

ITDP'S MISSION

The Institute for Transportation and Development Policy (ITDP) promotes environmentally sustainable and equitable transportation policies and projects worldwide. ITDP was founded in 1985 by leading sustainable transport advocates in the U.S. who saw that U.S. style motor vehicle dependence was being exported to the rest of the world.

ITDP works exclusively in developing countries and Central and Eastern Europe, where the adverse social and environmental effects of motorization pose the greatest threat, and low-cost alternatives to automobile dependent land use and transportation development are still viable options.

Motor vehicles in developing countries are the fastest growing source of greenhouse gas emissions. While petrol use in industrialized countries like the US continues to grow at 1% per year, it is growing at 6% per year in Asia and Latin America. Efforts to counter these trends in the U.S. and Europe are increasingly outpaced by Asia's rapid motorization.

As developing countries motorize, more people are being killed by traffic accidents and toxic air pollution. Every year over a million people are killed in road accidents, 85% of them pedestrians and cyclists. As many die prematurely due to vehicular air pollution, usually from complications of upper respiratory illnesses.

Big box retailers are now expanding into Central Europe. In the last three years, the number of people shopping at auto-dependent shopping malls has increased from under 5% to over 40%, decimating small businesses. This trend is spreading to other parts of the world.

Most of the world still relies on walking, bicycling, and other forms of non-motorized transport to meet their basic needs. Unfortunately, governments and traffic planners usually ignore the needs of the majority. In Africa, 80% of trips are made by non-motorized means, but only 2% of development dollars go to improving conditions for pedestrians and cyclists. Bicycles can double a person's productivity and income, but such gains are impossible without access to appropriate products and credit.

PROGRAMS

ITDP's mission to make transportation systems around the world more environmentally sustainable and equitable is focused into three programmatic areas, as follows:

Improving Transport and Land Use Governance

ITDP advocates for sustainable, equitable and participatory transport and development policies by:

- a) facilitating citizen and NGO input at international development agencies;
- b) building local coalitions for downtown revitalization and smart growth;
- c) building regional coalitions of sustainable transport advocacy groups; and
- d) providing direct technical assistance to sustainable transport campaigns.

Strengthening the Human Powered Vehicle (HPV) Industry

ITDP implements projects in partnership with established and emerging HPV industries to:

- a) engineer, manufacture and commercialize more appropriate, efficient products;
- b) establish vibrant HPV businesses in underserved areas;
- c) overcome barriers to individual HPV ownership by credit and training; and
- d) advocate for HPV-friendly trade and development policies.

Improving Non-Motorized Transport (NMT) Safety and Planning

ITDP works with local groups to improve physical conditions for cycling and walking by:

- a) holding workshops to build local planning capacity;
- b) providing direct technical assistance for NMT projects;
- c) identifying sources of project funding;
- d) co-sponsoring NMT infrastructure improvement projects.

IMPROVING TRANSPORT AND LAND USE GOVERNANCE

Promoting Downtown Revitalization and Fighting Sprawl

Urban sprawl is spreading very quickly in Central Europe and developing countries, destroying vital elements of the environmental, economic and cultural landscape. At the behest of international big-box retail chains like Wal-Mart, the WTO is tearing down regulatory barriers that served to protect small businesses. Now, from Sofia to New Delhi, indigenous livelihoods and neighborhoods are being decimated. Despite their rhetoric to promote sustainable development, the International Finance Institutions (IFIs) are supporting sprawl through a maze of financial intermediaries while totally ignoring the role they could play in revitalizing downtowns. The IFIs could do more to encourage the formation of Municipal Development Corporations, public private partnerships that enable the complex process of downtown revitalization and brownfield redevelopment. ITDP is pushing the IFI's and governments in this direction.

— Central and Eastern Europe (CEE) Downtown Revitalization and Anti-Sprawl Campaign

For years ITDP has cooperated with Central and Eastern European non-governmental organizations (NGOs) to redirect the influx of Western infrastructure investment away from new highways and towards public transit and road maintenance. Today, ITDP's partner NGOs now have the necessary skills and contacts to continue working on these issues independently. However, as the explosion of mega-shopping malls on the outskirts of Central European (CEE) cities has led to a dramatic increase in vehicle miles traveled, the NGOs are beset with the complex task of redirecting this investment to more transit-friendly locations. ITDP has agreed to assist in this regard.

