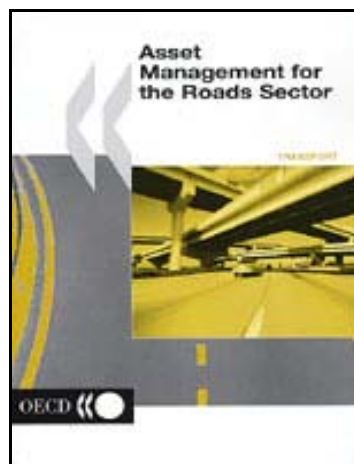


Programme of Co-operation in the Field of Research on Road Transport and Intermodal Linkages (RTR)

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Recent RTR Publications

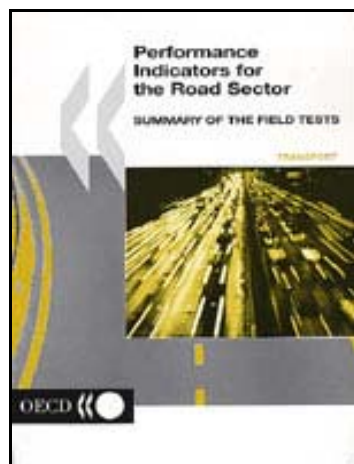


Asset Management for the Roads Sector

Paris, July, 2001

(77 2001 03 1 P) ISBN 92-64-18697-2 €30 US\$27 £18 ¥3 000

What is asset management? How do road administrations achieve an integrated approach to asset management? How does this differ from the management of individual assets? What are the implications for data collection and management? What does it mean for road administrations and road sector policy? This report examines the requirements of asset management systems, the integration of existing component systems into a comprehensive approach to asset management, the incorporation of a business-like approach, performance monitoring and the implementation of such systems.



Performance Indicators for the Road Sector: Summary of the Field Tests

Paris, July, 2001

(77 2001 02 1 P) ISBN 92-64-18680-8 €20 US\$19 £12 ¥1 900

How can road administrations lift their performance in managing the road network? How does that management contribute to the development of efficient transport systems? What are some common indicators/criteria that could be developed for OECD countries? What are the data needs and the information network required to support these indicators? The analysis of performance using key indicators provides road administrations with a basis for redefining their activities. This report does not define a vision for adoption in all countries. Rather, the results should serve as a framework for evaluating the role and performance of road administrations in OECD countries.

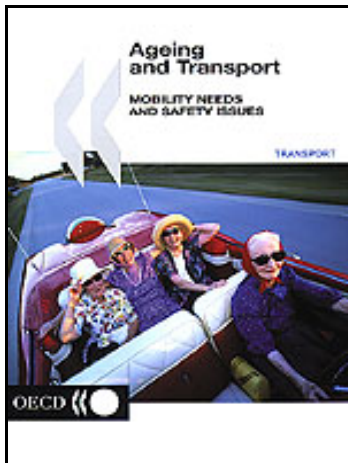


Safety in Tunnels: Transport of Dangerous Goods Through Road Tunnels

Paris, October, 2001

(77 2001 04 1 P) ISBN 92-64-19651-X €20 US\$19 £12 ¥1 900

A serious incident involving dangerous goods in a tunnel can be extremely costly in terms of loss of human lives, environmental degradation, tunnel damage and transport disruption. On the other hand, needlessly banning dangerous goods from tunnels may create unjustified economic costs. Moreover, such a ban might force operators to use more dangerous routes, such as densely populated areas, and thus increase the overall risk. This report proposes regulations and procedures to increase the safety and efficiency of transporting dangerous goods through road tunnels. It introduces two models, developed as part of the study: the first quantifies the risks involved in transporting dangerous goods through tunnels and by road; the second, a decision-support model, assists in the determination of the restrictions which need to be applied to the transport of dangerous goods through tunnels. Finally, measures to reduce both the risks and the consequences of incidents in tunnels are examined in detail.

