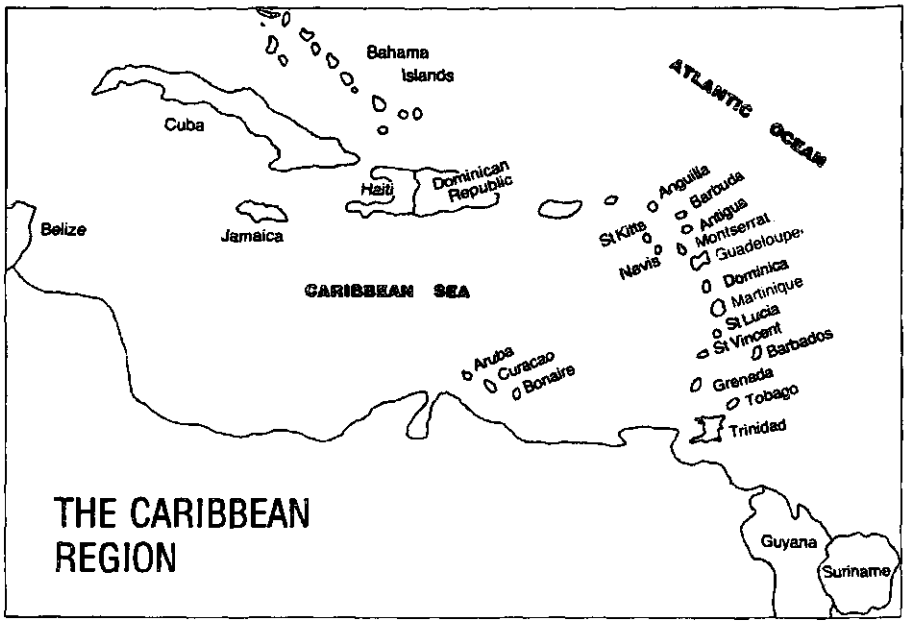
CARIBBEAN DEVELOPMENT AND CO-OPERATION COMMITTEE



THE CARIBBEAN REGION

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ECONOMIC COMMISSION FOR LATIN AMERICA
Office for the Caribbean

CARIBBEAN DEVELOPMENT AND CO-OPERATION COMMITTEE

AD HOC WORKING GROUP FOR TRANSPORTATION PLANNING

First Meeting of the Ad Hoc Working Group for Transportation Planning

BIBLIOTECA

DRAFT FUTURE WORK PROGRAMME FOR AD HOC WORKING GROUP FOR TRANSPORTATION PLANNERS

UNITED NATIONS

ECONOMIC COMMISSION FOR LATIN AMERICA Office for the Caribbean

DRAFT WORK PROGRAMME FOR AD HOC WORKING GROUP FOR TRANSPORTATION PLANNERS

The Background and Mandate of the Working Group are outlined in Document CDCC/PWG:T/82/2.

The initial tasks of the Working Group will be as follows:

(i) to define its future Work Programme and assign priorities for action;

(ii) to suggest modalities for the Working Group;

(iii) to evaluate possible resources which may be used for the implementation of the Work Programme.

I. THE DRAFT WORK PROGRAMME

A number of subject areas has been identified by the Consultant in his paper entitled "An Agenda for Transport Planning in the Caribbean". For convenience they are abstracted from the report and highlighted separately. The Working Group will need to evaluate, if necessary modify, and rank these issues in order of importance so as to devise a manageable Work Programme for the Future. The issues which have been identified by the consultant are as follows:

1. Highways and Secondary Road Systems

   (a) Trade-offs between improvements to the primary and secondary road systems;

   (b) Selection and staging of new highway construction;

   (c) Road maintenance versus capital expansion;

   (d) Access to airports and ports;

   (e) Urban area traffic management;

   (f) Highway safety improvement programme.

2. Urban Transport Planning

   The identification of an appropriate methodology for urban transportation planning in the Caribbean.

3. Public Transport Services

(a) Inventory of existing fleets - seating capacity, vehicle type and condition, route locations, etc.;

(b) The travelling public and its market characteristics - age, income, occupation, destination, etc.;

(c) Evaluation of alternatives - mini busses, shared taxis, jitneys and the appropriate mix.

4. Freight/Commodity Flows

Identification and adaptation of an appropriate macro-economic model for the transport of freight/commodities.

5. Rural Transport

The relationship between the provision of inter-city feeder and agricultural roads and the expansion of the production and exchange frontiers of the economy.

6. Port and Maritime Issues

(a) Determine the desirable level of total investment in the years 1982 through 1985 and 1985 through 2000;

(b) Determine the investment by type of facility;

(c) Determine the general location of new investment;

(d) Determine the type of port charges that will induce an efficient use of the port system and will meet the criteria of financial viability;

(e) Determine the staging of new investment over the period considered;

(f) Improvement of goods movement;

(g) Containers - market analysis as to use, handling and resources needed;

(h) Future technological developments.

7. Airports and Civil Aviation

(a) Models for air travel demand forecasting;

(b) Planning of airport/airline facilities;

(c) Air traffic control facilities;

(d) Environmental impacts.

8. Planning and Programme Development in Transportation

A number of elements will need to be covered in the preparation of a Transportation Plan, which have been identified as follows:

(a) Technical Requirements and Inputs;

(b) Management of the plan/programme/cycle;

(c) Implementation.

