



International Road Federation

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IRF was founded in 1948 to encourage better road and transportation systems worldwide. IRF is a non-profit, non-political service organisation which helps in the application of technology and management practices to produce the maximum economical and social return from national road investments. Some 500 governments, companies and associations around the world are members of IRF and provide financial support to the three offices in Geneva, Brussels and Washington DC. National and regional road associations around the world make up the Federation. IRF is an accredited transportation consultant to the United Nations, the Council of Europe, and the Organisation of American States, and works closely with other international institutions in the transportation field.

Environment: key for future roads

Derech Eretz wins IRF Global Road Achievement Award for Environmental Mitigation



At the successful first IRF Roads & the Environment Conference in Geneva on 5-6 February, delegates heard many speakers stress the need for environmental mitigation to be planned into future road development, with examples of how to achieve it.

“
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But that need was recognised already by the IRF. And Derech Eretz has won the Environmental Mitigation category of the 2006 IRF Global Road Achievement Awards for the Yitzhak Rabin Highway, also known as the Cross Israel Highway.

The largest ever state infrastructure project, this national highway route (No 6) runs for 300km, from Beer Sheva in the south to Rosh Pina and Nahariya in the north.

Derech Eretz was selected as the project concessionaire, to design, execute and operate the central section of the highway, from the Sorek Interchange in the south up to the Eyron Interchange in the north, to be operated as a toll road.

It is investing some US\$1.3 billion of private financing in the development of the highway.

Derech Eretz has been committed to a 'green' approach from the first day of construction through to commissioning. Focus has been maintained on continuous conservation of natural forests, wild life, agricultural plantation fields and streams. Special care has also been taken to prevent water contamination.

"In this way, we were able to answer strong opposition from environmental groups," said Ehud Savion, General Manager, Derech Eretz Highways (1997). "This commitment and a huge associated investment went far beyond the state's requirements for environmental mitigation and were major factors in our securing the concession for the 30-year project".

An unprecedented \$70 million was put into environmental quality at the design stage, and this included:

- Rehabilitation and development of scenery.

- Prevention of possible damage to natural resources, flora and fauna.
- Acoustic treatment to prevent noise.
- Special crossings for agricultural machinery and animals.
- Treatment and preservation of archaeological sites.

The open areas through which the highway passes on the eastern side of the country give drivers an opportunity to view vistas they have never seen before.

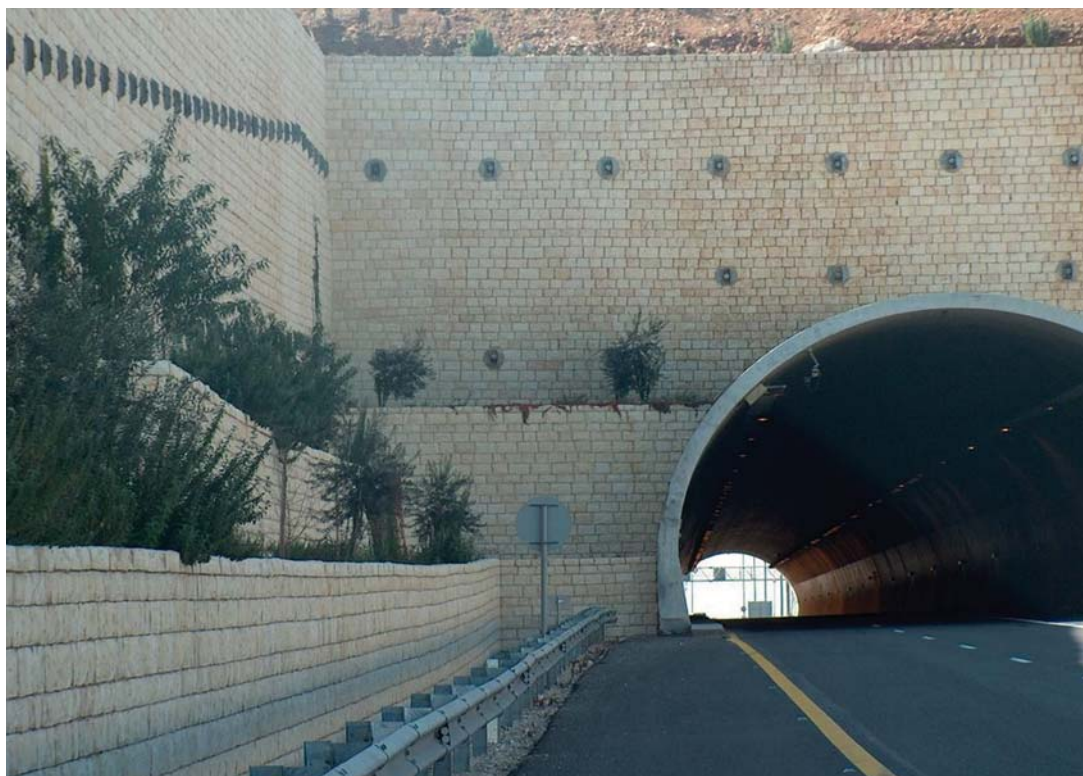
Rehabilitation and landscape development along the whole highway contribute to maximum integration of the road shoulders with the varying scenic patterns, enhancing the driving experience.

