

# sustainabletransport

Fall 2002 • Number 14

## Nowa Huta

Can the "Model City"  
be Rebuilt? p.16



**ITDP**

*Institute for Transportation  
& Development Policy*

Also inside: **African Transit Renaissance** p.8

**China Rocks Global Bicycle Industry** p.20



## Does It Make Sense for China to Motorize?



Over the last year, working with the Energy Foundation and the Rockefeller Brothers Fund, ITDP traveled to Shanghai, Guangzhou, Chengdu, Xian, Beijing, Xiamen and Wuhan. We gave presentations to government officials, the press, business people and ordinary citizens on the advantages of Non-Motorized Transport, Bus Rapid Transit and the dangers of becoming as auto-dependent as the U.S. We spoke to the China Bicycle Association, to the largest bicycle companies, to major bus manufacturers, to experts. We spoke plainly about our concerns that bicyclists are being pushed off the road or onto sidewalks, or banned all together; about the doubling of road accident fatalities in the past five years; about worsening traffic congestion and deteriorating quality of life in China's cities. The press covered our comments sympathetically. And people raised good questions.

First of all, it's a strange message to be sending, as Americans. The U.S., with 5% of the world's population, consumes 26% of global oil production, and has been consuming oil on a massive scale since the 1920s. Some 90% of our commuting trips are by private car. If the average person in China used as much oil as the average American, China would consume virtually all of current global oil production. Many Chinese officials assume we don't want them driving cars because if they do, it will drive up global energy prices. While intelligent people disagree as to whether the world's oil supplies will begin to run out in ten or in thirty years, one thing is clear: If China motorizes, it will be sooner rather than later. As for global warming, China agreed to sign the Kyoto Protocol, whereas the U.S.

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*Above: California dreaming in Guangzhou, China*

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walked out of the negotiations.

While U.S.-dominated institutions like the World Bank and the IMF preach laissez-faire economics, free trade and getting the state out of the economy, China has ignored much of this advice, and the result has been the most impressive rate of economic growth anywhere in the world: over 10% per year, sustained for more than two decades.

Back in 1994, China's government decided to make auto production one of its four pillar industries, believing it was critical to economic growth. Today, China is producing about 800,000 cars a year; auto manufacturing is a nearly \$8 billion industry, and it accounts for some 20% of the gross regional product in Shanghai and other cities with motor-vehicle manufacturing. Alone among the Asian tigers, China barely felt the Asian economic meltdown of 1997.

There is no question that if China succeeds in developing a powerful automobile export industry, the economic dividends will be large. When China joined the WTO, it was clearly eyeing the motor-vehicle export market. As part of the agreement, China agreed to reduce its tariff protection for automobiles (currently as high as 80% on some vehicles) by at least 10% per year until 2006, when all tariffs must be reduced to 25%. Do you think the smart money believes China will be flooded with U.S. cars in five years when these tariffs come down, or will the U.S. be flooded with Chinese cars?

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*continued on p. 19*

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# contents

Fall 2002

Number 14

## Articles

8

Africa's Public Transit Renaissance

14

Greenwash and Waxing

*A report on the Earth Summit and the resulting "Plan of Action"*

16

Nowa Huta

*What's in store for the world's largest brownfield?*

20

The Sound of China's Bicycle Industry?

One Hand Clapping

23

The Islands That Refused to Motorize

24

Green Fund Switches to Sustainable Transport

26

People Power

*The citizens behind Bogotá's urban revolution*

## Features

2

Letter From the Executive Director

*Does it make sense  
for China to motorize ?*

4

News Briefs

30

New Titles

31

Bulletin Board



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All views expressed in the articles in this publication are the views of the authors and not necessarily the views of ITDP. Sustainable Transport welcomes submissions of articles about non-motorized transportation and information about sustainable transportation activities worldwide.

ITDP is a non-profit advocacy, research and project-implementing agency which seeks to promote the use of non-motorized vehicles (NMTs) and the broader implementation of sustainable transportation policies worldwide. ITDP is registered in the United States as a charitable agency eligible for tax-deductible contributions under the Internal Revenue Service code. Members include bicycle activists, transportation planners, economic development specialists, small businesspeople, environmentalists and other professionals, primarily but not exclusively U.S. citizens.



# NEWS BRIEFS

## Cairo to Cape Town for a Cause

On January 18th, 2003, the first ever "Tour d'Afrique" – a 10,500 km, 11-country bicycle expedition from Cairo to Cape Town – gets underway. The ride is a race, an expedition and an event to raise awareness and funds to promote sustainable transportation throughout Africa. Specifically, some of the proceeds will go toward supporting the bicycle advocacy work of organizations based in countries along the route.

For tour organizer Henry Gold, a development professional who has studied the bicycle market in East Africa, the tour is also about changing negative perceptions. "Most people have no idea what Africa is about," he says. "Africa is always so negatively portrayed in the media; there is never anything



fun. We said, 'Wouldn't it be great to have this as a big event that would showcase Africa's, beauty, exoticism, challenges, anthropology ...' "

Seventy-five people have already signed up for the tour, which costs \$7,000. Participants can enter either as racing or as leisure riders, and may organize into relay or club teams.

[www.tourdafrique.com](http://www.tourdafrique.com)

## Guatemala City Surface Metro Takes Shape

Guatemala City expects to break ground on the construction of its new Bus Rapid Transit (BRT) system this December. The surface metro system will include one initial line of 10 km that will test the BRT concept in this city of 2.4 million inhabitants. The initial line is only the first part of a long-term vision that will connect the entire city with the Trans Metro BRT system. The expected cost of the system is expected to be a rather economical \$600,000 per km constructed.

Ominously, car ownership has grown at a startling pace of 10% each year in Guatemala City, with most of the growth in auto use coming at the expense of collective transport. Private vehicles are now making more than 23% of all trips in the city. To combat the associated congestion and contamination from increased auto use, the city has embarked upon initiatives to improve and secure public space. The historical center of the city is undergoing a regeneration initiative, and permanent pedestrian zones are being developed. A recently constructed pedestrian zone called 4 grados norte (4 degrees north) has already attracted a range of shops and restaurants, thus proving the links between economic development and quality urban space.

The city has also made a modest start to formalizing car-free days. In July, a day free of car travel to work was mandatory for municipal employees. In November, a second car-free day will be held, and municipal workers will be joined by participating national agencies and private-sector firms.

To make the Bus Rapid Transit

corridors viable, the municipality has made difficult decisions on reducing on-street parking. Fortunately, sufficient political will exists to make Guatemala City one of the first sus-



*Waiting for the next car-free day  
in Guatemala City*

tainable transport showcases in Latin America. Vice Mayor Enrique Godoy sums up this high-level of commitment: "We believe that Guatemala City should be planned and built around people, not cars. We envision a transport system that brings together all segments of society in an efficient and pleasant way. We believe that 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."

## Seine and the Art of Sustainable Transportation Delanoë Brings Paris "Back Into Balance"

In Paris and its suburbs, the combination of a 5-year Urban Mobility

Plan and a bicycle-sympathetic mayor is moving residents away from private cars by improving alternatives where they are needed most.

It is still relatively easy to get around by car in Paris's suburbs. However, 70% of short car trips in the Paris area are taken between suburbs, and if trends are not reversed, traffic will only increase. Therefore a Bus Rapid Transit system is being put in place to "structure the suburbs" around hubs where intermodal changes can be made. These hubs will connect subways, trams, buses and cycle lanes, and will contain bike parking areas. They will also feature a "bouquet" of stores and services to make them more attractive to commuters.

These hubs, combined with other BRT features – such as dedicated bus lanes, real-time schedule displays on buses and at stops, pre-pay fare systems and hours of service, and better communication and tracking systems – should make suburb-to-



*Paris-Plage: Highway to greenway*

suburb bus trips as easy as the city-center Metro.

Within Paris's city center, underground transport is relatively easy, yet streets are still jam-packed with cars, and conditions for cycling and aboveground public transit conditions are less than ideal. As a result, more extreme steps are being taken. Because there is no additional space for buses and cycles, Mayor Bertrand Delanoë, a strong

## Gutsy Mayors to Liberate London and Paris from Autocracy



*Bertrand Delanoë (left) and Ken Livingstone*

Bertrand Delanoë, the mayor of Paris, and Ken Livingstone, the mayor of London, are both taking bold steps (and big risks) to decrease automobile use in their cities. Mayor Delanoë was publicly derided for his sustainable transport bent until his Paris-Plage – a pedestrian area on the Seine river reclaimed from the Georges-Pompidou Expressway – proved a resounding success. He is still taking a lot of heat, however, for widespread traffic delays caused by extensive busway and cycleway construction. Meanwhile, across the Channel, Mayor Livingstone is planning to charge motorists £5 (approximately \$7.80) for entering downtown London, inciting similar outcry. Here's how these hackle-raising mayors stack up:

### In Their Own Words:

**Delanoë:** "[I will] fight, with all the means at my disposal, against the harmful, ever-increasing and unacceptable hegemony of the automobile."

**Livingstone:** "Improving transport and reducing congestion will have a significant impact on pollution."

### Also Known As:

**Delanoë:** The first openly gay man to hold a high-profile office in French government

**Livingstone:** The first openly socialist man to hold a high-profile office in English government

### Outspoken Critics:

**The Anti-Delanoë:** Jean-Pierre Jerabek, of the Ile-de-France Automobile Club, who said, "It's absurd. ... Mr. Delanoë must rid himself of this idea that motorists will just abandon their cars."

**The Anti-Livingstone:** Kevin Delaney, traffic and road safety manager of the Royal Automobile Club Foundation, who said, "I was surprised – well, staggered would be a better word."

*continued on p. 6*

*continued from p. 5*

bicycle advocate, is taking space away from cars.

Making good on his campaign promise to "fight, with all the means at my disposal, against the harmful, ever-increasing and unacceptable hegemony of the automobile," Delanoë has widened previously existing bus and bike lanes to 4.5 m and built concrete dividers completely blocking private cars from the lanes. It's predicted that this will increase bus-route efficiency within the city by 10% to 20%. Delanoë has also experimented with a car-free zone along the right bank of the

seine, tually discourage unnecessary car trips to the city center.

How did all this happen? In 1996, a law was passed requiring all French municipalities of more than 100,000 inhabitants to develop plans to improve air quality. In Paris this resulted in the creation, in 1998 and 1999, of an Urban Mobility Master Plan (Plan des Déplacements Urbains de l'Ile-de-France, or PDUIF), intended to reduce car traffic, emissions and energy use. The plan's 5-year implementation phase, called the Mobilien Project, began in 2001 and will cost a total of \$300 million.

The purpose of Mobilien, which was designed with input from repre-

sents Web site, "Paris, such a beautiful city, has, for years, been dying under a traffic jam. Something had to be done. Hopefully this is it."

The first step, undertaken in the summer of 2001, was to improve the 17 urban and 49 suburban bus lines in and around Paris. In the next 6 years, 22 km of exclusive bus lanes will be built, along with 77 km of tram lines and 10 km of subway extensions, all planned with cooperation from the communities and operators, to cover the suburb-to-suburb routes.

Over the course of its implementation, Mobilien hopes to reduce car traffic by 3% and double the number of journeys by bicycle.

"I'm not obsessed by cars," said Delanoë. "I'm obsessed with the health of Parisians. Is it my fault that the automobile is the city's major source of pollution and that it takes up two-thirds of the road surface?"

"Things have to be brought back into balance – that's what our policy is all about."