Currently, most CEE municipalities protect their indigenous retail sector in central cities through commercial rent controls and other measures. Unfortunately, these well-intentioned measures confront international developers with formidable legal, political, and financial obstacles to downtown and brownfield redevelopment. As a result, they generally turn to green-field developments on highways. In most of Europe and the US, municipal development authorities are responsible for urban redevelopment, becoming involved in land assembly, infrastructure improvements, toxic waste clean up, and other measures. In Central and Eastern Europe, however, no such institutions exist, for a variety of reasons. Our aim is to put together a fairly high level coalition of groups necessary to enable brownfield redevelopment. To accomplish this, ITDP will initially sponsor workshops that would lead to the formation of municipal development corporations

In a related effort, ITDP is developing a set of 'best practices' in real estate development. We will employ publicity and moral suasion to convince the big developers to voluntarily agree to these principles.

We will also employ more direct approaches that will result in more enforceable measures. There is substantial evidence that the current level of development is a speculative bubble that could destabilize the CEE economies. We have completed a policy paper that outlines specific banking regulatory measures that can be implemented by national governments, and which can be pushed by the IFIs and the Bank regulators in the EU as part of the accession process.

We are also providing technical support to the TET (Ecological Transportation Society) coalition in Poland, the CAAG (Clean Air Action Group) in Hungary, and Oseveni in Prague, who are fighting against specific retail developments that represent some of the worst abuses, including conflict of interest, over-riding zoning laws, bribing officials, and ignoring environmental due diligence.

— **Urban Husbandry Project**

Downtown revitalization requires building public recognition of the problem. The Urban Husbandry Project is a special collaboration with noted journalist Roberta Gratz to popularize concerns about the destruction of livable communities in Central Europe as a result of the growing domination of transport by private cars and the growing domination of retail by foreign big box retailers. This project will draw on years of experience in successful downtown revitalization and historical preservation initiatives in the US, and educate journalists in the region to raise interest in and coverage of the issues by the press.

— **Surabaya Downtown Revitalization Initiative**

ITDP became involved in Surabaya downtown revitalization as an outgrowth of our non-motorized transport pilot project that we are undertaking in conjunction with GTZ, the German technical assistance agency. One of the pilot areas for our bike lanes and sidewalk improvements is located in Surabaya's ailing central business district, most of which is impossible to traverse on foot. We developed a pedestrian and NMT plan for this central area that will increase pedestrian flows and divert motorized traffic to surrounding arterials.

In order to implement this project, however, we realized we needed to win support of the big business community. We presented to business leaders and journalists an artistic representation of what the urban core might look like. Our alternative rendering created enormous enthusiasm; the business community now supports the pedestrianized scenario for urban pride/boosterism reasons. We then convinced them to initiate a dialog with the Mayor about starting a public-private downtown redevelopment partnership. This approach offers a model for attracting more powerful allies to support NMT projects.

Facilitating NGO Input into the Decision-Making Process of International Agencies

— **International Institutional Reform Efforts Prior to 2000**

ITDP spent a decade making the transport sector work of the large international financial institutions like the World Bank and the ADB, and UN agencies like UNDP and UNCHS more environmentally sustainable and equitable. Into the late 1980s, non-motorized transportation and public transport were virtually ignored by the large development institutions. Largely due to policy advocacy of ITDP, this changed. By documenting some loans for disastrous highways that dislocated thousands of poor people to make more space for the cars of the wealthiest 5% of the population, we convinced the World Bank to draft a new Transportation Policy with input from NGOs. It was published in 1996, and led to

a big change in their transport lending. Much more attention is now paid to non-motorized transport, traffic calming, pedestrians, and road safety. While a much bigger shift is needed, the World Bank is now more frequently a partner in solving these problems.

As the World Bank began to change, ITDP shifted its focus to effecting policy changes at the regional development banks like the Asian Development Bank, the European Bank for Reconstruction and Development (EBRD), the International Financial Corporation (IFC), and the European Investment Bank (EIB). The EBRD drafted a new transport policy with ITDP and other NGO's input and oversight. These new policies have charted a new direction for transport lending, with a greater focus on safety and air pollution mitigation. The EIB, however, remains largely unreformed despite extensive efforts by ITDP and our allies, but the number of governments recognizing the problem has increased dramatically as has public awareness.

