

# ITDP ANNUAL REPORT 2003



# THE INSTITUTE for TRANSPORTATION and DEVELOPMENT POLICY

## Mission

The Institute for Transportation and Development Policy (ITDP) is committed to promoting environmentally sustainable and equitable transportation in developing countries and economies in transition.

## ITDP's Approach

After a decade of successful policy reform efforts, ITDP is now focused primarily on helping municipalities and local NGOs implement successful demonstration projects. These projects simultaneously build local knowledge and skills while generating broad public support for sustainable transport measures.

Our programs include work on bus rapid transit, congestion pricing, downtown pedestrianization, bicycle and pedestrian master planning, brownfield revitalization, bicycle and cycle rickshaw modernization, the development of buyers cooperatives among independent bicycle dealers, and the use of bicycles for health service delivery.

All of our projects are used to leverage additional resources from international development institutions, inspire these institutions to change their own priorities, encourage private sector participation, and to encourage more participatory and transparent decision-making

ITDP prioritizes its involvement in projects based on the level of demonstrated local commitment to successful implementation, the availability of financial resources, and the potential benefits of the project, including the degree to which the project will demonstrate solutions to others. We are currently most active in Indonesia, India, South Africa, Senegal, Ghana, Brazil, Mexico, China, and Tanzania.



# Letter from the Executive Director, Walter Hook



In the last two years, there has been an unprecedented shift toward more sustainable transportation systems in developing countries. The trend began when Bogotá, Columbia built some of the best bicycle lanes, public transit and public space in the world. Bogotá's transformation has made it a whole lot easier to convince decision-makers that investing in people-centered, sustainable transport pays off.

In 2003, ITDP brought international decision-makers and experts to Bogotá from over 20 countries. Seeing is believing – inspired by Bogotá's success, decision-makers from over a dozen countries have initiated similar transformations in their own cities. ITDP is helping them adapt Bogotá's lessons.

Our biggest success was the opening of the TransJakarta bus rapid transit (BRT) system. After ITDP-sponsored visits by former Bogotá Mayor Peñalosa to Jakarta, and then visits by two large delegations from Jakarta to Bogotá, Governor Sutiyoso staked his political career on the TransJakarta busway, and it has paid off. TransJakarta is the first mass transit system of any kind to be built in Indonesia. It was done entirely by DKI Jakarta with technical support from ITDP. While far from perfect, its formal opening of the first 12.9 km lane in January 2004 was an historic achievement. The system is very popular despite its flaws, and line two is about to begin construction.

In Sao Paulo, we are working with the Municipality to test a pilot Traffic Demand Management project, exploring the possibility of replacing the current alternative license plate scheme with a London-style congestion charging system.

In Mexico City, ITDP is involved in its first effort to develop legal procedures that ensure that major transportation infrastructure projects do not drive cities into violation of their own ambient air quality standards.

Working in cooperation with the bicycle industry, ITDP is improving the image and quality of bicycles in African cities. Importation of 2000 better quality, lower cost "California Bikes" was possible by consolidating orders from small independent bicycle dealers and other sources to negotiate a lower price directly from one of the world's leading bike factories.

In Yogyakarta, Indonesia, we are facilitating the pedestrianization of Malioboro Avenue, the most important commercial and cultural street in the capital. It would be the first pedestrian zone in Indonesia.

We are also replicating the success of our Indian cycle rickshaw modernization project in Yogyakarta. In 2003 the designs for a better 'becak' were completed and a trial fleet of 20 vehicles is receiving rave reviews. Meanwhile, back in India, our modernized cycle rickshaw has taken off like wildfire.

While the struggle for the world's dwindling oil supplies grows uglier, we are fortunate to have formed a strong network of decision-makers, technical experts, private companies, community leaders and NGOs who are willing to work toward less auto- and oil-dependent cities. We hope that these partnerships, without which our successes could not have been possible, will continue long past the end of the oil era.