For more information on these developments, visit:

The PDUIF Web site, at: [pduif.org](http://pduif.org)

A review of the planned system by the USFTA, at: [calstart.org/brt/paris\\_BRT\\_trip.htm](http://calstart.org/brt/paris_BRT_trip.htm) and [calstart.org/brt/Paris\\_BRT\\_Trip\\_Report\\_Jan\\_02.pdf](http://calstart.org/brt/Paris_BRT_Trip_Report_Jan_02.pdf)

A story on Mayor Delanoë's pro-NMT efforts in the *Guardian*, at: [guardian.co.uk/elsewhere/journalist/story/0,7792,541488,00.html](http://guardian.co.uk/elsewhere/journalist/story/0,7792,541488,00.html)

An insider's look at Paris public transit, at: [bus38.online.fr](http://bus38.online.fr)

**Simonovsky Signals U-turn on Sketchy Highway**  
*A Watershed for Specious Public Motorway Projects*

According to the new Czech Minister of Transport and Communications, Milan Simonovsky, there will be an investigation of the pro-



*Right bank, right stuff: Rush hour on the Paris-Plage*

Seine, the Paris-Plage, which attracted 3 million visitors in its first week. Though this is only a temporary measure, Delanoë plans to "reconquer the riverside for pedestrians all year round." His efforts have been met by joyful reactions from cyclists, pedestrians and the public transport community, but have angered drivers, who now have an even harder time getting around. Delanoë's hope is that this will even-

tually discourage unnecessary car trips to the city center. How did all this happen? In 1996, a law was passed requiring all French municipalities of more than 100,000 inhabitants to develop plans to improve air quality. In Paris this resulted in the creation, in 1998 and 1999, of an Urban Mobility Master Plan (Plan des Déplacements Urbains de l'Ile-de-France, or PDUIF), intended to reduce car traffic, emissions and energy use. The plan's 5-year implementation phase, called the Mobilien Project, began in 2001 and will cost a total of \$300 million. The purpose of Mobilien, which was designed with input from repre-

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posed – and very controversial – D47 motorway, the first ever public-private infrastructure partnership in the Czech Republic.

Simonovsky said that the government might choose to take advantage of an escape clause to get out

Brno-based construction company SDS Exmost, which specializes in bridge construction, filed a complaint with the country's highest court, claiming that the cost quoted by H&C is too high for construction of this stretch of motorway. The company has, apparently, no financial interest in the project but has raised the issue in the public interest. SDS Exmost's Pavel Janek said he knew of other firms that would welcome the chance to make lower bids to build the road.

#### Wrong Turn

Many consider the D47 a test case for the future of this type of financing for Czech motorway projects. Ramiro Cibrian, head of the EU delegation in Prague, warned in a March 2002 speech that the success of the D47, the first endeavor of its kind, was

fundamental. "The success or otherwise of this project will, I believe, play a crucial role in the Czech public's perception of the usefulness of this method of financing public works," he said.

The final price tag for the road is still unclear. H&C says Kc 125 billion is the maximum cost. However, according to information made available to *Prague Business Journal*, the contract is so full of conditions and sub-clauses regarding the final price – covering, for example, risks involved in the buy-out of property and receipt of land-use permits – that the final price could spiral upward.

Although its work for the government ended in April 2002, Mott MacDonald Praha has continued to criticize the project and, especially, omissions in the final contract. The company said it would refuse to supervise its implementation if asked. "We haven't changed our

mind at all about it," said Jiri Petrak, managing director of Mott MacDonald Praha. "We still think that the deal is very unfavorable for the state, and it shouldn't have been signed ... the risks for the state are still too high."

Construction cannot start before 2005 in some places, Petrak added, because only the most rudimentary plans exist. He confirmed that the Supreme Audit Office, the state's spending watchdog, is looking into its cooperation with the ministry, but said he was not worried about that: "It was the ministry who prepared our contract, so it is in accordance with its norms."

– PRAGUE BUSINESS JOURNAL

– by Zuzana Smivoda

#### United States Finds Alternative to Middle Eastern Oil

*"It is very, very difficult to imagine a Saddam Hussein in Africa."* – U.S. Congressman Edward Royce (R-CA), chairman of the House of Representatives' Africa subcommittee, speaking about the relative security of West African oil.

In the May/June 2002 Sustainable Transport e-Update, ITDP reported that U.S. congressional representatives – particularly those who receive campaign dollars from Big Oil and the automobile and highway lobbies – voted against raising vehicle fuel efficiency standards. The standards would have helped wean the U.S. off its increasingly expensive oil habit. Now that the Middle East is more flammable than ever, where is Uncle Sam going to get his fix?

Today the U.S. gets 15% of its oil from Africa. If current Bush administration oil hawks have their way, this figure will increase to 25% by 2015 – as much as the U.S. currently gets from the Middle East. But that's not all. The U.S. is also planning to establish a naval base in the Gulf of

*continued on p. 13*



*To win highway contracts, it's important to dress for success.*

of the contract altogether if significant problems are uncovered. The minister's statements were the first major sign of a shift in official attitude toward the project. Before the June 2002 elections, there was strong political pressure to quickly sign the contract for construction of the 80 km stretch of motorway between Lipnik and Ostrava. When the Israeli company Housing & Construction (H&C) landed the contract without a public tender, there was outspoken criticism from the project's government-employed advisers, consulting engineers Mott MacDonald Praha. The deal has H&C building the motorway for Kc 125 billion (about \$4 billion) and operating it for 30 years, with the government paying an annual toll based on the number of vehicles using it and eventually taking over all operations.

The announcement from Simonovsky came just days after the

# Africa's Public Transit Renaissance



*by Paul Steely White  
and Walter Hook*

President Kufuor of Ghana and President Wade of Senegal – two of Africa's most respected and recently elected statesmen – placed public transit at the top of their inaugural agendas. Accordingly, Accra, Ghana, and Dakar, Senegal, have both undertaken transit modernization programs. Most recently, these capital cities have appealed to the Global Environmental Facility (GEF) and ITDP for help in realizing modern BRT corridors and cycleways analogous to Curitiba, Brazil, and Bogotá, Colombia, the first such systems in Africa.

For both projects, the United States Agency for International Development (USAID), working through ITDP, is providing technical support. The U.S. Federal Transit Administration (USFTA) is also providing some transit planning support in Accra, and the World Bank's urban mobility project is focused on transit vehicle modernization in Dakar. All of Africa will be watching, because cities from Cairo to Cape Town are in the grips of an increasingly intractable transportation crisis. Congestion from the escalating number of private vehicles now forces residents of Accra, for example, to wake up at 4 a.m. to reach their offices by 8 a.m.



## What Ails Urban Transport?

In most African cities, normal bus services have all but disappeared, replaced with minibus paratransit vehicles that go by such colorful names as *Danfos* (Nigeria), *Matatus*, (Kenya), *Tro-tros* (Ghana), *Dala-Dalas*, (Tanzania), *Combis* (South Africa) or *Car Rapides* (Senegal). The vehicles are so dangerous and uncomfortable they are derisively termed “flying coffins,” “moving morgues” and the like. Last year, a Tro-tro carrying two ITDP staff members blew a tire just outside Kumasi, Ghana, sending them careening – on two wheels – into the oncoming lane and nearly flipping the vehicle. Informal, loosely regulated routes engender fierce competition and reckless driving that kills thousands of waiting passengers, pedestrians, and cyclists every year. In South Africa, competition often erupts in violence, sometimes killing innocent passengers. Anyone who has spent any time traveling in African cities knows the danger, frustration, discomfort and delay associated with the paratransits.

## The Demise of Public Transport and the Rise of Paratransit

In the 1970s, during times of relative economic prosperity, many national governments tried to set up transit authorities like those in the U.S. and Western Europe. These public companies often took monopoly control over the most lucrative corridors and downtown routes, pushing the informal operators to less profitable areas. In major cities throughout francophone West Africa – Dakar (Senegal), Abidjan (Cote d’Ivoire), Douala and Yaounde (Cameroon) – the public transit agencies were jointly owned by the national government and Renault Vehicle Industries, which held a monopoly over vehicle procurement. French expatriates held key management positions. In many Anglophone countries, government-sponsored companies competed with private buses and paratransit services. Throughout Africa, these companies relied on government funds for purchasing the buses, and in many major cities such as Dakar, Lagos and Abidjan, they also relied on millions of dollars in annual operating subsidies.

These public companies had a lot of problems; capital scarcity was compounded at times by mismanagement and corruption. By the mid-1980s, most of these public transit fleets were so dilapidated and so short of spare parts that more than 50% of the vehicles were inoperable. As more and more of West Africa faced a deepening fiscal crisis (and often World Bank and IMF-imposed austerity measures as well), more and more of these systems collapsed or shrank dramatically. This left the majority of public transit systems in the hands of paratransits eager to fill the void.

## Paratransits Explained

Paratransits exist somewhere between the gray and black market. The structure of the industry differs between Ghana and Senegal. In Ghana, almost all of the Tro-tros are modern imported minibuses from Japan or elsewhere. Almost all are small owner-operated vehicles, and the real power rests with the unions. Ghana’s GPRTU, (Ghana Private Road Transport Union), with 17,000 members is by far the largest, controlling 80% to 90% of the market. It regulates services, sets fares and controls most of the stations. Though the government is responsible for maintaining the bus stations, it is unable – due to the powerful unions – to collect any revenues from the bus companies to pay for their upkeep.

In Senegal, there are tighter controls on the types of vehicles imported. The Car Rapides are all old Renault trucks that were carved into buses and imported prior to 1986. Some 650 of them were imported in 1976 as part of a government modernization program. These same vehicles are kept running by importing Japanese engines via South Africa distributors and spare parts from Poland. Rumors hold that the parts come mainly

from stolen cars. The *Ndiaga Ndiayes*, slightly larger and newer vehicles, are almost all Mercedes truck-bodies.

The ownership of the vehicles is much more concentrated than in Ghana, and the owners have a lot more power. There are four major owners or groups of owners that control the majority of the Car Rapides fleet, though there are also many small owner-operators. One man, Mr. Ndiaga Ndia Ye, owns 400 of the Ndiaga Ndiayes – hence their nickname. There are no unions to speak of, but in order to operate a paratransit vehicle in Senegal you virtually have to be a member of the Mourid Islamic Brotherhood, or one of the other powerful “spiritual”



*Laptop diplomacy: President Abdoulaye Wade of Senegal considers transit advice from ITDP board member Enrique Peñalosa.*

economic groups. These groups are the means by which the industry asserts its political power. In Senegal the bus stations are either in chaos or are operated by one of the large owners. One station is operated under the control of a union of “Coxeurs,” men who shepherd people onto the Car Rapides in exchange for a “voluntary” payment from the drivers.

*continued on p. 10*

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On the upside, paratransit services have provided basic mobility to urban Africans for decades, operating largely without subsidies, generating millions of jobs and virtually defining a new urban class of indigenous entrepreneurs. They continued operating even at times when national governments



*ITDP's Nathaniel Heller, Walter Hook and Oumou Diallo (standing) with CETUD executive director Ousman Thiam in Dakar, Senegal*

faced deep financial problems.

However versatile and omnipresent, informal paratransit systems have serious problems. First, the vehicles are often very polluting and unsafe. Because profits are so low, operators run tires until they blow. Second, while they are nimble and effective for low-volume feeder trips, paratransits are not as efficient in main corridors, where they now tend to amass, wreaking congestion and conflict with other road users. Third, they follow no predictable schedule, stopping randomly and without notice. Finally, the paratransits obstinately stand in the way of reform and modernization. Solving Africa's urban mobility crisis will not be easy.

### **Can the System Be Fixed?**

Most experts agree that the secret to improving transit is for public authorities to grant licenses for the right to operate more lucrative routes based on competitive private bidding. Private operators are

given monopoly control over a lucrative route, and in exchange have to meet higher standards of road-worthiness, safety, comfort, higher tailpipe emission standards and of course offer reasonable fares. The power to revoke the route license gives the government the power to ensure that companies comply. In theory this is the way to fix the system.

Unfortunately, in many developing countries, the allocation of routes is either completely unregulated or is informally regulated for the personal enrichment of certain individuals or groups. In Senegal there is no formal system of assigning routes to specific paratransit operators; technically, a license to operate a Car Rapide is valid anywhere.

Compounding these problems is the rapid growth of private motor vehicle use by higher income groups, and growing congestion. For West Africa to solve its urban mobility crisis, it will have to improve transit services in this complex socio-political context without reverting to mismanaged state operation. How this will be done remains to be seen.