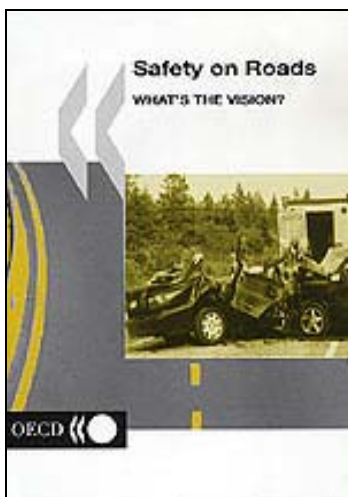


Ageing and Transport: Mobility Needs and Safety Issues

Paris, November, 2001

(77 2001 05 1 P) ISBN 92-64-19666-8 €45 US\$40 £28 ¥4 550

Do older road users pose a safety risk to others? Is mandatory testing effective in determining the driving competence of older drivers? Are OECD Member countries prepared to meet the safety and mobility needs of the baby boom generation in the 21st century? This report on the mobility needs and safety problems of ageing populations dispels many of the myths and misperceptions commonly held regarding elderly road users, and offers policy and research recommendations to provide for their safe, lifelong mobility.



Safety on Roads: What's the Vision?

Paris, February, 2002

(77 2002 02 1 P) ISBN 92-64-19681-1 €25 US\$22 £15 ¥2 500

Approximately 125 000 people die every year on the roads of OECD countries. In other words, one road crash victim dies every four minutes. The real tragedy is that, to a large extent, these crashes and the resultant deaths and injuries could be prevented. The argument for road safety investment is not simply an emotional one. Road crashes represent a serious economic burden: their cost is estimated to represent up to 4% of GDP in some countries. Fatalities across OECD countries could be halved if all governments were fully committed to improving road safety by implementing and enforcing best practice measures. This report identifies and assesses "best practices" among road safety programmes in OECD countries. Emphasis is placed on those programmes that have been evaluated. In addition, the underlying criteria that influence the success or failure of these "best practices" are identified to facilitate the development of effective road safety policies in member countries.



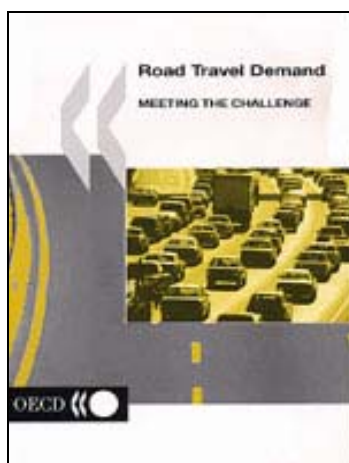
Benchmarking Intermodal Freight Transport

Paris, April, 2002

(77 2002 03 1 P) ISBN 92-64-19742-7 €35 US\$31 £22 ¥3 500

What is efficient intermodal freight transport? How are "best practices" to be found? What measures are being developed in OECD countries for assessing the relative efficiency of modes and modal combinations? What opportunities exist to improve complex intermodal transport chains? How are such opportunities identified and assessed?

Today's highly competitive global market calls for intermodal transport systems that meet industry's expectations in efficiency and reliability as well as government's sustainability expectations. While benchmarking is a tool for achieving such objectives, how are these benchmarking exercises best implemented? This report analyses illustrative benchmarking exercises to provide insights into these important questions.



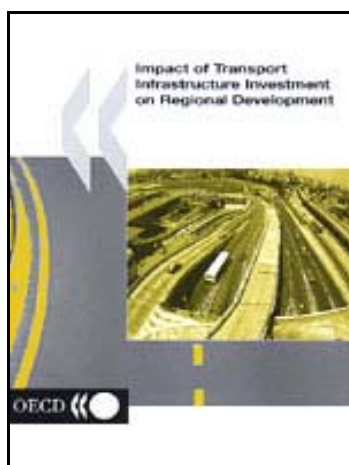
Road Travel Demand: Meeting the Challenge

Paris, May 2002

(77 2002 04 1 P) ISBN 92-64-19755-9 €45 US\$40 £28 ¥5 100

While man conquered outer space in the 20th century, surface transportation congestion remains a vexing challenge for OECD metropolitan cities in the new Millennium. What strategies, programmes and services have recently been implemented to reduce travel demand and improve traffic conditions?