The project has set new standards in all aspects of development, rehabilitation and environmental mitigation.

"The green community in Israel has withdrawn its opposition. It has seen a private organisation fulfil its prior commitments and go far beyond them," concluded Savion. "Winning this award is, for Derech Eretz Highways, international recognition of its leadership in setting new standards for the industry."

Submissions now accepted for 2007 GRRRA

The International Road Federation's Global Road Achievement Awards programme is a competition to honour and recognise IRF members that demonstrate excellence and innovation in road development worldwide.



The programme, which is designed to elicit information on successful projects and programs from leading industry organisations, will draw attention to these leading projects and organisations, providing a road map for others to follow in continuously improving and advancing road development worldwide.

The competition is open to both IRF members and non-members.

There is no limit to the number of entries an organisation may submit. Entries are open to projects that may have been recognised in other award programmes, providing they have not been recognised in an IRF Global Road Achievement Award competition during any previous year.

• Please visit www.irfnews.org for more information or call IRF's Magid Elabyad at +1 703 535 1001.

New Chairman of World Executive Board

Peter J. Boyd, Chairman of the Advisory Board, Delcan, has succeeded Manfred Swarovski as Chairman of the World Executive Board (WEB) of the International Road Federation (IRF).

He has been active in the leadership of a number of professional organisations including The Transportation Association of Canada, in Switzerland the United Nations WMO New Sun Foundation, the Consulting Engineers of Ontario and was a Director of Ontario Exports.

During the November meeting of the WEB held in Brussels, Belgium, Mr Boyd discussed his vision of the future of the IRF

during his two year term and said that he will build upon the success of Mr Swarovski.

"I'd like to thank Chairman Swarovski for his hard work and commitment and his success in achieving ERF integration into IRF, further unification within IRF and moving forward on the creation of a China Office," Mr Boyd said. He looks forward to working with all members of the WEB in a team effort based on consensus, with emphasis on four basic areas:

- Service to IRF members
- New and expanded programs, including our planned office in China
- Membership growth
- Increased cooperation between



Peter J. Boyd

the programme centres: to eliminate redundancies, make effective use of our staff talent and resources, and move towards full unification.

"I am confident that as the IRF moves forward, we will be even more successful in accomplishing our mission for the development of better, safer roads and road networks around the world," said Mr Boyd.

Throughout his career at Delcan, Mr. Boyd has specialised in development of their unique Compliance Audit, a powerful computerised quality management system currently in use on some of the largest design-build projects in the USA.

He has advised the Republic of Turkey on privatisation of a new US\$2 billion toll road and suspension bridge for Izmet Bay and the federal government of Canada on privatisation of the construction of the fixed link to Prince Edward Island ■

Silk Road rehabilitation

Last month Tony Pearce started an eastward journey with a look at the Black Sea Ring. He continues, along the Silk Road

Over the last decade IRF has been promoting the rehabilitation of the ancient Silk Roads across central Asia. People like Francesco Balducci Pegolotti, a 14th century Florentine merchant, established the trade link between the then Chinese capital, Xi'an, and Europe via Constantinople (today's Istanbul).

In May this year IRF is re-establishing this ancient link. In 2004 the most recent Silk Road Rehabilitation conference was held in Xi'an, and the fourth in this series of conferences will take place in Istanbul on 14-16 May.

In the 14th century it would take a caravan up to a year to make the 6,000km journey. But few individuals made the entire trip. Similarly, now most of the traffic along the Silk Roads travels relatively short distances. International traffic is less than 20-30% of all trucks and less than 10% of all vehicles. International transit is, however, increasing and is forecast to become a dominant factor. International road traffic is carried on a core network of around 20,000km., most of it having two lanes and designed for 100km/hr and an average daily traffic flow of 1,000-3,000 vehicles.

About half of the world's cargo traffic is goods transported between Europe and Asia. Today, the international trade of the central Asian states is about US\$50 billion, of which US\$5 billion is 'internal' trade between the central Asian republics. Freight operations on the Silk Roads create revenues of more than US\$1 billion for transport companies and transit countries annually.



Süleyman Demirel, former President of the Republic of Turkey, and Tony Pearce discuss Silk Road rehabilitation

In 2005 a caravan of trucks made the journey between Beijing and Brussels via Astana, Moscow, Riga, Vilnius, Warsaw and Berlin. The project demonstrated the 'Euro-Asian trans-continental land bridge' and was initiated by the International Road Transport Union (IRU), the United Nations Economic Commission for Europe (UNECE) and the United Nations Economic and Social Commission for Asia and the Pacific (UNESCAP). Trade growth between China and Europe is increasing the demand for road transport, but barriers still exist. It has also been shown that it is three weeks faster to take goods from eastern China to the eastern

seaboard of the United States via this land bridge and across the Atlantic rather than crossing the Pacific.