### **Banking on Bus Rapid Transit**

Bus Rapid Transit, by definition, requires the regulation of routes; exclusive busways are just that—no other vehicles are allowed. Furthermore, routes and vehicles must be designed in tandem; buses and stations must be compatible in order for rapid boarding and pre-board fare collection to work. Revenues are higher, due to greater efficiencies, enabling the purchase of higher quality, lower emission (Euro II compliant) buses. Thus vehicle modernization, route regulation and lower emission vehicles are all inseparable parts of the BRT whole.

In 2002, a confluence of events has placed BRT high on the agenda in both Dakar and Accra. In the spring, ITDP visited both cities and presented senior government officials information on growing international experience with Bus Rapid Transit. BRT combines prepaid boarding stations, priority for public transit vehicles at intersections and exclusive lanes in areas of congestion, giving passengers most of the benefits of a metro system at a fraction of the cost. With the recent success of new BRT

systems from Bogotá, Colombia, to Quito, Ecuador, to Kunming, China, many African experts already recognized that BRT is the only affordable way for African cities to avoid hopeless traffic gridlock.

Accra's Mayor Darko and Ghana's Ministry of Transport have launched a campaign to make Accra the home of Africa's first Bus Rapid Transit system, which they hope will be "a beacon to other African cities." In July, at the U.S. Federal Transit Administration (USFTA) workshop in Accra, Dr. Ludwig Hesse of the Ghana Department of Urban Roads presented an initial concept for a pilot BRT system in Accra which generated considerable enthusiasm among the conference participants. Dakar's new Mayor Pape Diop also sees the relevance of a Transmilenio-like BRT system along major urban corridors, for which plans are being developed.

In every city where a BRT system has ever been implemented, there was resistance from the private bus companies who control the routes identified for conversion to a BRT. This problem was overcome in Bogotá because the existing private operators were allowed to bid for the operating contract, and for the winner the contract proved to be very profitable. Operators resisting the scheme politically were obviously less likely to win the operating contract. In this way, a major conflict with private operators was avoided. In Quito and Curitiba, private operators violently opposed the plans, blocking traffic and causing traffic chaos for days. In these cities, this resistance was ultimately broken by a combination of police power and a huge popular backlash against the recalcitrant companies.

### **First Steps in Dakar, Senegal: World Bank Program Grapples With Vehicle Modernization**

In Senegal, with the new national government commitment, there are several parallel initiatives underway to modernize transit. Some eight years ago, the old, debt-laden public transit agency SOTRAC went bankrupt. It continued to operate in some capacity, but by 2000 its share of commuting trips had fallen to only 5%. With the new effort to revital-

*continued on p. 12*

In Ghana, Senegal, South Africa and Tanzania, ITDP and its local partners are advancing the planning and construction of BRT systems and cycleway networks, bringing modern and affordable new bicycles to a wider market and staging transit workshops and bicycle events.

## Ghana

Accra Mayor Solomon Darko and other local leaders want to make Accra the first city in Africa with a BRT system. The Ghana Road Transport Coordinating Council (BRTCC) has also stated its support for the system, which would be integrated with Accra's emerging cycleway network. Through ITDP's **Global Bicycle Fund**, local bicycle dealers are receiving loan guarantees and technical assistance, helping them grow their businesses by enabling the direct importation of new tools and bicycles. In early 2003, hundreds of students, teachers, and HIV/AIDS outreach workers will receive free and/or subsidized skills training and new bicycles.

## Senegal

On September 17, ITDP met with Senegal President **Abdoulaye Wade** to discuss a pending BRT and cycleway network project for Dakar.

The nascent project has the support of Dakar mayor **Pape Diop**, and several other local decision-makers, a few of whom are headed to Bogotá in February 2003 to see alternatives to automobile oriented planning first-hand. In November 2002, ITDP and ENDA, Senegal's leading NGO, will disseminate a container of new bicycles to low-income beneficiaries, including girls who will ride in the second annual **Tour des Femmes**.



## South Africa

The Johannesburg-based **Afribike**, independent of ITDP since 2000, continues to mobilize thousands throughout the Southern Africa region with low-cost bicycles and training. ITDP has now broken new ground with BikeWell, a new bicycle, training and wellness course that is being administered throughout South Africa, in concert with community-based projects administered by **PEER Africa**, South Africa's leading provider of energy efficient housing. At the



Far left: Oumou Diallo, ITDP Senegal Team Leader.

Above: In Benoni, South Africa, from left: a student; Dr. Lilia Abron, president, PEER Consultants; Jurgen Tritten, German Minister of the Environment; Winfried Hermann, member of German Bundestag and Deputy Chairman of the Environment Committee; Anna-Margareta Peters, German Ambassador to South Africa.

August 2002 Earth Summit, the 65-member German Delegation was treated to a community bike ride with some BikeWell beneficiaries (see photo).

**Bicycling Empowerment Network (BEN)** is a new Cape Town-based group that is implementing a host of bicycle oriented projects in low-income areas, including the founding of several local workshops stocked with increasing numbers of used bikes coming in from Holland. ITDP and BEN are affiliating to increase the scope of these projects, and to co-host training and promotional events.

## Tanzania

The campaign to eliminate the taxes and tariffs on bicycles and related products scored a big victory in July when the government announced that it was lowering the import tariff on bicycle tires. Last year, the local **Association for the Advancement of Low-Cost Mobility (AALOCOM)** founded the campaign with ITDP support. AALOCOM is also working on Africa's first **Safe Routes to School** program, and an initiative to improve popular access to bicycles. AALOCOM and ITDP recently hosted a seminar on Bus Rapid Transit and Cycleways. ♦

*continued from p. 10*

ize public transit, SOTRAC was restructured and turned into a partially privatized transit corporation called DEMDIK, and the government assumed SOTRAC's old debts. While there are plans to place the majority of DEMDIK's shares in the hands of private investors, currently the state retains more than 80% of the ownership.

With fresh capital from the government and the private investors, DEMDIK purchased some new French, Swiss, Italian and Algerian full-size

government agency with representatives from private bus companies and technical experts also involved.

The basic idea is for CETUD to receive money from the World Bank and then re-loan it to eligible owners of Car Rapides to get rid of their old vehicles and buy more modern buses. In order to be eligible, the Car Rapide owners are required to form themselves into cooperatives, or "economic groups." This has been done, and today the more than 1,400 separate owners have formed themselves into 13 collectives with roughly 100 vehicles in each group.

CETUD was going to lend 75% of the money for new buses to these collectives, and the collectives would have to come up with 25% of the money up front. Unfortunately, the collectives are only willing to pay 15% of the cost of the vehicles up front unless the government allows them to increase the fares. The government doesn't want them to increase the fares, and the World Bank

doesn't want the down-payment reduced. Hence, the program has stalled. Further complicating matters, the loan provided funds for 30 to 40 new buses at estimated prices ranging from \$30,000 and \$50,000. At this price, some industry experts feel it will be difficult to procure vehicles that also comply with Senegal's new clean air law, which requires the purchasing of more expensive Euro II-compliant vehicles.

CETUD says it has plans to regulate the allocation of routes, though their success to date has been minimal. CETUD is studying the profitability of different routes, which they will use to allocate in some equitable manner initially some 14 routes to buses and 12 routes to refurbished Car Rapides and taxis. There is some indication that CETUD will favor the participants in the World Bank loan scheme with preferable routes in order to help insure the repayment of the loans. Other than

this, there is no plan to link route allocation to vehicle modernization or service quality. It is likely that some informal regulatory system exists, and the beneficiaries of this system can be expected to be the major opponents of proposed reforms.

### Accra Introduces High-Occupancy Buses

Ghana's national government has formed a Public Transit Task Force, chaired by Accra Mayor Solomon Darko, which called for and then established a Metropolitan Transport Authority. This authority will operate 80 new passenger vehicles specially ordered from DAF, a Dutch bus manufacturer, with financing from the Dutch Export Credit Agency. Other bus manufacturers are hoping to bid on future tenders.

The Task Force also plans to allocate route licenses to private operators based on competitive bidding and also make the management and maintenance of bus stations open to competitive bidding. The World Bank's urban transit loan in Ghana focused on competitive bidding for the management and operation of bus stations. In Tamale, this has been successful, and management of one major bus station was licensed to a private operator. In Accra, however, the GPRTU has been unwilling to relinquish its control over the bus stations, and two new facilities funded with World Bank funds stand empty.

Some unknown private sector entities have also recently entered the bus market with imported used double-decker buses from England. They are offering fairly low fares and reasonable quality service but the steering wheel is on the right hand side, while Ghanaian motor vehicles by law must have the steering wheel on the left hand side. The challenge in the months ahead will be to undertake a BRT planning process that will yield greater efficiencies than piecemeal vehicle improvements.

If recent transit reform and modernization projects in Latin America are any indication, Africa's transit renaissance will require more than just a good plan. To break through the status quo, mayors, presidents and high officials must demonstrate strong leadership and mettle in the face of what will surely be fierce opposition. Stay tuned. ♦



buses. The French Development Agency and the French export credit agency financed the French buses, and the Algerian buses were financed with loans from the Islamic Development Bank. How the new buses will be procured remains an area of political controversy. The municipality has now restricted the operation of Car Rapides (minibus paratransit) in areas served by the DEMDIK buses in order to help secure their investment in DEMDIK.

At the same time, the World Bank Urban Mobility loan for Senegal includes a pilot effort to modernize the old Car Rapide paratransit vehicles, which they hope will be a model for all of West Africa. This effort has already led to the establishment of a new institution, the Comité Executif des Transport Urbains de Dakar (CETUD), to coordinate urban transport activity in Dakar and to implement the World Bank Urban Mobility loan. CETUD is a quasi-

# NEWS BRIEFS

*continued from p. 7*

Guinea, West Africa, to ensure that there are no shenanigans. And, as fate would have it, the World Bank recently decided to move ahead with the controversial Chad-Cameroon Pipeline, despite the conclusions of the Bank's own internal Inspection Panel. The Panel found that the pipeline was in violation of at least ten bank policies and procedures, many of which were designed to redress the "Oil Curse."

In theory, oil development in Africa should lead to a decrease in poverty. The facts, however, indi-

cate the opposite. In Nigeria (where drinking water is often as opaque as "Texas Tea" itself), easy oil money subverts economic diversification and good governance. The oil industry employs less than 2% of Nigeria's population while supplying 90% of government revenue. Local fisheries are decimated. In addition, many scientists link Africa's recent droughts to global warming, which has everything to do with oil.

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## International Seminar on Human Mobility *The Experience of Bogotá, Colombia*

Bogotá's transformation from chaos to a more sustainable city has been swift and impressive. From Latin America's largest network of world-class cycleways (250 km) to the high-quality BRT system called

TransMilenio to the world's longest pedestrian way (17 km) to the largest car-free day in the world (covering an entire city of 35,000 ha), Bogotá has become a model of possibility. The story is all the more impressive as it has taken place in a developing-nation megacity of 7 million inhabitants facing deep economic and social challenges in a country caught in violent civil conflict.

From February 6 through February 9, 2003, the city is hosting an international seminar that will give planning and transport decision-makers an inside look at how Bogotá achieved its transformation. The Municipality of Bogotá is sponsoring the event, along with ITDP, the World Bank and the Human City Foundation. The seminar coincides with Bogotá's annual car-free day, giving participants an opportunity to see how a large-scale car-free day is planned and implemented.

The seminar will feature local and international experts presenting such topics as BRT, bicycle infrastructure and promotion, recuperation of public space and transport financing. Additionally, participants will have the opportunity to speak with transport authorities and private sector firms operating in Bogotá. Most important, site visits to the TransMilenio system and



*Bogotá's car-free Sunday*

rides on the city's bicycle infrastructure will provide a first-hand look at Bogotá's new urban form.

