



## Newsletter

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Paris, Munich, Barcelona, Zurich, Strasbourg, Amsterdam, Budapest, Copenhagen and others. These cities have applied a variety of parking related strategies that impact travel distances, congestion, mode split, climate related vehicle emissions and urban design. The strategies implemented vary from paid parking schemes based on location and time of day, CO<sub>2</sub>-based residential parking permits, reinvestment of parking surplus into a mobility fund, public-private partnerships, redesigned shared space streets, capping the supply in the city center and shifting the parking inventory to underground facilities.

The compilation of knowledge will be available online in a user-friendly database developed in 2010. The best practices will be highlighted with photos, videos, technical data and an account of any institutional challenges that were involved in reaching the parking management innovations. The resource is geared toward policymakers, planners, parking managers and researchers.

### European Best Practice Documentation

ITDP Europe received funding from ITDP in New York (supported by the Climate Works Foundation in San Francisco, USA) to document European best practices with regard to parking policy, freight, and transportation demand management (TDM). Lessons learned can be applied both within Europe and to the rest of the world.

#### *Best Practices in Parking Policy*

The parking policy paper documented best practices in parking management in over a dozen European cities including London,



Parking Sign in Zürich, Switzerland

### *Best Practices in Freight*

The freight paper focused on European best practices for shifting freight from road to rails and rationalizing the use of freight trucking within the trucking sector. Five main areas were researched, including a review of the German truck charging program and its impacts on freight kilometers and CO<sub>2</sub>, as well as the impact on modal shift to rail-based freight.

The research showed that the environmental impact of the fleet is reduced due to a change in fleet emissions standards, but the CO<sub>2</sub> impact is not significant. A review of the European truck charging policy and the European truck charging programs showed the need for substantial tolls in order to avoid the externalization of costs.

A review of other best practice efforts to minimize CO<sub>2</sub> emissions from freight resulted in a proposal to further research possibilities to change transport demand through new design, organizational changes and packaging. The development of a set of model policy recommendations for optimizing European freight policy and a strategy for their implementation is currently underway.



*Freight Train, Camuir East Junction, Scotland*

### *Best Practices in TDM*

The TDM best practices paper will focus on new and redevelopment projects in Europe. A primary goal is to identify best practice in reducing private motorized

transport modal share and per capita transport-related greenhouse gas emissions. The study will provide valuable information from cities throughout Europe on ways to incorporate TDM strategies into new redevelopment projects in order to most effectively reduce greenhouse gas emissions.



*City of Houten, The Netherlands*

Ten locations have been selected as best practice sites for the study. These sites are the Greenwich Millennium Village in London, the GWL Terrein car-free development in Amsterdam, Hammarby Sjöstad in Stockholm, Västra Hamnen in Malmö, Kronsberg in Hannover, Lenisce in Koprivnica (Croatia), SihlCity in Zurich, Stellwerk 60 in Collogne, the Vauban car-free development in Freiburg, and the city of Houten in the Netherlands. The ITDP Europe staff team working on this project is currently collecting data on these projects and making site visits. The project is scheduled to be completed by the end of 2010.

### **Transport Reform in Europe Background Paper**

ITDP Europe was asked by the European Climate Foundation (ECF) to coordinate the writing of a discussion paper intended to stimulate further dialogue between ECF, contributing partner organizations and European transport experts, leading to the formulation of a transport sector campaign strategy for ECF. The core partners in this

project were the NGOs *Transport & Environment* and the *CEE Bankwatch Network*. The paper will provide a comprehensive overview of transport's ever-growing contribution to climate change, together with the steps required to achieve *net* carbon reductions from the sector. Each chapter will focus on solutions, ranging from an overhaul of economic appraisal tools and transport funding, to tackling the psychology of car dependence and practical ways to encourage walking, cycling and the use of public transport. CO<sub>2</sub> emissions reductions will be quantified where possible and a summary of co-benefits shall be provided for each recommendation. Each chapter is intended to stimulate debate by recommending the systematic implementation of well-established policy tools, challenging conventional wisdom and advocating radical policy measures, and suggesting specific campaigns to be funded by NGOs such as ECF. The paper is in its last stages of revision and should be complete by end June 2010.