According to a recent study by the Asian Development Bank (ADB), the condition of the network is often poor. The roads in Kazakhstan, the Kyrgyz Republic and Tajikistan require either rehabilitation or major repairs. In Uzbekistan the roads are better, but the pavement is often severely distressed and needs rehabilitation.

In Kazakhstan, the government plans to continue the rehabilitation programme of its international transit roads focusing in the short-term on further improvements to the main north-south route through Astana and the roads in western Kazakhstan. These include Atyrau-Aktau and Borovoe-Kokshetau-Petropavlovsk, which are under implementation.

The Government of the Kyrgyz Republic is planning its regional road network, and has embarked on a major collaborative project with the People's Republic of China and Uzbekistan. ADB is financing the Osh-Sarytash-Irkeshtam road and has been examining ways to remove non-physical obstacles to the development of this route between China and central Asia.

The main foreign-assisted regional road project that is

Safety on the move in Europe

In collaboration with the European Commission's Directorate-General for Enlargement (Technical Assistance and Information Exchange Unit - TAIEIX), the Brussels Programme Centre of the International Road Federation (IRF) has set up a cycle of road safety engineering and financing training workshops in Central and Eastern European countries for the benefit of road safety professionals from both public and private sectors.

During 2007 six free regional workshops in design, financing and management have been planned, offering selected stakeholders the chance to acquire valuable information on road safety engineering and financing, and a platform to share best practices, particularly in attempts to cut road casualties.

The first workshop of 2007 was held in Skopje, FYRM, 30-31 January 2007 and brought together a significant number of high-level participants from across Europe.

Typically, the seminars/workshops are over two days and include 'on site' visits to ongoing road engineering projects, making them "must attend" occasions for all infrastructure safety specialists from the region. Further IRF/TAIEIX events will be held this year in Poland, Romania, Hungary, Turkey and Lithuania.

• If your field of expertise is Road Safety Engineering and you want more information, please contact the IRF Brussels Programme Centre on www.irfnet.eu.

IRF Safety Seminar to include live crash test

A live crash test will be held as part of the IRF Roadway Safety Solutions Seminar in Doha, Qatar being held in conjunction with the Roadteq Exhibition from 11-12 April.

This will be the first 'live drive' barrier crash demonstration in the Middle East.

IRF members Highway Care from the UK and Barrier Systems from the US will be impacting an innovative portable steel barrier, the BarrierGuard 800 zSteel Barrier System, at a speed of about 80km/hr, with a vehicle weighing about 1,500kg.

“**many countries are improving roadway safety for both motorists and highway workers**”

“The seminars provide an outstanding programme that shows how many countries are improving roadway safety for both motorists and highway workers,” said Owen Denman, President and CEO, Barrier Systems, which with Italian company Snoline, is pleased to participate in these important events, and the crash test, which will show the positive protection performance of the BarrierGuard 800 system offered by Highway Care.

Mike Dreznes, IRF Deputy Director General, who will be teaching the seminars in Doha, said that many attendees will have the chance to see a crash test for the first time.

“This exciting demonstration will give visitors the opportunity to see first hand the life-saving performance of one of today’s state-of-the-art technologies.”

Limited space remains for attendance at the seminars as well as for floor space for the Roadteq Exhibition. Contact Magid Elabyad at melabyad@irfnews.org to get discounted IRF exhibition rates.

• For more information about the Roadway Safety Solutions Seminar please visit www.irfnews.org

currently being implemented in Tajikistan is Dushanbe-Kyrgyz border project financed by ADB and the Kulma Pass project financed by the Islamic Development Bank.

The Uzbek road network is strategically important for its neighbours in providing transit routes for inter-regional and intra-regional transport. It also provides year-round access between the north and south of Tajikistan. From Shymkent to Tashkent would be a medium-term, cross-border project with Kazakhstan. Rehabilitating the road from Tashkent to Dushanbe involves substantial new tunnel construction in Tajikistan to avoid having to cross two passes at more than 3,500 metres.

The IRF conference in Istanbul will bring together ministers and directors of roads from the Silk Road and Black Sea states, as well as contractors, consultants, international financial institutions and other interested organisations.

IRF has been fortunate to have received very high-level support, including the former President of the Republic of Turkey, Süleyman Demirel, IRF Man of the Year in 1973, who will host the Ministerial meeting on 14 May, and the Turkish Minister of Public Works, Faruk Nafiz Özak. Other members

of the Honorary Committee for the conference include Dr Jianfei Zhang, Director General, Highways Department, Ministry of Communications, People’s Republic of China; Ambassador Khurshid Anwar, Secretary General, Economic Cooperation Organisation (ECO), and

Ambassador Leonidas Chrysanthopoulos, Secretary General of the Black Sea Economic Cooperation (BSEC). Other supporting organisations include IRU, UNESCAP, the Islamic Development Bank, and the Tracea Intergovernmental Commission ■



**International Road Federation
Fédération Routière Internationale
Federación Internacional de Carreteras**

“From historical links to a modern network”

**Further information on our website:
www.irfnet.org**

