TRANSPORT

Foreword
by Mr P W D H Roberts, Deputy Chief
Engineering Advisor, DFID

LIVELIHOODS OF POOR PEOPLE
WHAT CONTRIBUTION SHOULD TRANSPORT MAKE?

THE CHALLENGE
The British Government’s White Paper on International Development (November 1997) underlined a commitment to the elimination of poverty in line with internationally agreed development targets. In response to this challenge DFID has confirmed that its aim is to eliminate poverty in poorer countries. This aim is supported by three main objectives:

- Policies and actions which promote Sustainable Livelihoods
- Better education, health and opportunities for poor people
- Protection and better management of the natural and physical environment.

THE RESPONSE
Action will be underpinned by working to establish transparent partnerships as a basis for country development assistance programmes and by seeking to influence and collaborate with international organisations, other development agencies and non-governmental organisations.

DFID expect to strengthen the design and delivery of assistance programmes by encouraging more coherent and consistent approaches. Of these the Sustainable Livelihoods approach should be particularly useful for targeting poor people’s needs. This is centred on people and their assets and seeks to identify strategies by which they can sustainably enhance their livelihoods through better access to basic needs and opportunities.

TRANSPORT SECTOR ROLE
Against this background, DFID’s work in the transport sector continues a long-term commitment to encourage basic efficiency through supporting effective maintenance and operation of physical assets in response to actual or latent demand. Although progress is being made, in many of the least developed countries losses remain huge as a result of inadequate maintenance of infrastructure and operation of services. DFID focuses on encouraging policy to allocate resources efficiently and building local capacity for effective implementation.

Improving the efficiency of the transport sector is an important contribution to delivering sustainable development. However, this will not necessarily result in benefit for poor people. So DFID is complementing this support for sector efficiency with increased focus on the role of physical access and transport in people’s lives, particularly for those who are poor. This requires a holistic understanding of priorities and opportunities at the community level and the sustainable livelihoods approach offers scope for developing this in both the rural and urban contexts.

A workshop to discuss these issues was held at DFID on 29 March 1999 and is separately reported on page 7.

Diary of Forthcoming Events

May 1999
7th International Conference on Low Volume Roads
23-27 May 1999, Louisiana State University, Baton Rouge, Louisiana.
Contact: G.P.Jayaprakash, Transportation Research Board
Tel: +1 202 334 2952
Fax: +1 202 334 2003
Email: gjayapra@nas.edu

June-July 1999
2nd European Road Research Conference, Brussels
7 to 9 June 1999
Contact : Mr R Addis, TRL
Tel: +44 (0) 1344 770241
Fax: +44 (0) 1344 770356
Email: raddis@trl.co.uk

Road Management for Senior Engineers
14 to 25 June 1999, Worthing, UK.
Course organised by Crown Agents
Contact: David Mulvagh
Tel: +44 (0) 1903 234444
Fax: +44 (0) 1903 212622

Management of Appropriate Technology in the Road Sector
21 to 25 June 1999, TRL, Crowthorne, Berkshire, Course organised by TRL and Intech Associates
Contact: Linda Parsley, TRL
Tel: +44 (0) 1344 770551
Fax: +44 (0) 1344 770356.
Email: lparsley@trl.co.uk

TRL Roads and Transport in Developing Countries and Emerging Nations
28 June to 9 July 1999 TRL, Crowthorne, Berkshire, Course organised by TRL
Contact: Linda Parsley, TRL

Balancing the Load: a fair deal for women
24 to 25 June 1999, Colombo, Sri Lanka
15 to 16 July 1999, Pretoria, South Africa
Seminar organised by: IFRTD Secretariat
Contact: Priyanthi Fernando
Tel: +44 (0) 171 278 3670
Fax: +44 (0) 171 278 6880
Email: ifrtd@gn.apc.org.
Web: http://www.gn.apc.org/ifrtd

August-September 1999
CAPSA ’99: 7th Conference on Asphalt Pavements for Southern Africa
29 August 1999 to 2 September 1999, Victoria Falls, Zimbabwe.
Contact: Secretary, CAPSA ‘99
Tel: +27 21 21 2577
Fax: +27 21 25 1279.
Email: sabita@ifatra.com