ITDP also set up the UN NGO Transport Caucus to ensure that UN declarations include sustainable transport policies, and that UN institutions develop sustainable transport programs. ITDP drafted UNDP's new transport policy, and UNCHS hired ex-ITDP staff to run their transport program. ITDP also drafted language for the transport provisions in the Habitat II Global Plan of Action.

ITDP also led an international effort to redirect the Global Environmental Facility's (GEF) transport program away from an exclusive focus on hydrogen fuel cell vehicles. GEF's guidelines now include non-motorized transport. This resulted in 'eOP 11', which is now funding pilot bikeway projects in Manila, Philippines, and Gdansk, Poland.

— Efforts in 2000

Increasingly, ITDP's work with international agencies is grounded in our country or region-specific projects. For example, ITDP's Southern China Sustainable Transport Project included a review of the World Bank's inner ring road loan to Guangzhou. This loan funded an inner ring road, but was also to fund some bike lanes, bus lanes and traffic demand management measures, without which the road itself would clearly drive the city into violation of China's air quality standards. ITDP found that none of these measures were implemented initially. Our pressure on the World Bank then helped to ensure that several of the traffic demand management measures were initiated.

In 2000, ITDP gave presentations at the World Bank's Annual Transport Meeting, made possible by the World Bank's increasing focus on poverty alleviation, public transit, and non-motorized transport. ITDP gave a briefing on obstacles to increased World Bank lending in the public transit sector, and with Afribike (an African organization which grew out of ITDP's Afribike project), a presentation on strengthening local bicycle industries as a means to alleviate poverty.

ITDP was also on the steering committee reviewing the development of the World Bank's new Urban Transport Strategy. In addition to providing comments on early drafts and the structure of the document, ITDP put together a list of other NGOs and experts to be included as reviewers, and suggested participants in two consultations in Yokohama, Japan and Santiago de Chile. We prepared a twelve-page commentary on the final draft, and developed a ten-point agenda for the regional NGO coalitions to use to focus their discussions at the regional consultations. As a sure sign of the success of our earlier efforts, the initiative came from within the World Bank, and the inclusion of NGOs and experts was requested and sponsored by the World Bank. The draft document, to be published in 2001, promotes a fundamentally different transport vision, focusing on non-motorized transport, traffic demand management, collective transport, and dramatically de-emphasizes new road construction. Most importantly, an increasing number of public transit improvement projects and non-motorized transport projects are now being funded.

In spring of 2000, ITDP had developed a list of recommended guidelines for sustainable transportation infrastructure lending for the Baltic Sea countries, part of a Helsinki Commission effort under the sponsorship of the lead country, Germany. We used the Helsinki Commission to build support for a

European Investment Bank (EIB) reform initiative led by Western European Governments. We presented our recommendations, on behalf of Germany, to the Helsinki Commission's Program Implementing Task Force. The recommendations, which called for the EIB to justify its transport lending in terms of a coherent sustainable transport policy, were unanimously supported by all governments and the World Bank, but were vetoed by the EIB. The effort helped to further the political isolation of the unaccountable EIB. The guidelines will now be submitted to the HELCOM Land Based Group for approval, as this body does not have any IFI representation on its board. They will in turn submit the recommendations to the Helsinki Commission for approval early next year. In the fall of 2000, after further follow up from ITDP, the Asian Development Bank finally began to draft its new transport policy after more than a year delay.

ITDP also revived the UN Transport Caucus, which we co-founded for the Habitat II Conference, and registered it as a Commission on Sustainable Development (CSD) Caucus. The old joint chair, International Union of Public Transport (UITP), was replaced with The Sustainable Transport Action Network for Asia and the Pacific (SUSTRAN), a Southern chair. ITDP drafted a 5-page policy paper that served as input into the General Secretary's statements, and an 8-page position paper that will be circulated to all 20,000 participants in the UN CSD 2001 (which focuses on transport) as the NGO Caucus' statement during the Multi-Stakeholder Dialog that will provide official input into the Secretary's paper.