### **Promoting Sustainable Transport Solutions for East Africa**

ITDP Europe received funding to assist in writing an application to the UN Global Environmental Facility Fund (GEF) for a project spanning 5 years to promote sustainable transport solutions in three cities in East Africa: Addis Ababa (Ethiopia), Nairobi (Kenya) and Kampala (Uganda). The international partners for this project are: UNHABITAT, World Bank, UNEP, TRL, ITDP US and ITDP Europe.

In April 2010 ITDP Europe together with its country office in Uganda organised a workshop in Uganda to discuss the transport needs of Kampala. The workshop attracted a cross-section of stakeholders from the city.

In addition, a regional workshop was held in Nairobi, Kenya on 5 May 2010 to discuss the needs of all three cities involved in the project. Beyond solidifying stakeholder support from each city, the

purpose of the workshop was to bring up issues that may be pertinent on the regional level, particularly related to regional coordination within the project. The workshop was attended by representatives of each city as well as the project's international partners.



*GEF Regional Workshop in Nairobi, Kenya*

The government representatives of each city agreed that the activities proposed in the GEF proposal are highly welcome in their cities and that they would be willing to sign a letter of commitment for the proposed projects. All partners are in the process of finalising the proposal which will be submitted to GEF in June 2010.

### **African TEST Network**

ITDP Europe is one of the leading partners of an international initiative to tackle problems such as traffic congestion, air pollution and road safety in Africa. The project, entitled the Transport and Environment – Science Technology (TEST) Network, is led by the Stockholm Environment Institute at the University of York (UK). The three-year capacity building project will strengthen networking, share knowledge, and enhance research capacity on transport and environment science and technological issues.

The network involves universities from six African countries, UN-Habitat, and the International Forum for Rural Transport and Development (IFRTD). It is funded by the EU, African, Caribbean and Pacific Group of States (ACP) Science and Technology Programme. University

partners include the Centre for Transport Studies, University of Cape Town (South Africa), Universidade Eduardo Mondlane (Mozambique), Ardhi University (Tanzania), Makerere University (Uganda), University of Zimbabwe (Zimbabwe) and University of Zambia (Zambia).



*TEST Network Inaugural Meeting in Cape Town, South Africa*

During the Network's inaugural meeting at the University of Cape Town, partners agreed upon a program of activities including an assessment of research capacity and benchmarking good transport practice. A key component of the Network will be communicating scientific developments and disseminating knowledge to key stakeholders. As part of this component, the Network will hold a workshop on science communication for African researchers. The program of activities will culminate in a UN Regional Policy Dialogue on Transport and Environment Science and Technology at UNEP Headquarters in Nairobi in 2012.

### **Bus Rapid Transit Kampala Updates**

Since 2005 ITDP Europe has been supporting the idea of a Bus Rapid Transit (BRT) System for Kampala. In 2008 a study-tour was organized in Europe, the United States and Colombia to show Ugandan authorities NMT systems in Europe and the US, and Bogota's BRT Transmilenio. Enrique Peñalosa, former Mayor of Bogota, also came to Kampala to share his experience and advocate for the construction of a BRT system. As a result, the government of Uganda and Kampala