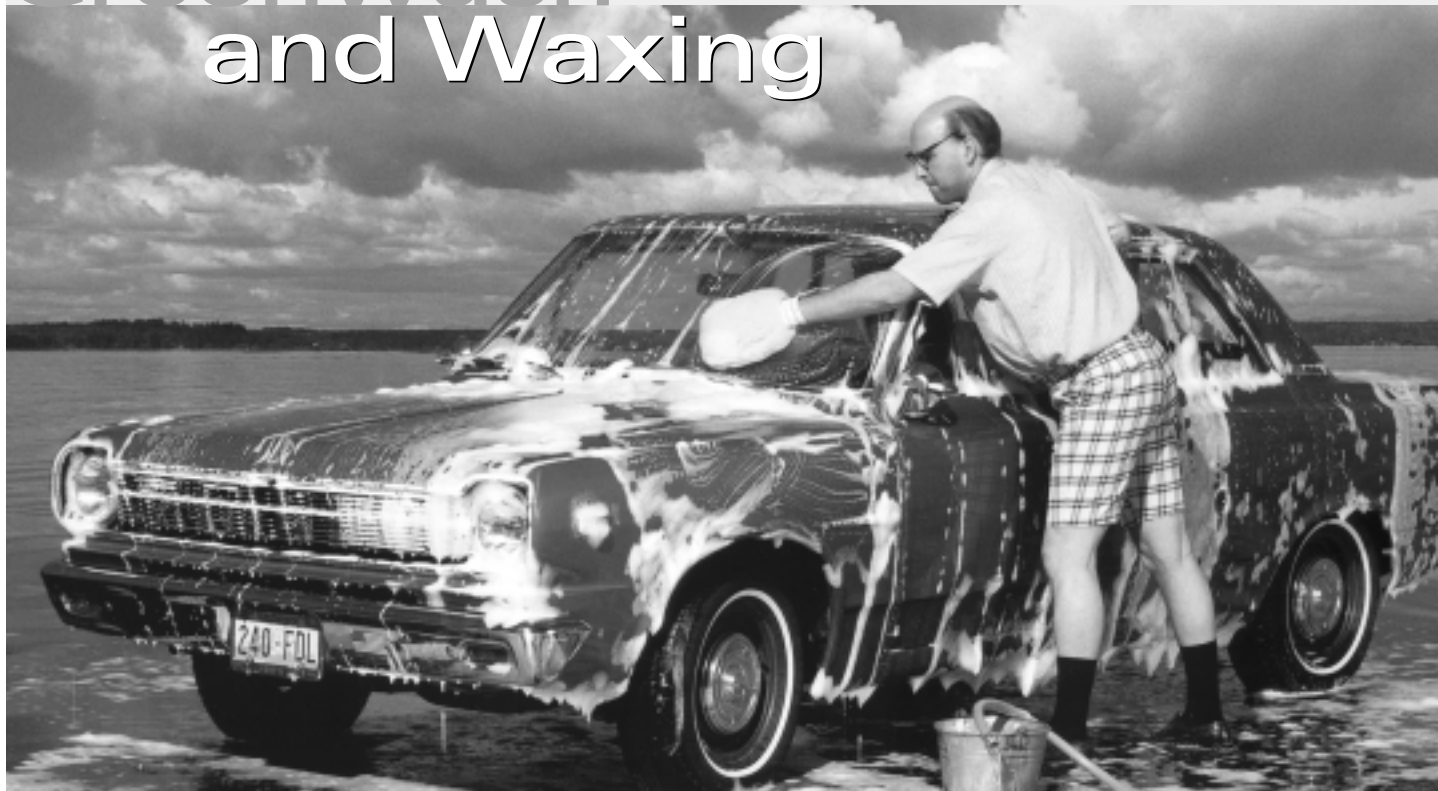
All proceeds from the International Seminar on Human Mobility will go toward projects benefiting improved mobility for children and disadvantaged groups in Bogotá. For more information on how to register for the Bogotá seminar, please contact Human City Foundation at:

Fundación Ciudad Humana  
Calle 71, 6-57 of. 401  
Phone + 57 1 5 42 66 37,  
Fax + 57 1 5 42 43 98  
Bogotá, Colombia  
[ciudadhumana.org](http://ciudadhumana.org)  
[info@ciudadhumana.org](mailto:info@ciudadhumana.org)





# Greenwash and Waxing



A report on  
the Earth Summit  
and the resulting  
“Plan of Action”

*by Lane Wyden*

Ten years ago, the Rio de Janeiro Earth Summit heralded the new environmental world order, yielding major climate-change and biodiversity conventions and local environmental initiatives. Alas, scant few of the visions and goals set in Rio were ever realized, most notably the Climate Change Convention and subsequent Kyoto Protocol that were scuttled by the U.S.

The World Summit on Sustainable Development (WSSD) in Johannesburg, held August 26 to September 4, was meant to redress this lack of progress. So what actually got done? The only real new outcomes of this \$100 million follow-up meeting were non-binding targets on safe drinking water and restoration of fisheries. Other Summit happenings, such as the BMW showcase, proved just how much the forum has slipped since the heady days of Rio.

Though transport represents more than a quarter of greenhouse gas emissions and the fastest growing source of such emissions, no targets or timetables were set for emission reductions in the Summit’s resulting “Plan of Action.”

On the positive side, the Plan did call for the total phase-out of leaded fuels, albeit with no commitments or timetables. Additionally, the United Nations Department for Economic and Social Affairs (UNDESA), United Nations Environment Programme (UNEP) and a host of partner organizations announced the launch of a cleaner fuels initiative aimed at encouraging lower sulphur contents. While commendable in its focus, the initiative ignored non-motorized and public transport. During the initiative’s launch, Klaus Töpfer, UNEP’s Executive Director, said that tailpipe solutions (fuel-based measures) “are the only short-term solutions to reducing transport emissions,” with no mention of the low-cost and short-term emission successes in boosting public transport and cycling (as in Bogotá, Colombia).

## Bright Spots: Bicycles New and Old

Several NGOs and governmental agencies launched new initiatives at the Summit. The International Council for Local Environmental Initiatives (ICLEI) announced that it will provide information and technical resources to small and medium-size cities in the developing world, helping to develop lower emission transportation systems. Vélo Mondial made a substantive statement with the donation of 1,000 second-hand bicycles to the South African community of Midrand. The German government also took a highly positive step to offset their delegation's emissions in attending the Summit by contributing 10,000 euros to projects throughout South Africa. PEER Africa, a U.S.-based consulting firm operating in South Africa, received the offsets from the German Minister of the Environment, Jürgen Trittin, at a ceremony in Benoni, South Africa. PEER Africa will be using the funds in part to finance new mountain bicycles for several communities.

Also, the Swedish government announced an initiative to work with the local government of Shanghai, China, in stimulating appropriate transit-orientated development for several new planned communities.

## Greenwash, Buff and Wax

The World Business Council for Sustainable Development (WBCSD) used the Summit as an opportunity to highlight its "Sustainable Mobility" initiative. The initiative is backed by more than \$10 million from major automobile manufacturers and petroleum producers. The WBCSD's initiative mainly focuses on producing studies, much of which merely reiterate previous findings. The five panel presentations at the WBCSD event in Johannesburg managed to discuss "Sustainable Mobility" without ever mentioning the words "public transport," "buses," "non-motorized transport" or "bicycles." Instead, the focus was on the tailpipe solutions and producing alternative fuels. Professor Jose Goldemberg of the University of São Paulo, a participant in the WBCSD initiative, proclaimed that "cars are here to stay" and that, in fact, "cars represent a fundamental characteristic of our civilization." It is true that the WBCSD has worked hard to develop an inclusive process and a dialogue with other sectors, but the end result to date has been more about protecting and expanding the markets of its main contributors.

Companies covering themselves in green fig leaves were not an uncommon sight at the Summit. BMW took center stage at the Sandton Convention Centre site, where governmental negotiations were held, with large displays of "green cars." In many ways, BMW's installation of a large plastic structure and car showroom at the heart of the Summit underscores how little has been learned since Rio. And there was more of the same at the Ubuntu Village, the cultural and social hub of the Summit. At this venue, the Gauteng Economic Development Agency (Gauteng Province, South Africa) had the audacity to display the rather curious idea of a "green sport-utility vehicle." Mercedes also got into the act by providing the Summit with a range of limousines and large, fuel-hungry sedans.

For the most part, the Summit's organizing company and the United Nations Commission on Sustainable Development (UNCSD) did an admirable job hosting an unwieldy event of

more than 20,000 participants, although controversies did arise about difficulties with NGOs accessing conference facilities and sessions. On the positive side, recycling collection was generally done by smartly designed work bikes and some police and medical teams were equipped with bicycles. However, while free parking was provided for private cars at most venue sites, anyone arriving by bicycle was turned away. The real shame of the Summit, though, was the nearly 300,000 tons of carbon dioxide produced from participants traveling to the event. An initiative to collect donations from delegates to offset these emissions only addressed about a seventh of the total.

## The Summit to End All Summits?

All of which leads to the question of whether such grandiose summits are really worth the cost and effort. The final price tag was about \$100 million, funding that arguably would have been better spent accomplishing some of the objectives to which the delegates were so reluctant to fully commit. Many participants took to wearing "No More Summit" stickers by the end of the event. The World Wildlife Federation dubbed it the World Summit for Shameful Deals, a



*Only 2 miles from Sandton's opulence,  
the Alexandra township goes without sidewalks.*

sentiment echoed by Ricardo Navarro, chairman of Friends of the Earth, who implored that "we should never have such shameful summits again."

The U.S. received the brunt of the criticism about the Summit's rather modest accomplishments. Senior officials countered that they could not commit U.S. citizens to vaguely worded commitments – the irony of which is that the vagueness of wording was largely due to U.S. interventions during the negotiations. U.S. Secretary of State Colin Powell was roundly booed during his Summit remarks.

The eyes of the world were on Johannesburg, and our leaders could only muster photo opportunities and a few platitudes. The planet and our future deserved so much more. ❖

# NOWA HUTA

## Can the “Model City” Be Rebuilt?

by *Walter Hook  
and Yaakov Garb*

In June 2002, ITDP's Central Europe Anti-Sprawl team was invited to Nowa Huta by the Krakow Real Estate Institute to speak to the head of the Sendzimir Steel Works, the chief architect of Krakow and dozens of other concerned groups gathered to consider the redevelopment of Central Europe's largest brownfield.

In 1954, Nowa Huta was famous throughout the socialist world as a workers' paradise. (In fact, it was established at this location and scale to “dilute” the traditionally intellectual and religious character of Krakow.) That year marked the opening of the Sendzimir Steel Works, which by the mid-1960s had become the largest steel mill in Europe. Sendzimir was not just a steel mill, it was an integrated industrial city, with 350 km of railway lines in its grounds, its own electric power plant, a coal mining operation, gas supply, telecommunications company, district heating system, pipe manufacturer and dozens of other upstream and downstream industries related to steel production and the everyday lives of its workers (such as a dairy for their needs).

As the steelworks were being constructed, some of Poland's leading architects set to work designing a new residential city nearby to house the cream of Poland's industrial proletariat. Several districts with 15,000 to 20,000 residents each were built around a central square. Inside these districts, children and parents could comfortably walk to the main square without ever having to cross a major road. The lay-

out of the town in some ways resembled the Dutch Woonerf model, or the pedestrian pockets or new town planning ideas increasingly fashionable in the U.S. and Europe today. The architectural style remains one of the clearest and best examples of Socialist Realism, the state-sanctioned architectural style of the Soviet Union and its satellites from 1949 to 1956. While the new housing in Nowa Huta came, over the years, to resemble the unattractive housing blocks that everyone associates with socialist alienation, the core districts of Nowa Huta remain a monument to an alternative urban vision. The buildings – an odd but unobjectionable combination of renaissance, baroque and classical styles, with some Russian influences – are surrounded with green areas, playgrounds, day-care centers and public plazas.

Like steel mills everywhere, however, Nowa Huta has gone through a process of downsizing. When we arrived at the seminar at the Sendzimir Administrative Headquarters, we uncomfortably crossed a picket line of Solidarity union workers who felt the government wasn't doing enough to save their jobs. Unable to find a foreign investor for such a large-scale operation, Sendzimir remains a state-owned corporation, called the HTS Steel Company. As late as the mid-1990s, there were still more than 35,000 people employed in the Sendzimir steelworks and its related industries, but today the number has fallen to only about 7,000. While the whole city of Krakow had only 7% unemployment in 2001, unemployment in Nowa Huta is 16%, and rising rapidly.