5th International Conference on Urban Transport & the Environment for the 21st Century
8 to 10 September 1999, Rhodes, Greece
Contact: Sally Radford, Wessex Institute of Technology
Tel: +44 (0) 1703 293223.
Fax: +44 (0) 1703 292853
Email: sradford@wessex.ac.uk

October 1999
21st World Road Congress, PIARC
October 3 to 9, Kuala Lumpur, Malaysia
Conference organised by: 21st World Road Congress
Email piarc99@hq.jkr.gov.my

November 1999
The Managing and Financing of Rural Transport
15 to 26 November 1999, Pretoria, South Africa
Course organised by: TRL
Contact: Linda Parsley, TRL

DFID Transport Newsletter and KAR project details now on the Internet
From April 1999 all DFID Transport Newsletters can be found on the TRL Website along with summaries of all DFID Technology Development and Research (TDR) and Knowledge and Research (KAR) projects dating from 1995. Approximately 70 transport-related summaries are indexed according to the KAR themes and presented in a standard format. This facility will improve dissemination of the research results and enable interested parties access to contact details of project managers.

The TRL Website address for DFID Newsletter and KAR information is as follows:
www.trl.co.uk/dfid/dfid-kar-transport.htm

The DFID World Wide Web Home Page can be found at:
www.dfid.gov.uk

From April 5, 1999, Engineering Division of DFID is renamed Infrastructure and Urban Development Division.

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.

Any views expressed are those of the Editor and the individual contributors and not necessarily those of DFID.

Cover photograph:
Bantar bridge, near Yogyakarta, Java, Indonesia: a suspension bridge built in the 1960s. (Photo: Dr Albert Daly, TRL)
TRL recently completed a 3 year institutional strengthening project at the Institute of Road Engineering (IRE) in Bandung, Indonesia.

**Pavement Engineering**

Most of Indonesia’s roads have asphalt surfacings, many of which suffer early failure through plastic deformation. Field and laboratory studies resulted in the identification of the cause of the failures and a new specification for deformation resistant surfacings was produced. Development of road surfacing deterioration models also contributed to the calibration and evaluation of HDM 4 for Indonesian conditions.

**Geotechnical Engineering**

Indonesia’s planners wish to improve and extend the road network particularly in the nation’s remote eastern part, requiring knowledge of the availability and cost of construction materials. A national materials database system was developed and introduced by means of training programmes to all the 26 provinces of the country. As Indonesia is a relatively mountainous country, slope failures are commonplace and can be catastrophic. Earthquakes exacerbate the problem. A database system was developed to improve the design and maintenance of road slopes and advice given on locally developed measures to improve slope stability.

**Bridges Engineering**

A general review of the condition of Indonesian bridges was conducted to highlight aspects of bridge performance. There are approximately 88,000 bridges in Indonesia which are a critical component in terms of traffic flow. The main research undertaken concerned the corrosivity of steel bridges, focusing on steel pipe piles in bridge sub-structures, the breakdown of galvanising on members of truss bridges and the development of coating specifications for new and existing bridges. Other bridge-related studies concerned the quality of concrete used, a review of testing and assessment techniques, their deterioration rates and evaluation of options for rehabilitation.

**Transport Economics**

The modelling of vehicle operating costs for road project appraisal was a key focus. The three components were: fuel consumption under congested conditions, the relationship between vehicle maintenance costs and road roughness and an appreciation of the passenger value of time. The third study was focused on car and bus occupants.

It found that although wide income ranges of car occupants occurred, it was possible to derive relationships between income levels and the value of time using stated preference techniques. These were consistent with surveys carried out in countries in the developed world.

**Safety and Environment**

An examination of accidents in Indonesia highlighted the serious under reporting of injury accidents with a corrected figure about 13 times higher than the official figure for 1996. A programme to train the Police in the sustained use of the Microcomputer Accident Analysis Package (MAAP) was undertaken. MAAP accident data were used to identify and investigate nine black spot sites in Java. It was found that motorcycle and pedestrian casualties were high and public transport vehicles were often involved. Engineering measures applied to 3 black spot sites in Bandung showed reductions in accidents of about 70%. Guidelines were produced and a workshop held on the optimum engineering solutions for Indonesia.