City Council (KCC) became interested in the BRT project that was put at the center of a long term vision of providing affordable mobility and improving the quality of life of the urban population. Following, during the National Joint Transport Sector Review Workshop (NTSRW), which was held in January 2008, a pre-feasibility study for the development of a long-term, integrated conceptual design of the BRT system in Kampala, financed by the World Bank, was ordered, constituting thus the first step of a BRT system implementation in Kampala. This pre-feasibility study was finished by ITP and presented to the Kampala City Council in late April, 2010. ITDP Europe acts as a reviewer with international experience in NMT-BRT integration. Its mission is to stand as a permanent partner with the Ministry of Works (MOWTH), Kampala City Council (KCC) and World Bank to assure quality of the planning, implementation and evaluation process. ITDP Europe therefore is now included in the Technical Committee, guiding the process until a Metropolitan Area Transport Agency is established. ITDP Europe participated at several BRT meetings in Kampala at the end of January 2010 in order to provide further guidance for the next steps of the project.

### **Bus Rapid Transit Thematic Group**

ITDP Europe is working on creating a Bus Rapid Transit (BRT) Thematic Group for Africa in order to initiate communication, knowledge sharing, capacity building and learning from best practice. The public transport sector in Africa has been largely neglected, although is recently gaining attention as having potential to aid economic growth, reduce poverty and encourage sustainable development. Few African cities have a formal public transport system and commuters must either walk long distances on unpaved roads or rely on the typically unsafe and poorly-maintained informal transport sector, which can range from bicycle taxis

to minibuses. However, recently many African cities have begun to recognize the benefits of BRT systems. A BRT-Lite has been operating in Lagos since 2008, the Rea Vaya BRT system began running in Johannesburg in 2009, a BRT system in Cape Town is currently under construction with service scheduled to begin this year, and several other cities have initiated studies and plans for BRT systems.

To date there have never been strong coordinated efforts between African nations to share knowledge and resources related to BRT issues, especially with regard to recent developments in BRT in Africa. There exists a need for African peers to deepen exchange of their ideas and experiences within the particular setting of African megacities. Thus the opportunity exists to form a mutually beneficial collaboration, but what is needed is a platform through which to come together. Therefore, ITDP Europe proposes the creation of a BRT Thematic Group for Africa.



*BRT Station in Johannesburg, South Africa*

As a first step in forming this group, ITDP Europe has submitted a proposal to the International Climate Initiative in Germany to fund two BRT workshops in Africa in 2010. These workshops would attract potential stakeholders for the group, share knowledge and expertise on topics relevant to BRT, assess common needs on the BRT theme in Africa, and lay the groundwork for the eventual implementation of a BRT Thematic Group for Africa. ITDP Europe plans to work

closely with ITDP US to plan these workshops, if funded, and to apply for further project funding.

### **Wohtorf - Iganga Partnership : Bicycle Donations to Africa**

In April 2010 a GTZ-funded container with 260 bikes from Hamburg arrived in Iganga, located at Lake Victoria (Uganda). ITDP Europe's local partner organization in Uganda, FABIO (First African Bicycle Information Organization), distributed the bikes and carried out seminars on bicycle riding skills and safe bike use with local school children. A first visit of the beneficiaries shows that the bikes are well used and highly appreciated.



*Photos from Iganga, Uganda*

The following is the testimony of a girl in Uganda who received one of the bikes:

*"My names are Agnes Nabirye of Batvilla kindergarten. Am 7 years old and the second born of the family of four children and the only girl. My father is a boda boda rider and my mother remains home to cook for us when we return from school. My mother and brothers protect me so much that when fabio brought the bicycles to school for all the children, my mother refused to get me a bicycle saying it is not good for girls to ride.*

*Fabio helped me learn to ride the bicycle and I love it so much going to school with it alongside my brothers. We live not so far away from school and we all have bicycles. My friends sometimes tease me for riding because they are jealous of me because for them they do not have bicycles. They sometimes my friends also want to ride my bicycle and they admire me but my brothers refuse them. The only*

*problem with the bicycle is that when you want to stop, it has to be done from behind which is not easy much of the time but everything about the bicycle is good and I love it so much."*

## **Fundraising for Healthcare Projects in Africa**

In May 2010 two staff members travelled to Cannes for three days to promote and fundraise for African Health Care Projects at the International Cannes Film Festival. Our bicycle ambulance spot was shown once per hour on four outdoor advertising screens throughout the festival. The staff members personally discussed the project with festival participants and the public and delivered more than 400 bicycle ambulance project fliers.