— **Planned ITDP International Governance Work in 2001:**

As the 2001 UN CSD is focused on transport, we will be coordinating NGO input into the Multi-Stakeholders Dialog, and into the review of the Secretariat's Report, which will set up monitoring criteria for meeting the transport goals identified in Agenda 21. ITDP will also use this as a platform to launch a working group, perhaps under the aegis of UNEP (United Nations Environment Programme), for global minimum standards on ambient air quality, tailpipe emission standards, vehicle safety standards, road safety standards, and fuel specifications. We will organize a small side event for government officials and IFIs and international agencies where we will initiate this call. We also will organize a publicity event at which world leaders will try out some modern human powered vehicles (HPVs).

ITDP also plans to review in 2001 the US Government's overseas lending for sustainable transport, and make recommendations for changes. This will review projects and programs under US AID, US EPA, and perhaps the Department of Energy. We will also review drafts of the Asian Development Bank's new Transport Policy.

Building Regional Sustainable Transport Advocacy Coalitions

As the scope of both transportation policies and problems are increasingly regional, ITDP has found that regional sustainable transport coalitions can play a critical role in sharing information among NGOs, coordinating input into regional and international events and forums, and organizing regionally coordinated advocacy efforts. ITDP has played an active role in creating, guiding, and sustaining several regional coalitions.

— **The Sustainable Transport Action Network for Asia and the Pacific (SUSTRAN)**

ITDP was most active in establishing, along with the UN Asia Pacific 2000 program, the SUSTRAN Network. Initially an electronic network used for sharing information, SUSTRAN has increasingly served to assist national campaigns, coordinate NGO input at regional and international forums, coordinate joint advocacy efforts, and share campaign information.

In June 2000, SUSTRAN held its Third General Assembly in Jakarta. Pelangi/Info-Trans hosted the meeting. The Secretariat was moved by unanimous decision from Kuala Lumpur, Malaysia to Jakarta, Indonesia, where Pelangi, representing Info-Trans, will host the organization.

ITDP has one seat on the Steering Committee of SUSTRAN, which is otherwise an Asian-based NGO coalition. In 2000, SUSTRAN helped organize the International Conference on Sustainable Transport and Clean Air in Jakarta and coordinated the inputs of its member NGOs at this conference. SUSTRAN also coordinated input into the World Bank strategy paper, and gave a presentation at the consultation in Yokohama, Japan. SUSTRAN, as the Southern Co-Chair for the NGO Transport Caucus at CSD, cooperated with ITDP in preparing the NGO position paper for the Multi-Stakeholder Dialog. SUSTRAN's new Secretariat has also effectively used the SUSTRAN coalition to apply pressure on Asian government officials on several critical policy issues.

— Emerging Global Sustainable Transport Coalitions

ITDP is working to help establish a Sustainable Transport Coalition for Latin America, based on the SUSTRAN model. Several potential members of this coalition participated in the World Bank Urban Transport Strategy consultation in Santiago de Chile. ITDP did an exploratory trip to several Latin American countries to raise interest in the idea, and received very positive feedback.

At the Experts Meeting on Low Cost Mobility in African Cities, ITDP moderated a panel and presented a compelling video documentary about ITDP's Afribike project. At this meeting, many African NGOs and government officials suggested setting up a SUSTRAN-type coalition for Africa. Neither a specific modality for this coalition, nor a source of funding has yet been identified however. The meeting, which was hosted by IHE Delft University, was a parallel event to the Velo Mondial Conference, where ITDP was on the Steering Committee and gave several presentations.

SUSTRAN, ITDP, and other NGOs have initiated a dialog about starting a Global Sustainable Transport Coalition, provisionally named Sustran International.. Comprised of the leadership of regional coalitions, it would speak with great legitimacy on behalf of hundreds of NGOs on transport issues, and could coordinate global efforts to introduce minimum tailpipe emission standards, phase out leaded fuel, recognition for the right of safe access for non-motorized vehicles on roads less than secondary arterials, and other matters. It would serve as an NGO liaison to the Global Road Safety Initiative, regional air quality initiatives, and the UN forums.

