

ITDP ANNUAL REPORT 2001

Our Mission

The Institute for Transportation and Development Policy (ITDP) was set up in 1985 to promote environmentally sustainable and equitable transportation policies and projects in developing countries and economies in transition. ITDP was organized by leading advocates for sustainable transport in the US to counter the actions of US-dominated institutions and firms which were exporting the US model of automobile dependence to developing countries.

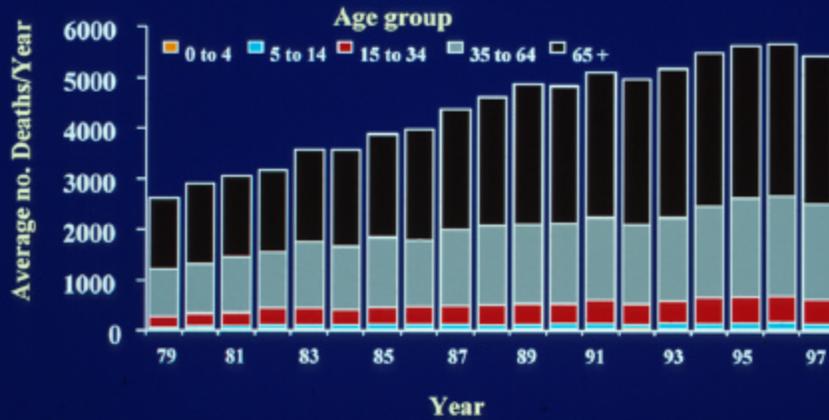
Developing countries and countries in transition are at a critical crossroads. It is not too late for them to avoid the mistakes we made here in the US, destroying our cities and communities and trapping ourselves in a costly and environmentally damaging dependence on the private automobile. But current trends are not encouraging. Most official estimates predict that greenhouse gas emissions and energy consumption from the transport sector will double by the year 2025, even as industrial and energy sector emissions are being brought under control.

Motor vehicles in developing countries are the fastest growing source of greenhouse gas emissions globally. If the new population centers in Asia, Africa, and Latin America motorize to the same degree as the US and Western Europe, the global environmental, energy, and economic consequences will be disastrous. 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.

People frequently ask why a US-based organization is focusing on motorization in developing countries. The simple answer is we've learned the problems over-dependence on motor vehicles can cause the hard way, and we've learned something about what to do about it as well.

Here in the US, motor vehicle pollution is a major contributor to the 300% increase in the number of people dying from asthma attacks over the last 20 years. With the highest level of motorization in the world, we've developed some of the toughest environmental regulations in the world, but they have not been able to control the growth of Nitrogen Oxides, which turn into deadly micro-particles.

Deaths due to Asthma, United States, 1979-1997

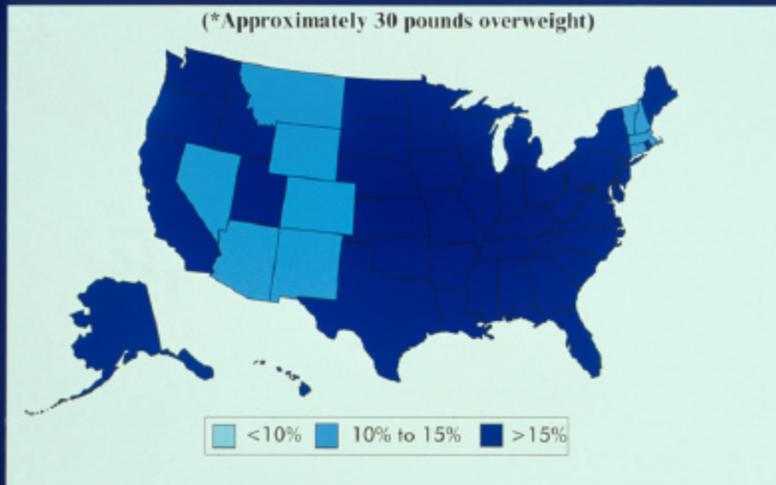


CDC

While the EPA estimates that its new tighter micro-particle regulations will save 15,000 lives a year, tens of thousands continue to die prematurely every year. We've also seen obesity and related Type II diabetes reach epidemic proportions, with more than 15% of the population in most states now over 30 pounds overweight, a near doubling in the incidence of obesity in only 10 years.