The consultant has identified the appropriate sequence of activities as follows:

(a) Develop a range of policy and investment options within each modal area based on the assessment of existing conditions and key issues identified;

(b) Identify the most important inter-modal trade-offs and issues;

(c) Review current and projected financial conditions and develop a range of fund projections for the transport sector and a range of initial allocations to modal areas;

(d) Develop some overall multi-modal plan and programme options based on the modal studies and the range of financial policy considered;

(e) Evaluate the effectiveness of these various options including a detailed review of potential legal, regulatory and institutional barriers to implementation;

(f) Develop a plan and programme, assign responsibility for implementing various programme elements, and propose implementation strategy to deal with potential legal or institutional barriers.

Special emphasis has also been laid on the fact that complex trade-offs can only be made after in-depth analyses of a range of policy and project alternatives has been completed. Emphasis is also placed on the need for the plan methodology to result in a joint effort by all the interested parties.

9. The Local Institutional Framework

The Consultant has indicated that due attention will need to be given to the institutional framework within which transportation planning takes place. Some of the issues identified are as follows:

(a) Does the identification of projects take place in the context of an overall macro plan to ensure there is no over-capacity or that projects meet future growth needs?

(b) Does the proposed action overstress local capabilities, and if so, are any provisions made to ensure that they are increased?

(c) Are state-owned monopolies used to implement projects? Are they efficient? How is such efficiency measured?

(d) Is provision made for the attainment of forward and backward linkages created by the project?

10. Financial and Legal Factors

(a) The impact on transport user changes on demand and government revenues;

(b) Legal and organizational constraints to plan implementation.

11. Training and Advisory Services

(a) Formal sessions and training courses;

(b) On-going participation of trainees in performance of the study;

(c) Intensive training programmes;

(d) University training - local and foreign.

12. Research

A number of topics have been identified for future research either at the national or regional level as follows:

(a) Review and Forecasting of Transport Needs;

(b) Analysis of existing Transport Systems;

(c) Analysis of Transport Funding and Policy Implementation;

(d) Development of Regional and National Transportation Policy and the Formulation of Transportation Plans;

(e) Development of a Training Programme.

II. MODALITIES FOR THE IMPLEMENTATION OF THE WORK PROGRAMME

The Consultant's report, in pages 35-39, suggests the institutional mechanisms needed to implement the programme. These comprise essentially the Ad Hoc Group of Transportation Planners and the creation of a Multi-modal Transport Research Unit (MTRU).

The Consultant has also made some general observations about the state of transportation planning in the Caribbean, and recommends the objectives upon which the Working Group of Transportation Planning should focus.

The basic premises upon which the recommendations are made are as follows:

- Transportation Planning in the Caribbean region is a relatively new concern of policy makers and researchers. It is taking place without any clear specification of the macro economic role of the Transportation sector in the development process.
- Transportation decision-making in the Region has been on an ad hoc incremental basis resulting in an uncoordinated set of activities both at the research and implementation levels. Activities sometimes reflect more the priority of external institutions than the requirements of the regional and national economies.
- The demand for transportation facilities and services in the future is likely to grow at an increasing rate imposing pressure on the existing transport system, so much so that transportation may well impede the integration and development efforts in the Region.

- The development of an integrated and unified transport system for the Region requires a reorientation in the environment towards a multi-modal, interdisciplinary and integrative approach to transportation planning and decision-making.
- The existing transport institutions in the Region do not encourage the matching of research and implementation priorities to a regional transportation policy. There are no institutions vested with the responsibility to develop a comprehensive research programme for the Region's transport economy or to encourage the development of national transportation plans.

III. TRANSPORT PLANNERS GROUP

Based on the foregoing, the Consultant proposes that the Working Group should focus on the following tasks:

(a) To act as a focal point for transport research activities in the Region;

(b) To agree on a Work Programme in Transportation for the MTRU;

(c) To encourage the development of National Transportation Plans in CDCC countries;

(d) To set priorities in research for the Multi-modal Transport Research Unit and to encourage the development of a transportation system that will deepen the integration process in the Region.

The composition of the Ad Hoc Working Groups in Planning has already been defined by the CDCC members (Report of the Fifth Session of CDCC, Document E/CEPAL/CDCC/68/Rev.2). It is wide enough to include the proposals of the Consultant.

The Working Group will also need to make proposals regarding its operations.

The following issues will need to be resolved:

(a) The frequency and nature of future meetings;

(b) The mechanisms for liaison and coordination in each country.

IV. MULTI-MODAL TRANSPORT RESEARCH UNIT (MTRU)

The Consultant has proposed "that a Multimodal Transport Research Unit be established as a permanent research institution in association with the regional Universities. The MTRU will overview an integrative research effort in air/airport, port/maritime and national transportation plans and encourage continuous research in transport".

It was also proposed that the MTRU would encourage the preparation and implementation of National Transport Plans and the interpretation of these plans into an overall regional framework.

The Working Group will need to reflect upon this proposal and provide suggestions as to how the MTRU might be constituted, co-ordinated and financed.

V. FINANCIAL ARRANGEMENTS

The Working Group might also wish to examine the proposed Work Programme with a view to evaluating the possible resources which may be used for its implementation. Some potential sources of finance are as follows:

(a) Voluntary contributions from CDCC member states either in the form of finance or the use of experts, institutions or other assets;

(b) Contributions by non-CDCC states which support the objectives of the programme;

(c) Support from the United Nations system on a project-funding basis;

(d) Support from regional and international organizations, not part of the United Nations system, perhaps on a project-funding basis;

(e) Combinations of two or more of the sources outlined above.