



**2002 Annual report
Draft**

The Institute for Transportation and Development Policy (ITDP) was founded back in 1985 to bring about a change in how the United States projected its influence in developing countries. Specifically, we were worried that the US was exporting the sort of mistakes we made here, sacrificing the livability of our cities to private motorists.

In our early years, the US-dominated World Bank was writing urban policies for China that never mentioned the word bicycle. It was recommending that cities like Budapest cut their rail and transit services. The Inter-American Development Bank was building highways through the center of Sao Paulo.

Cities that wanted to build bike lanes and busways instead of ring roads had no place to turn for financing and technical support. With the transition to democracy in Central Europe, national governments abandoned public transport, and cities like Warsaw, Budapest, and Prague, were planning to abandon their tram systems.

Into the mid-1990s, official policy at the World Bank and other development institutions did not even recognize the rapid growth of motor vehicle use and the snarled traffic and smog they cause as a problem. At a time when traffic in cities like Bangkok was gridlocked, and breathing the air for a day in Mexico City or Delhi was worse than smoking two packs of cigarettes, institutions like the World Bank were still saying that the main problem facing developing countries was state meddling in their public transit systems.

Curitiba's amazing busway system, Singapore's area licensing scheme, and Holland's amazing bicycle networks were each dismissed as aberrations, possible only because Singapore is authoritarian, Jaime Lerner is a genius, and the Dutch have an unusual cultural predilection for cycling.

The Global Environmental Facility, the international funding mechanism established to implement the Framework Convention on Climate Change, initially funded no transportation projects, and then only hydrogen fuel cell bus projects.

By 2002, things had changed dramatically. ITDP is proud to have played an important role in this transition. Today, the World Bank's Urban Transport Policy (and to a lesser extent their lending) gives priority to non-motorized transport and improving public transport. The Global Environmental Facility welcomes bicycle projects and public transit projects, and is supporting busways and bikeways in Lima, Santiago, Gdansk, Manila, and Mexico City, with more on the way. Central European cities are modernizing their tram and bus systems rather than taking them out. US AID, previously uninvolved in transport, began supporting a Livable Communities Initiative. The successful busways and bike facilities in Bogotá, Colombia and Quito, Ecuador,

Mission Statement

Promoting environmentally sustainable and equitable transportation worldwide.

and congestion pricing in London and Riga have shown that these solutions are the shape of things to come, not a strange aberration.

More and more cities are realizing that they cannot build their way out of their traffic problems, and are turning to ITDP for direct technical help.

With these changes, ITDP has found it less necessary to monitor and criticize the activities of other development institutions. Though we retain a watchful eye, today we focus the majority of our time on initiating and providing technical support to good projects. We helped initiate new busway and bikeway projects in Delhi, Jakarta, Dakar, Accra, and Cape Town, and a new cycle rickshaw modernization project in Yogyakarta. In Central Europe, we're helping ministries develop laws that contain sprawl. We're also helping cities develop abandoned industrial estates rather than pushing developers to green fields far from the city center. The active participation of the former Mayor of Bogotá, Enrique Penalosa, was critical to many of these achievements.

Despite these important victories, however, the statistics are still moving in the wrong direction. People around the world are consuming more and more oil, driving heavier vehicles and driving them more. The cities in most developing countries are increasingly congested, their air more polluted. More and more people, young and old, are killed in traffic accidents. But cities are figuring out how to solve these problems, bringing them under control, making their cities nice places to live again. For those cities seriously committed to doing something, ITDP is ready to help.

ITDP has also grown beyond its original US roots. We now have offices and affiliates in Cape Town, Delhi, Jakarta, Accra, Dakar, and Prague, and will soon have an office in Berlin. Our Board of Directors, while predominantly from the US, includes experts from Colombia, India, Switzerland, Germany, the Netherlands, and Canada.

Finally, I'd like to say thank you to all the people who have made these changes possible: our funders and supporters, our staff, our Board of Directors, and our many partners inside other organizations. At a time when the contest for the world's remaining energy supplies is becoming uglier, our efforts at peaceful international cooperation to reduce global oil and auto dependence are all the more important.

Walter Hook,
Executive Director

Empowering Cities to Improve Mobility



In 2002, ITDP dramatically expanded its work promoting Bus Rapid Transit (BRT), a public transit system that addresses a host of transportation problems facing developing cities. Before BRT was developed, many cities had no answer for increasing traffic congestion and the related air and noise pollution. With buses trapped in ever worsening traffic, large numbers of passengers switched to private cars and motorcycles, only adding to the congestion problem. As bus companies lost passengers, their profits went down, leaving them unable to afford modern, more comfortable, and cleaner buses. Metro systems are too expensive and their service too limited to ever stop this downward spiral. BRT is the only proven solution.