*Bicycle Ambulance Spot on an Advertising Screen in Cannes, France*

To see the spot, click the link below:

<http://www.itdp-europe.org/EN/projects/healthcare.html>

## **ITDP Europe on France 24 International News**

Dr. Juergen Perschon, the Executive Director of ITDP Europe, was interviewed by France 24 International News about the effectiveness of carsharing schemes, in particular the innovative and successful Car2Go pilot scheme run by car maker Daimler in the German city of Ulm and Paris's free car service to be introduced between 2010-2011.

Daimler's self-service scheme is innovative compared to other carsharing

systems in that users can drop off a car in any location throughout the city. When users want to pick up a car, they can find one using a mobile phone application. The scheme's low cost and flexibility in pick-up, drop-off and parking makes it particularly popular amongst younger people.



*Dr. Juergen Perschon Appearing on France 24*

Juergen gave very informed responses to questions about the various schemes as well as generally on the effectiveness of carsharing systems in reducing congestion. In particular, Juergen commented that the Car2Go scheme in Ulm proves that carsharing can work in small cities and that although the Paris scheme is ambitious, it would be a good test to show whether big cities can attract the critical mass that is important for carsharing systems to work. Juergen informed that one carsharing vehicle can replace between 4-8 cars on the road and cited Switzerland as the best example where carsharing is increasing and currently makes up 10% of traffic. Juergen ended the interview by commenting that the role of the car in 21st century cities needs to be considered from a different angle and that, like Daimler, the car industry should focus on this across the world. To see the full video, please click the following link:

<http://www.france24.com/en/20100318-2010-germany-car2go-car-sharing-ulm-autolib-paris-daimler-smart>

## New Membership Strategy

ITDP Europe has recently expanded its membership options! We now have a range of membership categories so that supporters can join our organization no matter what their financial capacity. We also have a new option to donate to specific project categories so that contributors know exactly where their money is going. Friends of ITDP Europe can join as a member and/or donate now through our Contributions page:

<http://www.itdp-europe.org/EN/support.html>

## New Office

In mid-October 2009, ITDP Europe shifted to a new office in Hamburg-Bergedorf, located 20 minutes from Hamburg Central Station. The new office is located only a few steps away from the Bergedorf S-Bahn station and sits just above a courtyard with a restaurant, cafe and jazz club. It is situated in the city center of the district of Bergedorf, with easy access to numerous amenities and local sights including a nearby castle and lake. The office currently consists of four rooms, with room for expansion.



*New ITDP Europe Office*

## Staff Changes

Nicole Foletta joined ITDP Europe as a Program Coordinator in October 2009. She graduated with a Dual Masters Degree in Transportation Engineering and City Planning from UC Berkeley in 2007. She then worked as an associate at Nelson Nygaard Consulting Associates in San Francisco. In 2008 she was awarded a Fulbright Fellowship to conduct transport research at the CENIT research center in Barcelona. Her areas of focus include the relationship between transportation and land use planning, CO<sub>2</sub> emissions from transport and bus rapid transit (BRT) systems. Nicole is a welcomed addition to the staff.



We are sad to say that Sandra Thielisch will be leaving the ITDP Europe team in October 2010. In 2008 Sandra interned with ITDP Europe's partner organization, FABIO, in Uganda. She then officially joined ITDP Europe as a Program Coordinator in January 2009. Since then Sandra has been a valuable member of the ITDP Europe staff, working on African Healthcare projects, the African TEST project, and a study of local climate action plans throughout Europe, among other activities. This year she will finish her studies at the University of Lüneburg and is planning to move to Munich. We wish her the best in her future endeavors.

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