All photos by Yaakov Garb



## Today's greenfield developments are tomorrow's brownfields.

massive national problems of the transition all rolled into one. First and foremost it is an issue of privatization: how to determine the value of state assets that remain inside the Sendzimir steelworks and restructure them in a way that will attract investors interested in retaining at least some onsite production and employment. It would also be important to avoid the "asset stripping" – removal of key assets, leaving a worthless shell – that has plagued privatization efforts in Central Europe. Second, there is a massive national unemployment problem among an aging population unlikely to be retrained for other jobs before they retire. What will happen to these people and their communities? Third, there is potentially serious environmental contamination on some parts of the site, and until this contamination is better known, investors will be wary. Fourth, unlike in the U.S. and Europe, Poland has no national government urban development funds to finance brownfield redevelopment.

Public funding is clearly a major component of brownfield efforts. Finally, even if the Polish government decided to invest in brownfield redevelopment, it currently lacks even a basic inventory of available brownfield land, let alone any strategic framework for how to prioritize the use of these redevelopment funds. And prioritizing the use of these funds would not be easy. Should the focus be on Nowa Huta, or on the more than 7 ha of brownfield sites that continue to exist in downtown Krakow, for which private investment should be much easier to attract?

State investment promotion agencies do exist in Central Europe, but they do little to help brownfields.

In the Czech Republic, for example, 2,000 ha of greenfields will be developed with support from CzechInvest, the state investment promotion agency, while only 140 ha of brownfields will be improved. Increasingly alert to the urban consequences and lost opportunities of this trend, CzechInvest has become an important leader in initiatives to recycle more urban land for development.

For a municipality to make a rational decision about how to prioritize its brownfield redevelopment efforts, it needs a baseline of information. To begin with, it needs an inventory of

*continued on p. 18*

Of the original 1,000 ha for the steel mill, HTS estimates that only 300 ha are needed for the part that may remain economically viable. This leaves 700 ha of unused land inside the perimeter fence of the steelworks, and another 2,000 ha of underutilized land in what was originally designed as the "buffer zone" to protect the residents of Krakow and Nowa Huta from industrial pollution. Taken together, this makes Nowa Huta one of the largest brownfields in Europe.

In Krakow overall, 25% of the land is industrial, and only 35% is residential. In most cities, an average of 65% of urban land is residential. More than 200,000 homes could be built on the underutilized land in Nowa Huta, as well as office and other commercial activities.

The problem of Nowa Huta is several



# NOWA HUTA

*continued from p. 17*

brownfield land. The municipality would be well served by information on how much of the city's tax base is generated by different parts of the city. This would help in estimating how the city's tax base would be affected by different redevelopment efforts. While national money exists in most of Central Europe for ecological clearance, municipalities lack a coherent strategy for prioritizing the use of these funds, and there is no relationship to the level of ecological cleanup and the final use of the land, which wastes scarce funds.

After this information is collected, existing brownfields should be divided into four categories: a) those which will be redeveloped by the market with no state support; b) those which will be redeveloped by the market once the environmental problems are resolved (with perhaps \$1 of public money needed for every \$5 to \$10 of private investment); c) sites which are of some social, economic or environmental value but which will not be redeveloped unless there is a significant push by state authorities (perhaps \$1 of public money for every \$1 to \$4 of private investment); and d) sites which have no value as real estate but need to be cleaned up because of existing environmental hazards (all public money). Additionally, the extent to which property is in an economically blighted area, with high levels of unemployment, deteriorating property values, disinvestments and other factors, might be considered.

It is unclear how different portions of

the Nowa Huta complex would be prioritized according to this system. While all of the land is state-owned, in some ways simplifying land consolidation, much of it is owned or leased by daughter companies who have in turn on-leased it to others for very long periods of time. Furthermore, few investors are interested in such an enormous site, and the vertical integration of the transport, power, electricity and other support services makes some investors nervous. HTS Steel Company and the Krakow East Economic Development Agency have parceled off some 50 ha of land which they are turning into a technology park. This land, however, was basically a greenfield site used as farmland inside the perimeter of the steelworks. A major printing company and one or two other small industrial or technology firms have opened there. Some experts believe that Nowa Huta will be best used if the government forces factories to relocate there from other parts of Krakow.

In the West, we are no strangers to the problems of deindustrialization, corporate downsizing, brownfields and urban sprawl. But these processes took place over a period of more than 20 years, beginning in the late 1960s, giving government institutions time to respond to problems and diffusing the employment impacts over a long period of time. In Poland and other transitional economies, on the other hand, this dramatic change has basically taken place in the decade since the collapse of socialism, along with a host of other dramatic political and social

changes, overwhelming the weak new state institutions' abilities to respond. Sites in post-Communist countries have also been more difficult for the real estate market to assimilate, as they tend to be much larger; in addition, the restitution process and its distortions often left properties tied up in ownership limbo, or sometimes unmanageably fragmented. As a consequence of these difficulties, new, foreign-dominated capitalist investment has gone toward sprawling greenfield sites. But Central Europe's leaders should realize that today's greenfield developments are tomorrow's brownfields, and unless they begin to address them now, the problems of sprawl and destruction of green space will only get worse. ♦





# Letter

*continued from p. 2*

Unlike the relatively open U.S. market, China has numerous forms of non-tariff barriers. In the U.S. and most of the world, the automobile industry is dominated by the private sector. Not so in China. Virtually all motor-vehicle production is now in joint ventures between foreign and state-owned companies. The Chinese auto lobby doesn't influence the government; it is the government. Volkswagen's joint venture (JV) with the Shanghai Automotive Group and with north-eastern China's First Auto Works controls 45% of the total market. General Motors' JV with Shanghai Automotive Group, Daihatsu's JV with Tianjin, Suzuki's JV with Changan, Citroën's JV with Wuhan, and Honda's JV with Guangdong Automotive Group, all state companies, account for 86% of the total market.

China's state-owned companies control the domestic distribution networks. Most major motor-vehicle industry experts, wanting a piece of China's domestic motor-vehicle market, have thus gone into JVs with state companies. Even with very low tariffs, it will be hard to sell cars inside China without a state partner. The government can also prop up state-owned companies with low interest loans from state banks, government procurement contracts (state-owned companies are also some of the largest consumers of motor vehicles in China), capital investment, supporting infrastructure investment, direct subsidies and other measures.

Industry executives are split about whether China will become a major auto exporter. In June 2002, China exported its first shipment of automobiles to the U.S. Though they were re-exported to Mexico, it was seen as an important political gesture inside China. Honda just announced that it would build an automobile factory in Guangdong that would focus entirely on export. With extremely low cost credit (less than 3% a year) available from state banks, access to capital is not a problem. While some industry experts

believe that China is years away from becoming a significant automobile exporter, with this kind of state support, it can afford to wait.

As long as wealthy countries like the U.S. do nothing to curb our own completely unsustainable consumption of motor vehicles and oil, why shouldn't China's economy profit from it? Japan grabbed a large share of the U.S. automobile market, profiting richly. Over the next ten years, manufacturing in China might well capture the rest.

Exporting cars is the perfect solution. You make all the profits, plus you get rid of the cars. Some other country has to deal with the oil dependence, the air pollution, the traffic congestion, the mile-high stack of used car tires that might catch fire and poison everyone for miles around.

But will China's economy grow faster if it increases its domestic consumption of automobiles? Does China really need to compromise the livability of its cities to ensure economic growth, or is China preparing its cities for the economy of yesterday?

Most economists agree that the more a country saves and invests, the faster it grows. The rapid growth of the Asian economies was clearly related to their higher savings and investment rates. The fastest-growing Asian economies – Japan, Hong Kong, Singapore, Korea and China – all consumed far fewer automobiles than other countries at similar income levels. The more money a country “consumes” on automobiles, the less money it has left over to save or invest, by definition.

The Asian economic miracle was the result of conscious efforts to increase domestic savings and decrease domestic consumption of things like automobiles.

In the period of Japan's economic miracle, from 1945 until 1990, it was a bit like China today. Japan had very low levels of automobile ownership and use compared to its per capita GNP. High consumption taxes, fuel taxes and extremely high parking charges and

land costs made automobile use very expensive, and government investment went more into public transit and rail than into roads.

At the same time, however, Japan was developing an export-oriented automobile industry. In the 1960s, some 30% of the capital going to the Japanese motor-vehicle industry was coming from heavily subsidized loans from the Japanese Development Bank. Japanese motor-vehicle manufacturing



*Shopping in a Shanghai pedestrian zone*

was protected by a 40% tariff barrier, and soon Japanese companies had driven out all but 1% of foreign car sales in the country. By 1978, Japanese car manufacturers were so competitive that tariffs were reduced to zero. That same year, more than half of the cars manufactured in Japan were exported, and 40% of these went to the U.S.

Japan's combined efforts in discouraging car ownership and use at home and encouraging exports paid rich economic dividends for more than three decades. In 1995, Japan consumed 27% fewer cars per capita than the U.S. Japanese workers took the bus to automobile plants selling vehicles to the U.S. By not trapping its working class in a costly dependence on private car ownership, Japan was able to keep labor costs down. And because Japan spent only 10% of its GNP meeting its transport needs, compared to closer to 20% in the U.S.,

*continued on p. 29*

Photo: Walter Hook

# The Sound of China's Bicycle Industry?

by Walter Hook

## Over the last five years,

the People's Republic of China has come to dominate the global bicycle industry, producing 55% to 60% of the world's bicycles, about 60 million units in 2001. Only India, with around 11% of global bicycle production, comes close. Japanese, Taiwanese, European and U.S. bike manufacturing has declined rapidly, each losing 1/3 or more of their market share over the last five years. Today, 86% of the bicycles sold in the U.S. are imports from China, even higher end models. This should make China an important ally for the promotion of bike use worldwide. But their voice is silent.

Ironically, China's dominance of global bicycle production has occurred while government policy is driving bicycles off Chinese streets. In many Chinese cities, exclusive bike lanes have been converted to mixed-traffic service roads, and bikes are being pushed onto the sidewalks, or banned all together on major urban roads. Unsurprisingly, the drop in utilitarian bicycle use is most pronounced in cities and provinces with major automobile manufacturers. In Guangzhou, home of the huge Guangzhou Motor Group Company-Honda joint venture, bicycle travel has fallen from 33% of all trips in 1995 to less than 20% today. In Shanghai, home of the Shanghai Automotive Group-General Motors and Volkswagen joint ventures, bike use dropped from 33% of trips in 1995 to 27% in 2000. In Chengdu, which has no local motor vehicle manufacturing, bicycle use has remained at 42% for the last 5 years. Because of the changes in traffic policy, people are operating bicycles in increasingly unsafe road conditions. Annual traffic deaths increased from 50,000 in 1990 to more than 100,000 in 2000, and 38% of these deaths are cyclists.

Total bicycle sales within China have not fallen nearly as dramatically as bike use. Bike sales peaked at 40 million, but recently have ranged between 22 million and 25 million sales annually. But the type of bikes being sold within China have changed dramatically. Before, old English-roadster-style commuting bicycles dominated the industry. Today, as more and more working people are switching to buses, motorcycles, elec-



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*Above: At least some are reluctant to enter the automobile age.  
Right: one of Giant's 2,000 retail outlets.*

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tric bicycles, taxis or company cars, it's high school kids who dominate the bike market inside China, and they want mountain bikes with gears.

One might think that China's bicycle industry, which directly employs over 150,000 people, dominates world-wide bicycle production, and generates over \$1 billion a year in foreign exchange earnings, might try to do something about their declining domestic market. Even industry stalwarts like Shanghai Phoenix have seen their domestic markets drop by 50%. ITDP staff asked many leaders in the Chinese bicycle industry what could be done to advocate cycling in China.

In the U.S. too, the bike industry was years behind the NGO community in actively supporting bicycle use. Only in the last several years, and at the prodding of NGOs, did the U.S. bike industry become more advocacy-oriented, with the development of the Bikes Belong coalition. China has few independent NGOs. Those noteworthy exceptions, like Global Village Beijing, which does some bicycle advocacy, are

# One Hand Clapping

registered as private companies. Outside of Beijing, such organizations are virtually non-existent. The Consumers Unions in theory could be a voice for public transit riders and cyclists, but most of them interpret their role quite narrowly in terms of consumer advocacy, limiting themselves to taking surveys and publishing the results. Using the NGO framework for advocacy is thus not really an option until the country democratizes.