Prevalence of Obesity* among U.S. Adults BRFSS, 1998

(*Approximately 30 pounds overweight)



Source: Mokdad, AH, et al. J Am Med Assoc 1999;282:16.

CDC

These problems are no longer only first world problems. Ten years ago, in China, most urban air pollution was caused by burning low grade coal for heating, cooking, and industry. Today, the main problem is motor vehicle traffic, like so many other cities around the world. Asthma, obesity and diabetes are also growing at extremely rapid rates in developing countries as well.

Meanwhile, more than 1.17 million people are killed every year in road traffic accidents, and 50 million are seriously injured. In developing countries, more than 60% of the victims are pedestrians and other "vulnerable road users." By 2020, the World Health Organization predicts that traffic accidents will be the second leading cause of death and injury in developing countries.

In recent years, big box retailers have begun an international push. In 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 shopkeepers who serve walkable communities. This trend is spreading in other parts of the world as well. Argentina, Brazil, and China are among the countries to have seen more and more of their retail trade captured by these auto-oriented corporate giants.

Meanwhile, most of the world, and all of the world's poor, still rely on walking, bicycling, and other forms of non-motorized transport for nearly all of their basic travel needs. Unfortunately, their needs are generally ignored by governments and traffic planners. In Africa, 80% of trips are made by non-motorized means, but only 2% of development dollars go to improving safety conditions for pedestrians and cyclists. Getting access to credit to buy a bicycle can double a poor person's income, but bike businesses have a hard time in lower income areas and banks don't want to work at such a small scale. In many countries, bicycles and rickshaws are still using technologies that have not been modernized for half a century because private investment is more attracted to industries catering to wealthier people. ITDP has three basic programs to try to make the global transportation system more environmentally sustainable and equitable.

Our policy advocacy is focused on "**Improving transport and land use governance.**" This program works to a) build coalitions for downtown revitalization and against urban sprawl, b) facilitate the participation of NGOs in the decision-making process of international agencies, c) build regional sustainable transport advocacy coalitions, and d) provide technical assistance to important national level sustainable transport campaigns.

ITDP continues to support projects which are **"Strengthening the Human Powered Vehicle Industry."** These projects work with the human-powered vehicle industry to both a) modernize their products and b)strengthen their outreach to low income neighborhoods and poor countries with technical assistance and credit.

Finally, ITDP is increasingly working directly on **"Improving Non-Motorized Transport Planning and Safety."** ITDP holds workshops, provides direct technical assistance, identifies funding, and co-sponsors non-motorized transport infrastructure improvement projects.

In each of these efforts, ITDP has been forging increasingly close partnerships between NGOs and sympathetic businesses like the bicycle industry.

Bus Rapid Transit (or High Capacity Bus Systems)

With support from the W. Alton Jones Foundation, ITDP has raised awareness and given direct technical assistance to municipalities interested in solving their traffic problems through transit system prioritization measures. ITDP's program in transit system improvement first builds public awareness and political support for transit prioritization measures, then provides interested municipalities with direct technical assistance for implementation.



**Former Mayor Penalosa with the Mayor Sutianto,
Yogyakarta, November 2001**

ITDP co-sponsored and co-organized workshops and presentations on Bus Rapid Transit by Dr. Walter Hook, John Ernst, Lloyd Wright, Paul White, Oscar Edmundo Diaz (all staff) and Enrique Penalosa, the former mayor of Bogota, in the following cities: Jakarta, Yogyakarta, Surabaya, Delhi, Shanghai, Guangzhou, Hong Kong, Panama City, Cartagena, Lima,

Accra, Dakar, Cape Town, Nairobi, and Guatemala. Most of these events were sponsored in partnership with local organizations or governments, and were used as an opportunity to raise public debate about major infrastructure development projects. In Jakarta, ITDP worked with Pelangi and the Municipality of Jakarta, and won clearance for a BRT pilot project and the indefinite delay of a Japanese-backed MRT plan.