Technical Support to National Level NGO Initiatives

As ITDP's resources to support national NGOs are limited, ITDP lends its support to national campaigns only when there is a clear and attainable strategic objective. Last year efforts were made to help the Foundation for the Support of Civil Liberties stop the IFC funding of the disastrous Corredor Sur highway being built off the coast of Panama. ITDP and others succeeded in getting some small policy changes at the IFC that grew out of this effort (requiring an EIA on any real estate development projects which are an integral part of the financing of a Build, Operate and Transfer highway project). After delaying the funding for more than a year, this spring the IFC resumed funding after forcing some modest changes in the engineering.

This year, with the return to democracy, ITDP saw an opportunity to help local NGOs in Indonesia fundamentally change transportation policy in the world's fourth most populous country. Working together with Swiss Contact, we pulled together 10 major donor organizations and three government ministries to co-host the International Conference on Sustainable Transport and Clean Air in May of 2000. This conference brought leading experts and funders together with important Indonesian decision-makers to sketch out a reform agenda. ITDP organized and spoke on a plenary session dedicated to non-motorized transportation. At ITDP's insistence, Indonesian NGOs played a critical role in this conference, and were for the first time given the opportunity to discuss the issues with government decision makers in person. The conference led local NGOs to organize themselves into Info-Trans, a sustainable transport coalition. This local NGO coalition held press briefings, wrote position papers, and catalyzed government air quality and public transit improvement efforts.

ITDP also continued to give technical and financial support to LPIST, a grassroots NGO that is organiz-

ing cycle rickshaw unions and initiating a dialog with local government officials to integrate pedestrians and cycle rickshaws into planning measures. These efforts have led to the continuation of cycle rickshaw activities in Jakarta, an increase in their numbers (now 10,000), despite the continuation of a legal ban on their activity.

In 2001, ITDP will also work with the Transportation Today and Tomorrow Coalition in Israel to help them develop a strategic plan and to explore how US funding for Israel might be used to foster more sustainable transport investments in the country. ITDP will continue to provide technical support to LPIST for NMT planning efforts in Jakarta.

STRENGTHENING THE HUMAN POWERED VEHICLE (HPV) INDUSTRY

In the last year, ITDP has been working to broaden our ongoing outreach to U.S., international, and emerging indigenous bicycle industries. The reasons for this new programmatic focus are three fold.

First, we realize that US and international bicycle industries are an important political ally in pushing US government agencies to do more to promote bicycling and the bicycle industry abroad through US AID, US Department of Commerce, US Department of Energy, and US EPA. While the US bike industry is as large as the gun industry, its political clout is minimized because it is not well organized.

Second, the image of non-motorized transport in developing countries is tarnished in part because the vehicles are seen as backward. Technological innovation is often stalled in the human powered vehicle industry because investors do not see it as a sufficiently profitable industry to invest in research and development. Human powered vehicle technology desperately needs to be modernized, and this can only be done in close cooperation with the industry. ITDP began to work on identifying markets, like tourists and delivery services, for modern human powered vehicles, and then giving technical support to local manufacturers to develop improved products.

Third, close cooperation with the bike industry is critical to establish a long-term affordable supply of bicycles and related products in low-income countries and neighborhoods. Already, the bike industry has provided important technical support to ITDP to help bicycle retailers get started in developing countries, with training manuals, contacts, vehicle and part specifications, at cost materials, and other support.

Developing Bike Industry Allies to Press for Reform of US Foreign Assistance in the Transport Sector

ITDP gave a presentation to bike industry leaders in 1999 where we laid out a strategy for cooperation. Then, in 2000, we met with Congressman Oberstar (Washington's leading bicycle advocate) and his staff twice to explore how we might go about increasing US Government Support for non-motorized transport overseas. We set up meetings with bike industry leaders and the US Asia Environmental Partnership to explore a possible learning exchange among bike industry leaders between the US and developing countries. We also met with the US Trade and Development Agency about cooperating with US planning consultants and contractors to fund bike projects in developing countries. Most promising were meetings with the US Intl. Trade Administration. With US ITA we are cooperating on a project to bring down tariff barriers in developing countries on bike parts and components, coordinated through the US Embassy. We also set up meetings between bike industry representatives and the World Bank transport division leaders to talk about possible areas of cooperation.

