibility. These include access to social services (schools and health facilities), income-generating opportunities (both formal and informal sources of income), and social pursuits.

The SLA can be extended by tracing the connection between different forms of mobility, i.e. residential, daily short-distance and annual long-distance mobility, and livelihood patterns. Residential mobility reflects aspects of employment seeking and work stability. Short-distance mobility is strongly associated with type of employment (formal or informal) and distance from home to work. Long-distance mobility is less an outcome of work patterns and more an indication of the social and cultural value placed on keeping in contact with extended family members.

Results from the study include policy recommendations to promote efficient mobility for rural-urban linkages, and have been published by TRL (report 544).

For further contact Annabel Davis or Dave Maunder, TRL
Tel: +44 (0)1344 778288 / 778442, Email: international_enquiries@trl.co.uk
DFID Project Reference: R7784 Sustainable Livelihoods, Mobility and Access Needs
The main outcome of this study is the identification of areas where information is lacking. Further research is required to provide recommendations for possible remedial action to combat impaired driving in low and middle-income countries, including provisions for improved legislation, enforcement, and social and cultural countermeasures. Political will and cooperation even modest investments of money and expertise can make a real difference.

The Global Road Safety Partnership (GRSP) were given the responsibility for managing the study. A review of the situation in Africa, Asia, South America, and developed countries considered impairment problems caused by alcohol, other psychoactive substances and fatigue and provided information on:

- the size of the problem
- the characteristics of the problem (eg. alcohol and drugs use and consumption patterns, the social and driving contexts of such behaviour)
- current activity to tackle the problem (eg. legislation, enforcement)
- examples of good practice countermeasures
- the effect on the poor
- social, economic and cultural issues

Drink-driving is found to be prevalent amongst many developing countries, yet rarely is a legal blood alcohol concentration (BAC) limit enforced because of a lack of legislation, enforcement and equipment (eg. breathalysers) for testing drivers. Drivers under the influence of recreational or prescription drugs are harder to identify. However there appears to be an increasing trend in the consumption of medicinal drugs by long distance truck drivers to counter the effects of fatigue, which in turn contributes to reduced concentration and driving performance. The use of recreational drugs by the public, many of whom then drive, is also on the increase.
THEME T1

Improve transport safety and reduce the impact of accidents particularly for poor people in rural and urban areas.

• Development of an urban road safety management approach. (R7476)
  TRL Limited: Mr C J Baguley
  To introduce effective urban safety management approaches targeted at vulnerable communities in Asia and S.E. Asia.

• Case studies to assess methodology for accident costing. (R7790)
  Ross Sillcock: Mr S Sillcock
  To improve the basis for costing road accidents in order to focus investment, to understand the impact of road accidents on different groups in society and to provide better inputs to project evaluation.

• Promoting road safety through community education programmes (R8011)
  TRL Limited: Mr A Quinlby
  To develop and use community participation programmes as a sustainable pathway for disseminating road safety education to the urban and rural poor in 4 African and Asian countries.

• Community traffic policing (R8153)
  TRL Limited: Mr C Baguley
  A review of community participation in traffic law enforcement. To identify lessons from community policing that apply to road safety and review the current ways in which the community helps identify traffic policing priorities and assist with the delivery of traffic law enforcement. While this scoping study is primarily a desk based review, Bangladesh, India and Botswana are expected to serve as case studies with local data collection efforts.

• Road accident modelling for highway development and management in developing countries (R8154)
  TRL Limited: Mr C Baguley
  To provide reliable predictors of road accidents for highway development model HDM-4 for use in the planning stage of new or upgraded rural roads. It is the intention to adapt the most appropriate developed country models to the relevant conditions of developing countries, by collecting real traffic and geometric data at a range of selected sites in India, Tanzania and Chile.

• Community responses to the threats of HIV Aids in eastern and southern Africa. (R8155)
  National forum on Transport, South Africa: Mr M Mashiri
  Examine community responses to the threat of HIV Aids along transport corridors, nodes, terminuses and areas of infrastructural development in eastern and southern Africa and identify scope for transport sectors community focussed interventions.

THEME T2

Reduce the costs of construction, rehabilitating and maintaining road infrastructure to help reduce vehicle operation costs.

• Engineering standards for labour based roads (C7)
  International Labour Organisation: Mr Peter Rademaker
  To improve the cost-effective provision of roads in rural and peri-urban areas in Africa by providing guidance on the main factors affecting performance and life-cycle costs of labour-based roads, including construction standards, climate, soils, and traffic. However the construction standard will not be confined to any particular technology type.

• Promoting the use of volcanic ash: a natural pozzolan (R8641)
  TRL Limited: Mr M J O’Connell
  To promote the effective use of natural pozzolan materials specific to developing countries for the construction of roads and other civil engineering purposes.

• Low cost, labour-based paved roads for poor communities (R 7782)
  Intech Associates: Mr R Pets
  To refine, document and disseminate low-cost, labour based alternative road surfacings suitable for local small scale’s community contracting enterprises and employment generation for the poor.