The biggest bicycle companies are either still state-owned or export-oriented foreign-owned firms. The foreign-owned firms are not focused on the domestic market. The state companies have limited their marketing to signs bearing their brand name at bicycle parking lots and bike shops. They would never dream of doing anything that criticized state policy, as their management is hired and fired by the government. The Chinese automobile industry is also state run, and they managed to learn effective marketing from their international joint-venture partners, but they had the blessing of government policy behind them, and their foreign partners were focused on the Chinese market. The Five Rams bicycle company in Guangzhou, for example, was taken over by the Guangdong Motor Group Corp., the same state-owned conglomerate that produces the Honda auto and motorcycle joint ventures. The leadership of the Guangdong Motor Group Corp. are very influential inside the Guangdong Communist Party, the same policy makers who decided to phase out bicycles. No one who values their job at Five Rams would advocate general bicycle use. The joint ventures with state bicycle companies are almost all export-oriented.

The new, private Chinese-owned bicycle companies may become an advocacy force in the future, but right now, the few who focus on the domestic market have limited experience with basic marketing, as they are emerging from 50 years of a socialist-dominated economy. They are wary of antagonizing the government, which can make life difficult for them in a number of ways. They are also competitors, and have no experience working together. It would be a "great leap" for them to engage in joint advocacy efforts on behalf of bicycling in general.

Perhaps foreign bike companies will eventually play an advocacy role in China, but for now U.S. and European bike companies have made only the most tentative steps to enter the Chinese domestic market, and they are aiming at high-end racing and recreational cyclists. Only the Taiwanese firms Giant and Merida have made a serious bid to capture a share of the Chinese domestic market. Giant has set up over 2000 retail outlets throughout the country, and Merida also has numerous outlets. But as Taiwanese companies, they are

already viewed with suspicion by government authorities, and must tread lightly. Giant was compelled to float shares on the Shanghai Stock Exchange to make the company more non-Taiwanese. Giant is sponsoring one of the few bike promotional events: an annual bike race, aimed at higher-end racing bikes. Giant U.S. has been extremely helpful in supporting bike advocacy in the U.S. through membership in Bikes Belong, and the Taiwanese Bicycle Trade Association is also considering joining. But the Taiwanese bike industry has done



very little to promote bicycle use even in Taiwan, which has limited utilitarian cycling despite having the third-largest bicycle industry in the world.

The Chinese Bicycle Association (CBA), which represents most of the major private and public bicycle companies, has few resources, and its mandate is limited to organizing the Shanghai trade show and arranging visits by Chinese firms to international trade shows. The CBA helps to sponsor a 100-city bike race in China in cooperation with the Sports Association of China. As a branch of China Light Industrial, a government ministry, it has been reluctant to become involved in domestic transportation issues. Their leaders have echoed the official position that bicycle use in China will be for recreational purposes, viewing the removal

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of bike lanes as a necessary measure for accommodating increased auto use. These are surprising views for a bicycle association. While the CBA has been very helpful in identifying appropriate suppliers for shipments of bikes to Africa, and its even conceivable that one day they might actively promote bike use and sales in developing countries, they are unlikely to become a force for domestic bicycle advocacy.

Local bicycle retailers know their markets are being hurt by current government policy, and some are quite vocal about it. However, they are not strong enough to take a leadership role in domestic bike advocacy. Smaller independent bicycle dealerships are weak in China, like in other transitional

tariff, overcapacity only got worse for Chinese bike manufacturers, and they began selling bicycles for ridiculously low prices. Low-end-bicycle price wars have broken out in many countries. In Ghana, for example, a price war over the past two years has brought down the retail price for bottom-end Chinese mountain bikes from \$67 to around \$25 a bike. Until a few established Chinese and international brand names establish some credibility and a trustworthy reputation for quality, profits in the industry will suffer. A boon to low-income cyclists, perhaps, but it has also meant a race to the bottom in terms of quality.

These fantastically low Chinese prices have also undermined the viability of manufacturing in Africa and Latin America. In Africa today, bicycle production can only be con-

firmed in Uganda, Tanzania and Senegal, and frame production in Tunisia. The factory in Uganda is owned by Roadmaster-India. It operates at about 30% capacity, and produces about 85,000 bikes a year. Avon India owns the factory in Dar Es Salaam, Tanzania, and produces around 72,000 bikes a year. It has reportedly been operating at a loss for several years. Senegal's only manufacturer, ISENCY, is locally owned, producing under the Peugeot label, and they only produce 2,000 to 3,000 bicycles a year, down from 5,000 a year 10 years ago. With the exception of Avon in Tanzania, most of the steel is imported from India, and the components from India or China.

In Peru, Colombia, Chile, Brazil and some other Latin American countries, a large number of bicycle frames are still produced, and

economies. Many of them were set up by Giant, and are still owned by Giant, and hence are not really "independent." All of them face competition from big box retailers like Carrefour and Wal-Mart, which do not offer the full range of bicycle services but do offer bikes at very low prices. Carrefour, selling a whole range of products, is unlikely to become a voice for bicycle advocacy.

### Global Ramifications of China's Overcapacity

With declining markets for utilitarian bicycles, little brand loyalty and growing competition from a growing number of small private Chinese factories, bicycle prices have been pushed downward not only in China but all over the world. This no doubt precipitated the controversial punitive anti-dumping tariffs inside Europe. As European sales fell due to the

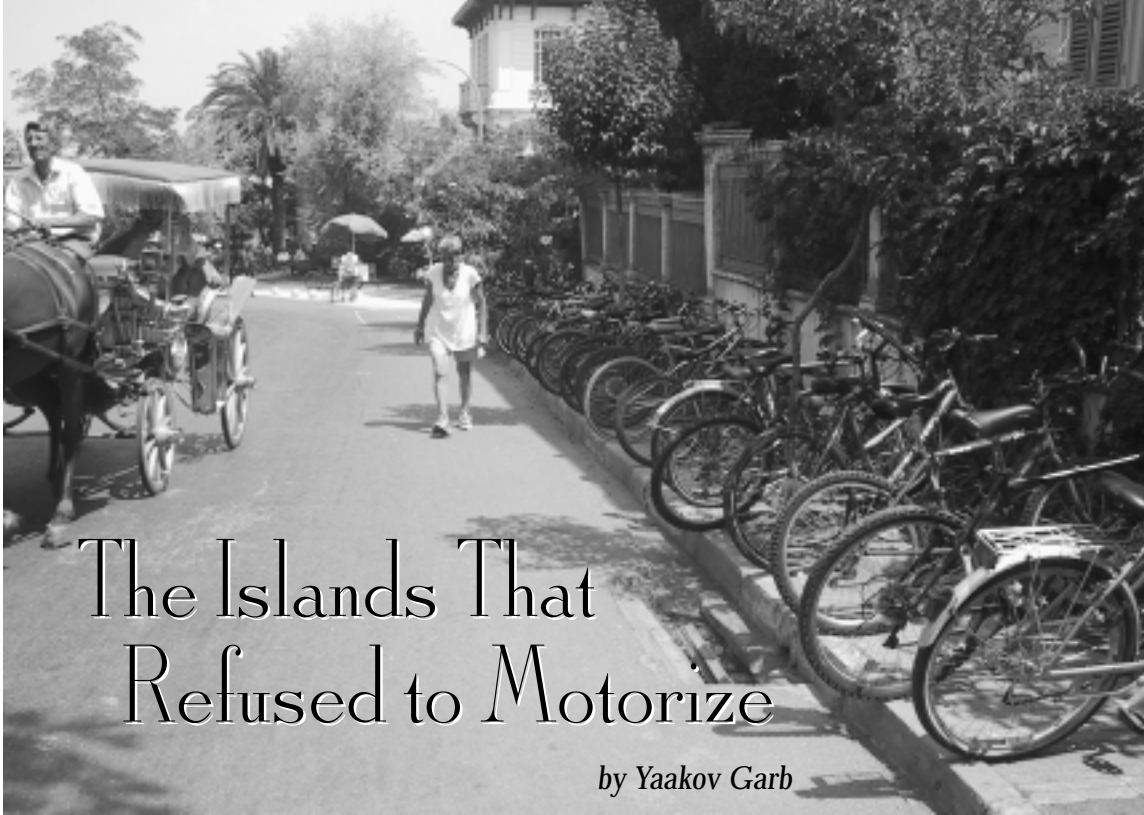
some components, but most components are imported from China or Taiwan, and these Latin American manufacturers also face growing competition from Chinese imports.

### The Road Ahead?

The dramatic drop in China's domestic bicycle consumption and the deregulation and privatization of its bicycle industry has meant falling prices for bicycles the world over. While this is good news for low-income consumers, it has undermined quality and been catastrophic for the industry.

Meanwhile, there seems little hope that the Chinese bicycle industry will play a significant role in advocating for more cycling-friendly domestic transportation policies. For now, the best hope remains a change of heart among China's senior policy-makers. ♦





# The Islands That Refused to Motorize

by Yaakov Garb

Stepping off the ferry at Buyukada – the largest of the nine Princess Islands, just 40 to 50 minutes south of Istanbul by ferry, in the Sea of Marmara – a subtle secret is revealed: It forgot to motorize. In 1911, when the first cars appeared in Istanbul, it was difficult to transport them to the islands, and locals were not much interested in them. As time went on, this preference became custom and then law. Horse-drawn carriages have operated on Buyukada for well over a hundred years and are still the main form of transportation. Bicycles have gained popularity on all the islands, whose population of 17,000 swells to a quarter of a million during the summer tourism season.

Buyukada remains free of private vehicles, and one gets the sense that motorized vehicles (of which there are fewer than two dozen, including a school minibus in the winter, police vans, fire engines and forest-service pick-ups) are, at most, tolerated by the inhabitants.

Municipal police chief Huseyin Sahin can't recall a single horse-carriage accident in his 26 years of service and has registered few transportation complaints. Some people say that the horses smell, and others claim that the few vehicles which do operate are too loud. He has suspended the licenses of eleven carriage drivers over the last year (out of 304 licensed drivers). Another long-time resident once caught a forest-service vehicle carrying unofficial passengers.

"We almost beat them up for it," he admitted.

"Almost everybody wants to keep things this way," said Munir Hamamcioglu, a hotel owner and native Buyukadan. "To abolish the system would be like abolishing the queen in England."

## Effective Symbiosis

The carriage hub is adjacent to the town's central square, where passengers wait in line for a ride.

Carriages, which have a standard rate, operate from 6 a.m. to 3 a.m. in the summer and 8 a.m. to midnight during the rest of the year. The highest fee, for circumnavigating the entire island, is just over \$10. A symbiosis has developed between bicycles and horse carriages (for example, there is a tacit arrangement that bikers can hold onto carriages going up hills). Pedestrians are also respected by carriage drivers.

Even in this non-motorized environment, there are hidden fossil fuel impacts. Horse feed is brought in by truck and then ferry from Sakarya, Konya, Bursa, Tekirdag and Kirlareli, between 100 and 400 km from Istanbul. And since DDT has been banned, flies and mosquitoes are kept at bay during the summer by occasionally spraying a fine mist of unburned diesel oil over the town at night.

(Public announcements state that this is not harmful to humans...)



*Find the obsolete technology in this picture.*

*continued on p. 28*

Photos: Yaakov Garb



# Green Fund Switches to Sustainable Transport

by Astra Bonini,  
Carlos Cordero  
and Rodrigo Quijada



With the recent U.S. pledge to contribute \$500 million over the next four years to help developing countries mitigate environmental problems, the replenished Global Environmental Facility (GEF) may have new momentum to finally address transport sector's increasing share of greenhouse gas emissions. The U.S. decision to boost contributions to the GEF – after a reluctance to increase funds for the third GEF replenishment – will leverage about \$2.2 billion in total new donor contributions.