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DFID Projects Reference R5591 ‘Transport planning road investment modelling: R6885: Improved vehicle maintenance cost relationships’: R6472 ‘HDM tools, phase 2.’
R5612 Bituminous materials - their improvement and use for road building. Theme Objective: T2

Slope failure, Cadas Pangeran, Java, Indonesia
Availability of rural transport services in Sub-Saharan Africa

Poor communications and access to essential social and economic facilities remains a major factor contributing to rural poverty in the developing world, especially in Sub-Saharan Africa.

Previous research has highlighted the high cost of rural transport services as well as the infrequent and unreliable nature of these services. The purpose of this DFID funded project is to determine the impacts of poor transport services on rural communities, to find the reasons for poor service and to make recommendations on how planning for these essential services can be improved. A key output from the project will be a measure of how high transport charges impact on the demand for travel by poor people.

Surveys have been undertaken in Ghana and Malawi, in collaboration with the Building and Road Research Institute of Ghana, the Department of Planning of the University of Science and Technology, Kumasi and the Rural Travel and Transport Programme of the Government of Malawi, Department of District and Local Government Administration.

Data were collected from several districts by means of questionnaires and participatory exercises. Preliminary results show that the cost and provision of rural transport is closely related to district population density. Generally, districts with higher population densities have lower passenger fares and goods charges, shorter passenger waiting times and a higher frequency of vehicles serving the villages. In Ghana, however, there are large differences in fares between districts which cannot be explained by population density alone. Instead they reflect price variations in the country set by the transport union.

Recommendations will include:
- more emphasis could be given to planning transport services
- local pressure groups could influence operators more
- unions could interfere less in price setting
- greater competition could exist between operators
- greater support could be given to operators servicing low demand areas

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DFID Project Reference: R6884: ‘Availability of rural transport services’
Theme Objective: T3

Guidelines for the development of tractor based contractors

Projects in a number of countries have shown that agricultural tractors can be used to carry out a range of roadworks activities at lower costs than traditional heavy civil engineering plant and for a fraction of the capital investment. This is particularly important for small enterprises in developing countries with limited capital or restricted access to credit. Loan interest rates are usually extremely high in these countries.

It is possible for small local contractors to carry out most paved and unpaved road construction and maintenance work using a combination of agricultural tractors, simple low-cost attachments and local labour. Tractors represent the ‘middle path’ between heavy plant and pure labour methods. Although tractor technology is already well established in many developing countries the tendency to focus on single sector use of tractors has previously severely constrained their cost-effective application.

Guidelines are being developed to assist project promoters, planners and implementers to adopt a cross-sector approach to help the establishment of tractor-based contractors serving the complementary rural infrastructure sectors of roads, agriculture and water supply. This will enable contractors to achieve low unit costs and good value for clients through high equipment utilisation when compared to heavy equipment and single sector government organisations and contractors.

The guidelines, which will be available later in 1999, cover aspects of market and contractor assessment, development of contractor capacity and creation of an ‘enabling’ environment to achieve a sustainable local private sector capacity to the benefit of contractors, clients and the rural population.

For further information contact: Mr Robert Petts of Intech Associates
Tel: +44 (0)1372 454072 Fax: +44 (0)1372 458955 E-mail rob@intech-consult.demon.co.uk
DFID Project Reference: R6477: ‘The establishment of small scale transport contractors’
Theme Objective: T3
Release of HDM-4 imminent

The Highway Design and Maintenance Standards Model (HDM-III), developed by the World Bank, has been used for over two decades to combine technical and economic appraisals of road investment projects, and to analyse strategies and standards for road network maintenance and improvements. An international study (ISOHDM) was set up in August 1993 to develop the successor to HDM-III by four main sponsors: the UK Department for International Development (DFID), the World Bank (IBRD), the Asian Development Bank (ADB) and the Swedish National Roads Administration (SNRA). This has resulted in the Highway Development and Management Tools (HDM-4), which is due for public release later in 1999.