In Yogyakarta, we worked with Gadjah Mada University and the Municipality of Yogyakarta. In Surabaya, we worked with GTZ and the Municipality of Surabaya, and won the delay of a major private sector urban arterial. In Hong Kong we worked with Civic Exchange. In Panama City we worked with the Foundation for the Support of Civil Liberties, and diverted national government support from an infeasible French-backed light rail project.



Former Mayor Penalosa at the International Workshop on High Capacity Bus System. New Delhi, January 2002

In Guangzhou, Lima, Dakar, and Accra, we worked with the World Bank or World Bank project offices to ensure BRT projects were included in World Bank loans

Facilitating NGO Participation in Transport and Environmental Decision Making

ITDP has spent over a decade facilitating NGO input into the policy making and project development process of governments and international institutions like the World Bank, the ADB, the EBRD, the EIB, UNDP, and UNCHS. This work began in the late 1980s when these institutions were heavily focused on highway construction, and more sustainable options like bus rapid transit, non-motorized travel, and traffic demand management were ignored. For example, the World Bank's Urban Transport Strategy for China in 1987 never mentioned the word 'bicycle,' despite bicycles having a 70% mode share in many cities.

ITDP began by setting up a dialog between the World Bank and NGOs around the world with resulted in the groundbreaking new World Bank transportation policy, Sustainable Transport: Lessons for Policy Reform, published in 1996. The same process resulted in the new World Bank Urban Transport Strategy. ITDP was invited by the Helsinki Commission to review the lending activity of the European Investment Bank in the Baltic Sea region, which led to the development of the EIB reform program.

In 1996, ITDP also founded the UN NGO Sustainable Transport Caucus to coordinate NGO activity at Habitat II in Istanbul. Currently, ITDP serves as the Northern Co-Chair and Pelangi/Sustran as its Southern Co-Chair. The Caucus sponsored several events at CSD #9, and is currently coordinating transport-related NGO activities at the World Summit for Sustainable Development. In March of 2002, ITDP gave the background paper and keynote address at the Standing Technical Advisory Panel of the Global Environmental Facility meeting on Operational Program #11 in Nairobi



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

ITDP has also played a leading role in establishing, guiding, and sustaining several regional coalitions, which have coordinated PVO input into regional and international events and forums, and organized regionally-coordinated advocacy efforts.

The Sustainable Transport Action Network for Asia and the Pacific (SUSTRAN), currently based at Pelangi, Indonesia, was set up by ITDP and the UN Asia Pacific 2000 program in 1995. SUSTRAN has become the voice of sustainable transport PVOs at all major forums in the Asia region. In June of 1998, ITDP organized and funded its Second General Assembly with Green Forum in Manila, and in June 2000, ITDP and Pelangi organized and financed SUSTRAN's Third General Assembly in Jakarta.

At the Ninth Session of the Commission for Sustainable Development in New York in 2001, which focused on transport, ITDP launched regional

Sustainable Transport Coalitions for Africa and Latin America. These efforts will be housed at Living City in Santiago de Chile, and at ITDG in Nairobi, Kenya.

Since 1994, ITDP has provided technical support to 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, with support from the Rockefeller Brothers Fund. Most recently, ITDP's efforts in the region have focused on training municipalities to re-direct real estate investment away from ecologically sensitive areas towards old industrial land. ITDP has also given direct in-country technical support on transport, development, and environment issues to NGOs in Brazil, Bulgaria, Haiti, Honduras, India, Indonesia, Israel, Malaysia, Mozambique, Nicaragua, Panama, the Philippines, and South Africa.