Improving Human Powered Vehicle Technology

— India

In 2000, ITDP's USAID funded Indian Cycle Rickshaw Modernization Project completed its mission. By the end of 2000, over 500 modern cycle rickshaws were operating in Delhi, Agra, Bharatpur,

Brindavan, Mathura, and Chandigarh. Three frame manufacturers have already gone into commercial production, as well as five assemblers and one sales distributor. These vehicles were sold at commercial prices at a sufficient profit margin to attract further investors into the business. The project received extensive print and television media coverage that reached over 10 million Indians. Today, India view the cycle rickshaw as a viable and modern indigenous technology. The Chief Minister of Delhi, Sheila Dikshit, inaugurated the new vehicle fleet in Delhi. The project demonstrated that the superior vehicle could attract 19% of its ridership from highly polluting 2 stroke-engine vehicles, making the project's greenhouse gas emission reduction impact quantifiable. Furthermore, surveys with the new operators demonstrated that the incomes of the cycle rickshaw drivers increased by 20% to 50% because they were able to attract new passengers. Unlike many transport sector interventions aimed only at improving the environment, this project cleaned the air and increased employment and income among the poor, while keeping the cost of the vehicle roughly constant. Close cooperation with the Indian bicycle industry, tourism industry, and marketing and public relations experts were critical to the project's success.

— Indonesia

Based on our successes in India, ITDP is replicating the project in Jogjakarta, Indonesia in partnership with the Centre for Tourism Research and Development, Gadjah Mada University, and LPIST. In November of 2000, ITDP sent the project team to Yogyakarta to meet with the faculty and students at Gadjah Mada University, city government officials, and NGOs from Yogyakarta, along with our other partners LPIST, to discuss the project and explain how our India project worked. All were very supportive. We signed agreements with all relevant project partners, took technical specifications on the existing vehicle, known as a becak, and developed a work plan. In 2001, ITDP plans to have developed several prototypes and a small fleet of vehicles for testing. These vehicles will be inaugurated at a press event sometime in August or September of 2001.

— Kenya

ITDP will work with long-time partner Xtracycle, a leading workbike manufacturer, and Approtech, a local NGO dedicated to commercializing appropriate technology, to finance locally manufactured workbikes to traders and recyclable collectors in low-income neighborhoods around Nairobi.

Strengthening the Human Powered Vehicle (HPV) Retail Sector in Developing Countries

— South Africa

After six years of technical support and funding to the Afribike Project in South Africa, in 2000 Afribike became an independent organization. In the spring of 2000, ITDP continued to provide technical support to Afribike, developing a skills course on bike repair and maintenance for beneficiaries of Afribike programs. We also adapted the National Bicycle Retailers Association's (US) retail handbook for use in S. Africa. We identified pilot project sites for the KwaZulu Natal Student Mobilization Project. We also worked closely with Afribike's staff to design a replicable containerized workshop and shop space, which is being used in Afribike's innovative franchising concept. ITDP also helped Afribike set up a project with two game reserves that contacted Afribike to help put their game wardens on bikes. ITDP also agreed to provide technical support and credit to Afribike franchisees under agreements with Afribike to set up an 'Afribike' franchise in Ivory Park. We hope that this will be implemented in 2001.

ITDP also worked with Afribike in setting up World Bank pilot bike projects in Senegal, Ghana, and Guinea. In each of the three countries, ITDP and Afribike staffers went on the scoping mission to Ghana, Guinea, and Senegal, then organized and held training courses for the World Bank bike project participants, NGOs and government officials...

As Afribike no longer requires financial or technical assistance from ITDP, ITDP will be focusing its efforts in other African countries in 2001.

---Ghana and Senegal

In Ghana, ITDP will work with Mr. Isaiah Obeng, the owner and operator of one of Ghana's few bicycle dealerships, to establish bicycle shops in underserved areas of eastern Ghana, providing training, technical assistance and credit. During the past eight months, Mr. Obeng has worked with ITDP and the Kopeyia Ghana School to receive and refurbish 300 used bicycles sent from New York City, and train high school graduates in bicycle mechanics and shop operation. To further boost the capacity of local shops to profitably meet their respective communities transport needs, loan guarantees will be provided to local beneficiaries and suppliers. International Foundation funds for 2000 and 2001 will focus first on Ghana.