This report provides case studies and examples that demonstrate successful approaches to grappling with gridlock around the globe.



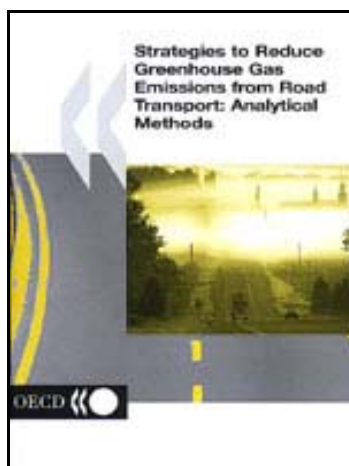
Impact of Transport Infrastructure Investment on Regional Development

Paris, June, 2002

(77 2002 05 1 P) ISBN 92-64-19759-1 €40 US\$35 £25 ¥4 600

Decisions to invest in transport infrastructure projects require careful deliberation. Governments need evaluation methods to ensure that their scarce resources are allocated in a way that maximises their net return to society. How can the efficiency of allocating funds for transport infrastructure be improved? Is the widely-used approach of cost-benefit analysis appropriate? Does transport infrastructure investment have wider impacts on regional development which need to be taken into account in determining infrastructure investment priorities? Do we find evidence of such impacts in evaluations of major transport infrastructure projects? Which impacts might be included in future appraisal methods? Which impacts matter? How do evaluation frameworks match government policy objectives?

This report provides insights into these key issues by analysing illustrative studies of the impacts of transport infrastructure investments.



Strategies to Reduce Greenhouse Gas Emissions from Road Transport:

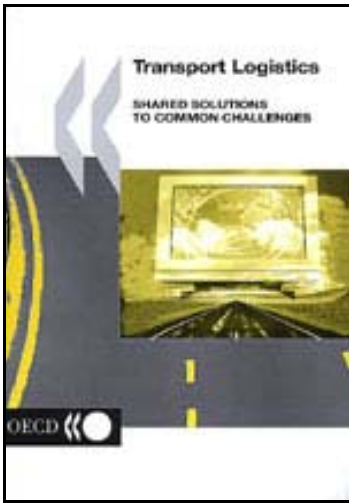
Paris, July, 2002

(77 2002 01 1 P) ISBN 92-64-19678-1 €20 US\$18 £12 ¥2 000

Road transport accounts for approximately 80% of CO₂ emissions emanating from transport, which corresponds to more than 20% of total emissions. This clearly has enormous implications for global climate change.

With the continued growth forecast in car ownership and distance traveled, what are the expected trends in CO₂ emissions and their consequences for the potential achievement of the Kyoto Protocol? What models are available to predict the level of CO₂ emissions? Are they useful?

This report, which has been prepared by an OECD Working Group, uses a number of illustrative and pragmatic cases to provide important insights into these major questions.



Transport Logistics: Shared Solutions to Common Challenges

Paris, August, 2002

(77 2002 06 1 P) ISBN 92-64-19839-3 €20 US\$19 £12 ¥2 300

Globalisation and advances in information and communication technologies are reshaping the world's trading patterns. Today's internationally competitive businesses work through strategic, integrated global networks designed to deliver efficient and high-quality response to demands from anywhere in the world. This trend has given rise to the terms "global logistics" or "supply-chain management". In addition, growing environmental concerns require that logistics should not only be efficient; they should also contribute to sustainable development.

How do governments understand the current state of logistics systems? Do we share a vision of desired global logistics networks towards which governments can work? What are the barriers to achieving efficient and sustainable logistics networks?

The OECD TRILOG project aimed to provide insights into these key issues through an exchange of experiences relating to freight transport logistics in the Asia-Pacific, Europe and North American regions. This report attempts to identify constraints and address issues common to the three regions, and suggest possible solutions and approaches that could facilitate the development of policies to promote efficient and sustainable international logistics.