We would particularly like to thank the following partners: the US Agency for International Development, the Hewlett Foundation, the Rockefeller Brothers Fund, UNEP, UNDP, the Hunt Foundation, Alternative Gifts International, the International Foundation, the Tucker Foundation, Enrique Peñalosa and the Foundation for the Country We Want, the Energy Foundations Beijing Office, the Indian Institute for Technology-Delhi's Transportation Research and Injury Prevention Program; the University of Indonesia's Center for Transportation Studies; Pelangi, Indonesia; Intrans, Indonesia; the Bicycle Empowerment Network in South Africa, the Center for Sustainable Transport and CEMDA in Mexico City, and the Institute for Cycling Expertise, the Netherlands.

# BUS RAPID TRANSIT



In 2003, ITDP convinced political leaders across the world to invest in better public transit, and gave many cities the support needed to plan, build and operate a successful system. For most developing cities, costly metro or light rail projects are out of reach. Many cities are choosing to instead invest in Bus Rapid Transit – a system that runs much like a metro using buses in priority lanes.



## TransJakarta: A First for Asia

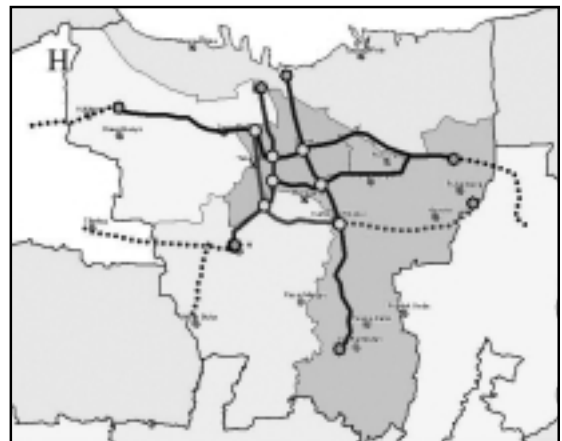
In January, 2004, Jakarta, Indonesia unveiled Asia's first closed, Bogotá-style Bus Rapid Transit system. Called TransJakarta, the system has new, enclosed stations, pre-paid ticketing, high levels of security, and comfortable, air-conditioned buses. The first 12.9 km corridor is part of a planned system of 15 corridors that will provide reliable public transit to hundreds of thousands of residents.

The project began in 2001 during an ITDP-sponsored visit to Jakarta by former Bogotá Mayor Enrique Peñalosa. After the city committed to building its system, ITDP provided the technical experts to help the city make the project a success.

ITDP also worked closely with Indonesian NGOs to advocate for an inclusive, transparent planning process. A large Indonesian delegation attended the International Seminar on Human Mobility in February, which helped influence decisions such as bus type, station design and management structure.

In December, ITDP released a detailed technical review of the system, which led to several improvements in the system's operation.

As Jakarta now plans the second line of its system, ITDP will continue to provide technical and management consultants. We are also supporting efforts within the Indonesia NGO community to include better pedestrian and bicycle access and improve station accessibility, as well as measuring the air quality impacts of the BRT system.



## Delhi and Hyderabad, India

Last year, Delhi moved ahead with a High Capacity Busway System, the local term for Bus Rapid Transit. The city is planning a seven-corridor network. The technical work is led by our partners IIT-TRIPP, and ITDP provided international consultants to make detailed recommendations on management, operations, and non-motorized access for the system.

We also laid the groundwork for pilot BRT projects in Hyderabad and Amedabad.

## African Systems

Last January's "Building a New City Tour" – which featured former Bogotá Mayor and ITDP Board Member Enrique Peñalosa – successfully generated political interest in BRT in Cape Town, South Africa; Dakar, Senegal; and Accra, Ghana. Representatives from each of these cities, plus Dar es Salaam, Tanzania, also saw the example of Bogotá's TransMilenio system during the International Seminar on Human Mobility held in February.

As a direct result of ITDP advocacy and technical assistance, the city of Cape Town – in an unprecedented partnership with the Province of the Western Cape – has embarked on a USD\$70 million Bus Rapid Transit (BRT), pedestrianization and cycleway project titled, "Klipfontein Corridor – Siyavaya" (Siyavaya loosely translates to "we go"). ITDP also played a key role in leveraging additional matching funds for the project from in-country sources such as the Development Bank of South Africa and the National Department of Transport.