• Environmentally optimised designs - Stage 2 (Implementation) (R7783)
  TRL Limited: Dr C G Gourley
  To develop a new framework for low-volume sealed rural road design that recognises the influence of all environmental control parameters.

• Stabilised sub-bases for heavily trafficked roads (R8010)
  TRL Limited: Mr M J O’Connell
  Extend the services of flexible and rigid pavements by the use of appropriate design methods and specifications.

• A more sustainable approach to road project appraisal (Revision of ORN 5) (R8132)
  TRL Limited: Mr P R Fournar
  To update the current edition of ORN 5 and in so doing to encourage the adoption by road development agencies of a sustainable, consistent and rigorous approach to road project preparation.

• Updating DCP analysis software and revision of Overseas Road Note 8 (R6157)
  TRL Limited: Dr D Weston
  To upgrade the existing DCP analysis software with up-to-date interactive user interface. User manual with guidance on use of the DCP to be incorporated into a revised ORN 6.

THEME T3

Improve the mobility of rural and urban poor for meeting their livelihood needs.

• Rapid demand appraisal for IMT and transport services (R7797)
  IT Transport: Mr R A Dennis
  To improve the effectiveness of rural transport development in Sub-Saharan Africa by developing a rapid appraisal method to evaluate demand for IMT and local transport services, and the inputs needed to promote demand.

• Impact of road condition on operating costs of bicycles (R7788)
  IT Transport Ltd: Mr G Taylor
  Tools for including bicycle transport in rural transport appraisal are developed or improved and bicycle operating costs are reduced.

• Minimising the cost of sustaining basic rural roads - Stage 2 (R7790)
  TRL Limited: Dr C G Gourley
  To reduce the costs of basic rural road access provision (very low volume, unsealed roads) by introducing appropriate engineering tools, procedures and practice manuals for district engineers.

• Comparative assessment of the operational characteristics of rural water transport (R8014)
  International forum for Rural Transport and Development: Ms Priyandini Fernando
  To establish a universal framework for the identification, and if appropriate, quantification and valuation of social benefits. The framework will be designed to support in the formulation and implementation of appropriate strategies with respect to the provision and maintenance of sustainable transport systems that serve poor communities.

• Manual for construction of footbridges at district/ community level (R8133)
  IT Transport Ltd: Mr S A Davis
  To develop and use community participation programmes as a sustainable pathway for disseminating road safety education to the urban and rural poor in 4 African and Asian countries.

Further information on these projects can be found on the Transport Links web site: www.transport-links.org

The future of the DFID KaR programme

Each year at this time we let you know which projects have been approved for funding under the KaR programme, following the deliberations of the Selection Panel in January. This year we must first bring you up to date on the significant organisational changes now taking place in DFID. These changes will have major implications for the future of DFID research, and the KaR programme is unlikely to continue in its current form.

DFID’s Policy Division, which is currently made up of sectoral departments including Infrastructure and Urban Development Department, is being reorganised around themes. As from 1 April 2003 the sectoral departments will be replaced by multi-sectoral departments including Infrastructure, Urban and Coastal Development, and Environment, Energy and Water. DFID’s Policy Division, which is currently made up of sectoral departments including Infrastructure and Urban Development Department, is being reorganised around themes. As from 1 April 2003 the sectoral departments will be replaced by multi-sectoral departments including Infrastructure, Urban and Coastal Development, and Environment, Energy and Water. DFID’s Policy Division, which is currently made up of sectoral departments including Infrastructure and Urban Development Department, is being reorganised around themes. As from 1 April 2003 the sectoral departments will be replaced by multi-sectoral departments including Infrastructure, Urban and Coastal Development, and Environment, Energy and Water.

For further information see www.infrastructureconnect.info
Recent publications

Books

Reports
- TRL544 BRYCESON, D F, D A C MAUNDER, T C MBARA, R RBOMBO, A S C DAVIS and J D G F HOWE (2003). Sustainable livelihoods, mobility and access needs. (£20) (TRL)

Papers
- PA3938/03 GOURLEY, C S, P A K GREENING, D JONES, and R PETTS (2002). Paving the way for rural development and poverty reduction. 20th conference of the ASEAN Federation of Engineering Organisations, Phnom Penh, Cambodia, 2 - 4 September 2002. (TRL)
- PA3911/02 VENTER, C J, T E RICKERT and D A C MAUNDER (2002). From basic rights to full access. Elements of current accessibility practice in developing countries. 82nd TRB Annual Meeting, Washington DC, 12 - 16 January 2003. (TRL)
- PA3899/02 MOSSO T, D WESTON, J KATALA, J MALLYA and N MWANGOSI (2002). Road maintenance management systems – implementation of the Road Mentor 4 system in the Central Zone of Tanzania. Tanzania Annual Roads Convention (ARC 2002), Dar es Salaam, Tanzania. 28 - 29 November 2002. (TRL)

Transport Reviews journal
- Transport Reviews is a prestigious British based transport journal with a worldwide distribution. Last year the editorial board agreed that two full editions in April/May and July/August 2003 would be devoted to transport issues in developing and emerging nations. The editors, Prof. David Banister and Dr. Goff Jacobs of TRL have selected relevant articles by leading authorities covering a range of key topics.
- Information on how to obtain copies of Transport Reviews can be obtained from the following web site www.trandf.co.uk/journals/lf/01441647.html or in writing to the contact address (Taylor & Francis) given below.