Delivering the Goods: 21st Century Challenges to Urban Goods Transport

Paris, July, 2003

(772003011P) ISBN 92-64-10280-9...€33 US\$38 £22 ¥4 200

Although delivery of goods is vitally important for residents and industries in urban areas, the presence and operations of goods transport vehicles in urban areas are often regarded more as a nuisance than an essential service. Relatively little has been done by governments to facilitate the essential flows of goods in urban areas and to reduce the adverse impacts of urban goods transport on the communities being served. This has resulted in increasing problems associated with goods delivery including competition with passenger transport for access to road infrastructure and space for parking/delivery facilities. How should OECD countries deal with the difficult challenges they face in this area?

This report analyses measures taken in many cities in the OECD area and provides recommendations for dealing with these challenges.



Road Safety: Impact of New Technologies

Paris, October, 2003

(772003021P1) ISBN 92-64-10322-8.€21 US\$24 £14 ¥2 700

Every day, thousands are injured and almost 350 people are killed on the roads of OECD countries. Although new technologies -- including intelligent speed adaptation and collision avoidance systems -- are being developed and could significantly reduce this toll by as much as 40%, considerable challenges need to be overcome in order to achieve these benefits. Billions of dollars are currently being spent to develop new technologies which are not related to safety, and many of these may have a negative impact on road safety if action is not taken to ensure their compatibility with current road systems. This report evaluates the global impact of new technologies on road safety and provides recommendations to governments and industry to ensure that



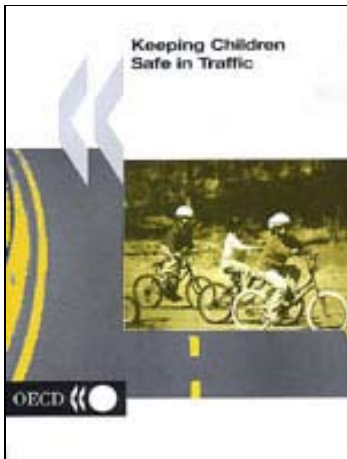
Can Cars Come Clean: Strategies for the Implementations of Low-Emission Vehicles

Paris, March, 2004

(772003031P1) ISBN 926410495X.... €45 US\$52 £30 ¥5 700

Emissions of local pollutants from motor vehicles have been the focus of longstanding concerns for both governments and the public at large because of their impact on air quality and health. More recently, emissions of greenhouse gases have been of growing concern because of their impacts on global warming.

This report considers the implementation issues related to wide-scale use of alternative fuels and vehicle technologies. It describes the progress made with conventional vehicles and analyses the measures currently being taken in OECD countries to promote clean and fuel efficient vehicles. Finally, it identifies policy options, proposes strategies and makes recommendations on actions that would promote the purchase and use of the most fuel efficient vehicles currently available.



Keeping Children Safe in Traffic

Paris, June, 2004

772004011P1 ISBN 9264106294 €30 US\$38 £21 ¥3 800

In many OECD countries, road-related crashes are the number one killer of children under the age of 15. Tragically, one child out of every 2100 will die before their fifteenth birthday in a road-related incident, and a considerably higher number will suffer severe injuries or lifelong disabilities. Since the last OECD report on children's transport safety was published in 1983, an estimated 100,000 children perished in road-related crashes – which is not acceptable.

Considerable advances have been made in most OECD countries since 1984 which have halved the number of children killed per annum on their roads. More fatalities could still be avoided if all OECD countries adopted practices known to be effective in improving children's road safety.

Keeping Children Safe in Traffic outlines the progress that has been made in the last twenty years, as well as the need for ongoing change. It provides the latest statistics on children's injuries, fatalities and trends in transport. It examines the most effective current strategies, identifies areas for improvement and makes a series of policy-related recommendations for improving children's road safety.

This report is particularly geared towards policy makers, transport planners, regulators and strategists, as well as road safety professionals, motorist associations and researchers.