The scope of HDM-4 has been broadened considerably. Road deterioration models now cover a wider range of pavement types (eg. concrete) and road user effects models have been updated to reflect the vast improvements in vehicle technology. Although most applications of HDM-III have been in developing countries, many industrialised countries have begun to use the model. As a result, the effects of traffic congestion, non-motorised traffic, road safety, cold climates and environmental issues are now included as new models.

The three main areas of application for HDM-4 are project, programme and strategy analysis. Project analysis provides essentially the same capabilities as in HDM-III, whereas the programme and strategy analysis applications are new additional capabilities in HDM-4. Programme analysis is concerned with the preparation of rolling work programmes in which candidate road investment options are identified and selected, subject to resource constraints. Strategic planning is concerned with the analysis of a chosen network as a whole, typically requiring the preparation of long term planning estimates of expenditure for road development and conservation under various budgetary and economic scenarios.

Planning and investment modelling

A wide ranging DFID-funded research project exploring ways to improve the procedures for carrying out investment appraisal of road projects and to provide easily used tools for implementation, has been completed by TRL.

Models such as HDM and RTIM are regularly used to appraise billions of dollars of expenditure on road investment and maintenance and it is essential that they deliver accurate predictions and outputs. Improved information would enable transporters and transport planners to reduce vehicle-operating costs in their countries, as well as to improve the allocation of funds.

Data relating to vehicle operating costs, traffic counting and road roughness from numerous developing countries were collected and analysed. One of the interesting results was a wide variation in the relationship between vehicle maintenance costs and road roughness data for different countries. However, using country specific parameters, data could be fitted to the same model form.

In addition, factors influencing rural travel were investigated in Kenya. This provided comprehensive information on travel purpose and elasticities of travel behaviour with respect to income and fares. Stated preference surveys were carried out in Indonesia which indicated consistent values of time for different income groups. Studies were also completed on the variability of traffic flow on low volume roads and on the development of the MERLIN road roughness calibration machine.

A new contract has recently been awarded by DFID to investigate the wide differences in sensitivity of vehicle maintenance costs to road condition, which should further improve the effectiveness and accuracy of the road investment and planning models.

Further information on HDM-4 can be obtained from

HDM-4 Secretariat at PIARC
Tel: +33-1-47566121 Fax: +33-1-49000202
e-mail: piarc.hdm4@lbl.net
web page: http://www.piarc.jcpc.fr/hdm4-hindes-e.htm

ISOHDM Technical Secretariat at University of Birmingham
Tel: +44-121-414-6717 Fax: +44-121-414-3675
e-mail: isohdm@bham.ac.uk
web page: http://www.bham.ac.uk/ishom

HDM-4 study at TRL (contact Dr Greg Morosiuk)
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e-mail: gmorosiuk@trl.co.uk

DFID Projects Reference R 6472: ‘International study: highway development and management tools (Phase II)’
R 6486: ‘Development of environmental impacts and energy balance models for HDM 4’
Themes Objectives: E3 & T2
Current DFID funded Knowledge and Research (KAR) projects

**THEME T1**
(Reduce accidents and increase road safety in rural and urban areas)

- Accident recording, investigation and evaluation systems (R6883), TRL: Mr C J Baguley. UK support and in country training provided for existing and new users of MAAP for sustainability in the least advanced countries. Training to develop accident investigation skills. Under reporting to be investigated using hospital records.
- Safety and road worthiness: assessing urban and rural public transport (R6888), TRL: Mr T C Pearce. Assess the scale of the problem resulting from accidents and the effect of varying maintenance practices on bus fleets’ roadworthiness. Role of vehicle usage and design in bus accidents will be studied and recommendations developed for safer travel.
- Road safety education in developing country schools and communities (R6890), TRL: Mr I Sayer. Development of road safety education materials and teaching methods that bring about improved road safety knowledge and attitudes by young road users in schools and community groups in developing countries.
- Cost and safety design of rural roads in developing countries (R6891), TRL: Mr C J Baguley. Aspects of rural highway design identified that optimise costs and safety; detailed design manual drafted; lookup tables relevant to models such as HDM generated. Manual published and in country seminars conducted.
- Development of an urban road safety management approach. (R tba), TRL: Mr A J Downing. To introduce effective urban safety management approaches targeted at vulnerable countries in Asia and S.E. Asia and in country seminars conducted.