Three recently announced GEF projects in Lima, Santiago and Mexico City are a positive sign of transport's new role within the fund. These projects herald a welcome shift from previous GEF programs based on expensive tailpipe technologies and a handful of hydrogen fuel-cell buses toward more viable energy and transportation solutions.

## Lima, Peru

As the nation of Peru enjoys a new democratic beginning, a new sustainable transport initiative dawns in its capital city, Lima. The proposed Public Transport Improvement Program will be a \$9 million GEF initiative under the supervision of the World Bank. The Lima project components look to place the quality of transport service at the forefront. A wide base of cooperation between local and national groups has been instrumental in the new GEF project. The Ministry of Transport, the municipalities of Lima and Callao, the



Photo: Fundación Ciudad Humana

*The new designs for Lima's proposed Bus Rapid Transit system (top) stand in stark contrast to existing bicycle paths (above).*

Environmental Agency, multilateral organizations and local NGOs have all worked together in its development and promotion. These groups elected the National Environmental Fund (FONAM) to formally manage and direct the overall initiative, which is expected to begin in 2003. The GEF project will undertake a study of how best to scrap older buses and a revolving fund to do so. It will develop a strategy to attract commuters back to public transit, as well as improving pedestrian and bicycle infrastructure (including cycleways and parking). Microcredits will be reactivated for bicycle purchases, and the program will also launch a bicycle promotion campaign.

Additionally, the World Bank and the Inter-American Development Bank (IDB) are joining forces to finance a complementary Bus Rapid Transit (BRT) project in the city. The funding package of approximately \$120 million includes more than 40 km of exclusive busways. While the components of this project do not directly challenge the growing presence of private automobiles in Lima, they do include key elements to increase mobility and accessibility for the city's low-income majority. Perhaps most importantly, the Lima GEF project has initiated a participatory process in which the city's gravest problems of pollution, social exclusion and inaccessibility to employment and services can be publicly addressed.

#### **Santiago, Chile**

The GEF is also taking direct aim at Santiago, Chile's infamous smog-laden skies and air-quality health alerts. Like Lima, Santiago's efforts are directed toward promoting non-motorized and public transport modes while attempting to rationalize the growing use of private automobiles. And as in Lima, the World Bank's transport team is supervising the effort.

The "Air Quality and Sustainable Transport for Santiago" project is closely linked to the Urban Transport Plan, which hopes to reshape the face of the city over the next decade. The Inter-Ministerial Secretariat on Transport Planning (SECTRA) is directing the project's initial studies, now underway. To facilitate greater public participation in the process, SECTRA has formed a work group that includes two leading citizen-based organizations, Ciudad Viva

(Living City) and the Movimiento de los Furiosos Ciclistas (Movement of Furious Cyclists), as well as the National Commission on Transit Safety and the municipalities of Ñuñoa, Providencia and Santiago. The idea of public participation in a project of this magnitude is relatively novel in Chile, and thus of even broader interest.

The project will help launch a major bicycle promotional campaign as well as lead to the construction of cycleways in three districts of the city, which will form part of the city's overall plans for nearly 1,000 km of cycleways. Additionally, the Santiago project will evaluate hybrid electric bus technology; study the environmental benefits of various mass-transit options; consider implementing a road pricing scheme;

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## **The Santiago project will help launch the development of cycleways in three communities.**

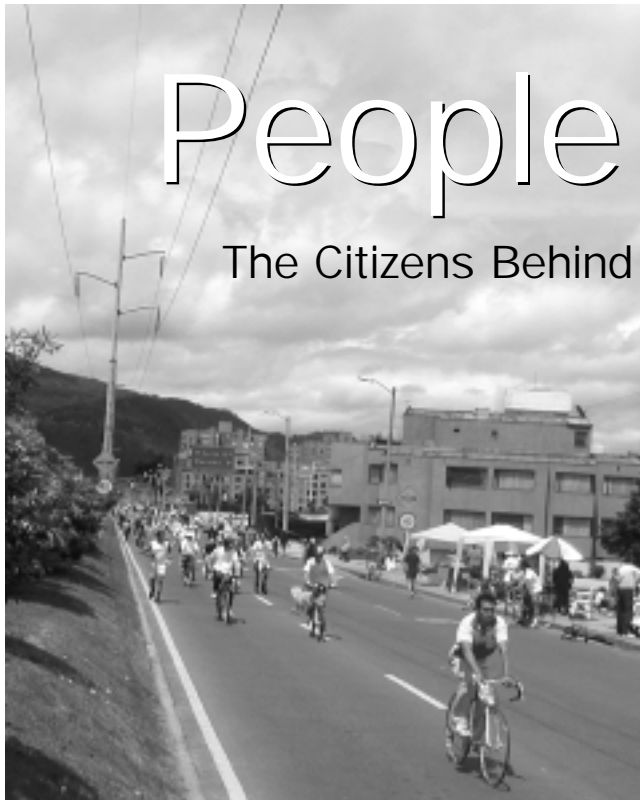
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and support Travel Blending, a social marketing technique which provides households with key information to implement mode changes.

#### **Mexico City, Mexico**

Most recently, the GEF and the World Bank announced a \$6.125 million grant to support Mexico City's efforts to curb its notorious air quality problems. While the city itself earlier announced plans for adding a second story to its major arterials (a project known as "Segundo Piso"), the GEF initiative is targeting improvements in public transport and non-motorized transport. Fortunately, the elevated highway scheme may be permanently scuttled while the efforts with Bus Rapid Transit and cycle ways appear to be moving ambitiously forward. The Mexico City effort is also supported through the assistance of EMBARQ, a new support initiative based at the World Resources Institute.

All together, the projects in Lima, Santiago and Mexico City provide a great deal of optimism that effective, low-cost solutions to urban air quality and mobility are now taking priority within the GEF. ♦



# People Power

The Citizens Behind Bogotá's Urban Revolution

*By Ricardo Montezuma*

*with contributions from*

*Mónica Cleves and Liliana Marmolejo*

**T**he swift and sweeping transformation of Bogotá redefined what a city can be. One of the world's most chaotic metropolises has become a model for cities throughout the world. With Latin America's largest network of cycleways (250 km), the world's longest pedestrian corridor (17 km), the extraordinary TransMilenio BRT system and the planet's biggest Car Free Day (covering an entire city of 35,000 ha), Bogotá set a new standard for urban livability and efficiency. To have achieved all this in a city of 7 million inhabitants amid a deep economic crisis and national civil conflict is even more remarkable. Now Mayor Antanas Mockus is continuing and even expanding the achievements attained under former mayor Enrique Peñalosa, who is today helping cities throughout Asia and Africa follow Bogotá's path.

As the story of Bogotá's makeover captivates more and more decision-makers around the world, another story is emerging: Bogotá's social triumph. The transformation in urban structure is mirrored by a transformation of the collective psyche of city.

Newfound civic pride is putting a human face – quite literally – on Bogotá's shiny new infrastructure. For every new busway, bike path and Car Free Sunday, there are thousands helping commuters make the most of them. Much of this work is accomplished through community-based programs such as Ciclovía (Bike Way) Volunteers, Eco-Leaders and Misión Bogotá (Mission Bogotá).

## **Their Mission Is Bogotá**

Few initiatives demonstrate the personal and social change taking place alongside the physical reordering of infrastructure as well as Misión Bogotá. Through this innovative program, young people develop skills and confidence by serving as information resources and agents of social change in public spaces. These Civic Guides answer questions about using public transport and bicycle lanes, providing a visible and familiar presence while they help commuters, many of whom are new to transit and bicycling. After being trained, the participants are dispatched to the streets with their blue-and-orange uniforms, respond to public needs with a smile and a professional manner.

Misión Bogotá's greatest success, though, is its empowerment of disenfranchised groups. The program offers an opportunity for former drug addicts,

Photos: Fundación Ciudad Humana

# Infrastructure alone is not sufficient to transform a city; only through the active engagement of the public can change be ingrained and ultimately sustained

sexual workers and others not readily accepted by the majority to reintegrate with society through public assistance. These individuals are now able to leave behind the life of the streets to provide quality public service working as Civic Guides. In return, they learn new skills and receive two meals each day, individual therapy, group sessions and an all-important paycheck.

Reintegration of the nearly 600 individuals who have been helped by the program has changed how the public sees people who have fallen into the darker side of street life. Instead of menaces to society, they are seen as people with dreams and needs like everyone else, possessing skills and capabilities that can help form a better city.

There are four principal work areas in Mission Bogotá: security and civic harmony; local area management; improvement of public spaces; and public information and communications. Each one of these involves a variety of specific activities, such as assisting the homeless, organizing informal street traders, conducting educational campaigns and implementing recycling initiatives.

Despite this wide diversity of focuses, their work revolves around a common objective: to create civic harmony through public security and services. Mission Bogotá Director Maria Angelica Gualy explains that the organization strives to convert "insecure locations into places of public use" by promoting confidence instead of fear; working to create chains of security (involving residents, civic guides and community police) to offset the prevalence of street gangs; and attending to the needs of victims while changing the behavior of those who disrupt civic harmony.

The results of Mission Bogotá's work

are evident in virtually every corner of the city. The improvements achieved by the TransMilenio bus system (one of the organization's major projects); the reclamation of sidewalks and public spaces; the success of the cycleways; and the dramatic reductions in crime all came as a result of these inspirational public resources.

## **Ciclovía Volunteers: How to Manage 2 Million People**

Bogotá's Sunday Ciclovías constitute the world's largest weekly mobilization

car-free environment. Within the organizational team and supporting public institutions, a group of young volunteers, known as "alfabetizadores" (scholars) play a central role in making the Sunday Ciclovías function.

The Sunday Ciclovías scholars are completing social service that is required of all Colombian students prior to graduation. In effect, these 1,400 young men and women, whose ages range from 15 to 17, are there to direct the huge volume of non-motorized traffic on Sundays. Distributed among more than 500 key



*A volunteer directs bike traffic in Bogotá.*

of cyclists. Every Sunday, 153 km of principal streets become "Bicycle Streets" and are closed to vehicular traffic to give space to pedestrians, cyclists and skaters. Nearly 2 million people take to the streets every weekend to enjoy the

intersections within the city, these young people direct a carnival-like mix of bicycles and pedestrians with their hand-held stop signs and whistles. With their com-

*continued on p. 28*

*continued from p. 27*

mitted manner and positive, collaborative attitudes, these volunteers play a crucial role in protecting participants from the points where the motorized world crosses the festive non-motorized path.

There is a popular saying in the city: "Bogotá does not have a beach, but it does have the Ciclovía." These young

called Eco-Neighborhoods, which seeks to create local models of sustainable development through active demonstrations and social marketing. At the center of this effort is a group of young environmental leaders called Eco-Lideres (Eco-Leaders). Young people between the ages of 15 and 25, living in some 59 different Eco-Neighborhoods, will take responsibility for educating and aiding their communities on leading greener



*Among other duties, Eco-Leaders educate their communities about leading greener lifestyles.*

Ciclovía volunteers are thus the crucial lifeguards for a beach 2.6 km above sea level.

## Eco-Leaders: Cyclists With a Message

Recognizing the power of its highly involved citizens, the municipality of Bogotá has decided to further mobilize through the creation of a new initiative

lifestyles and adapting simple, voluntary behaviors that can lead to major cumulative environmental benefits.

Bogotá's Departments on the Environment and Community Action have placed the Eco-Leaders initiative in the hands of the Fundación Ciudad Humana (Human City Foundation). The Human City Foundation, a local non-profit organization, is also responsi-



*Children reaping the benefits of citizen involvement*

ble for designing and managing the city's expansive Integrated Bicycle Promotion Campaign.

According to the coordinator of the Eco-Leaders initiative, "The objective of the group is to consolidate local leadership that will be capable of promoting environmental protection in the home and in the community." Bicycle use will form a core component of the program. Human City Foundation will provide 120 Eco-Leaders with bicycles to make their daily community rounds. Most of all, the visible use of bicycles will help promote the use of Bogotá's extensive cycleways.