Contact addresses
- CODATU, 20 Rue François Gérin, 69003 Lyon, France. Tel: +33 (0)4 78 62 23 09, Fax: +33 (0)4 78 62 32 99. Email: codatu@wanadoo.fr. www.codatu.org
- DFRD, 1 Palace Street, London, SW1E 5HE, UK. Tel: +44 (0)207 123 0000, Fax: +44 (0)207 023 0072. Email: GSPD@dfrd.gov.uk
- Global Road Safety Partnership, PO Box 372, 17 Chemin des Crêts, CH-1211 Genève 19, Switzerland. Tel: +41 22 730 42 49, Fax: +41 22 733 03 95. Email: gspd@hrf.org. www.globalsafetypartnership.org
- High Point Road, The McLaren Building, 35 Dale End, Birmingham, B4 7NN, UK. Tel: +44 (0)121 236 1993, Fax: +44 (0)121 236 1994. Email: birmingham@highpointroad.com. www.highpointroad.com
- International Capital Partnerships, 10 Shute End, Winchester, Hampshire RG40 1BQ, UK. Tel/Fax: +44 (0)1189 629678
- RegSemi 10 Organising Committee, Ministry of Works, PO Box 9423, Dar es Salaam, Tanzania. Tel: +255 22 2138605, Fax: +255 22 2138606. Email: atsu@icnew territorialisate.or.tz. www.ilo.org/safetyscience
- Taylor & Francis, 1 New Fetter Lane, London, EC4P 4EE, UK. Tel: +44 (0)20 7583 9855, Fax: +44 (0)20 7842 2298. Email: info@tandf.co.uk. www.tandf.co.uk/journals/tf/01441617.html
- The South African Organizing Committee, The South African National Roads Agency Ltd, Celtis Plaza North, 1085 Schoeman Street, Hatfield, Pretoria 0083, South Africa. Tel: +27 (0)12 426 6000, Fax: +27 (0)12 342 1320. Email: wc2003@hka.co.za. www.wc2003.com
- TRL Limited, Old Wokingham Road, Crowthorne, Berkshire, RG45 6LU, UK. Tel: +44 (0)1344 773131, Fax: +44 (0)1344 770356. www.trl.co.uk
- World Bank, 1818 H Street NW, Washington DC 20433, USA. Tel: +1 202 4730767, Fax: +1 202 4738038. www.worldbank.org
- World Road Association/PIARC, La Grande Arche, Parc nord, niveau 9, 92055 LA DEFENSE Cedex, France. Tel: +33 1 47 96 81 21, Fax: +33 1 49 00 02 02. Email: piarc@wanadoo.fr. www.piarc.org/index-e.htm

Transport 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 770556
  - Email: international_enquiries@trl.co.uk
  - www.transport-links.org/transport_links/newsletter/newsletter.asp
- Earthworks
  - David Greenbaum, British Geological Survey, Keyworth Nottingham NG12 5GJ, UK
  - Tel:+44 (0)115 936 3224 Fax:+44 (0)115 936 3474
  - Email:dgree@bgs.ac.uk
  - www.bgs.ac.uk/dfid-kar-geoscience/
- Energy
  - Gill Wilkins, Future Energy Solutions, 154 Harwell, Didcot, Oxfordshire OX11 0QJ, UK
  - Tel: +44 (0)1225 433128 Fax: +44 (0)1225 433231
  - Email: gill.wilkins@aeat.co.uk
  - www.dfid-kar-energy.org.uk
- Urbanisation
  - Julie Woodfield, Urban Services Unit, Water, Engineering and Development Centre, Loughborough University
  - Leicestershire, LE11 3TJ, UK
  - Tel: +44 (0)1509 222393 Fax: +44 (0)1509 211079
  - Email: urbanisation@lboro.ac.uk
  - www.lboro.ac.uk/game/UrbanKar/DFID-KAR-URBAN.html
- Water
  - Geoff Pearce, HR Wallingford
  - Howbery Park, Wallingford, Oxon OX10 8BA, UK
  - Tel:+44 (0)1491 823439 Fax:+44 (0)1491 826552
  - Email:gp.pearce@hrwallingford.co.uk
  - www.dfid-kar-water.net/
- Disability & Healthcare Technology
  - Anne-Laure Ropars, GIC Limited
  - c/o Beaufort International, Southside 152 Buckingham Palace Road
  - London SW1W 9TR
  - Tel: +44 (0)20 7235 8000
  - Email:allover@giclimited.com
  - www.kar-dht.org

Events
- 13 – 17 October 2003
  - 10th Regional Seminar for Labour-based Practitioners
  - Arusha, Tanzania
  - RegSemi 10 Organising Committee
- 19 – 25 October 2003
  - XXIIInd World Road Congress
  - Durban, South Africa
  - The South African Organizing Committee
- 22 – 24 April 2004
  - CODATU XI: Towards more attractive urban transportation
  - Bucharest, Romania
  - www.codatu.org

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