**THEME T2**
(Reduce the costs of constructing, rehabilitating and maintaining road infrastructure and vehicle operations)

- The design of stabilised sub-bases for very heavy traffic (R6027), TRL: Mr M J O’Connell. To develop material specifications for stabilised sub-base layers suitable for roads in extreme tropical climates and with very high traffic loads to improve the performance of roads and reduce whole life costs.
- Longer life road surfacing using bitumen modifiers (R6473), TRL: Mr H R Smith. Develop recommendations for the use of bitumen modifiers in asphalt and surface dressings which inhibit premature cracking associated with high temperatures and high levels of radiation in tropical environments.
- Recycling of bituminous road materials (R6474), TRL: Mr H R Smith. To establish methodologies which will allow damaged bituminous materials to be recovered and modified for re-use in road structures.
- Promoting the use of volcanic ash, a natural pozzolan (R6841), TRL: Mr M J O’Connell. Use of volcanic ash for the construction of major civil engineering works to alleviate the damage caused by recent volcanic eruptions, develop road and building technology and promote commercial ventures.
- Low cost structures for rural roads: A field manual (R6851), Loughborough University: Mr D W J Miles. Preparation of a practical field manual to encourage local engineers and contractors to utilise local labour, skills and materials more effectively in the construction of low cost and readily maintainable structures on rural and urban roads.
- Appropriate and efficient maintenance of rural feeder roads (R6852), Roughton International: Mr M J Carr. An assessment and maintenance method will be developed for gravel rural feeder roads using simple, affordable, yet novel techniques. The result will promote appropriate technology and practice so maximising efficiency.
- Promoting the use of lower cost marginal materials (R6887), TRL: Mr M J O’Connell. Guidelines promoting the use of low cost marginal materials in the road industry. Using existing research where possible these will identify suitable applications for the use of such materials and warn of the associated risks.
- Transferring road maintenance into the private sector (R6889), TRL: Mr C Parkman. Critical assessment of the extent and nature of the adoption of contract road maintenance procedures and the factors governing the successful transfer of road maintenance into the private sector, to inform agency policy.
- Secondary compaction of bituminous materials (R6892), TRL: Mr H R Smith. Develop a method of assessing the susceptibility of bituminous mixes to secondary compaction under heavy traffic for use in the design of road surfacings which are more durable and resistant to plastic deformation.
- Benefits of structured highway and earthwork maintenance (R6893), TRL: Mr W Heath. Assess the benefit of applying maintenance programmes based on a number of identified key factors that at present contribute to the poor maintenance of mountainous roads. Full scale trials will be monitored using TRL’s ECAT techniques. Guidelines will be produced.
- Management guidelines and performance models for unpaved roads (R6895), TRL: Mr T Toole. Provide management guidelines on unpaved roads and motorable tracks for use by senior engineers and planners and new road performance models for incorporation into HDM4 aimed at improved access quality on rural roads and increased use of local resources.
- Dense bituminous surfacing for developing countries: A guide (R6897), TRL: Mr C R Jones. Produce a guide describing the design and construction of dense bituminous surfacings in tropical climates. It will be targeted at engineers in the developing world and enable them to supervise the construction of improved surfacings.
- Guidelines on the selection and use of road construction materials (R6898), TRL: Mr M J O’Connell. Production and dissemination of a new Overseas Road note containing concise but comprehensive advice on the sampling and testing of granular materials and soils for the construction and rehabilitation of roads in the developing world.