ITDP spread the BRT success stories of Bogotá, Colombia and Quito, Ecuador to other cities in developing countries. Relying on close partnerships in each country, including the World Bank and GTZ, we brought together key decision-makers, BRT experts, and the former Mayor of Bogotá, Colombia, Enrique Penalosa, in Jakarta, Yogyakarta, Surabaya, Delhi, Mumbai, Cape Town, Johannesburg, Dar es Salaam, Dakar, Accra, Nairobi, Guatemala City, Panama City, Mexico City, Lima, Santiago, Guangzhou, Hong Kong, Wuhan, Xiamen, Chengdu, Hangzhou, Beijing and Shanghai.

Now, many of these cities are building or planning to build Bus Rapid Transit systems, some with assistance provided by ITDP.

ITDP helped initiate BRT projects in several cities during 2002



ITDP is providing expert technical planners and management consultants to Cape Town, Jakarta, Delhi, Dar es Salaam, Dakar, and Accra, thanks to support from US AID, UNDP, UNEP, and the Global Environmental Facility.

For those municipalities we cannot directly assist, ITDP also developed planning guides in cooperation with GTZ (Gesellschaft für Technische Zusammenarbeit)

Sharing the Benefits of BRT



Bus Rapid Transit is a surface metro using bus technology and operating on normal city streets. It has proven to be the only financially viable solution to deteriorating public transit service and traffic congestion in the developing world's rapidly motorizing cities. These systems have won back public transit ridership from private motor vehicles, and offer low cost services to underserved populations, helping them access schools, jobs, markets and health care. They usually require no operating subsidies.



“Accra’s worsening traffic congestion is an issue of great concern to the Ghanaian government... We see BRT as a critical component of an overall sustainable transport strategy which would also include measures to restrain motor vehicle traffic and promote non-motorized transport.”

-- Solomon Darko,
Mayor of Accra, Ghana

“We believe that Guatemala City should be planned for people, not cars. These sustainable transport initiatives will make Guatemala City more attractive to private-sector investment and more attractive to the general public by providing rapid, safe and low-cost travel throughout the city.”

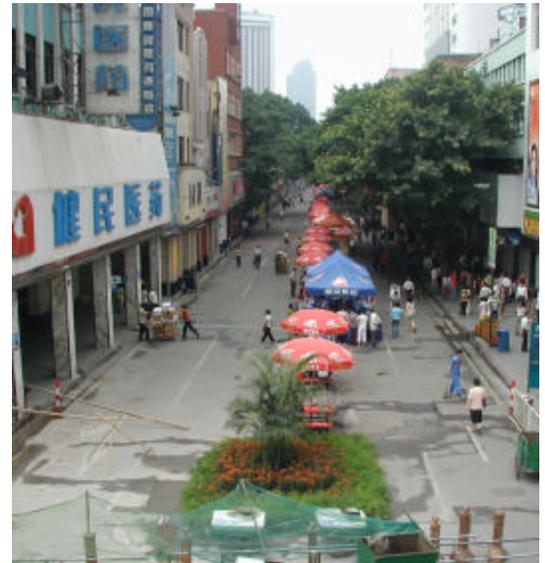
-- Enrique Godoy, Vice Mayor of Guatemala City

Improving Access for Pedestrians and Cyclists

Establishing Pedestrian Areas

Mayors from developing countries increasingly identify international retail chains and their US-style shopping malls as a threat to their indigenous small businesses. More and more are coming to see pedestrian zones as a way to compete.

In 2002, ITDP continued our cooperation with the Guangzhou Transportation Planning Research Institute (GTPRI) on pedestrian facilities planning and traffic impact analysis for Guangzhou's pedestrian zones. Thanks to the efforts of GTPRI and the Guangzhou Business Council, the Mayor of Guangzhou decided to make the Beijing Road Pedestrian Zone permanent. ITDP also began support to Yogyakarta's Malioboro pedestrian zone, and entered discussions with Jaipur and Hyderabad.



Providing Safe Routes to Transit and Schools



Many metro systems fail because safe and attractive routes are not provided to allow people to get to the station. Bus Rapid Transit projects are proving a great way to get cities to improve pedestrian and bicycle facilities.

All of ITDP's new BRT projects include support for improving pedestrian facilities in the corridor, and bicycle and cycle rickshaw facilities as well when supported by the municipality.

In Ghana, Senegal, South Africa, and Tanzania, ITDP worked in cooperation with the Netherlands-based Interface for Cycling Expertise to integrate bicycle and pedestrian facilities into planned Bus Rapid Transit systems. In Cape Town, South Africa and Accra, Ghana, these facilities are being introduced within the Safe Routes to Schools program, at primary and secondary schools proximate to the BRT corridors.