Accra has established a BRT Technical Committee which began collecting and collating all existing information and studies related to public transport in Accra. ITDP will be involved in hosting a series of public forums and technical sessions on BRT to educate the public and discuss the project with key stakeholders.

In Dakar, the Director General of the public transit authority (CETUD) is cooperating with ITDP to prepare a BRT system plan. ITDP is also working closely with Dakar Dem Dikk, which controls the bus concession on most major arterials and fully supports BRT.

The Dar es Salaam City Council has demonstrated a very high level of political and budgetary commitment to developing a BRT system in Dar es Salaam, with detailed planning commencing in 2004 and construction planned for 2006. We sent key personnel to Bogotá, supplying expert consulting services, and by helping the city identify potential funding sources.





# NON-MOTORIZED TRANSPORT



## Modern Cycle Rickshaws

Though cycle rickshaws are facing regulatory restrictions and outright bans in other Indonesian cities, becak operators, owners and manufacturers face a secure investment climate in Yogyakarta, thanks in part to ITDP's influence. With support from ITDP and GTZ, Gadjah Mada University drafted new regulations to give becaks official status in the traffic system, which were then adopted by the Mayor.

Last year, ITDP manufactured 20 modernized becaks with two local becak manufacturers. We extensively surveyed the users of the first 20 becaks, and revised the design according to user comment. We then contracted one of the manufacturers to make some design modifications, and 15 of the new vehicles have sold directly to buyers.

We also established a viable credit system with a local bank for the sale of 40 existing vehicles. This program can easily be scaled to reach our target of producing and selling 500 modern vehicles by the end of the project.

This work is based on ITDP's successful rickshaw modernization project undertaken in India. Last year, the number of ITDP-designed modern rickshaws operating in India topped 35,000 – nearly doubling since 2002. The modern rickshaws cost the same as traditional vehicles, but are lighter, safer, more durable and more comfortable. Drivers using modern rickshaws have increased their incomes by 25% because of improved efficiency. To help more drivers access the modern vehicles, we established a microcredit program in Jaipur.

## Pedestrian Spaces

Using matching funds from US AID, we secured the political commitment from the Municipality of Yogyakarta to pedestrianize a trial strip of Malioboro Avenue that houses many shops and vendors. In addition to pedestrians, the area will be open to becaks.

We contracted Gadjah Mada University supported their efforts with technical experts for the designs and traffic mitigation plans. These were presented to the Governor and Mayor in December, and political commitment for the pilot closing is strong.

Pedestrianization plans for historical centers of Hyderabad, Ahmedabad and Jaipur also gained momentum thanks to ITDP advocacy efforts.





This bicycle is a gift..."  
– Wamhemina Fuwer,  
a hospice worker who  
has tripled the number  
of patients she reaches

## The California Bike

With partners in the US and international bicycle industry, ITDP is improving the quality of bicycles available in developing city markets. We linked small business owners together into a cooperative, allowing African bicycle dealers to pool their buying power and import better quality, less expensive bicycles.

In August, 2003, ITDP shipped 2,000 new, good quality "California Bikes" to Senegal, Ghana and South Africa. Early indications are that sales and NGO interest are sufficiently strong to sustain and expand the influx of this bicycle into project target areas well into the future.

With generous support from USAID, Alternative Gifts International and private donors, we were also able to donate bicycles to many HIV/AIDS outreach workers and nurses. We've found that NGO workers can double or triple the number of patients they reach when given access to a bicycle.

## Bicycle Promotion

Through eight promotional events, ITDP raised awareness for the possibilities of bicycle use for health care service delivery, air pollution reduction, and physical health. Thousands of people and scores of senior politicians, ministers, transportation planners and other leaders participated in these events.

Billed as "Bicycle Caravans," "Car Free Days," "Rides for Pride," or "Ceremonie des Distribution de Velos," these events garnered major media coverage, boosted public interest in bicycling, and galvanized decision-makers to adopt pro-bicycling policies.

These events were made possible via partnerships with local NGOs, companies, politicians, and government offices, including USAID, Promisador Ghana and Rodale.