**THEME T3**
(Improve the availability of cost-effective transport for the rural and urban poor, including public transport and non-motorised modes)

- Barriers to the availability of cost-effective transport (R6886), TRL: Mr G Gardner. Provide a methodology for an Urban Transport Audit to rapidly assess a city’s ability to introduce cost-effective transport systems. Determine where blockages are occurring that prevent the use of low cost appropriate traffic and safety measures.
- Policy toolkit for increased rural mobility (R tba), TRL Mr J L Hine. Working framework and procedures for identification of measures and policies to increase rural mobility implemented on a widespread basis.
- Spot improvements: an acceptable engineering alternative (R tba), TRL Dr C S Gourley. To promote spot improvement approaches on rural roads and access tracks by introducing appropriate engineering tools, procedures and practice manuals for district engineers.
- Field manual: construction and improvement of paths and tracks (R tba), I T Transport, Mr G Taylor. To produce a manual which will be used in the field by NGOs, technical assistance personnel, local communities and local government staff in constructing, improving and maintaining paths and tracks.

**THEME T4**
(Increase the efficiency of national and regional transport systems)

- Road planning, funding and funds allocation (R6894), TRL: Mr J L Hine. Identify the main constraints preventing the efficient planning and funding of the road network, in particular procedural conflicts and institutional limitations. Innovative funding and management methods eg, DBFO and BOT will be explored.
- Decentralisation of road administration (R tba), R Robinson & Engineering for Development. Dr R Robinson. Appropriate decentralisation of tertiary road administration that achieves effectiveness and efficiency of management arrangements to meet the transport needs of the rural poor.
- Optimisation of cuts in residual soils (R7114), University of Birmingham: Prof. M. Smith. A procedure for the design of cuttings in areas with lightly cemented or residual soils to facilitate efficient resource management by reducing construction and maintenance costs and environmental impact on the local community.
- Improved vehicle maintenance cost relationships (R tba), TRL: Mr J L Hine. Improved user cost models for calculating road expenditure and more efficient vehicle maintenance and operating policies adopted on a widespread basis.
- Appropriate surfacings for low volume roads (R tba), TRL: Mr W G Ford. To develop and implement labour based technology for surfacing low volume roads.
- Reducing whole life costs: environmentally optimised designs (R tba), TRL Dr C S Gourley. A new framework for road design that recognises the transient inter-relationship and influence of all environmental control parameters.

New Projects, Current Projects
Designing concrete mixes using local materials

The objectives of this project are to propose practical guidance on how to produce durable concrete in rural environments using local materials. It is intended to be an aid to design engineers and site foremen.

‘Local materials’ is a term used to describe aggregates, cement and water which may fail to meet the requirements of the normal standards used to control their quality. Ideally materials complying with the standards would be used but this can sometimes be impractical or prohibitively expensive. The results of the research indicate that local materials can often be used to make good concrete providing mix proportioning and production is carefully monitored. It is important to produce trial mixes and to ensure that the quality of the local materials used is at least consistent and that if there are changes in the supply of the materials then further trial mixes should be prepared and tested. Examples of local materials tested in the research include crushed brick, cement incorporating rice husk ash, and waste water.

The work is related to mass and reinforced concrete of low to medium strength suitable for most applications except prestressed concrete and pavement concrete where higher quality materials and technology are necessary.

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DFID Project Reference R8235 ‘Manual of concrete design using local materials’
Theme Objective: G4

Book Review
Sustainable Rural Livelihoods: what contribution can we make?
Edited by Diana Carney
Published by DFID, Russell Press Ltd, Nottingham. 1998