Modernizing Non-Motorized Vehicles

In the past year, the number of ITDP-designed modern cycle rickshaws sold in India has increased to over 20,000. The modern cycle rickshaw designs have spread from Agra to Delhi, Jaipur, Lucknow, Mathura and Vrindavan, where modern rickshaws have completely replaced the traditional vehicles. The modern rickshaw, developed two years ago by ITDP and local designers in India is 30 percent lighter, has better steering, and greater comfort for passengers. The modern vehicle costs about the same as a traditional rickshaw and lasts three times as long.

They are manufactured by over 20 small businesses, and the numbers are increasing by 1,000 vehicles per month. Increasingly, local rickshaw producers are making their own modernizations, continuing the process of indigenous innovation. Drivers are also now earning up to double their former incomes.

The project was expanded to Yogyakarta, Indonesia in 2001. In partnership with Gadjah Mada University and GTZ, the first fleet of 20 modernized Indonesian-style rickshaws (called *becaks*) was produced. With support from the Sultan (also the Governor of Yogyakarta), we also helped pass a law recognizing the rights of *becaks* to operate in Yogyakarta's streets. With support from the Toyota Foundation, ITDP hopes to refine the design and produce several hundred by the end of 2003. Final design modifications are now being made based on their feedback.

Strengthening Local Bicycle Industries

Partnering with US and international bicycle industry leaders, ITDP laid the groundwork for a long-term improvement in the quality of bicycles available in developing countries, while strengthening the buying power and transport-policy awareness of local independent bicycle dealers.

ITDP developed specifications for five bicycle designs that would serve niche markets in major African cities. Our new Global Bicycle Fund then provides credit and guarantees for small retailers willing to participate. Our low cost one-speed all terrain bike landed in Senegal late in 2002. Trek won the tender on our five-speed urban bike and refined the design and developed the "California Bike." The first shipment of the new urban bicycle arrives in 2003. Funding secured in 2002 will also allow ITDP to supply free bicycles to hundreds of health care workers, women and students who otherwise face mobility constraints.



"Trek is proud to be part of a project to develop affordable bikes built for everyday trips to the store, work and school. The Global Bicycle Fund and ITDP's efforts to promote bicycle use worldwide are of great benefit to the cycling industry."

-- John Burke, President,
Trek Bicycle Corporation

Western European hypermarkets are taking over the Central and Eastern European (CEE) retail sector. Because these malls often locate in auto-dependent locations on the urban periphery, or construct huge parking lots in downtowns, they generate a lot of car trips and pollution. ITDP is helping CEE cities develop and enforce Western-European style regulations on these chains. At the same time, investors interested in developing the many old industrial estates and decommissioned military bases in central urban locations face a host of legal, financial, and environmental problems. To slow the process of sprawl in CEE, ITDP has been working with investors, governments and community groups to overcome the obstacles to community-sensitive infill development.



Recycling Urban Brownfields

ITDP's numerous seminars and workshops on brownfield redevelopment in Central Europe has led to many community-sensitive municipal brownfield redevelopment projects and to important changes in key national government policies. In cooperation with the American Planning Association and Czech NGOs, ITDP provided technical support to help the Czech Ministry of Regional Development include smart growth provisions into their new Construction law.

Minimizing the Impacts of Big Box Chains

Several large Western European chains have used underhanded development practices in Central and Eastern Europe — undermining local planning codes and bribing officials. ITDP compiled dossiers on the worst offenders, which we have sent to institutional investors and the press. We developed guidelines for municipal governments to perform accurate traffic and air quality impacts of big box developments, and pressed for their adoption by governments and the European Bank for Reconstruction and Development. We also developed model legal guidelines for anti-sprawl measures and translated them into Polish, Hungarian, and Czech. These guidelines are helping local governments improve regulation of unchecked sprawl.

Reforming EBRD's Lending Portfolio

The European Bank for Reconstruction and Development (EBRD) is the largest international financial institution involved in the real estate sector in the region. Based on an evaluation done by ITDP, the EBRD broadened its lending criteria to give greater priority to brownfield redevelopment. The EBRD has yet to translate this into actual projects, however.





Influencing International Transport Policy

The Global Environmental Facility was set up to implement the Framework Convention on Climate Change. It has allocated \$4 billion in grants to more than 140 developing nations for environmental improvements. ITDP has played an ongoing role facilitating input into their priorities from transport experts and NGOs.

In March of 2002, ITDP played a key role helping the GEF organize the Standing Technical Advisory Panel meeting on transport in Nairobi.

Our background paper, based on new data from Bogotá, helped to establish new priorities for the GEF – focused on bus priority, traffic demand management, and non-motorized transport. ITDP is now working closely with the GEF and its many member governments to identify and develop quality projects.



For the World Summit for Sustainable Development we co-hosted with UN DESA a Latin American regional seminar on Car Free Days in Colombia, and launched an international UN World Car Free Day. ITDP also played a role in coordinating international NGO input into the World Bank Mumbai Urban Transport Project.

Prioritizing Mobility and Environmental Protection

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