# ADVOCACY EFFORTS



## Legislative Reform in Mexico



Mexico City proceeded with its plan to construct elevated highways throughout the city centers. In response, ITDP began a campaign focused on preventing similar projects from moving forward in the future. Working with Mexican legal experts, we are building support for legal reform to improve transportation planning and spending procedures to better represent the consensus of communities and reduce environmental impacts. Based on legislation from around the world, it could serve as a model for laws across Mexico.



## Smart Growth in Central and Eastern Europe

### Sprawl restraint and city center revitalization

ITDP has had an ongoing collaboration with the Czech Ministry of Regional Development, including hosting a workshop for senior Czech planners with the author of American Planning Associations (APA) "Growing Smart" handbook of next generation of planning and zoning tools. Sponsored by the Czech Planning Law Society, ITDP created a joint consultation forum with the Ministry and APA experts in smart growth planning to review the existing planning law and provide detailed suggestions.







### **Brownfield Redevelopment**

Due to ITDP's efforts, we have begun to see the redevelopment of specific brownfield sites in cities such as Plzen, Sternberk, Olomouc and Brno. ITDP played a catalytic role in identifying key site issues, removing barriers to site development, and auditing and prioritizing their brownfield holdings.

### **Retail regulation review**

In mid-2003 we began a series of interviews with experts in the Netherlands, Spain, Denmark, and the UK about the practice and evolution of retail regulation in CEE countries, as the basis for a comprehensive picture of the toolbox of measures available to regulators, their respective efficacy, the response of the retail community to these, the political context of regulatory evolution and success. This will be the basis of a report to be released this year, as a service to those interested in retail regulation in transitional economies and developing countries.



# COALITION BUILDING



**"With Bogotá and Curitiba as our guides, we are building transportation corridors that bring communities together through public transport that everyone will use, and through dignified spaces where everyone can mingle."  
– Danile Landingwe**

Last year, ITDP continued to bring together decision-makers, advocates and planners from around the world to promote the benefits of people-centered, equitable transportation policies. 2003 began with two events that inspired policy-makers and practitioners to pursue sustainable transport projects in their cities.

In January, ITDP teamed with several local partners – the Interface for Cycling Expertise, CETUD, the Bicycling Empowerment Network and Velo Mondial – to host the "Building a New City Tour." Enrique Peñalosa, the dynamic former Mayor of Bogotá, Colombia visited Ghana, Senegal and South Africa. There, Peñalosa shared Bogotá's successful programs to improve urban space, public transit, and bicycle and pedestrian facilities.

As a result of the Tour, Cape Town, South Africa embarked on a new five-year mobility plan to implement similar sustainable transportation projects. Political commitment for bicycle master plans and Bus Rapid Transit also increased in Accra and Dakar.

Then in February, ITDP and Fundación Ciudad Humana co-hosted the

International Seminar on Human Mobility in Bogotá, Colombia. The event brought over 400 elected officials, urban planners and members of the press from 30 countries to witness Bogotá's transport innovations. Visitors experienced first-hand Bogotá's world-class Bus Rapid Transit system, its 150-mile network of bicycle routes and took part in the city's fourth annual Car-Free Day. Technical workshops helped visitors gain the tools needed to plan and implement similar interventions, which are now underway in dozens of cities.

In September, we co-sponsored the Sustainable Action Network for Africa, with the United Nations Program for Human Settlements

and the Intermediate Technology Development Group (ITDG).

The workshop brought together representatives of municipalities, citizen groups, NGOs, researchers and policy-makers from Senegal, Kenya, South Africa and Tanzania, as well as representatives of specialized agencies such as GTZ, ITDG, UN Habitat and the Global Environmental Facility (GEF). SUS-TRAN-Africa is expected to build on a nascent sustainable transport projects being promoted in a number of African cities.



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IIT Delhi

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Jay Townley & Associates,  
LLC The Bike Shop List

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# FINANCIAL STATEMENT

This statement is an excerpt from the audited financial statements.  
For a complete presentation of the 2003 financial statements see [www.itdp.org](http://www.itdp.org).