In Senegal, ITDP will pursue similar aims, working with a local importer, ISENCY, and a two local bicycle shops that were established in September 2000 by ITDP and Afribike. Alternative Gifts International (AGI) funding for 2001 is dedicated to Senegal.

IMPROVING NMT SAFETY and PLANNING

Recognizing that bicycle promotion is best executed simultaneous to safety improvements, in 2000 ITDP began to work directly on the planning and implementation of NMT infrastructure and on improving NMT safety. Sometimes this involves planning new NMT facilities, like bicycle lanes. Other times, a more optimal approach is to teach municipal authorities how to protect non-motorized vehicle users' and pedestrians' safety through traffic calming, and other measures. NMT planning in developing countries certainly can borrow from methodologies developed in the West, but ITDP has discovered that several factors, such as the large number of vendors, the much higher volumes of traffic, differences in the road hierarchy, and other factors require the development of regionally specific methods if they are to be effective. In NMT planning, the implementation is everything; too many government officials believe that pedestrian planning means building pedestrian overpasses. In order to directly influence this process in a meaningful way, we decided it was important to use the knowledge collected by experts over the last decade and become directly involved in the implementation of planning projects so that better planning methodologies can be developed.

While transportation planning consulting firms are increasingly involved in bicycle and pedestrian planning in developing countries, sometimes in partnership with ITDP, ITDP places a priority on training local NGOs and consultants in non-motorized transport planning. Until the planning methodologies are learned and can be applied by indigenous groups, it will never become a part of standard planning practice in developing countries.

— South China Sustainable Transport Initiative

In Southern China, rapid motorization and a rapid decline in walking and bicycle use are dramatically worsening traffic congestion, air pollution, and road safety conditions. Many municipal officials and the Consumers Associations are well aware of the problem. The Guangzhou Municipality has embarked on several pilot pedestrian improvement projects, and they asked for technical support from ITDP to, a) give a workshop on state of the art pedestrian planning, and b) provide direct input into their six pilot pedestrian improvement projects. Stressing that the involvement of pedestrians and other transit users themselves was critical to the process, ITDP also convinced the Guangdong Consumers Association to participate in the process.

In December of 2000, ITDP sent two leading pedestrian experts and two planning experts to Guangzhou to review the planned pedestrian improvements, and to give a workshop to the traffic police, traffic planners, municipal officials, and the Guangdong Consumers Association, on state of the

art pedestrian planning. In 2001, ITDP will follow up on further technical support to the municipality for pedestrian improvements, public transit access, and other traffic demand management measures.

— **Surabaya**

ITDP was hired by GTZ in March of 2000 to initiate a pilot non-motorized transport improvement project in Surabaya, Indonesia. ITDP adapted established NMT planning methods for Indonesian conditions, and developed a plan for two neighborhoods in Surabaya. We also developed preliminary design standards for NMT infrastructure in Indonesia based on the road hierarchy and other factors. The results were presented at the International Conference on Sustainable Transport and Clean Air that ITDP co-sponsored in Jakarta. Presenting the Surabaya project in Jakarta had a very positive effect on the Surabaya City Council, many of whom attended. They told us it changed their attitude, and that, "it was their moral obligation to implement our proposals." In 2001, ITDP plans to continue to do follow up work until the two pilot projects are implemented.

— **Tanzania,**

In 2001, ITDP will work with Mrs. Asteria Mlambo, Town Planner, and her colleagues who are forming a new NGO inspired by Afribike. ITDP will provide requested technical assistance and support to AALCM as they implement two 'Safe Routes to School' programs in Dar es Salaam. These projects will leverage nationwide traffic calming measures and low-cost mobility infrastructure. To make the first African 'Safe Routes' program a reality, ITDP will work closely with the professionals at Transportation Alternatives (a New York based bicycle and pedestrian advocacy group) who have successfully pioneered the program at dozens of schools in New York City.

— **Quito**

The City of Quito has asked ITDP for technical assistance in implementing a bikeways project as part of its new busways efforts. In response, ITDP initiated a dialog between the US Trade and Development Agency (TDA) and leading US-based bike planners at consulting firms with experience working with TDA to access TDA funding for initial stages of the project. ITDP is currently collecting letters requesting technical assistance from municipal officials. ITDP will work on securing funding for this effort in 2001.