This book launches DFID’s new non-sectoral approach to rural development. Its introductory chapter provides guidelines for development practitioners, communicated in the form of work-in-progress, indicating where the methodology, policies and operational aspects of policy implementation, have yet to be defined. The following four chapters raise key issues, some of which may pose obstacles to the emerging approach. The final eight chapters examine concrete ‘entry points’ where the approach is applicable. Since the 1980s, ‘survival strategies’, ‘coping strategies’ and now ‘livelihood strategies’ have become part of development terminology, reflecting the thinking of rural people who are finding it difficult to make ends meet. What marks a departure in DFID’s current ‘sustainable rural livelihoods’ (SRL) approach is that rural dwellers’ attempts to diversify their income sources are now not only acknowledged but facilitated by donors. The long-prevailing rural agricultural bias of donors is being revised. Where does transport fit into this? The approach emphasises the importance of collecting baseline information about the capital asset holdings of groups in the donor-targeted areas. People’s mobility and transport accessibility are considered to be part of their ‘physical capital’. Yet, DFID’s stated objective of better access to facilitating infrastructure investment (p.12), like roads, naturally tends to be large and sectoral in nature, somewhat out of step with the new non-sectoral programme aims. Chapters 4 and 5 by Ellis and Tacoli emphasise the importance of mobility for pursuing multiple livelihoods, and it is indeed in this respect that rethinking transport investment may be pivotal to the new approach. Improving access to the means of transport may become just as important as transport infrastructure in resolving local people’s mobility problems. Many rural dwellers’ mobility requirements increasingly take them outside of the rural context. Will the area-based rural focus of the SRL approach be able to accommodate a mixed rural-urban focus?

Reviewed by Deborah Bryceson, African Studies Centre, Leiden

Global Business Partnership for Development

The World Bank and other international bodies such as the United Nations and the Red Cross together with DFID have recently established a Global Business Partnership for Development (GBPD) in the Road Safety sector of developing countries. This initiative follows the setting up of similar partnerships in the natural resources, water and sanitation, and youth development sectors.

The objectives of the GBPD are to co-ordinate road safety throughout the developing world and seek support and funding from the private sector. DFID are supporting the initiative by funding Ross Silcock Ltd to co-ordinate and organise international support through workshops held recently in Stuttgart (hosted by Daimler-Chrysler) and Washington (World Bank).

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Workshop on Livelihoods of Poor People

On 29 March, 1999 the Engineering Division of DFID held a one day workshop entitled “Livelihoods of Poor People - What contribution should transport make?” The workshop provided an opportunity to bring together UK expertise from outside DFID in order to take stock of current knowledge, identify gaps and suggest ways in which they could be addressed. Presentations were made on the following topics:

- transport and sustainable urban livelihoods
- the impact of transport safety on livelihoods, and
- transport, public-private partnerships and sustainable rural livelihoods

Lively discussion took place within ‘breakout groups’ dealing with urban and rural issues and the day ended with a plenary session chaired by, Deputy Chief Engineering Advisor Peter Roberts, who suggested that the results of the workshop would lead to the strengthening of collaboration on livelihood issues with other agencies. DFID’s future KAR programme would clearly address livelihood aspects and country programmes to assist sustainable livelihoods would reflect many of the issues raised. This is highlighted in the Foreword on page 2.

For further information contact: Mr Peter Roberts, DFID.
**Recent publications**

**BOOKS**
Edited by Diana Carney. Published by DFID, London ISBN 1 86192 082, pp 213

**REPORTS**
OVERSEAS ROAD NOTE 15 TRL (1998). Guidelines for the design and operation of road management systems. (£15) (TRL)

**PAPERS**


For copies of the above publications, please contact the relevant organisation - indicated in brackets

* Limited numbers of TRL publications are free of charge to nationals from developing countries.

NB: It was erroneously stated in Issue 7 that World Bank publications are free of charge. Prices can be obtained on application to the Bank.

**How good are TRL’s publications?**

TRL has for many years published Overseas Road Notes, manuals and guides to provide information on its research as practical everyday tools for engineers and planners.

TRL are now seeking to evaluate these publications. Are they up-to-date, value for money and an appropriate format for disseminating research findings? Is the current method of providing publications in hard copy format the most appropriate and cost-effective way of distributing the information to those who need it (with the increasing use and availability of electronic format and access)?

To try to answer these questions, a questionnaire is enclosed with this newsletter (together with a list of the current ORN’s and their prices). We would be grateful if you could spare a few minutes to complete and mail it back to TRL. It will provide essential information to enable decisions to be made on the role and methods for information dissemination in the future.

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Intech Associates, 51, The Park, Great Bookham, Surrey, KT23 3LN.
Tel & Fax: +44 (0) 1737 498955

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