## Statement of Activities December 31, 2003

	<u>2003</u>	<u>2002</u>
CHANGES IN UNRESTRICTED NET ASSETS		
REVENUE AND SUPPORT		
Contributions	\$ 45,507	\$ 53,182
Grants	1,336,585	349,221
Bike Sales	30,832	-
Contract revenue	40,946	19,147
In-kind contributions	48,122	-
Interest income	<u>423</u>	<u>2,505</u>
TOTAL UNRESTRICTED REVENUE AND SUPPORT	1,502,415	424,055
NET ASSETS RELEASED FROM RESTRICTIONS	<u>121,283</u>	<u>112,980</u>
TOTAL UNRESTRICTED REVENUE, SUPPORT, AND NET ASSETS RELEASED FROM RESTRICTIONS	1,623,698	537,035
EXPENSES		
Program services	1,492,709	515,350
Management	33,301	47,145
Fund-raising	<u>33,862</u>	<u>22,870</u>
TOTAL EXPENSES	<u>1,559,872</u>	<u>585,365</u>
INCREASE IN UNRESTRICTED NET ASSETS	63,826	(48,330)
CHANGES IN TEMPORARILY RESTRICTED NET ASSETS		
Grants	153,503	187,835
Net assets released from restrictions	<u>((121,283))</u>	<u>112,980</u>
INCREASE IN TEMPORARILY RESTRICTED NET ASSETS	<u>32,220</u>	<u>74,855</u>
INCREASE IN NET ASSETS	96,046	26,525
NET ASSETS AT BEGINNING OF YEAR	<u>184,054</u>	<u>157,529</u>
NET ASSETS AT END OF YEAR	<u>\$ 280,100</u>	<u>\$ 184,054</u>

This statement is an excerpt from the audited financial statements.  
 For a complete presentation of the 2003 financial statements see [www.itdp.org](http://www.itdp.org).

## Statement of Financial Position December 31, 2003

	2003	2002
<b>ASSETS</b>		
Cash and cash equivalents	\$ 121,120	\$ 155,951
Accounts receivable	22,222	-
Grant receivable	97,893	79,000
Inventory	118,371	-
Travel advance	-	458
Investments	532	532
Equipment (less depreciation of \$51,844 and \$6,265)	17,000	4,691
Deposits	2,667	2,562
TOTAL ASSETS	\$ 379,805	\$ 243,194
<b>LIABILITIES</b>		
Accounts payable	\$ 78,138	\$ 28,230
Accrued salaries	11,143	15,793
Payroll taxes payable	10,424	9,917
Note payable	-	5,200
TOTAL LIABILITIES	99,705	59,140
<b>NET ASSETS</b>		
Unrestricted net assets	32,645	(31,181)
Temporarily restricted net assets	247,455	215,235
TOTAL NET ASSETS	280,100	184,054
TOTAL LIABILITIES AND NET ASSETS	\$ 379,805	\$ 243,194



# SUPPORT

## **Funding Organizations:**

Alternative Gifts International

Cottonwood Foundation

Hewlett Foundation

Hunt Foundation

International Foundation

Marcia Brady Tucker Foundation

Rockefeller Brothers Fund

Tides Foundation

Toyota Foundation

United Nations  
Environment Programme

United States Agency for  
International Development

W. Alton Jones Foundation

## **Bike Industry Supporters:**

Trek Bicycle Corporation

Sram

Park Tool U.S.A.

Quality Bicycle Products

Jay Townley & Associates, LLC

# sustainabletransport

## Magazine

ITDP publishes Sustainable Transport magazine, an annual publication that examines worldwide transportation practices, showcases replicable alternatives, and highlights the efforts of sustainable transport advocates.

Sustainable Transport is distributed to ITDP donors, planners, government officials, and transportation and development professionals.

# sustainabletransport

## e-update

ITDP also distributes a free e-bulletin to thousands of recipients each month. The e-mail version of Sustainable Transport contains project updates, critiques of transport policy, the latest news from successful alternative transportation projects, and a calendar of upcoming events. Subscribe at [www.itdp.org](http://www.itdp.org) or by sending an e-mail to [mobility@itdp.org](mailto:mobility@itdp.org).



## [www.itdp.org](http://www.itdp.org)

ITDP's website contains details about our projects, technical resources on transit and non-motorized transport planning, and recent publications. Recent and back issues of the Sustainable Transport magazine and e-bulletin are also available on the website.



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