## People Power and the Transformation of a Megacity

Perhaps the greatest lesson learned from Bogotá's experience is that engaged citizens, as much as changes to urban form, can drive the metamorphosis of a city. Infrastructure alone is not sufficient to transform a city; only through the active engagement of the public can change be ingrained and ultimately sustained. Bogotá proves the adage that "people make the city." ♦



## Islands

*continued from p. 23*

The cleanness of the air, and the quiet, are truly striking. We are so accustomed to a background of motorized noise that its absence is startling.



Streets are amazingly spacious, when free of vehicles.

One of the most remarkable things about Buyukada is how quietly it has let motorization pass it by. The fact is not trumpeted to tourists; there are no declarations about motor-free life. This serene island demonstrates that a community can survive—and thrive—by almost entirely forgoing motorized transport. ♦

Photos from top: Walter Hook, Fundación Ciudad Humana, Yaakov Garb



## Letter

*continued from p. 19*

its products were more competitive.

Japan also had a huge trade surplus, whereas 45% of the mushrooming U.S. trade deficit was directly related to oil and motor-vehicle imports. This had everything to do with Japan's phenomenal economic growth from 1945 into the 1990s.

After 1990, however, another fundamental change took place in the global economy. Manufacturing as a share of world economic output began to decline dramatically, and so-called "producer services" and "information technologies" became much more important. The loss of so much motor-vehicle manufacturing to Japan should have destroyed the U.S. economy, but in fact the U.S. rebounded in the 1990s as Japan stagnated. As Japan's preeminence in manufacturing was increasingly challenged by China, Taiwan and other emerging economies, the U.S. remade itself into an economy based on information-intensive, rather than capital-intensive, industries.

While the motor-vehicle industry has proven perhaps the most resilient of the heavy manufacturing sectors, it is still a heavy industry. As heavy industry has become more and more capital-intensive, it has employed fewer and fewer people. Auto and oil companies remain some of the most powerful multinationals in the world, but they have now been joined by more and more companies with names like Microsoft, Cisco Systems, Dell Computers and IBM, not to mention the ever-growing tourism and entertainment industries. Manufacturing used to account for 30% to 40% of the U.S. GNP. Today it accounts for closer to 10%. Tourism now accounts for 11% of the world's GNP, and it may be only a matter of years before it passes manufacturing in importance.

A big question mark is what will happen to oil prices. The U.S. economy would be heavily exposed to a sudden sharp increase in oil prices. If the skeptics are right or there is a political meltdown in the Middle East and oil

prices double or more by 2020, the U.S. will pay dearly. Will China benefit from having trapped itself in a costly dependence on private car use? China is already a net importer of oil, and is projected to become a major importer in coming years.

Chinese cities are also fifty times more dense than U.S. cities. This means that road congestion is fifty times worse at the same level of motor-vehicle use. Cities like Guangzhou have expanded their road network by 9% a year, an astonishing pace. China's weak property rights and strong state make it much easier than in other countries to acquire land for the right of way. Big box chain stores like Wal-Mart and Carrefour have been quick to take advantage of the new highway infrastructure, grabbing up in no time a large share of China's retail market, at the expense of Chinese-owned shops in town centers. Meanwhile, all these new roads have been paid for by fantastically low interest loans from state banks. Some experts believe these loans are in default. Ultimately, it will likely be the Chinese taxpayer who has provided the subsidies that have given Wal-Mart and Carrefour their competitive advantage.

Building these new roads has also led to the destruction of some neighborhoods that are thousands of years

old, destroying entire communities. The air has become less breathable. Bikes have been banned from major city streets, or pushed onto sidewalks. While the shopping is better, China's cities just aren't as nice as they used to be, and this is already cutting into tourism dollars.

Meanwhile, China's bicycle industry, which probably employs more people than the automobile industry, is suffering. The bicycle industry currently earns more foreign exchange, probably around \$2 billion a year. Shanghai Phoenix has seen its market drop by 50% this year alone. The China Bicycle Corporation, once an industry leader, is in Chapter 11 and has seen a similar collapse. This would produce a more visible economic impact if China's bicycle industry weren't also taking over the rest of the world.

**I**t's hard to argue with China's past two decades of economic growth. But this phenomenal growth happened in part because bicycling, walking and taking public transit have been a part of China's incredibly cheap standard of living, which has kept down its labor costs. Perhaps China will become a global leader in auto manufacturing. But perhaps current policies are also killing the goose that laid the golden egg. ♦

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*Solving Sprawl: Models of Smart Growth in Communities Across America.* F. Kaid Benfield, Jutka Terris & Nancy Vorsanger. Natural Resources Defense Council. [www.nrdc.org/publications](http://www.nrdc.org/publications)

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*Taken for a Ride: Detroit's Big Three and the Politics of Pollution.* Jack Doyle. Four Walls Eight Windows. 39 W. 14th St., No. 503, New York, NY 10011. 212-206-8965. [www.fourwallseightwindows.com](http://www.fourwallseightwindows.com)

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## ARTICLES & PAPERS

"Affordable Housing and Smart Growth: Making the Connection." The Smart Growth Network and the National Neighborhood Coalition. [www.smartgrowth.org/pdf/epa\\_ah-sg.pdf](http://www.smartgrowth.org/pdf/epa_ah-sg.pdf)

"Bikeability Checklist: How Bikeable Is Your Community?" The Pedestrian and Bicycle Information Center and the National Highway Traffic Safety Administration. [www.bicyclinginfo.org/pdf/bikabilitychecklist.pdf](http://www.bicyclinginfo.org/pdf/bikabilitychecklist.pdf)

"City Limits: Putting the Brakes on Sprawl." Molly O'Meara Sheehan. Worldwatch Institute, Paper 156. [secure.worldwatch.org/cgi-bin/wwinst/EWP156](http://secure.worldwatch.org/cgi-bin/wwinst/EWP156)

## WEB SITES & MULTIMEDIA

[www.movingtheeconomy.ca](http://www.movingtheeconomy.ca) [mte@city.toronto.on.ca](mailto:mte@city.toronto.on.ca)  
This resource includes 20 case studies on sustainable transportation in the developing world, as well as links to organizations.

*Shifting Gears: A Look at Alternative Transportation* (video). Peggy Holroyd & Hugh Moloney. University of Calgary Learning Commons and the Theme School of Northern Planning and Development Studies. [www.detourpublications.com](http://www.detourpublications.com)

# BULLETIN BOARD

## **2002 International Urban Environmental Conference**

Kumamoto, Japan • October 28 - 30, 2002  
Organizers: Kumamoto City, ICLEI Japan Office  
Contact: Mr. Osamu Yoshizumi, Environmental Planning  
Section, Kumamoto, Japan  
Phone: +81-96/328-2428 • Fax: +81-96/359-9945  
kankyokikaku@city.kumamoto.kumamoto.jp

## **Regional Cycles - Regional Economy Towards Sustainability**

Leipzig, Germany • October 31 - November 2, 2002  
German Federal Ministry of Environment and Research, ICLEI  
Contact: ICLEI's International Training Centre  
Phone: 0049 761 368920 • Fax: 0049 761 36892 29  
euregia-conference@iclei-europe.org  
[www.iclei.org/economy/conference](http://www.iclei.org/economy/conference)

## **Johannesburg + Europe: Implementing the results of the World Summit on Sustainable Development**

Kolding, Denmark • November 3 - 6, 2002  
Danish Ministry for the Environment, City of Kolding,  
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Government Denmark  
Contact: ICLEI Training Centre  
Phone: +49-761/368 92 20 • Fax: +49-761/368 92 29  
kolding.conference@iclei-europe.org  
[www.kl.dk/koldingconference](http://www.kl.dk/koldingconference)

## **Towards Quality Governance for Sustainable Growth and Development**

New Delhi, India • November 5 - 9, 2002  
International Institute of Administrative Sciences,  
Department of Administrative Reforms and Public Grievances  
IIAS, rue Defacqz 1, Box 11, B-1000 Brussels, Belgium  
iias@iiasiiisa.be • [www.iiasiiisa.be](http://www.iiasiiisa.be)

## **CODATU X: Urban Mobility for All**

Lome, Togo • November 12-15, 2002 • [www.codatu.org](http://www.codatu.org)

## **The Global Responsibility Forum 2002**

Le Meridian Hotel, Monaco • November 14 - 16, 2002  
Global Responsibility Foundation and UNEP FI  
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[www.global-responsibility.org](http://www.global-responsibility.org)

## **Pan American Traffic and Transport Engineering Conference**

Quito, Ecuador • November 18 - 22, 2002  
info@panamxii.com • [www.panamxii.com](http://www.panamxii.com)

## **Regional Workshop on Urban Tourism and Poverty Reduction**

Colombo, Sri Lanka • November 20 - 22, 2002  
UN ESCAP and CITYNET  
CITYNET, 5F, International Organizations Center, Pacifico-  
Yokohama, 1-1-1 Minato Mirai, Nishi-ku, Yokohama 220-  
0012, Japan  
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info@citynet-ap.org • [www.citynet-ap.org](http://www.citynet-ap.org)

## **International Conference on**

### **Seamless and Sustainable Transport**

Singapore • November 25-27, 2002 • [www.ntu.edu.sg/cts/S2T/](http://www.ntu.edu.sg/cts/S2T/)

## **Sustainability at the Local Level: Next Steps**

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Federal Office for Spatial Development (ARE), Swiss Federal  
Office of Public Health (BAG), Swiss Agency for  
Development and Cooperation (DEZA)  
Contact: Swiss Society for the Protection of the Environment  
Phone: ++41-1-251 28 26 • Fax: ++41-1-251 29 41  
info@sgu.org • [www.sgu.org](http://www.sgu.org)

## **Eurocities 2002**

Barcelona, Spain • November 27 - 29, 2002  
Eurocities, Barcelona City Council  
Contact: Conference Secretariat, Barcelona City Council, Pl.  
Sant Jaume, s/n 08002 Barcelona  
Phone: +32-2/552-0873 • Fax: +32-2/552-0889  
c.marion@eurocities.be • [www.eurocities.org](http://www.eurocities.org)

## **Citizens, Businesses, and Governments: Dialogue and Partnerships for the Promotion of Democracy and Development**

Marrakech, Morocco • December 11 - 13, 2002  
Kingdom of Morocco, UN, OECD, World Bank  
Contact: Mr. Jilali Qarroum, Secretary General of the Fourth  
Global Forum • Phone: +(212)37 77 16 29 • Fax: +(212)37 77 47 76  
qarroum@affaires-generales.gov.ma

## **TRB 82nd Annual Meeting**

Washington, D.C. • January 12 - 16, 2003  
[www4.trb.org/trb/annual.nsf](http://www4.trb.org/trb/annual.nsf)

## **International Seminar on Human Mobility**

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Bogotá, Colombia • February 6 - 9, 2003  
Fundación Ciudad Humana • Calle 71, 6-57 of. 401  
Phone + 57 1 5 42 66 37, Fax + 57 1 5 42 43 98  
info@ciudadhumana.org • [ciudadhumana.org](http://ciudadhumana.org)

## **Conference: Towards Car-Free Cities III**

Prague, Czech Republic • March 17 - 21, 2003  
carbusters@ecn.cz

## **Conference on Ethics and Environmental Policy on Business Style and Sustainable Development**

Kiev, Ukraine • April 2 - 6, 2003  
Organizers: Lanza Foundation and the National Ecological  
Centre of Ukraine • Contact: Dr. Matteo Mascia, Dr. Daniela  
Signorini, Ethics and Environmental Policies Project  
Fondazione Lanza: Via Dante, 55 - 35139 Padova (Italy)  
Phone: ++39-49-8756788 • info@fondazioneanza.it

## **EcoProcura Göteborg**

Göteborg, Sweden • September 8 - 10, 2003  
Organizers: ICLEI's International Training Centre  
ICLEI ITC, Kirsten Wolfrath, Eschholzstr. 86  
Phone: +49-761 / 368 92 20 • Fax: +49-761 / 368 92 29  
training.centre@iclei-europe.org  
[www.iclei.org/ecoprocura/events/goteborg.htm](http://www.iclei.org/ecoprocura/events/goteborg.htm)

## **14th Velo-City Conference**

Paris • September 23 - 26, 2003 • velocity2003@mairie-paris.fr  
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