Non-Motorized Transport

----- India

In 2000, ITDP's US AID-funded Indian Cycle Rickshaw Modernization Project successfully completed its mission. Today, over 8000 modern cycle rickshaws are operating in Delhi, Agra, Bharatpur, Brindavan, Mathura, and Chandigarh, with roughly 1000 modern vehicles sold a month. Today, over ten million Indians are aware that the cycle rickshaw is a viable and modernizing indigenous technology. The Chief Minister of Delhi, Sheila Dikshit, inaugurated the program. An independent evaluation indicated that the project brought down CO2 emissions at a fraction of the cost of other alternative vehicle projects, while increasing the incomes of the cycle rickshaw drivers by 20% to 50%. ITDP also gave extensive advice to the Office of the Prime Minister regarding proposed new regulations governing the operation of non-motorized vehicles on Indian roads.



----- Indonesia

ITDP began its work on non-motorized infrastructure design as a contractor to GTZ in Surabaya, Indonesia. The ITDP-LPIST-GTZ team did the planning and design of a pilot Non-motorized transport corridor that has

been approved for funding by Commission D of the City Council and the Chief Administrator and should be implemented this year. ITDP also encouraged the Municipality of Jakarta to develop a pilot bicycle network, which was presented at the International Conference on Transport and Clean Air in Jakarta in 2000.

Based on our successes in India, ITDP is also replicating the cycle rickshaw (becak) modernization project in Jogjakarta, Indonesia in partnership with the Centre for Tourism Research and Development, (PUSPAR) Gadjah Mada University, and LPIST. This project is being funded by GTZ (German Technical Assistance), the New Land Foundation, and the Changing Horizons Fund. As of today, six prototypes of modern becaks have been tested, and survey results from the operators and passengers have just been collected. The project is strongly supported by the Mayor, the head of the traffic department (DLLAJ), the tourism industry, the becak industry, the University, and the becak unions

-----China

In Guangzhou, ITDP sponsored a series of workshops on pedestrian planning and cooperated on pilot pedestrian facility design in cooperation with the Guangzhou Transportation Planning Research Institute. These measures helped to build capacity and political support for the permanent pedestrianization of Beijing Road.

-----South Africa

From 1995 until 2000, ITDP established, provided technical support, and funded Afribike, which became an independent South African organization. Afribike, while a project of ITDP, put more than 2000 students and thousands of others on bikes for the first time. We trained dozens of technical staff in bicycle repair and maintenance, and taught hundreds of South African women and NGO service providers how to ride, operate, and maintain a bicycle. Hundreds of bicycles were donated and sold to



NGOs involved in AIDS education and prevention, women's craft cooperatives, micro-enterprises, and acting as game wardens. Afribike now operates 15 franchises throughout the country in cooperation with the South African DOT. The South African Department of Transport (DOT), which discovered it was far cheaper to give these schoolchildren bikes than provide schoolbuses, has made bike promotion a nationwide program called Shova Kalula. In 2000, ITDP entered into a partnership with PEER Africa and B. Slotar & Sons, to import continuous shipments of new, specially-designed low cost bicycles and distribute them through PEER's Eco-Housing dealerships and local bicycle retailers. Large employers and public agencies are participating with payroll deduction financing.

-----Ghana and Senegal

ITDP's efforts in Ghana and Senegal began as subcontractors on World Bank rural mobility projects, inspired by the success of ITDP's Afribike program. ITDP held training courses for local NGOs and government officials on how to set up an Afribike program. In Senegal, ITDP is bringing in specially designed low cost new bicycles through ENDA-Syspro, the private sector development arm of Senegal's largest NGO, and working directly with the private sector bike retailers to promote a plan to improve conditions for cycling with the Municipality. ITDP has donated some of the bikes to NGOs involved in AIDS prevention programs and literacy programs, (Layif, Tour de Femmes, Green Senegal, ENDA-Graf) while creating a commercially viable supply channel for low income buyers. In Ghana, ITDP began working with Ghana's bicycle dealerships, and the Kopeyia Ghana School. We helped the Kopeyia Ghana School receive and refurbish 300 donated used bicycles sent from New York City, and gave training courses to high school graduates in bicycle mechanics and shop operation.



**ITDP Afribike Training Course in
Elmina, GHANA**